

FREE LE MANS 2017
ESSENTIAL GUIDE

WIN NURBURGRING
HOT LAP

 **AUTOSPORT**

THE BATTLE FOR **LE MANS**

Can Toyota defeat Porsche and its 32-year jinx?



+ **F1's REAL
BEST TEAM**
THE RISE OF
FORCE INDIA

Ricardo puts you first

Motorsport performance that's in a league of its own



Just as our clients aspire not only to get to the top, but to stay there, Ricardo continues to evolve its expertise and skills in the design, development and production of high-performance transmissions.

Over the past 95 years, Ricardo has been perfecting the art of drivelines and transmissions in the rapidly evolving world of motorsport. Fundamental to our success has been the close cooperation between our customers and our dedicated team of professionals, always putting our customers first.

The results of such a close partnership have been reflected in numerous class and outright victories in the world's most prestigious endurance races. With transmission technology in every class at the 2016 Le Mans, we continue to assist our customers to master the science behind the art.

Find out how our experts put you first.

Email: motorsport@ricardo.com **Tel:** +44 (0)1926 319319

Copyright © Ricardo plc | V2 17F U



Now for the greatest sportscar enduro

WE'VE HAD AMERICA'S BIGGEST RACE AND F1'S MOST famous event; now it's almost time for sportscars' greatest contest.

The Le Mans 24 Hours has provided some of motorsport's most brilliant, tense and dramatic moments since the inaugural running in 1923. And few match the final minutes of last year's race when Toyota finally looked like it was going to overcome its jinx in the French classic after three decades of trying.

Instead it added another chapter – perhaps the most unbelievable of all – to its Le Mans woes as the #5 car of Anthony Davidson/Sebastien Buemi/Kazuki Nakajima broke down and lost the lead with just over three minutes to go.

So can Toyota finally do it this year? There are several things pointing in that direction. First of all, it has the numbers advantage: no Audis means there are only two Porsches standing against three TS050s. It also has momentum, having won the first two World Endurance Championship events, at Silverstone and Spa. And Toyota also dominated the test day last weekend.

But, as several drivers point out in our preview supplement, Le Mans is a fickle event. Years of planning and hours of testing can be completely undone by trivial, unforeseen issues. And Porsche is about as tough a rival as one could ask for at the Circuit de la Sarthe.

It's not all about LMP1, of course. The LMP2 field is faster than before and should be competitive – and it provides almost half the entry. The fight at the top of GTE is often the closest of all.

Winning any of the classes this year will be a huge achievement – even though luck will inevitably play its part.



KEVIN TURNER EDITOR

kevin.turner@autosport.com

@KRT917



COVER IMAGE
Drew Gibson

PIT+PADDOCK

- 4** Fifth Column: Nigel Roebuck
- 6** Le Mans test: LMP1
- 8** Le Mans test: LMP2 and GTE
- 10** FW14B returns for Williams celebration
- 12** Ex-F1 driver heads to IndyCar
- 15** In the service park: David Evans
- 17** Feedback: your letters

FEATURES

- 18** Force India: Formula 1's best team?
- 24** F1 global fan survey 2017: the results

RACE CENTRE

- 30** MotoGP; IndyCar; Blancpain Sprint Cup; NASCAR Cup

CLUB AUTOSPORT

- 49** Labonte and Junqueira in Brands NASCAR
- 50** Jim Richards to race at Silverstone Classic
- 52** Brooklands to reopen finishing straight
- 53** Humble Pye: the voice of club racing
- 54** National reports: Knockhill; Silverstone; Mallory Park; Thruxton; Donington Park; Brands Hatch

FINISHING STRAIGHT

- 62** What's on this week
- 64** From the archive: 1970 Belgian GP
- 66** Have-a-go hero: Helio Castroneves

AUTOSPORT COMPETITION

- 16** Win a hot taxi lap around the Nordschleife



COVER IMAGE
LAT Images; Porsche

LE MANS 2017 SUPPLEMENT

- 4** Cover feature: can Toyota break its jinx?
- 10** Nick Tandy's real Le Mans defence
- 14** Oliver Jarvis on switching to LMP2
- 18** Who can stop Ford in GTE?
- 22** Team by team: all the cars and drivers
- 38** Heroic Le Mans minnows
- 42** Ford's great escape in 1967
- 46** Over to you: fan memories
- 50** Track and spectator guide
- 52** Winners and statistics
- 54** Entry list

NIGEL ROEBUCK

Hoping for affordable power

JEAN TODT, YOU WILL REMEMBER, WAS long ago obsessively in favour of introducing hybrid power units to Formula 1, and at the time I bought into his reasoning that, for road cars, they were the future, and unless such a move were made the major manufacturers would see no R&D justification for remaining in the sport.

Had we at the time still been running the sonorous and muscular three-litre V10s, I might have been less easily persuaded, but I never had much enthusiasm for the 2.4-litre V8s, all of which produced the same screaming white noise, and not a lot of horsepower. F1 fans have always needed loud racing engines, and clearly — with the hybrid engines being turbocharged — that was going to be an important element lost, but at the same time they were going to produce more power than the V8s, and although I have always fundamentally agreed with Patrick Head's contention that F1 has no need to justify itself as a means of 'improving the breed', Todt's arguments about keeping the manufacturers involved seemed to make sense.

Thinking back — and looking at how things have turned out — I could hardly

have been more wrong. For one thing, the manufacturers have hardly queued up to be part of this 'new Formula 1'; for another, the inordinately complex power units have proved, as many predicted, to be ruinously expensive for those teams that have to buy them; for another yet, while Ferrari has lately come up on the rails, Mercedes domination through the first three 'hybrid' seasons caused countless aficionados to turn their backs on the sport. As some of the IndyCar drivers, incensed by Lewis Hamilton's suggestion that there isn't much depth of quality in their series, have this week pointed out, prior to the Ferrari revival in 2017, for three years Lewis had only his team-mate to beat.

Bernie Ecclestone, it must be said, was always opposed to Todt's concept of F1's future, as he reminded me in a recent chat. "It was wrong to introduce the bloody hybrid engine, and I said that from day one — I said this engine could kill Formula 1. All those years ago I was against replacing the V10s with the V8s, but at least all the engines were delivering the same sort of power. Since the hybrid arrived, the racing hasn't been good, has it? All right, this year it's looking a bit better finally, but...



Indy engines are more equal, and less complex



V10 engine era had much to commend it

remember the sound of the start of a grand prix in the old days! Oh well, never mind..."

Now it seems clear that the sport's new owner, Liberty Media, is well aware that the next iteration of the Formula 1 engine must be both simpler and significantly cheaper, and the teams are much in agreement — indeed Helmut Marko recently said that unless it were so, unless it were an engine that an Ilmor or Cosworth could produce for sale at a reasonable price, Red Bull's continuing in the sport could not be guaranteed.

At Indianapolis I asked Fernando Alonso about the differences — to a driver — between an F1 car and an IndyCar, not least in the engine department. After his initial one-day test at the Speedway, Alonso was back in the McLaren-Honda at Barcelona, and I wondered how that had felt.

"It felt good!" he said, somewhat to my surprise. "For one thing, of course, it felt familiar and more natural — you are driving the car straight again, rather than, in the



IndyCar, sort of turning right on the straight, and when you touch the brakes there is a huge bite. Here at Indy, unless there is an emergency or you are coming into the pits, you never touch the brakes.

“The other thing is that, although we are running at very high speeds at Indy, the power of the engine — in ‘oval’ spec — is quite low, so when I got back in the F1 car, it felt — even with our engine! — pretty good. At Indy, though, something I’ve really liked is that starting the engine is just like the old days in F1. You just hold up a finger, and they fire it up, and away you go. With the hybrid engine it takes forever to start...”

Thinking outside the box, might not the contemporary IndyCar engine, a turbocharged 2.2-litre V6, be considered, with more boost, a basis for the F1 engine of the future?

“Why not?” said Fernando. “You’re right — it could be interesting for Formula 1. It’s relatively simple, not so expensive, and pretty reliable, and equal engine performance is more or less

“Even the likes of Dieter Zetsche and Sergio Marchionne would surely welcome a less expensive programme”

guaranteed. It’s a nice idea, but we know it will never work in Formula 1 because the big manufacturers will never accept the idea of ‘similar’ engines, will they?

“It’s a never-ending story, I think. For sure, the actual racing would be more spectacular if you had 20 GP2 — sorry, Formula 2 — cars with 20 F1 drivers. The spectators would love that kind of racing. With the cars so equal, the driver would matter more, and compared with what we have now it would be incredibly cheap. But having said that, Ferrari would not be there, Mercedes would not be there, Renault would not be there, so...”

Alonso is, of course, right, but if the F1 power unit of the future will inevitably retain some hybrid elements, even the likes of Dieter Zetsche and Sergio Marchionne would surely welcome the idea of a much less expensive programme. As we have many times said, the power:fuel consumption ratio of the current engine is staggeringly impressive — but so has been the cost of achieving it, and if unfathomably nobody in F1 has thought to tell the world about it what has it all been about? Monsieur Todt rarely concerns himself with racing matters these days, but perhaps, when he has a moment, he can tell us. ❧



LE MANS TEST DAY

Toyota favourite as Kobayashi tops test

TOYOTA CLAIMED THE TITLE OF PRE-RACE favourite for the Le Mans 24 Hours at the official pre-race test last Sunday on a day when Porsche admitted it couldn't match its rival.

The trio of Toyota TS050 HYBRIDS blocked out the top three positions at the end of the test ahead of the French enduro on June 17-18. Kamui Kobayashi's 3m18.132s fastest lap, notched up during a qualifying simulation, was more than three seconds clear of the best of the Porsche 919 Hybrids, but probably more concerning for the German manufacturer was the 3m19.290s set by Sebastien Buemi on a full tank of fuel.

Kobayashi was the only Toyota driver to be given a qualifying run. He got traffic on his first shot on the way to a 3m18.319s, then had a lap to cool down the tyres and charge up the battery, and went again. He improved, but wasn't entirely content with the time he achieved.

"I actually got more traffic the second time, so I'm not really happy with my lap," said the Japanese driver, who set his fastest lap at the beginning of the afternoon session when conditions weren't at their optimum.

Toyota was happy with what it achieved during nearly eight hours of testing, which came to a premature halt courtesy of a red flag with 12 minutes remaining. "We have got through nearly all our test items," said Toyota Motorsport GmbH technical director Pascal Vasselon. "We

have a good idea of the working window of the tyres and have done four stints on them.

"The good thing is that all our drivers are in the same window. Immediately this morning Yuji [Kunimoto] was at the right pace. He made a good recovery [from a disappointing World Endurance Championship debut at Spa last month] and was immediately there from the first stint. After today it is difficult to say that we are not favourites. That is what we have been working for."

Porsche was not in such positive mood after Earl Bamber and Neel Jani ended up over three seconds off Kobayashi's best. The #2 car that Bamber shares with Timo Bernhard and Brendon Hartley lost 90 minutes of track time after an oil leak forced a change of its V4 turbo engine.

"We've had better pre-tests; it was a mixed day for us," said team principal Andreas Seidl. "Could we match the pace of the Toyota today? Impossible. That was something we couldn't do."

Seidl stressed that Porsche had not simulated a qualifying run with either of its cars. "We were testing only for the race, so it's a bit difficult to judge too much from the times," he added. "The engine problem cost us a bit of time, but we still got through most of our test programme."

The positions between the two manufacturers remaining in LMP1 have been reversed from 12 months ago, when Toyota struggled at the test, but bounced back in time for race week



LAT IMAGES

RESULTS LMP1

POS	DRIVER	CAR	TIME
1	Kamui Kobayashi	Toyota TS050 HYBRID	3m18.132s
2	Sebastien Buemi	Toyota TS050 HYBRID	3m19.290s
3	Jose Maria Lopez	Toyota TS050 HYBRID	3m21.455s
4	Earl Bamber	Porsche 919 Hybrid	3m21.512s
5	Neel Jani	Porsche 919 Hybrid	3m22.100s
6	Dominik Kraihamer	ENSO CLM-NISMOP1/01	3m28.701s

Fastest driver in each car only

and should by rights have won.

Seidl believes there is scope for Porsche to do the same this year. "There is no concern; we will just have to work hard," he said. "There is still time to analyse the data and see what we can do in terms of set-up and tyre usage."

The ByKolles squad, the only P1 privateer in the field this year, made significant strides with the latest Nissan-powered version of its ENSO CLM P1/01. Dominik Kraihamer's time was more than four seconds quicker than its best-ever lap of Le Mans in AER-engined configuration.

Kobayashi's time eclipsed last year's pole set by Jani by more than 1.5s. That improvement came despite new aerodynamic rules for this year designed to peg back falling lap times.

It also compares to the 3m21s test best from 2016. The 8.47-mile Circuit de la Sarthe, which includes sections of public road, will inevitably get quicker through race week, which raises the prospect of Jani's 3m16.887s pole record on the current configuration of track being bettered.

Kobayashi certainly believes that this is possible. "I think it can be beaten," said the ex-Formula 1 driver. "We'll give it a try."

GARY WATKINS

Kobayashi shares test-topping Toyota with Mike Conway and Stephane Sarrazin

Has safety drive gone too far?

IS THE CIRCUIT DE LA Sarthe losing its unique character? That's the suggestion from some drivers after the latest wave of safety improvements ahead of this month's Le Mans 24 Hours.

No-one denied that moving the wall back where the final right-hander of the Porsche Curves bleeds into the Corvette left kink had improved safety. But many drivers suggested that it had taken away some of the character and the challenge of what for many is their favourite section of track.

"It is safer, I guess, but if the trend is continued it will be like driving through a parking lot with nothing around you," said three-time Le Mans winner Andre Lotterer. "The Porsche Curves have always been one of the most iconic places at Le Mans and this is going to make it a little bit less thrilling. I think we have to be careful what we do to this track."

Corvette Racing driver Jan Magnussen, who missed the Le Mans race in 2015 after crashing in the Porsche Curves during qualifying, offered similar sentiments.

"I'm not necessarily a fan of moving the walls and the barriers further away," he said. "If you move them miles away it becomes like

any Formula 1 circuit and anyone can be fast."

Vincent Beaumesnil, sporting director of Le Mans organiser the Automobile Club de l'Ouest, explained that increasing the runoff was a necessary evil and preferable to changing the layout of the circuit.

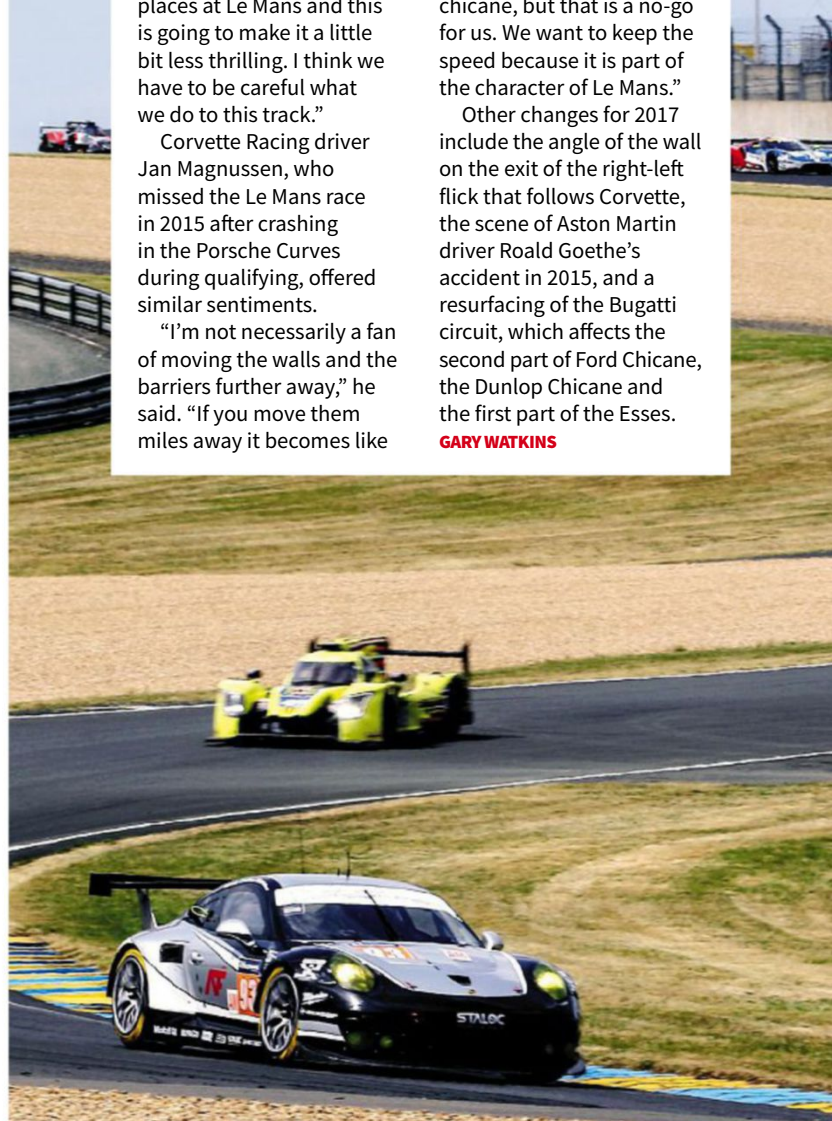
"The Porsche Curves are one of the most famous sections of track where we have cars going at 250km/h

"The Porsche Curves are iconic and this will make it less thrilling"

between two walls," he explained. "One way to manage that situation would be to install a chicane, but that is a no-go for us. We want to keep the speed because it is part of the character of Le Mans."

Other changes for 2017 include the angle of the wall on the exit of the right-left flick that follows Corvette, the scene of Aston Martin driver Roald Goethe's accident in 2015, and a resurfacing of the Bugatti circuit, which affects the second part of Ford Chicane, the Dunlop Chicane and the first part of the Esses.

GARY WATKINS



Signatech Alpine team topped test with Panciatici



LAT IMAGES

LMP2

Eight seconds faster than 2016 pole – and counting

HOW MUCH FASTER THE NEW breed of LMP2 cars would be was one of the big questions ahead of their first appearance at Le Mans. And the answer after the test is that they are well on the way to the 3m25/26s lap times predicted by at least one of the four constructors.

The times were topped after nearly eight hours of testing last Sunday by Nelson Panciatici in the #35 Signatech Alpine ORECA-Gibson 07. He ended up on a 3m28.146s, but the Frenchman reckoned that the times will continue to tumble as the Circuit de la Sarthe grips up through race week.

"I could have gone quicker," said the two-time European Le Mans Series champion, whose time was eight seconds quicker than last year's pole. "I probably lost five or six tenths because I had to overtake some cars, but I'm sure it was the same for everyone else. I think today a 3m27s was possible and the track is going to get quicker when we come back."

Signatech's pair of entries may bear Alpine badges, but they are nothing more than ORECA's and it was the French constructor that dominated the times on Sunday. It packed out the first 13 places in class at the end of the day.

RESULTS LMP2

POS	DRIVER	CAR	TIME
1	Nelson Panciatici	ORECA-Gibson07	3m28.146s
2	Jean-Eric Vergne	ORECA-Gibson07	3m28.844s
3	Alex Brundle	ORECA-Gibson07	3m29.104s
4	Alex Lynn	ORECA-Gibson07	3m29.113s
5	Ho-Pin Tung	ORECA-Gibson07	3m29.924s
6	Mathias Beche	ORECA-Gibson07	3m30.150s

Fastest driver in each car only

Dallara hit track with Barrichello (see 'In the headlines' – right)

Le Mans rookie Jean-Eric Vergne took second spot with a time seven tenths down on Panciatici in the best of the Manor team's entries. The former grand prix driver set his time late in the session on his first flying lap after getting back in the car right at the end of the day.

Any chance of an improvement was scuppered when the second Manor car dropped oil on the track, resulting in the late red flag that brought a halt to the test 12 minutes early.

The top Ligier JSP217 was the United Autosports car in which Filipe Albuquerque posted a 3m31.907s that left the best of the rest the better part of four seconds off the pace. Gearing issues appeared to be holding the Ligiers back. "Let's put it this way, I don't think the homologated gears are correct," was the comment of one team manager of a Ligier-equipped team.

The best Dallara time was only slightly slower, a 3m32.567s from Andrea Belicchi in the Villorba Corse entry. The solo Riley Mk30 barely ran in the morning courtesy of a fuel leak, the Keating Motorsports-run entry ending up 10s off the pace in Ricky Taylor's hands.

GARY WATKINS



Corvette was fastest at test in the hands of Olly Gavin



GTE

Ford flounders as BoP rears head

FOUR OF THE FIVE MANUFACTURERS IN GTE PRO were separated by just seven tenths when the test finished. The problem for a class in need of a credibility shot after the Balance of Performance fiasco 12 months ago was that last year's winner, Ford, was nowhere.

There was a new BoP issued ahead of the test, the so-called starting BoP in reference to the likelihood of further changes in the lead up to the 24 Hours, and it bunched up all the manufacturers with the exception of Ford. The best of the four Ganassi Ford GTs was nearly three seconds off the pace.

That inevitably raised the spectre of sandbagging. The question is whether hiding performance at the test will fool the FIA and the Automobile Club de l'Ouest.

The rhetoric from the manufacturers suggests that they have full confidence in the rulemakers and their efforts to negate the effects of sandbagging. "It is getting really difficult to do that," said Frank-Steffen Walliser, head of GT racing at Porsche. "We have no idea how to do it; if you look at the data, you see everything. The number of people looking at that data has increased, so it can only make the system more objective."

The FIA and the ACO also have more data available this year. The other key change is that each manufacturer's prediction of its likely pace

through the Le Mans event is now shared with its rivals. Any request for a change — let's call it lobbying — is also shared.

Ford, of course, denied that it was playing games, but then it did likewise last year. George Howard-Chappell, programme manager of the GT project at Multimatic and team boss of the British arm of the Ganassi squad, insisted that the pace of the Fords made sense given the latest BoP. "We were a couple of seconds slower than at the test last year, and that was what we were kind of expecting with an extra 20kg and the change in power," he said.

Howard-Chappell insisted that it was irrelevant to make comparisons between the best Ford time last weekend — a 3m57.536s from Richard Westbrook — and Scott Dixon's fastest race lap of 3m51.514s last year. "We were in testing mode and did a lot of good work on race set-ups," he explained. "We didn't do a qualification simulation and, if you have a pool of 20 engines, you don't put your best ones in for the test."

Pedro Lamy topped the GTE Am times for Aston Martin Racing. The Portuguese narrowly eclipsed former Aston driver Fernando Rees's best in the Larbre Competition Chevrolet Corvette C7.R.

GARY WATKINS

RESULTS GTE PRO

POS	DRIVER	CAR	TIME
1	Oliver Gavin	Chevrolet Corvette C7.R	3m54.701s
2	Frederic Makowiecki	Porsche 911 RSR	3m54.996s
3	Kevin Estre	Porsche 911 RSR	3m54.999s
4	Antonio Garcia	Chevrolet Corvette C7.R	3m55.064s
5	Nicki Thiim	Aston Martin Vantage	3m55.251s
6	Jonny Adam	Aston Martin Vantage	3m55.266s

Fastest driver in each car only

RESULTS GTE AM

POS	DRIVER	CAR	TIME
1	Pedro Lamy	Aston Martin Vantage	3m58.250s
2	Fernando Rees	Chevrolet Corvette C7.R	3m58.302s
3	Matteo Cairoli	Porsche 911 RSR	3m58.449s
4	Townsend Bell	Ferrari 488 GTE	3m58.599s
5	Marco Cioci	Ferrari 488 GTE	3m58.804s
6	Ross Gunn	Aston Martin Vantage	3m58.885s

Fastest driver in each car only

IN THE HEADLINES

BARRICHELLO'S DEBUT

Eleven-time grand prix winner Rubens Barrichello completed 40 laps in the Racing Team Nederland Dallara-Gibson P217 on his first visit to Le Mans. The Brazilian posted the car's best time, less than eight tenths shy of Andrea Belicchi's fastest time in one of the Italian machines for Villorba Corse.

BONANOMI CALL-UP

Former Audi LMP1 driver Marco Bonanomi has replaced James Rossiter in the ByKolles LMP1 privateer line-up for Le Mans. The Briton, who drove the team's ENSO CLM in the opening two WEC rounds, has a clashing Super GT test at Sugo.

LIEB IS RESERVE...

Reigning WEC champion Marc Lieb drove both Porsche 919 Hybrids during the test, completing a total of 11 laps across the two cars. The German, who was dropped from the LMP1 squad, is a nominal reserve driver for the race.

...AND SO'S VANTHOOR

Porsche factory GT driver Laurens Vanthoor will act as an unofficial reserve for the G-Drive LMP2 squad at Le Mans as well as for his regular employer. The Belgian, whose primary programme with Porsche is in the IMSA SportsCar Championship, completed 15 laps in the #26 G-Drive ORECA, as well as testing both works 911 RSRs. Vanthoor is also in the frame to replace Alex Lynn in G-Drive's WEC squad at the Nurburgring next month when the Briton is on Formula E duty.

CATSBURG STANDBY

WTCC leader Nicky Catsburg drove the TDS Racing ORECA and will act as a reserve in case Matthieu Vaxiviere has any reaction to the injuries sustained in training that forced him to miss the Spa WEC round.

FLOPPIES FAILURE

A new design of corner marker designed to deter track-limit violations was introduced at the test. The spring-loaded 'floppies' failed to survive being run over, but the ACO explained that revisions for race week should remedy the situation.



FORMULA1

Mansell-era Williams is star turn

A WILLIAMS-RENAULT FW14B THAT had not been driven for 25 years was the highlight of last Friday's unique 40th-anniversary celebration for the team at Silverstone.

Other than a shakedown ahead of the event, FW14B/9 had not run since 1992. After a problem was found with a hole in the fuel baffle, the fuel tank had to be changed. After the delay, Williams Heritage driver Karun Chandhok completed over 20 laps.

"The original plan was we'd do an install lap and maybe three fliers, but the people just loved seeing the car and Williams wanted to keep showing it," said Chandhok. "Paddy Lowe hung around taking pictures on his phone all day, like a kid!"

"It was really emotional for me and a dream come true. I'm not normally particularly emotional when it comes to this stuff, but when

I went down Hangar Straight the first time flat-chat, I had this memory of watching a Mansell onboard. The sound and the view were so familiar, and you have to look through the right-hand side of the cockpit because the centre of it is so high. I could hear Murray Walker in my head going 'Mansell heads down Hangar Straight'. It was a serious flashback moment."

Chandhok ran with the active-suspension system operational, but traction control disengaged for engine reliability reasons.

"It's fascinating the way it works and you can feel the car move," said Chandhok of the active ride. "I can understand why Mansell did well in it because he had the supreme confidence and belief to drive it."

"If you imagine coming into Stowe, you turn the wheel right and, to counter the body roll, the front-left corner jacks up. So you have no body roll and the turn-in is incredible. Then, from mid-corner, the front dips down to keep the nose pinned, but because you have the blown diffuser you get on the throttle. The rear diffuser produces 30-35% more downforce on the throttle, so you have to hammer the throttle to get it to work. It's a bit unnerving to feel all this movement, but if you have the confidence it works really well."

"The engine driveability is amazing — there are no holes in the torque curve, and the balance is so neutral and beautiful because of the way the aero works."

Among the cars on track were an ex-Patrick Neve March 761, run by the team during its first season in 1977. The Williams FWo8 six-wheeler, which was never raced, was driven by Felipe Massa and Martin Brundle, while there were running examples of the FWo6 and FWo7 in attendance. The Williams-designed, 1999 Le Mans 24 Hours-winning BMW V12 LMR — on loan from the Munich manufacturer — also took to the track in the hands of Steve Soper.



Massa hustles the six-wheeler, which was never raced

As well as Massa and Lance Stroll, a large number of former Williams drivers attended, including the team's world champions Nigel Mansell, Damon Hill and Keke Rosberg, as well as Riccardo Patrese, Mark Webber, David Coulthard, Brundle, Alex Wurz, Antonio Pizzonia and Pastor Maldonado. A strong contingent of team personnel also appeared, with current chief technical officer Lowe, team principal Frank Williams, co-founder Patrick Head, former chief designer Frank Dernie and ex-head of aero Geoff Willis.

Williams was surprised by the attendance for the event, with 50,000 fans taking up free tickets, despite the fact that it was on a week day. Deputy team principal Claire Williams says she hopes to put on similar events in the future.

"I think we need to do more," she said. "If 50,000 people come and watch this today then they clearly want to see more of what we do. As a team, we like to think that we are accessible and we want to be more so. I don't think this will be the last time you see us do something like this."

EDD STRAW



SUPER GT



Button in Mugen NSX for Suzuka 1000Km attack

JENSON BUTTON WILL LINE UP WITH TEAM Mugen for his long-anticipated assault on August's Suzuka 1000Km.

The 2009 Formula 1 world champion drove Mugen's Super GT NSX-GT at the Japanese Grand Prix venue this week as part of a tyre test.

Button will race with the Mugen car's regular drivers – ex-IndyCar racer Hideki Mutoh and former British Formula 3 contender Daisuke Nakajima, the younger brother of Toyota LMP1 star Kazuki Nakajima.

"After driving an NSX Concept-GT at the Honda Racing Thanks Day last December, I became interested in racing in Super GT," said Button.

"I spoke with Honda and they have given me the

chance to race at the Suzuka 1000Km. As an F1 driver and a member of Team Mugen, I will push to win. I am very much looking forward to racing in front of my Japanese fans again."

Team Mugen director Nagataka Tezuka said: "Jenson is an extremely talented and experienced driver, and we hope he will have a great race."

"This is an exciting and formidable driver line-up and we are confident Team Mugen will be able to show its best performance at the final ever Suzuka 1000Km."

Honda struggled at the start of the 2017 Super GT season, but a performance break boosted form for the NSX squadron last time out at Autopolis.

ANDREW VAN LEEUWEN

WORLD RALLYCROSS

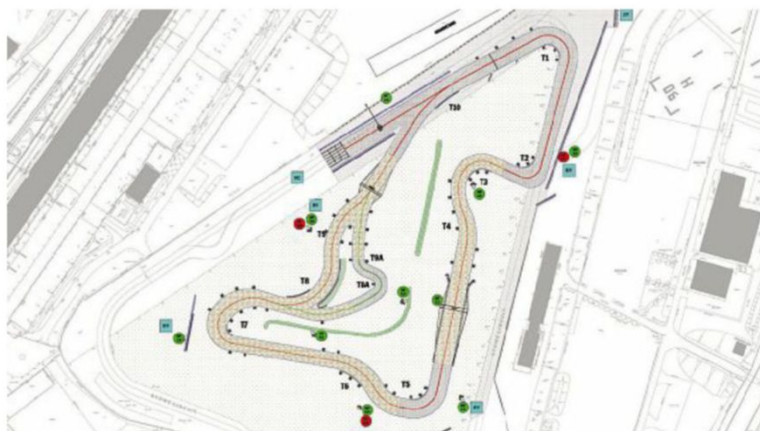
Solberg praises Silverstone WRX

TWO-TIME WORLD RALLYCROSS champion Petter Solberg has given Silverstone's first rallycross track his seal of approval.

The PSRX Volkswagen Sweden star was at Silverstone for the launch of the one-kilometre-long circuit last week. The track, a month in the making, is based around the Stowe Circuit and will replace Lydden Hill as the home for Britain's round of the World Rallycross Championship for the next five years.

Solberg told Autosport: "It's good. I like it. The jump's going to be a really big one. The one thing they're missing is a long, long corner on the gravel. We have 600bhp with these cars and we need to see that power being used."

Next year's British World RX round will come packaged as the SpeedMachine Festival, ensuring a



family-oriented weekend of music, food and racing.

Silverstone's Stuart Pringle said: "We've built the track a year out from the event so we can work on it, listen to what the drivers want and

make any changes necessary. The SpeedMachine Festival will be about so much more than racing, but its beating heart will be the World RX round at our new track."

DAVID EVANS

BTCC

DAN LLOYD LEAVES TRIPLE EIGHT MG SQUAD

DANIEL LLOYD, WHO RACED a Triple Eight Racing-run factory-backed MG in the opening four meetings of the 2017 British Touring Car Championship, has parted company with the team.

The 25-year-old, who had raced for a handful of meetings in the 2010 and '16 seasons, was partnered alongside Aron Taylor-Smith at Triple Eight, which runs a pair of MG6s.

However, the cars have been largely uncompetitive this season and he has only scored six points, putting Lloyd 24th in the standings.

Lloyd, who was caught up in a high-speed accident at Thruxton in May where he rolled out of race two, has quit ahead of this weekend's three races at Croft.

"Unfortunately, the results have led to us already losing a number of sponsors for this season, and this has forced us to make the very difficult decision to walk away from the BTCC for the time being," said Lloyd (below).

"I have really enjoyed representing the MG brand and working with the marque on track. I'd like to extend my personal thanks to all of the MG team for their support and I wish them the best for the future."

A statement from Triple 888 said that both parties were now "pursuing other opportunities".

"Triple Eight would like to thank Daniel for all his hard work and commitment this year and wish him nothing but success for his future career," it read.

"An announcement regarding our driver replacement will be made in due course."

As Autosport closed for press, there was speculation that Josh Cook, who drives for Team Parker/Maximum, could return to the squad with which he was 12th in the 2016 standings.

MATT JAMES





FORMULAE

NISSAN LINKED WITH TAKEOVER OF RENAULT FE ENTRY

FORMULA E'S LEADING manufacturer Renault could have its entry taken over by Nissan.

After joining Formula E for the 2015-16 season, Renault returned to Formula 1 as a works team last year when it reclaimed the Enstone-based Lotus entry.

Renault spent an estimated £150million in F1 last year, £80m of which it funded itself. Dropping its ultra-successful Formula E programme would allow it to add more than £10m to that.

The Renault-Nissan alliance has been discussing how to best deploy the two makes in motorsport, with Nissan without a bespoke programme outside Japan since axing its LMP1 project at the end of 2015.

Nissan is one of the world's biggest sellers of electric vehicles, and Formula E could be the perfect fit.

Autosport understands that no decision has been made and it is not guaranteed that Nissan, which would be FE's first Japanese manufacturer, will take over from Renault for next season.

Renault won the Formula E drivers' and teams' titles in 2015-16 and leads the way in both championships again this season.

It has also kicked off

the development and homologation process for a 2017-18 Formula E powertrain (motor, inverter and gearbox). The adoption of Renault's technology could facilitate a Nissan Formula E entry as early as 2017-18. This would allow its NISMO motorsport arm to acclimatise to a competitive technical package before funding the development of a powertrain for 2018-19.

The expectation is that it would remain aligned with the e.dams squad, although Nissan's arrival would place a significant question mark over star driver Sebastien Buemi.

The Swiss is contractually obliged to prioritise his LMP1 programme with Toyota, and it is unlikely that Toyota would give him permission to represent a Japanese rival.

- Formula E cars could feature brake-by-wire systems as early as the 2018-19 season. Teams view such an 'active-braking' system as one of the key technologies needed in the series, especially with qualifying power increasing from 200kW to 250kW and race power rising from 170kW to 200kW for that season.

SCOTT MITCHELL

INDYCAR

Gutierrez in IndyCar switch

F1 seems over for the Mexican, he tried Formula E, but replacing Bourdais seems to have ticked the box

E

steban Gutierrez gave a good account of himself last weekend on his first IndyCar encounter at the series' most arduous street course in Detroit, and will race at the majority of the remaining races on the 2017 calendar.

The Mexican, who raced for three seasons in Formula 1, was only confirmed as the injured Sebastien Bourdais' sub at Dale Coyne Racing the day before practice started at Belle Isle. Yet on a weekend where the team was struggling as a whole, he built up gradually and without error, and

whittled his deficit to the session pacesetter down from 3.4 seconds in free practice two to 1.33s in qualifying for the second race. Using team-mate Ed Jones, the series' only fulltime rookie, as a benchmark, Gutierrez outqualified him by 0.2s for race one, and fell 0.25s behind in qualifying for race two. Admittedly it was a track on which Jones too had no experience.

In both races, Gutierrez focused on accruing as many laps as possible and avoiding chancey moves. He finished a lap down on Saturday, but was on the lead lap on Sunday — particularly admirable given that, until the red flag with four laps to go, the race ran without any caution periods to artificially bunch the field.

"It was quite an experience," he remarked. "Two days of racing, two days of qualifying. It was a challenge to come here with no testing, straight into the car with two short practice sessions on one of the most physical tracks on the calendar. I really loved the experience this weekend — we have fantastic mechanics and engineers that supported me and helped me get comfortable with the car and all the procedures. It was pretty special and I look forward to more, hopefully."

Whether "more" includes this weekend's race at Texas Motor Speedway was still under discussion as Autosport went to press. Team owner Dale Coyne was keen, but told us that squeezing in Gutierrez's oval rookie test could be problematic, in which case Oriol Servia (now free of Rahal Letterman Lanigan duties) and James Davison (who subbed for Bourdais at the Indy 500) were favorites for the #18 seat.

But Coyne added that the Gutierrez contract was "not just a one-event deal. He'll do more — ovals as well. He wants to be in IndyCar. We have a test day before the race at Road America [June 25], and I think that's when we'll start to see him find his feet. He already knows the track from his Formula BMW days, and his GP3 and GP2 performances tell me he's strong. I think he could do a very good job for us."

Gutierrez's new IndyCar programme means that his Formula E venture has come to an end after three races. Stephane Sarrazin has taken his ride at customer Renault team Techeetah after being given permission by the Venturi team to leave. Venturi retains Tom Dillmann, who made his FE race debut with the team in Paris last month in place of Maro Engel, whose clashing DTM commitments with Mercedes took priority.

DAVID MALSHER



IN THE HEADLINES

GIOVINAZZI GETS HAAS FP1 ROLE

Ferrari reserve Antonio Giovinazzi will drive for Haas in first free practice at seven grands prix this year, starting at Silverstone next month. Giovinazzi, who stood in at Sauber for the injured Pascal Wehrlein at the first two races of 2017, will replace Kevin Magnussen in Britain, Hungary, Italy, Malaysia, Brazil and Abu Dhabi, and Romain Grosjean in Mexico.

KUBICA RETURNS TO F1 COCKPIT

Ex-Formula 1 star Robert Kubica was testing a 2012-spec Lotus at Valencia as we went to press, the Pole's first outing in an F1 car since the rally crash that ended his grand prix career. The Lotus E20, Renault's show car, was also set to be driven by test driver Sergey Sirotkin.

NORRIS TESTS OLD McLAREN F1 CAR

McLaren-Honda protege and Formula 3 European Championship sensation Lando Norris tested a 2011-spec McLaren F1 car at the Algarve circuit last week. As winner of last year's McLaren Autosport BRDC Award, the Briton won a prize of a McLaren test.

MALJA JOINS SAUBER FOR HUNGARY

Swedish Formula 2 racer Gustav Malja gets his first taste of F1 machinery when he tests for Sauber in the post-Hungarian GP test at the Hungaroring on August 1-2.

PANOZ BACK WITH NEW RADICAL RACER

DeltaWing boss Don Panoz will announce what is being billed as a 'never before attempted road racing concept' during the week of the Le Mans 24 Hours. The announcement will be made by a Panoz-owned company called Green4U Technologies, into which the DeltaWing Technology Group has been incorporated. The Le Mans 'Garage 56' entry for experimental machinery – used by the DeltaWing – could provide an avenue for a Panoz return to the race.

ERIC BROADLEY FUNERAL DETAILS

Lola founder Eric Broadley's funeral will be held at Cambridge Crematorium, CB3 0JJ (just off the A14, direction Cambridge to Huntingdon, traffic delays are a constant at present) on Thursday, June 15 at 1245. Broadley died last month at the age of 88.

BYKOLLES SET TO MISS WEC FLYAWAYS

The German-based ByKolles team is unlikely to continue in this year's World Endurance Championship beyond its home round next month at the Nurburgring. Team owner Colin Kolles explained the need to develop the car ahead of the 2018 season, when privateer opposition in LMP1 is expected from new cars from Ginetta, BR Engineering and Perrinn. But he did not rule out entering subsequent races on a one-off basis.

TRIUMPH REPLACES HONDA IN MOTO2

Triumph will replace Honda as the supplier of the Moto2 spec engine from 2019, with a new three-year deal announced at last weekend's Italian GP.

WALLACE STANDS IN FOR ALMIROLA

NASCAR Xfinity Series ace Darrell Wallace will become the first African-American to start a race in the top-class Cup series in 11 years at Pocono this weekend, replacing the injured Aric Almirola in a Richard Petty Motorsports Ford. Regan Smith has stood in for Almirola so far.

F1 PREVIEW

Canadian Grand Prix June 9-11



MONTREAL

LENGTH 2.710 miles NUMBER OF LAPS 70

2016 POLE POSITION Lewis Hamilton 1m12.812s

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

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



TYRE ALLOCATION

HARD	MEDIUM	SOFT	SUPER-SOFT	ULTRA-SOFT	INTERMEDIATE	WET
-	-	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE

UK START TIMES

LIVE ON SKY SPORTS F1

FRIDAY

FP1 1500 FP2 1900

SATURDAY

FP3 1500 QUALIFYING 1800

SUNDAY

RACE 1900

BBC RADIO 5 LIVE 1830

HIGHLIGHTS ON CHANNEL 4

QUALIFYING SATURDAY 2230 RACE SUNDAY 2230

PREVIOUS WINNERS

YEAR	DRIVER	TEAM
2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Daniel Ricciardo	Red Bull
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2011	Jenson Button	McLaren
2010	Lewis Hamilton	McLaren
2008	Robert Kubica	BMW Sauber
2007	Lewis Hamilton	McLaren
2006	Fernando Alonso	Renault

THEMES TO WATCH

HAMILTON PRESSURE

A difficult Monaco means Lewis Hamilton trails Sebastian Vettel by 25 points. He freely admits he cannot afford another bad weekend like the last.

ALONSO'S RETURN

He's back from Indy, but on a track that will mercilessly punish McLaren's lack of top speed – especially if Honda's anticipated upgrade is delayed.

RED BULL IN TROUBLE

The RB13 has improved, but team boss Christian Horner admits he's worried about the next three races – all taking place on power-dependent circuits.

VOTE FOR ALEX SEDGWICK in the LMP3 Young Driver Initiative



I have been chosen as a finalist from over 100 entries to win a drive with United Autosports in the LMP3 Cup in September at Donington Park. This is an incredible offer of a fully-funded drive that would open up opportunities in other championships - such as the European Le Mans Series.

In order to win the drive, I must win the public vote. This is a huge opportunity to achieve my dream of racing in the Le Mans 24 Hours. This is all I've wanted since I started karting in 2007 aged eight. I would really appreciate it if you could vote for me and spread the word.

How to vote:

Visit the website below and enter your name and email address, then on the following page click on me (top right picture)



Every voter is entered into a draw to win two tickets to the LMP3 Cup at Donington (16th/17th Sept) and, hopefully, I will see you there!

Vote for Alex via his website www.alexsedgwickracing.com

24HOUR RACERS ARE YOU READY, STEADY, LET'S GO

► **DAYTONA MILTON KEYNES SEES THE INAUGURAL DAYTONA INTERNATIONAL 24 HOUR ENDURANCE RACE TAKE PLACE ON OCTOBER 7TH AND 8TH.**

- Daytona are inviting teams from across the UK, Europe and further afield to race over 24 Hours at the UK's premier kart racing venue. Daytona will provide everything required to race: A race-prepared kart, race-suits, helmets and gloves, two hours practice, qualifying and space to pitch a tent or park your motorhome.
- DMAX Team Entries cost just £2295 inc VAT
- Sodi World Series Class Team Entries costs just £1595 inc VAT



birel

ROTAX
KART PRODUCTS

SWS
SOCIETY OF WORLD SERIES

WITH 29 TEAMS ALREADY BOOKED AND JUST 13 SPACES ON THE GRID REMAINING, YOU ARE ADVISED TO BOOK EARLY BY CALLING MARK WIMBLETT ON 033 033 278 70 (OPT 9)

DAYTONA >>



Time for a challenge

Andrew Kellitt, Rally GB's route coordinator, has thrown down a welcome gauntlet to drivers and crews for this year's event

By David Evans, Rallies Editor

[@daviddevansrally](#)

IT'S TRUE – IT'S NOT LIKE THE OLD DAYS. BRITAIN'S premier rally no longer requires significant quantities of amphetamines and matchsticks to keep a driver's eyes open. Which is why I like this year's route so much.

Granted, genuine endurance rallying is the Dakar. It's an hour-after-hour, day-after-day, no-sleep-until-February kind of slog behind the wheel. But we can't do that in the World Rally Championship; being in bed for only a few hours is frowned upon these days.

Oh dear. Looks like Rally GB route coordinator Andrew Kellitt's latest masterpiece for October – revealed late last month – is going to ruffle a few feathers...

Last year's itinerary wound a few folk up for only giving the crews half a day's work on Saturday. Rally GB, they reckoned, had gone soft. It was hard to argue. Britain's three-day round of the World Rally Championship only included significant afternoon action in the woods on the Friday.

Post-lunch Saturday and the crews were on their way to a crowd-pleaser in Cheshire's Cholmondeley Castle. After that? Well, they could tune their bedside radio in to *Sports Report* and then, er, go to bed.

Not this year. This year they'll be heading into service in Deeside before bolting on a fresh set of boots and some big lights up front for a dark run through Dyfnant and Aberhirnant. After which they'll be back in service at 2226.

I like it. Especially because the first cars come into Deeside at 0610 on Saturday and the final day kicks off at 0530. That gives the first car in a maximum of seven hours in service through Saturday night. And in that time they've got to talk to their engineers, select tyres for Sunday, eat, use the bathroom, sleep, and commute to and from their hotel.

Whizzing back to the Dakar briefly, a good few of the crews have it slightly easier in that they don't bother with the hotel thing – they sleep in a tent. And they don't bother with the sleep thing. They stay awake and fix their car, bike or buggy. It's quite possible they did the same thing the night before.

I'm taking this tone because I've heard more than a few folk complaining about the schedule and the lack of provision for time under the duvet. Given that Kris Meeke had been one of the drivers griping about the lack of Saturday afternoon action last time out, I asked for his thoughts on the 2017 rethink.

"It looks challenging, that's what Rally GB's about," was the predictable reply. Let's not forget, Meeke's a man who tackled

the 2012 Baja 1000 on a motorbike. On his own. That's 1121 miles through a desert in 41 hours. No wonder he struggles to see the problem with a late finish and a couple of early starts.

Fellow Brit Elfyn Evans feels the same way: being tired is what Rally GB's all about.

Evans does, however, raise another issue. "It's possible," he says, "we're going to have people doing the wheelnuts up on the car not having slept in 24 hours. Maybe we have to draw a line somewhere."

I'm not so sure. Once the cars have left service, most of the factory cars will be gone by 0700, and they're not back on Deeside for almost 10 hours. I'm sure they can grab 40 winks somewhere.

Maybe the folk who really deserve a bit of sympathy are the marshals who will leave Dyfnant and Aberhirnant around midnight, having cleared up after the fun, and will then drive down the road to sign on for servicing in Brenig or Alwen.

Their sleep will be measured in minutes and taken in the car.

Saturday brings the biggest change for this year's Rally GB route. Otherwise, it's more of the same, with two loops of Myherin, Sweet Lamb and Hafren split by a sandwich and tyre change in Newtown on Friday October 27. Saturday's spent mainly in the Dyfi complex, while the final day brings a return of

the Gwydyr test and a few changes to the Brenig powerstage before a finish ramp outside Marks and Sparks in Llandudno just before Sunday lunch.

Yes, you're right, in large quantities it's very similar to last year. And the year before. But that's really the nature of the Rally GB beast these days. Stages like Crychan and Halfway are just out of reach, too far south, unless we want to go back to Cardiff. Or service in Builth Wells? Thought not.

Wales is blessed with some of the world's best woods. The trouble is they're not on Deeside's doorstep and, as is so often the case, it's the geography that forces the hand of the route coordinator.

Not that Kellitt's going to lose too much, erm, sleep over it. He's only too well aware that he puts his route up there to be shot down, having once memorably been told by a team coordinator to: "Think more inside the box next time..."

And anyway, Kellitt's ready for the last word this time. "It's not seven hours between Saturday night and Sunday morning," he tells me. "Go back and have a look at the sunrise times. You'll notice the clocks go back on Sunday morning. It's eight hours." 🌞

"The schedule looks challenging, that's what Rally GB's about"



THIS EXCITING PRIZE IS BROUGHT TO YOU BY RSRNURBURG AND GRANDSTAND MOTOR SPORTS

Grandstand Motor Sports is the UK's leading motorsports travel specialist, arranging packages and tailor-made trips to motorsport events worldwide. Their portfolio of events includes F1™, MotoGP, WSBK, Le Mans 24 Hours, FIA WEC, Formula E, IndyCar and NASCAR. It is also now possible to book racing experiences and track days at prestigious circuits such as the Nurburgring, Spa and Monza. Grandstand also offers an extensive range of hospitality options at different events and individual races. Options include the Formula One Paddock Club (available at all Formula One races), MotoGP hospitality and Toyota Gazoo Racing VIP Hospitality at FIA WEC races.

RSR provides customers from all over the world with all-inclusive, premium track and racing experiences, including the highest quality driver instruction and a wide range of top sports cars on the best race tracks in Europe.

TO WIN SIMPLY ANSWER THIS QUESTION



In which year was the Nurburgring Nordschleife first opened?

A 1917

B 1927

C 1937

TO ENTER SIMPLY GO TO autosport.com/competition

Entries close at 11:59pm, July 5 2017

TERMS AND CONDITIONS 1. To enter, visit autosport.com/competition. 2. Competition closes at 11:59pm on Weds July 5 2017. 3. This competition is only open to UK residents aged 18 or over. 4. No cash alternative. 5. Prizes are non-transferable. 6. One entry per person. 7. Winner will be selected at random. 8. The prize is to win: a hot taxi lap of the infamous Nurburgring Nordschleife in a Nissan GT-R, worth €860. 9. ** Return transport will be for one vehicle and will be either a Dover-to-Calais ferry crossing from UK to the continent or Eurotunnel from Folkestone to Calais. The prizewinner and guest will be expected to drive from the UK to Germany. 10. For full terms and conditions see autosport.com. The Promoter: Autosport Media UK Ltd. 1 Eton Street, Richmond, TW9 1EF. RSRNurburg, Antoniusweg 1a, 53520 Nurburg, Germany. Grandstand Motor Sport, 6b Fir Tree Lane, Groby, Leicestershire, LE6 0FH.

PRIZE INCLUDES

RSRNURBURG NURBURGRING HOT TAXI LAP

Do you think you've got what it takes to survive a hot taxi lap of the infamous Nurburgring Nordschleife? Satisfy your thirst for adrenaline as one of our professional drivers pushes car and track to the limit.

- A Taxi lap around the Nurburgring
- Winner to experience one lap in the Nissan GT-R Nurburgring taxi for one person
- Available any date that the track is open for public sessions in 2017
- Minimum age 18
- Retail Value: €860
- Motorsports travel specialist Grandstand Motor Sports will arrange return transport** from the UK to the Nurburgring circuit and two nights' hotel accommodation (on a bed-and-breakfast basis) for the prizewinner and their guest in a twin room at a hotel close to the circuit.



RSRNurburg
WWW.RSRNURBURG.COM

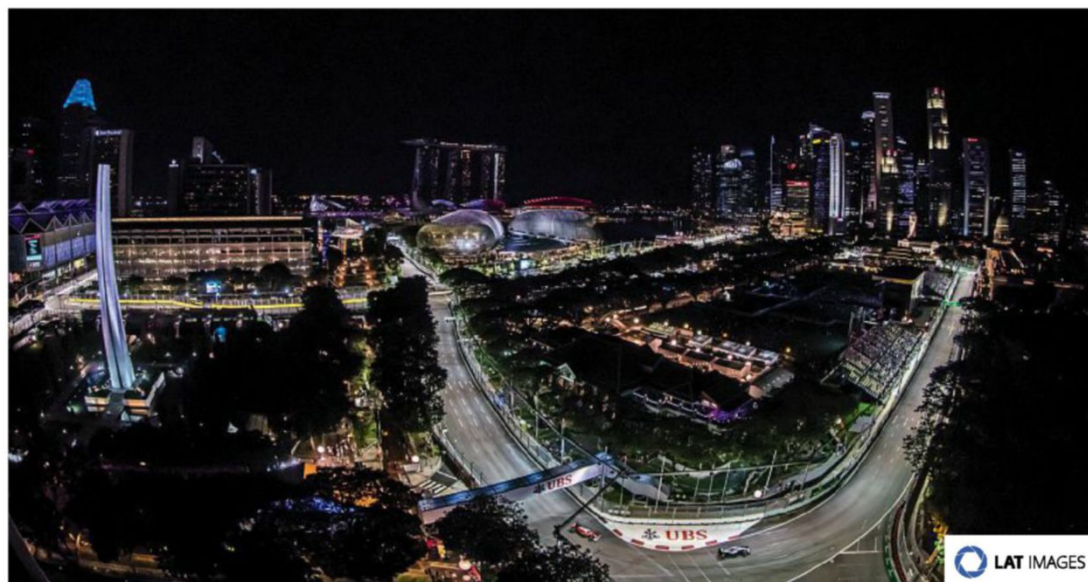
Grandstand Motor Sports is member of ABTA (Y0147) and has an ATOL licence (10168) issued by the Civil Aviation Authority.

For more information on Grandstand Motor Sports visit www.grandstandmotorsports.co.uk or call 0116 231 1222



FEEDBACK

Is Monaco really streets ahead?



I tend to agree with the point that Edd Straw's focus is too much on the event ('Is Monaco the greatest street race in the world?', May 25), as opposed to the circuit itself.

However, oddly, two other great circuits are not mentioned in the articles: Singapore and Vila Real. How can that be? Interestingly, Singapore can almost be likened to the Monaco event, while Vila Real is a real, pure, down-to-earth street circuit, with a chequered history to boot.

Maybe your emphasis should be on the circuit rather than the race. Not that races at Singapore or Vila Real lack for atmosphere!

Ian Grimsley
Byemail

Rules need to be tweaked

Sauber and Pascal Wehrlein may well be furious with Jenson Button for the crash at Monaco, and maybe they're right – it wasn't Jenson's best move, but they

have forgotten that Pascal had been unsafely released in front of Button and had a five-second penalty.

The problem with Wehrlein's penalty is that it was only going to be added at the end of the race, or served if he pitted. This is not the best way because Jenson was penalised more by being stuck behind the Sauber.

In this day and age of GPS and 'delta times', why can't the driver in question be given a lap delta that loses the time penalty and he must let any drivers behind him within the penalty time through? Otherwise it's a nonsensical penalty.

Richard Hargrave
Hitchin, Hertfordshire

Formula 1 should show heart

How sad is Tim Barrett saying it wasn't refreshing to see the child crying in Barcelona when Kimi Raikkonen retired and then meeting his hero (Autosport, May 25)?

Reader Grimsley
rates Singapore's
GP street circuit

That little guy is the future of our sport, and passion is what separates the genuine enthusiast from old grumps like him. Passion is hard to define at times, but Kimi recognised it!

Mike How
Byemail

Still rorty at 40

Congratulations to Williams on their 40 years in F1. It's slightly worrying to think that this iconic team has been around for as long as I have, but if anybody has epitomised what F1 is all about in that time, surely it is worthy of such an accolade.

Frank Williams and Patrick Head formed a team that just personifies the art of racing, the whole essence of their existence.

The number of independent teams that have come and gone from the sport in the same time is vast, yet Williams has survived them, competed and beat them all.

I wish Frank, Claire and the rest of the family every success in the future.

Michael Brierley
Stalybridge, Cheshire

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1EF

@
E-mail
autosport@
autosport.com

Twitter
twitter.com/
autosport

Facebook
facebook.com/
autosport

CORRECTION

Thanks to Ted Whitaker for pointing out that, while Brands Hatch hosted its first grand prix in 1964 (Humble Pye, June 1), the circuit's GP loop in fact opened on August 1 1960.

Is this the best team in F1?

Force India has a smaller budget than its six midfield adversaries, but it is consistently outperforming them. How does it do it?

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

Money is everything in Formula 1. The bigger your budget, the better your facilities can be, the greater the number of staff you can employ, the more likely you are to be successful.

The top level of F1 is most often a closed shop, only open for business to the biggest and wealthiest outfits. Ferrari, Mercedes and Red Bull have the three largest budgets in F1 currently, and between them they have won all but three of the constructors' titles since 1998.

The other three were shared between the Renault works team of the mid-2000s (not exactly a poorly funded outfit) and the independent Brawn GP squad that rose from the ashes of Honda in 2009 and which the following year became the Mercedes factory squad F1 knows and fears today.

But behind the giants – and the Brawn anomaly – there is one team on the current grid that has consistently bucked the trend. Not in terms of challenging for world championships, but by regularly overachieving despite lacking the mighty resources and infrastructure of its rivals.

Based on the latest available figures, Force India operates on the smallest budget among Formula 1's current crop of 10 teams at £90million a year. Yet it keeps on rising ahead of much bigger fish.

Force India has been steadily on the up since the ailing Midland/Spyker F1 project was bought out by controversial Indian entrepreneur Vijay Mallya and rebranded ahead of the 2008 season.

Since then, Force India has methodically morphed from being a backmarker outfit incapable of scoring points, to one that managed to finish fourth in the 2016 world championship – ahead of Williams (which spends £105million), McLaren (£185million), Toro Rosso (£100million), Haas (£100million), Renault (£150million) and Sauber (£95million).

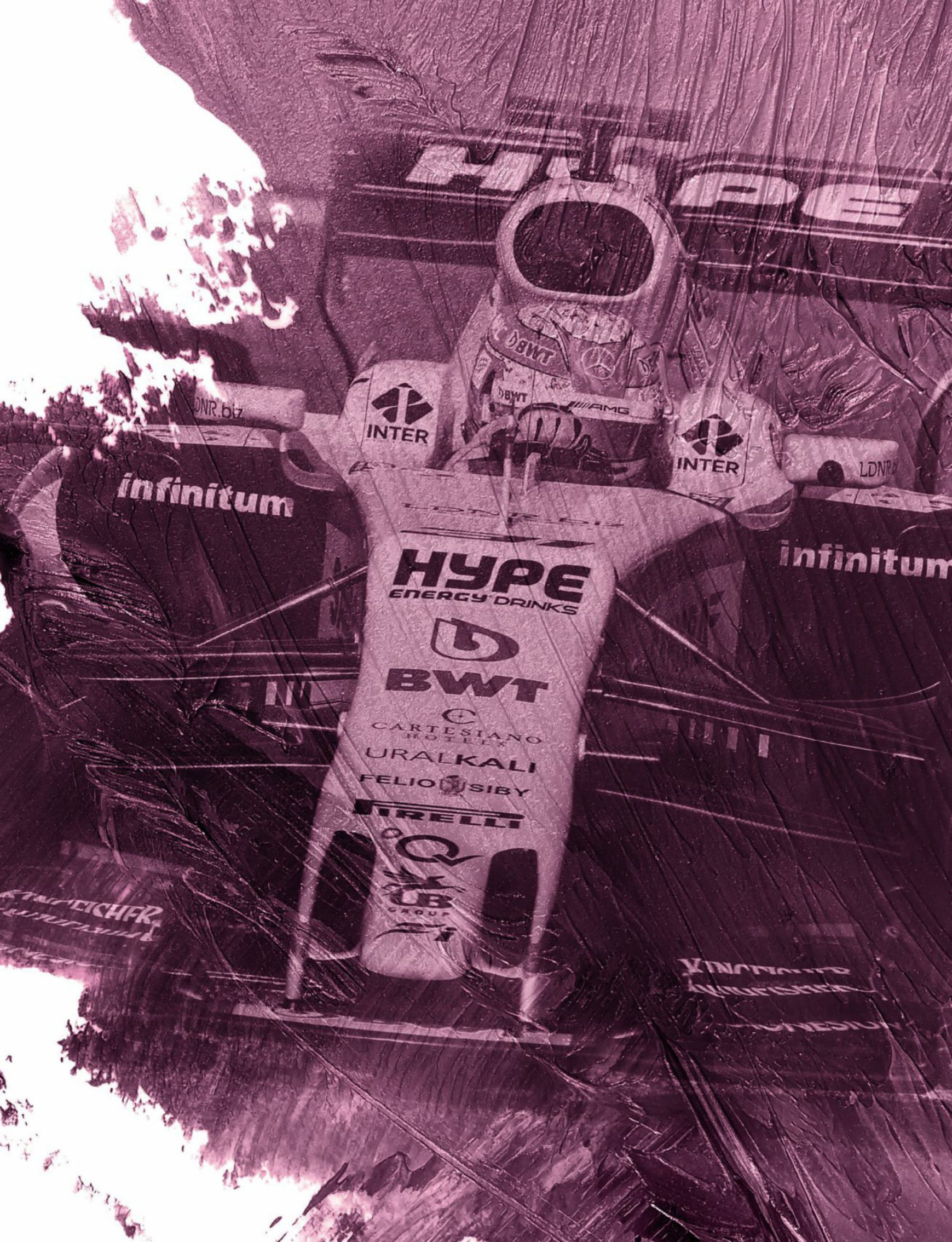
There can be no doubt that Force India is pound-for-pound the best team on the grid, especially when you consider the three teams ahead have an annual outlay two to three times greater than its own.

By financial rights, Force India should be finishing 10th every season, yet it continually defies expectations. But surely fourth is the ceiling? Not in Force India's eyes.

When unveiling the team's 2017 challenger, the VJM10, at its Silverstone launch in February, team boss Mallya said: "If we do not dream big we would not have finished fourth in the world championship last year. To be in the company of Mercedes, Red Bull and Ferrari is a huge accomplishment. We will always dream big. We will never have conversations that we cannot break into the top three – that will certainly be our objective."

But surely that's exactly what this is – just a dream. The financial void is simply too vast for Force India to somehow genuinely compete with the top three, isn't it?

"For us there is no limit," counters the team's long-serving technical director, Andrew Green. "We are just learning all the time and that mentality is top-to-bottom. »



HYPE

LDNR.biz

INTER

BWT

BWT

AMG

INTER

LDNR

infinitem

infinitem

HYPE
ENERGY DRINKS



BWT

CARTESIANO
HOTELS

URALKALI

FELIO SIBY

PIRELLI



QATAR
AIRWAYS

GROUP

KIN FISH

KIN FISH

KIN FISH

“It’s good, in a way, that people are writing us off and saying, ‘Yeah we’ve peaked, this is as high as we’re going to go and we’re going to do it again.’ You can think that as much as you like, but we know inside that it’s not like that at all.

“We have a drive internally that just keeps us pushing forward and it’s fun to witness. It’s great to be part of a team that is a real team — we really do work together. It is a special place to be at this moment in time.

“If we can out-think and out-develop these people, over time we will overtake them, and that’s been our mentality for the last few years. We don’t think of boundaries.”

That may be so, but Force India’s best realistic hope is to

“If we can out-think and out-develop these people, over time we will overtake them”

finish fourth again in 2017. Red Bull has had a tricky start to the season and Force India such a good one that only 19 points separated them heading into the recent Monaco Grand Prix.

But a big score for Red Bull — thanks to a podium for Daniel Ricciardo and fifth place for Max Verstappen — combined with Force India’s first non-score of the season, means the Silverstone-based squad is now isolated in fourth place, 44 points behind Red Bull and 24 clear of Toro Rosso.

Nevertheless, Force India owes Green a huge debt of thanks. Under his technical leadership it has risen to become F1’s top independent team — Red Bull excepted. He is credited with implementing a methodical culture that has allowed Force India to become greater than the sum of its parts.

“We’ve been quite blessed with some good technical directors,” says deputy team principal Bob Fernley.

“James Key was with us at the beginning [2009], when Mike Gascoyne departed. With

Mark Smith we managed to continue the programme and what Andrew has done is lift the team to a higher state.

“He provides not only excellent direction in terms of mechanical and aerodynamic process, but his strength is his attention to detail and correlation — checking our simulations against reality.

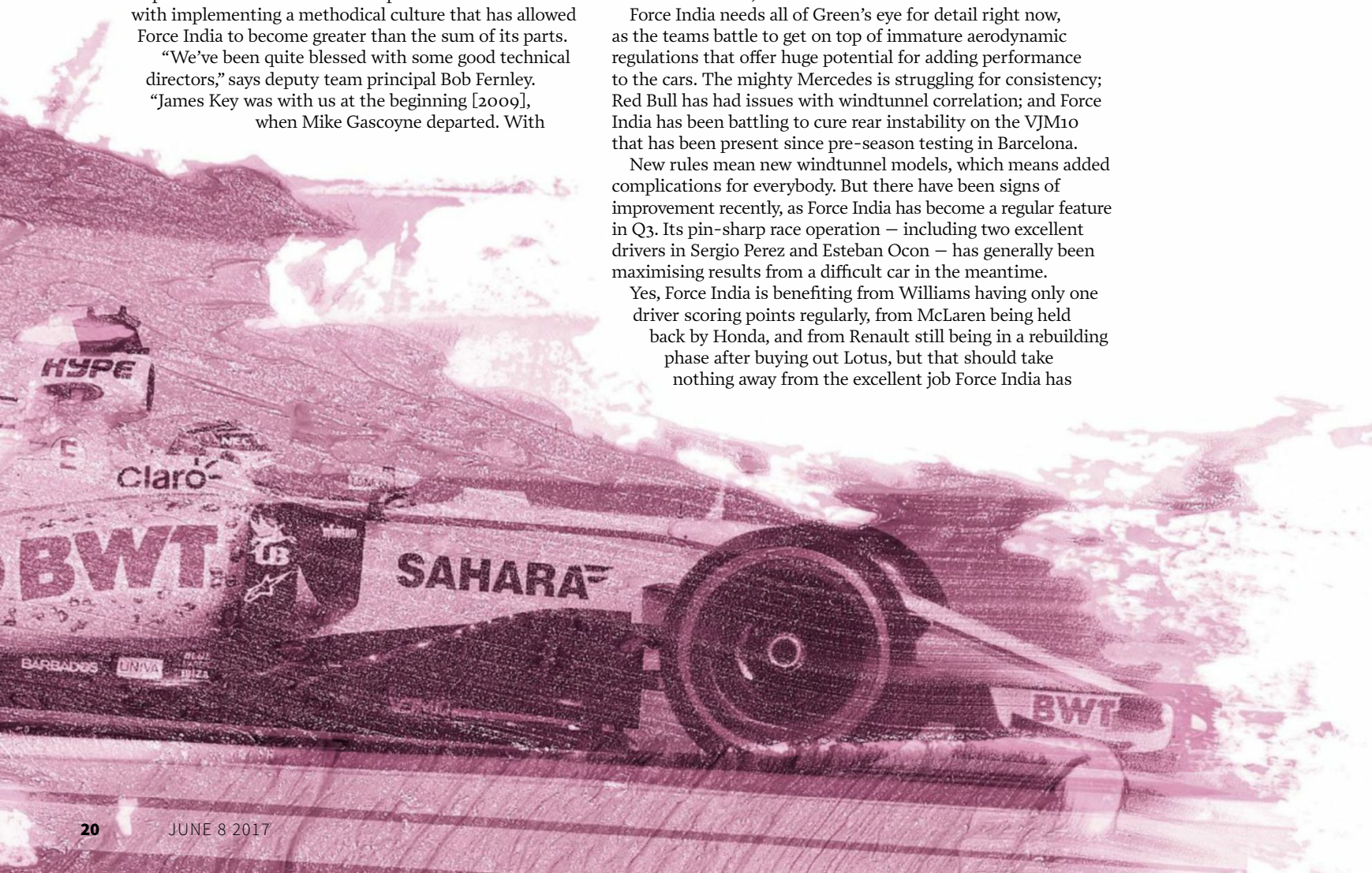
“He brings a very disciplined approach to Force India. While we tend to look a little like we shoot from the hip, we’re far from that — very structured, extremely so. I like the idea that we look a little maverick, but in reality, behind the scenes, we’re not.”

Force India needs all of Green’s eye for detail right now, as the teams battle to get on top of immature aerodynamic regulations that offer huge potential for adding performance to the cars. The mighty Mercedes is struggling for consistency; Red Bull has had issues with windtunnel correlation; and Force India has been battling to cure rear instability on the VJM10 that has been present since pre-season testing in Barcelona.

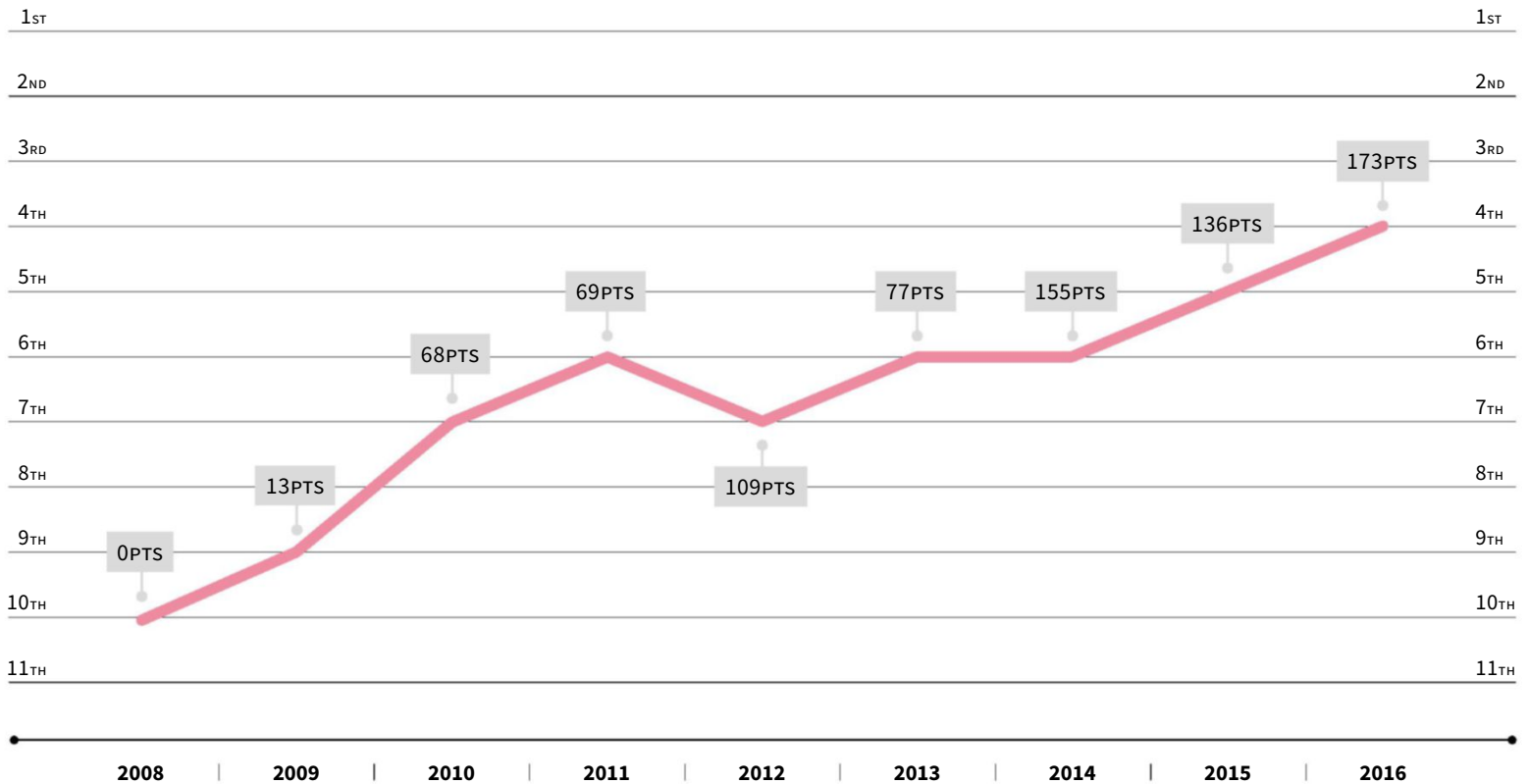
New rules mean new windtunnel models, which means added complications for everybody. But there have been signs of improvement recently, as Force India has become a regular feature in Q3. Its pin-sharp race operation — including two excellent drivers in Sergio Perez and Esteban Ocon — has generally been maximising results from a difficult car in the meantime.

Yes, Force India is benefiting from Williams having only one driver scoring points regularly, from McLaren being held back by Honda, and from Renault still being in a rebuilding phase after buying out Lotus, but that should take nothing away from the excellent job Force India has

Andrew Green, Force India’s technical director, is one of the driving forces behind the team’s success



FORCE INDIA CHAMPIONSHIP POSITIONS



done to take advantage of those opportunities.

Those who work under Green say Force India punches above its weight so often because he has helped create a hugely productive working environment, one that is focused on the right things, devoid of ego, fosters true teamwork, and engenders fierce loyalty to the cause.

Green is also very devoted himself, to the point that leaving Force India to go to a bigger outfit would constitute an act of “betrayal” in his eyes. This no doubt encourages similar loyalty in his staff, who also tend to enjoy the fact that being in a smaller team allows them to express their talents and avoid becoming over-specialised and pigeonholed, as they might in bigger teams.

“Within the team there’s a real core of people who’ve been there a long time,” says chief engineer Tom McCullough. “Therefore you’re not relearning and redoing things with lots of changes of people.

“That stability of people, who respect each other and work

in a structure where it’s open and the feedback is not political in any way, [is key]. The ethos is very much, ‘Let’s do what we can do and help each other.’

“Andrew doesn’t say a lot, but when he does speak everybody listens. Every word he speaks is worth listening to. Some people like to talk – he says what he needs to say, and he has such a good understanding of all the different areas that no-one ever tries to bullshit him.

“His knowledge in all the areas – from tyres to controls systems – he has a good enough level that the people who are specialists bounce off him. Also, this job is hard, so to make it enjoyable and engaging is what everybody likes. Andrew and [COO] Otmar [Szafnauer] really understand that.

“The whole culture of the company, from Otmar running the shop, down, is just brutal honesty on where we are and where we need to work on to improve.

“That makes it a nice place to work. It sounds corny, but it does. This job is hard enough as it is. When you put egos >>

Force India’s progress up the F1 championship points table is impressive



Q&A

SERGIO PEREZ FORCE INDIA DRIVER

Perez has established himself as one of the top midfield operators in F1, resurrecting his career at Force India after a difficult year at McLaren in 2013. He talks Autosport through the reasons for his team's astonishing success in recent seasons.



Drivers Perez and Ocon work well together

Force India has been overachieving this season based on how quick the car is.

What is it about the team that allows it to get so much out of the car it has?

When you look at our pace, Red Bull is probably a second a lap quicker than us at every grand prix on average, so definitely the team overdelivers. We're beating Williams, which is also quite a bit quicker than us. The team just works really well. We are aware of our deficits, so we are always trying to manage different things. The team is doing a good job also with reliability. It's incredible when you look at our record of 15 consecutive races in the points [before Monaco]. That means a lot. Not in all of them did we have the pace to go into the points, but with different strategies, or accidents ahead of us, it's just a matter of maximising what we have and the team has done a tremendous job in that respect.

How does the working method at Force India differ from the other teams you've been at – a big team like McLaren, or a fellow midfield team like Sauber?

This team is quite established, has people that have been here for a long time, and everyone is free to do their jobs and that makes a huge difference. Obviously, we are under a lot of pressure – as any F1 team is – but this team has good dynamics and very clever people. I'm not saying other teams don't have too, but the way they [Force India] approach racing [stands out] – always thinking how

we can do better the next session. We have bad races, but [when] we come back into the garage everyone is thinking how we can do better. Bahrain this year, I had a double waved yellow and I qualified P18, I came back to the garage and everyone was thinking how we were going to make it into the points. That's a massive difference for everyone, because the mindset is key.

After the Barcelona updates, are you targeting Q3 at every race now, and do you think there are some races you can maybe push the Red Bulls?

I would like to think so. That's the target. Red Bull is still quite far ahead of us, but Barcelona is one of our worst circuits and if we keep outscoring ourselves and keep delivering a lot more than we're capable of, then anything can happen.

How is your rookie team-mate Esteban Ocon getting on?

It's interesting. Esteban is bringing good speed to the team, a new way of thinking. Sometimes you hear what he says and you realise he lacks some experience, but he's learning quite fast and I consider Esteban quite a talented driver, so I am learning new things [as well].

Force India is doing consistently well now so do you see a long-term future at this team?

We'll see. You never know what happens in F1.

and politics in, and sit in meetings where one side is against the other, it's a disaster."

Szafnauer is responsible for the day-to-day running of Force India, and has presided over its remarkable rise since joining in 2009 after leaving the canned Honda F1 project. He has played a major role in instilling the philosophy that has driven the former Jordan team to its present heights.

"If you have 400 people you can easily get lost and not realise that what you're trying to do is make the car go as quickly as possible," he explains. "We're a race team, and we have to make sure we never forget that – and that everyone we hire has that at the back of their minds."

"When I got here, the team didn't work this way. There were a lot of financially driven decisions that went against the performance of the car. That was completely wrong."

"I remember early on, we had some development part [in the pipeline] and it wasn't ready to come out to the race with us, so everyone said, 'We'll just bring it out next race'. I said, 'We've got to fly it out. Get somebody on an EasyJet flight for £500 or £250, whatever the hell it is, and fly it out!' Before, it would have been, 'Yeah, yeah, next race', but that ain't racing!"

"When I first got here, what they'd do when they didn't have the money was stop development. The windtunnel would stop, the CFD would stop, and I kept thinking, 'I can't believe this!' The one thing you don't stop is development."

"What you stop is building the real car parts, because this development can continue [in the background] and when you do have the money you can then make a huge leap. That's not how it worked. They would stop the development and then when more money came in they would start the development again, then build the car parts."

"But you're losing time that way. I was thinking, 'No wonder you're running 24th, four seconds off the pace.'"

Force India today is a lean, mean, focused operation, spending its money wisely and reaping the rewards. Szafnauer concedes a technical tie-up with Mercedes has given the team the advantage



Ocon is driving well in his first full year in F1



Szafranauer (l) with Pérez

“There are a lot of things we’ve got to do to beat the top three”

of F1’s best engine in recent seasons, but some key investments in infrastructure have also allowed it to make the most of its opportunities as Ferrari and Renault have closed that gap.

“We made two significant changes,” adds Szafranauer. “One was investing in the latest CFD technology [in 2013], so we had 30 teraflops of our own. When I first arrived, we had five teraflops. You’re allowed 30 and we were nowhere near, which is just crazy. We screwed around trying to rent CFD from Tata [Communications] and it broke down. It was just a mess.

“The other big thing we did was move from a 50% model

in our own windtunnel to a 50% model at Toyota, at first [in 2015], and then the 60% model [last season]. That was a good strategic manoeuvre.”

Force India is still ultimately limited by a vast chasm in resources compared to the top outfits, although there are plans to grow the team towards 450 people by bringing more manufacturing in-house, which Szafranauer says will save the team money in the long-run by reducing spending on outsourcing.

A team of Force India’s means must always think strategically. Unless, and until, F1’s income is redistributed more evenly, it will always need to be that way. Restrictions on development within the regulations help level the playing field to a certain degree, but it’s not enough to prevent the richest always rising to the top in the end.

A Ferrari, Mercedes, or Red Bull (and a McLaren or Renault for that matter) operating at 100% will always beat a Force India operating at 100%. But these bigger teams inevitably get away with inefficiency — operating at maybe 85% of their potential every year, whereas Force India is probably closer to 95%.

In this way, Force India can arguably be considered the best team on the grid — making more efficient use of limited resources than bigger teams are making of their vast wealth.

“To get those top three, it can be done but you’ve got to do a lot of things right,” says Szafranauer. “I think our driver line-up is fabulous, but do you think it’s as good as the Mercedes driver line-up? Nope. Do you think it’s as good as the Red Bull driver line-up? Nope.

“In terms of where we’re at, they’re great, but for us to beat those guys, our car has to be marginally better if we say they have better drivers. If the cars are the same, and they have better drivers, they should beat us. There’s a lot of things we’ve got to do right to beat them. But it’s not impossible.”

Force India is the team that keeps dreaming, keeps believing, and keeps delivering. Maybe this underdog has finally reached its ceiling, but on past evidence it would be unwise to bet against it somehow smashing through it. 🍀

GLOBAL F1 FAN SURVEY 2017

Motorsport Network's extensive survey gives a fascinating and detailed insight into how F1 is viewed by its fans today



In 2015, Motorsport Network, now the parent company of Autosport, conducted a Global F1 Fan Survey in partnership with the Grand Prix Drivers' Association. That survey revealed record levels of dissatisfaction among F1's fans. Negative words such as 'boring', 'corrupt' and 'threatened' featured prominently. Less than seven per cent of fans viewed the sport as being in better health than five years previously, and F1's status was at an all-time low.

Two years on, the findings from the 2017 Global F1 Fan Survey paint a very different picture. Fans now believe that the sport gets many things right. With minor amendments, some of which are already in the pipeline, fans feel happy with the format, quantity and structure of Formula 1.

All the signs point towards a strong recovery, but F1 still has much to do to satisfy fans' media consumption demands. Specifically, it must address the impact of the growth of Pay TV deals, and strike a balance between the value and volume impact of paid TV output. Fans have indicated a preference for consuming F1 live in all its glory via television or online streaming, and the latter is clearly F1's biggest opportunity to increase

consumers of its great racing product.

Increasingly, fans do now view F1 as the pinnacle of motorsport, featuring the world's best drivers competing in the most innovative and technologically advanced machinery. Changes implemented by the FIA since 2015 have rightly positioned drivers back at the heart of a physically challenging sport.

While F1 attracts fans on a non-tribal basis, Ferrari's position as F1's favourite team has strengthened and is now more than double that of the second-most popular team, Mercedes. In the drivers' standings, both Lewis Hamilton and Fernando Alonso have enjoyed strong gains since 2015 and are now F1's two most popular stars – despite Alonso's difficult time on track.

The 2017 Global F1 Fan Survey was commissioned, created, governed and delivered by Motorsport Network with a total of 148,170 responses collected, making this study the largest ever conducted in F1. The extracts provided on the next four pages, compared with results from previous studies, give a fascinating insight into the changing face of F1 and how the sport is perceived by fans across the globe today.

KEY FINDINGS

- Largest ever sample of fan feedback: 215,892 total visitors
- Youngest ever sample with 26% of respondents aged <25
- Increased participation among female fans >10%
- A sharp increase in response from North, Central and South America
- Senior Executive and Professional audience rises to >20% of sample
- MotoGP established as the next most-followed series after F1 among fans





215k

Fans Accessing Survey



148k

Analysed Responses



15

Languages



194

Participating Countries



13

Week Survey Process



18.8m

Individual Data Points



10mins

Average Completion Time



25k

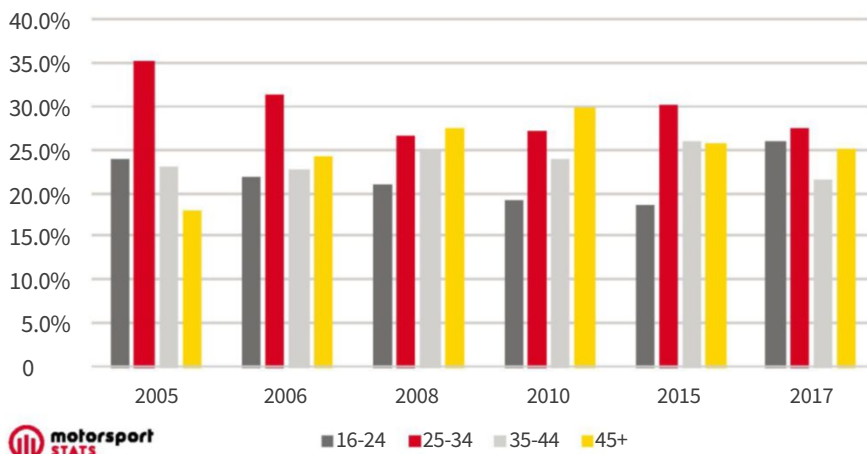
Cumulative Hours of Fan Feedback



THE F1 AUDIENCE

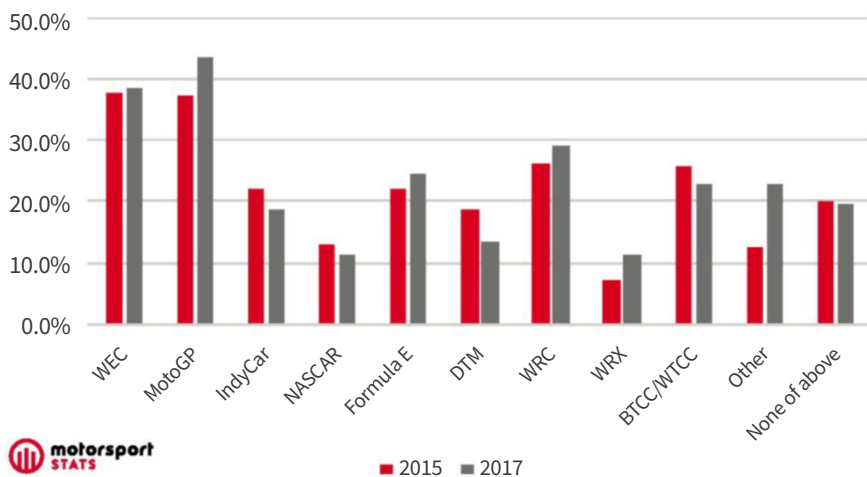
Age Profile of Respondents (2005-2017)

2017 Study attracted the youngest age profile of respondents ever. The average age of respondents fell below 36 for the first time since the studies began. Asia-Pacific had the highest percentage of younger fans (16-24) at 29%, and the Americas the lowest with 18.4%.



Other Motorsport Series Followed (2015-2017)

F1 fans continue to follow MotoGP (43.6%) and World Endurance Championship (38.5%) in significant numbers. Interest in predominantly US-based series IndyCar and NASCAR declined while interest in Formula E, World Rally and World Rallycross Championships all made gains; in the case of Formula E and WRX this was particularly strong among the 16-24 age category.



Historic Spa is still one of top four tracks



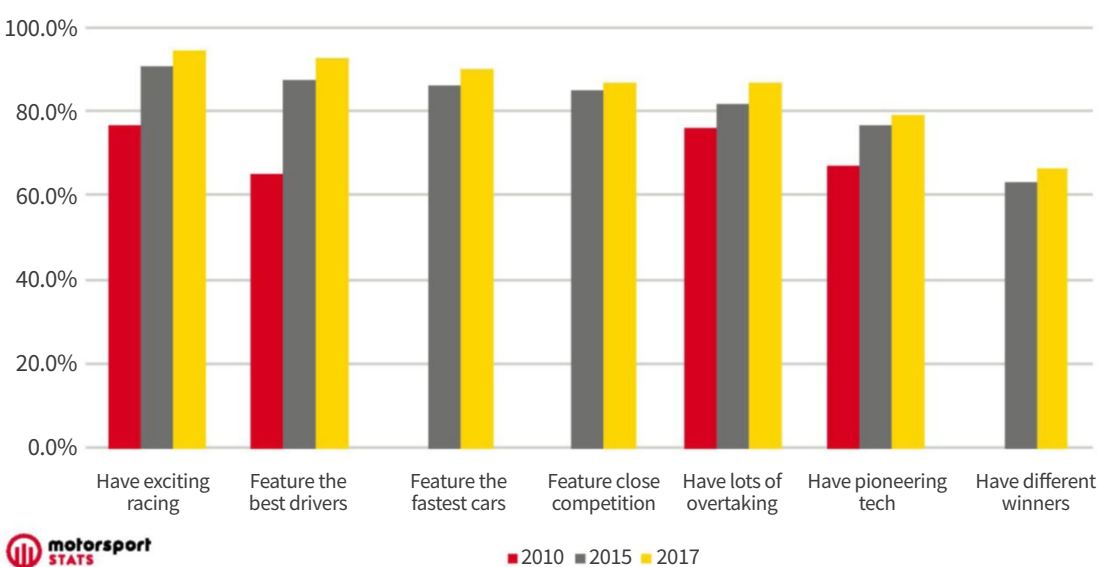
F1 BRAND HEALTH

Formula 1 Brand Attribute Changes (2015 v 2017)



Key Features of Formula 1 (2010-2017)
(see Chart below)

The key to maximising F1 appeal is to deliver exciting racing among the best drivers, in the fastest machinery, featuring pioneering technology delivering close competition and lots of overtaking.



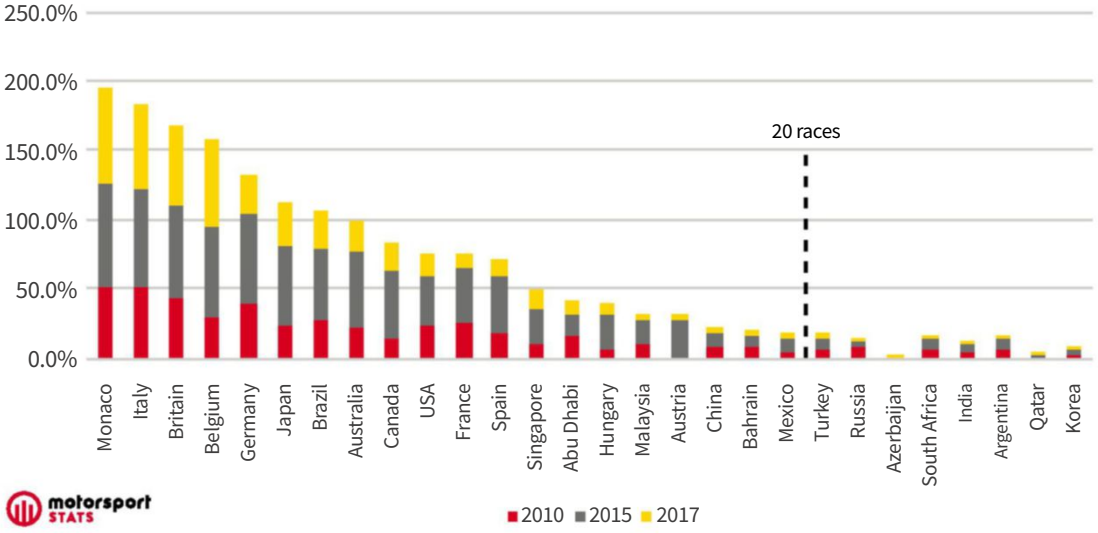
THE F1 CALENDAR

The Perfect 20

- **The Essentials (4):** Monaco, Monza, Silverstone, Spa
- **The Popular Perennials (6):** Australia, Brazil, Canada, Japan, Spain, USA
- **The New Favourites (2):** Abu Dhabi, Singapore
- **The Notable Absentees (2):** Germany, France

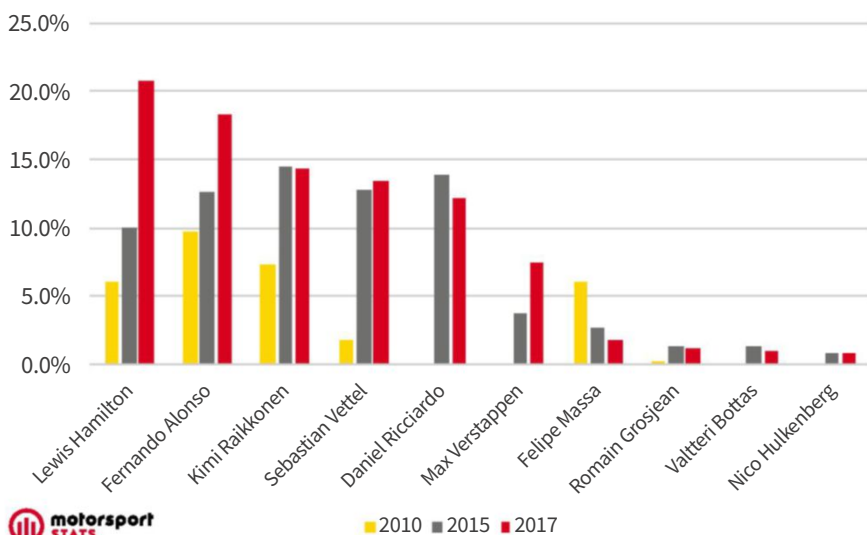
Beyond these 14 'core' events, the picture is less clear-cut. Hungary, Malaysia, Austria, Mexico, Turkey: 4%-7% approval. China, Bahrain, Russia, Azerbaijan: 1.5%-3%. Abu Dhabi and Singapore score strongly among the 16-24 age group.

Fans' Ranking of GP Importance (2010-2017)



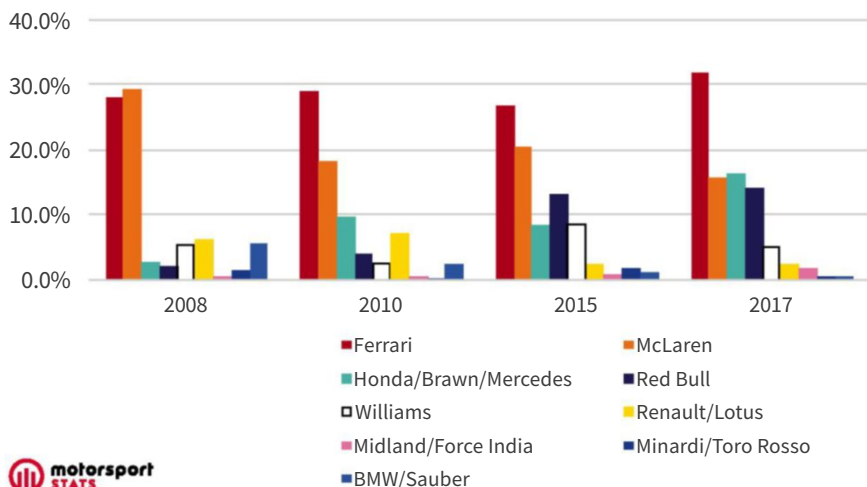
THE F1 COMPETITORS

Formula 1 Driver Ranking (2010-2017)



Formula 1 Team Ranking (2008-2017)

Ferrari has strengthened its position as the world's favourite F1 team, with nearly one-third of the global fanbase ranking it at number 1. Ferrari's support is almost double that of its nearest competitor – the fast-rising Mercedes AMG F1 team. Ferrari's support is truly global; it is the number 1 ranked team in each region analysed and ranked number 1 in 21 of our Top 25 markets by audience response. Among younger fans its appeal is even stronger at 37.5%. Support for Mercedes has nearly doubled in the past two years, rising to 16.2%.





F1 SPORTING CHANGES

The 2017 results are very similar to 2015. (see Chart below)

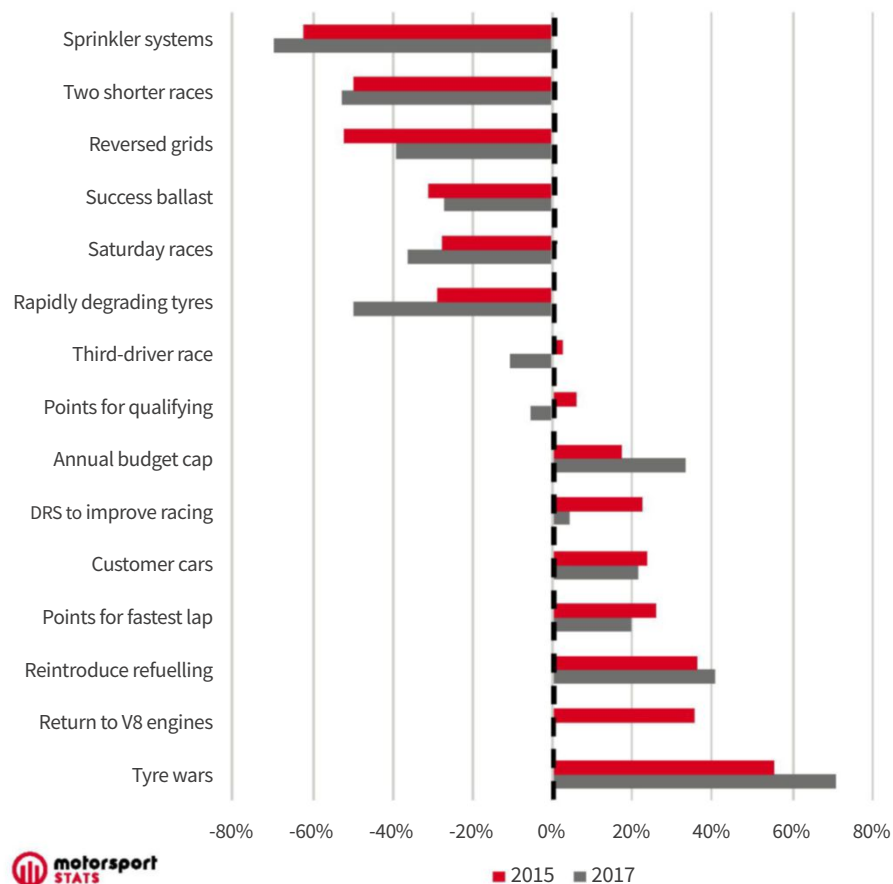
No to gimmicks...

- Sprinkler systems, success ballast, reversed grids, rapidly degrading tyres.
- No to event changes, no to Saturday races, no to third-driver races, no to two shorter races

Yes to...

- Annual team budget caps to be agreed and policed
- Allowing independent teams to purchase and compete with 'customer cars'
- The award of championship points for fastest lap
- A return to in-race refuelling
- The return to V8 engines
- A return to tyre competition between manufacturers

Fans' Preference for Formula 1 Sporting Changes (2015-2017)



Fans want to see in-race refuelling back

AT A GLANCE

- 1 Dovizioso Ducati
- 2 Vinales Yamaha
- 3 Petrucci Pramac

➔ P37 RESULTS



Dovizioso gives Ducati its dues on home turf

MOTOGP
MUGELLO (I)
JUNE 3-4
ROUND 6/18

DUCATI STARTED 2017 WITH THE expectation it would take another step in MotoGP, and challenge Yamaha and Honda on a more regular basis. It did, after all, win for the first time since 2010 last year, picking up two wins via Andrea Iannone and Andrea Dovizioso.

But its start to the new season did not hit those anticipated high notes. Yes, Dovizioso fought for the victory in the Qatar opener – only just beaten by Maverick Vinales – and Jorge Lorenzo claimed his first podium in the fourth round at Jerez.

From there, you would have to look hard for proper highlights from the first five races for Ducati, its factory pair not starting any of them from the front row of the grid. Arriving after nine seasons on Yamahas, Lorenzo was always going to need time to adjust, but Dovizioso's endorsement of Ducati's off-season work was

not glowing. Progress had been made with its biggest limitation, turning the Desmosedici, but the problem was not fully solved.

Even though it hadn't won there since 2009 with Casey Stoner, Mugello should be a happier historical hunting ground for Ducati. Just down the road from its factory, Ducati tests there on a regular basis, and the long, undulating front straight gives its noted engine plenty of time to stretch its legs.

Finally, with Dovizioso last weekend, it all clicked. He was quick in practice and broke Ducati's front-row drought by qualifying third, behind Vinales and the other factory Yamaha of Valentino Rossi.

Lorenzo threatened to steal the show early on, passing Rossi on each of the first two laps – getting both Yamahas down the front straight the first time around – and leading briefly. But he faded to finish eighth, admitting his spark was more about bravery than speed.

While Rossi and then Vinales led the way, Dovizioso joined them in what became a lead quartet with satellite rider Danilo



Dovizioso scored Ducati's first win of 2017



Petrucci scored a popular third for Pramac



Once in front, Dovizioso did not look back

Petrucci on his Pramac-run 2017 Ducati.

After Dovizioso passed Rossi for second down the front straight at the start of lap six of the 23, the next phase of the race was steady, with the Vinales-led front group covered by just eight tenths at half-race distance.

But Dovizioso then powered past Vinales on lap 14 and never looked back. He put seven tenths on his pursuers that lap, and edged away to be one second clear for the first time with four laps remaining.

In that time, Petrucci put identical moves on Rossi and Vinales at Bucine on consecutive laps to move into second, before Vinales reclaimed the place. But he could not catch Dovizioso, who took his third MotoGP victory – and a long-awaited first win in the dry – by 1.3 seconds at the chequered flag.

That's a fair effort for a rider who picked up a bout of food poisoning on the morning of the

“I woke up at four o'clock and was sick, I didn't have energy”

race, becoming the first Italian to win at Mugello since Rossi did so back in 2008.

“A very strange day for me, the strangest [part] is the victory,” Dovizioso said afterwards. “The second is I woke up at four o'clock and was sick.

“I didn't have energy, we didn't make the warm-up – fortunately, we didn't have to try something because our situation [with the bike] was really good.

“And I didn't have energy before the race, I was scared about that, I was scared to lose the energy during the race. But the reality was I was able to ride fast in a smooth way, that for me made a big difference during the race, to stay behind Maverick.

“With 10 laps to the end, I decide to overtake him but without a strategy. I said, ‘Ah, we are four [riders in the group], it's better to be in front and we'll see’. And after I realised nobody had margin to be faster, so I focused on my rhythm and my pace.”

Vinales was happy enough with second, and now leads the championship by 26 points over Dovizioso. Petrucci was a popular third, even if he did deny local favourite Rossi – racing 10 days after sustaining chest injuries in a motocross crash – a visit to the rostrum.

It was Petrucci's second career podium and, like Dovizioso, his best results had otherwise come in the wet. Alvaro Bautista was fifth on another satellite Ducati, the 2016 model run by Aspar, keeping Marc Marquez at bay.

Honda had a quiet weekend overall, unhappy with how soft the front tyres were. Marquez's stablemates Cal Crutchlow and Dani Pedrosa were 11th and 12th, until Pedrosa made a mistake at Scarperia on the final lap and took them both out. Those two factors left Crutchlow to suggest “it was pointless to even turn up”.

Johann Zarco was again the top rookie but did not fly as high as in recent races and finished seventh, as Lorenzo, Ducati tester and wildcard Michele Pirro, and Suzuki's Andrea Iannone rounded out the top 10.

MITCHELL ADAM

Race-one win
was Rahal's first
victory since
Texas 2016



AT A GLANCE

RACE 1

- 1 Rahal RLLR
- 2 Dixon Ganassi
- 3 Hinchcliffe SPM

RACE 2

- 1 Rahal RLLR
- 2 Newgarden Penske
- 3 Power Penske

 P36 RESULTS

Rahal charges back into the winners'

INDYCAR SERIES
DETROIT BELLE ISLE (USA)
JUNE 3-4
ROUND 7/16

ASK ANY INDYCAR FAN TO PICK FIVE drivers who could have weekends of dominance at certain tracks, and it's unlikely that you'd hear, "Graham Rahal, Detroit". For one thing, utter domination by anyone is rare (though not unheard of) in the IndyCar Series. And secondly, Rahal had never shown this kind of form before.

The 2.35-mile street course, whose bumps on the straights had been shaved and ground down this year, nonetheless remains the track where an IndyCar team's shock/damper programme gets its severest test, and in the past Rahal Letterman Lanigan Racing had shown the depth of its engineering base. But until last weekend, the team owned and run by three-time IndyCar champion Bobby Rahal had been one of the disappointments of 2017. For the past two years, Rahal Jr had finished in the top five in the championship and been Honda's top driver. Now it appeared that, with Andretti Autosport rediscovering its form and Chip Ganassi Racing arriving in the HPD ranks, Rahal had been pushed into midfield obscurity.

Those doubts have now been swept aside. Rahal led 96 of the 140 laps across the two

Detroit races and, while some of his rivals hampered themselves with wrong strategies or poor qualifying performances, it's unlikely that anyone could have threatened him.

After the two practice sessions on Friday, in which he'd finished first in one, second behind Team Penske's Helio Castroneves in the other, Rahal had boldly declared he could "take off and dominate this thing." On Saturday morning he took pole position for race one – his first pole in eight years – and his confidence looked justified. Later that day, he simply drove into the distance.

Although the leading runners started as usual on the red-sidewalled softer-compound Firestones, many were eager to get off them as soon as possible, their failure to make them last thereby forcing them into pitting early and confining themselves to three-stop strategies. That's what accounted for front-row starter Castroneves in the first race, as he ducked into the pits on lap 12. By contrast, Rahal put in 24 laps on that set of alternates, apparently without a problem. He pitted with a 14.5-second lead, and returned to the track in third, only six seconds behind Castroneves and another three-stopping Penske driver: Josef Newgarden. They would have to stop twice more, Rahal just once. And, simplistic though it sounds, that was the foundation for Rahal's victory.

"We were able to match whatever pace we

needed to," said Rahal. "We were able to run some blistering fast times while saving a ton of fuel. So thanks to Honda for that... The middle stint on blacks [harder tyres], the car was absolutely phenomenal. I was able to save a ton of fuel and still do 75.1s. Nobody at the time was anywhere near that. The last stint, I just kind of cruised."

It looked that way, too. Not surprisingly it was Ganassi star Scott Dixon who came closest to threatening Rahal on Saturday, having also been able to stretch his red-tyre life and make good fuel mileage. The four-time champion was playing down the discomfort from his left foot, injured during his monstrous Indy 500 crash. But while he finished second and could match Rahal's lap times, his former team-mate always had something in reserve.

James Hinchcliffe completed the podium, the Schmidt Peterson man having forced himself onto the most extreme three-stop strategy. Having spun away his fifth grid slot on the opening lap and brought out a full-course caution by stalling, he scurried around to get off the alternate tyres and restart from the back. He then charged all day, and wound up with third place.

Penske had been humbled in the unique qualifying system for Detroit's unique double-header, where the field is divided into two groups, which get 12 minutes each. The first group contained Will Power, Simon Pagenaud



Indy 500 winner
Sato led race two, but
couldn't keep Rahal back



Race two got
late restart.
Rahal leads
Newgarden

circle with Detroit double

and Josef Newgarden, and all three had been sent out immediately on the faster red tyres when the track was at its grubbier. As it cleaned, they took on blacks, while their rivals had gone in the opposite direction and reaped the benefits.

In the first race, their fortunes scarcely improved. Power was crippled by being pitted too early for a two-stop strategy and spent two thirds of the race on cruise control, desperately trying to eke out his fuel load, and slipping to a lapped 18th. Penske's saviour was Newgarden, who made his three-stop strategy work relatively well — albeit hampered by a mid-race yellow-flag period, which allowed the two-stoppers to close up.

On Sunday, Newgarden would again prove to be the team's leading light, and again he did it on three stops. Rahal had started third, beaten by Indy 500 winner Takuma Sato and Ryan Hunter-Reay, who made the most of his abbreviated Group 1 session. RHR would soon be in tyre trouble, and Rahal closed up on Sato. When the Japanese driver ducked into the pits, Rahal unleashed his car's full potential, laid down some great in and out-laps, and emerged 4.4s ahead before going on to dominate the race.

Power's crew got him out ahead Sato on the second round of stops, but he remained third because Newgarden's three-stopper and blinding pace jumped him ahead of both Sato and Power. With heavy use of his push-to-pass boost, Newgarden pulled away and started chipping away at Rahal's advantage, which had been 15s at its peak but which dwindled to 6s as Rahal encountered some backmarkers.

"I felt in control completely every lap. That doesn't happen often"

With four laps to go, simultaneous engine failures for Hinchcliffe and Spencer Pigot's Ed Carpenter Racing machine prompted IndyCar Race Control to throw its first full-course caution of the day. This became a red-flag stoppage, to avoid the race finishing under

yellow. But the two-lap sprint at the end became an anti-climax — Rahal had it all under control, Power wasn't going to make a risky move on a team-mate, and everyone behaved.

To be honest, it would have been a cruel way for Rahal to lose out. "I just felt completely in control every lap," he reflected, "and that doesn't happen very often... But I don't take it for granted. I've been around this a long time. I've never had one of these weekends in my career."

DAVID MALSHER

IN BRIEF

MOTO2

Italian veteran Mattia Pasini took a popular home Mugello victory, repassing Thomas Luthi and Alex Marquez in a thrilling late battle after being shuffled down to third at the start of the last lap. Pasini, whose career has been ravaged by injury, last won a grand prix at Sepang in the 250cc class back in 2009.

MOTO3

The top 19 riders were split by 2.319 seconds after a mesmerising Mugello race, where Andrea Migno emerged to take his maiden victory and the first for Valentino Rossi's Sky Racing Team by VR46 squad in 14 months. Migno held off Fabio Di Giannantonio and Juan Francisco Guevara as just 0.166s covered the three podium finishers at the chequered flag.

ERC

Kajetan Kajetanowicz became the third winner in as many European Rally Championship rounds with victory on the Acropolis Rally in his Ford Fiesta. Kajetanowicz struggled early on as Latvian Nikolay Gryazin set the pace before his Skoda erupted in flames on a road section after a suspected fuel leak. Regining Middle Eastern series champion and World Rally Championship regular Nasser Al-Attiyah retired when his Fiesta wouldn't refire after he stopped for a mid-stage steering reset.

TCR BENELUX

Boutsen Ginion Racing duo Tom Coronel and Benjamin Lessennes ended up with a perfect score of 125 points after winning the qualifying race and all four of the following sprint races in their Honda Civic at Zolder. The pair's sweep of wins — the first in the TCR Benelux's history — pushed Belgian teenager Lessennes to the top of the points standings. Second places went to Maxime Potty (VW, twice), Denis Dupont (SEAT) and Aurelien Comte (Peugeot).

NASCAR XFINITY

Kyle Larson passed Ryan Blaney with 54 of 200 laps remaining to win the NASCAR Xfinity Series race at Dover. The win is Larson's third of the season in Xfinity and the most wins he's had in any NASCAR series in a single season from his career so far. Larson also won the race's first stage, while Darrell Wallace Jr — who eventually finished eighth — won the second. Daniel Suarez completed the podium.

NASCAR TRUCK SERIES

Johnny Sauter held off his GMS Racing Chevrolet team-mate, Kaz Grala, to win last Friday's NASCAR Truck Series event at Dover. The win is the first of the 2017 season for 39-year-old Sauter, who won the title last year. Ryan Truex claimed the race's first stage, while Matt Crafton won the second. Grant Enfinger finished third overall in his Toyota.

AUTÓDROMO INTERNACIONAL DO ALGARVE

The Autódromo Internacional do Algarve is ideally located in one of the most popular holiday destinations in Europe. The AIA is a world reference for manufacturers of cars and motorcycles and to pilots, being considered as one of the most challenging circuit in the world.

The AIA Racing School with all the safety conditions and with a group of professionals to teach, provide different experiences that have been specially prepared to each participant.

The modern facilities of the circuit provide unique conditions that ensure the complete satisfaction and comfort of its guests and participants. The Autódromo Internacional do Algarve aims to satisfy the specific needs of each company, which makes it the ideal place to stage your event.



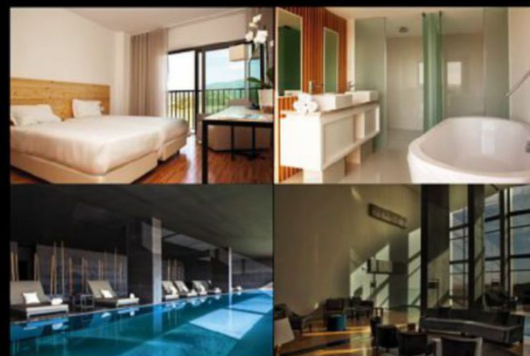
RACE EXPERIENCES

The Kartódromo Internacional do Algarve is an excellent testing ground, featuring areas where wet conditions can be simulated, making it the perfect complement to the Autódromo Internacional do Algarve. The Racing School offers to driving sports lovers the possibility to enjoy a safe learning in dream cars.



ACCOMMODATION AND CATERING PACKAGES

Can offer accommodation and complementary services designed to meet the requirement of individual needs.



Portimão - Algarve - Portugal

www.autodromodoalgarve.com · info@autodromodoalgarve.com



Motorsport Facility
of the Year 2009 by

Circuit

Superbike World Championship
Organizer Award 2011 by

info

Cofinanciado por:





Stevens and Winkelhock rise to win

BLANCPAIN GT SPRINT CUP

ZOLDER (B)

JUNE 3-4

ROUND 3/5

WILL STEVENS AND MARKUS Winkelhock guided their Team WRT Audi R8 LMS to its first race victory of the 2017 Blancpain GT Series Sprint Cup by keeping their cool throughout the weekend at Zolder to eventually end up on the top step of the podium after last Sunday's main race.

The duo, who both have Formula 1 experience, qualified in ninth position on Saturday morning and, with overtaking difficult around the narrow confines of the Belgian track, it looked like progress through the order would prove to be difficult. However, mistakes by the early frontrunners in both the qualifying race and the main event allowed the Anglo-German pairing to rise up the order and take the lead after a quick pitstop midway through Sunday's main race.

With the Audi cars much quicker than their rivals throughout the meeting, the

qualifying race was led from start to finish by Stevens and Winkelhock's WRT stablemates Robin Frijns and Stuart Leonard, who kept a hard-charging group of four cars behind him in the second stint as the top five were separated by just three seconds at the finish.

Overall championship leaders Mirko Bortolotti and Christian Engelhart were among the first victims of Zolder's narrow track with a crash in race one. Bortolotti's Lamborghini and Come Ledogar's McLaren both spun into the wall as they squeezed Frank Stippler's Audi R8 at the first corner.

After his success in the qualifying race, Leonard will be disappointed that his poor start from pole in the main event took away any chance of a second victory. That error briefly gave the ASP Mercedes-AMG GT3 of Raffaele Marciello and Michael Meadows the lead, but a double whammy of drivethrough penalties for the former dropped them down the order.

Rolling-start infringements were a contentious issue across the weekend

as multiple cars received drivethrough penalties in both races. Andrew Watson was penalised while in second position in the qualifying race as he was deemed to have not driven his Strakka Racing McLaren completely over his grid box.

In the main race, Meadows was adjudged to have jumped the rolling start as well as committing a start procedure infringement, while Ben Barnicoat was also penalised for a jump start in his 650S GT3.

Leonard's and Meadows' startline maladies meant Clemens Schmid led in his ISR Audi, with Winkelhock in second. When they came in to make their stops, WRT was able to get Stevens out in front of Schmid's co-driver Filip Salaquarda.

The Briton took control of the race from that point and took his first BGTS win by 0.5s, just ahead of the rest of the pack that had been bunched up by a late safety car.

"I was a bit worried at the end, for it felt like there was an issue with the car, [so] I wanted the safety car to stay out as long as possible," Stevens said afterwards. "The team probably did their best pitstop of the year, after Markus drove a great stint. This is a great result."

Frijns pushed for second position on the last lap but had to settle for third after his challenges to Salaquarda around turn two came to nothing, while Marcel Fassler and Dries Vanthoor brought their WRT Audi R8 LMS up from 13th on the grid to fourth to complete a main race 1-2-3-4 for Audi.

Bortolotti and Engelhart, who could only rise to 15th in Sunday's finale after their qualifying race crash, continue to lead the overall BGTS despite their poor weekend. HTP Mercedes duo Maxi Buhk and Franck Perera lie just four points behind them after finishing sixth in the main race.

AT A GLANCE

MAIN RACE

- 1 Winkelhock/Stevens
Audi
- 2 Schmid/Salaquarda
Audi
- 3 Leonard/Frijns
Audi

QUALIFYING RACE

- 1 Leonard/Frijns
Audi
- 2 Meadows/Marciello
Mercedes
- 3 Winkelhock/Stevens
Audi

➔ P37 RESULTS

Leonard and Frijns won the qualifying race

ZOLDER 2017





Johnson goes from last to first to claim victory

NASCAR
DOVER (USA)
JUNE 4
ROUND 13/36

JIMMIE JOHNSON CAME FROM last on the grid to take his 83rd NASCAR Cup race win and claim his 11th career victory at the Dover International Speedway.

Johnson, who started from the rear of the field because his Hendrick Motorsports team had made a pre-race gear change on his #48 Chevrolet, was running second to Kyle Larson when a caution was displayed with three of 400 laps remaining due to David Ragan's tyre-failure-induced crash.

That incident pushed the race into overtime and the top six cars, including Larson and Johnson, elected not to pit.

On the restart, Johnson quickly grabbed the lead from Larson and, before the Chip Ganassi Racing driver could mount another challenge, Johnson's victory was secured when a multi-car crash erupted just after he had gone past the crucial overtime line under green-flag conditions.

The race therefore finished under caution and Martin Truex Jr. completed the top three, ahead of Ryan Newman in fourth and Chase Elliott, who completed the top-five in the next-best Hendrick car.

"It means a lot to me," Johnson said of the win, which ties him for sixth on the all-time Cup series victory list with Cale Yarborough. "When I was growing up in southern California racing dirt bikes I was a big Cale Yarborough fan. We travelled across the country to race in the Amateur Nationals and heading to Oklahoma, we stopped at a Hardee's [restaurant]. I walked in thinking I would meet Cale Yarborough and left with a burger. So, it opened my eyes to

the world of sponsorship at that point in time, but I was such a fan and it's been an amazing journey along the way."

Truex, who had won the first two stages of the race, continues to lead the series' playoff points standings on 18 (with 545 overall), while Johnson is second on 15, but the 41-year-old tops the 2017 win standings with three victories.

Furniture Row Racing's Truex lost ground pitting under green flag conditions but missed the overtime chaos — which was caused by Ty Dillon spinning his Germain Racing Chevrolet out of fourth place on the dust used to clear up behind Ragan's burning car — to claim third.

"We had a good car and just got caught by that caution when we pitted and lost our shot at the win," Truex said afterwards. "I don't know that we had the best car, but we had a good car for sure."

"I can't even tell you how challenging this track was with these cars and this aero package and all that. I don't have enough fingers and toes to count how many times I almost wrecked by myself, so it was a lot of fun. It was a challenge."

JIM UTTER

RESULTS

1 Jimmie Johnson (Chevrolet SS) 406 laps in 3h52m06ss; 2 Kyle Larson (Chevy); 3 Martin Truex Jr (Toyota Camry); 4 Ryan Newman (Chevy); 5 Chase Elliott (Chevy); 6 Daniel Suarez (Toyota); 7 Jamie McMurray (Chevy); 8 Denny Hamlin (Toyota); 9 Kevin Harvick (Ford Fusion); 10 Danica Patrick (Ford).

Playoff qualifying 1 Johnson 414/3 wins; 2 Truex 545/2; 3 Brad Keselowski 410/2; 4 Larson 536/1; 5 Joey Logano 348/1; 6 Ricky Stenhouse Jr 299/1; 7 Newman 299/1; 8 Kurt Busch 291/1; 9 Austin Dillon 263/1; 10 Harvick 429; 11 Kyle Busch 416; 12 McMurray 415; 13 Elliott 398; 14 Hamlin 361; 15 Clint Bowyer 349; 16 Matt Kenseth 327.

RESULTS

INDYCAR

ROUND 7/16, DETROIT BELLE ISLE (USA), JUNE 3-4 RACE 1 (70 LAPS – 164.500 MILES)

1	Graham Rahal (USA)	Rahal Letterman Lanigan • Dallara-Honda	1h35m48.7028s
2	Scott Dixon (NZ)	Chip Ganassi Racing • Dallara-Honda	+6.1474s
3	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports • Dallara-Honda	+9.1688s
4	Josef Newgarden (USA)	Team Penske • Dallara-Chevrolet	+10.0930s
5	Alexander Rossi (USA)	Andretti Herta Autosport • Dallara-Honda	+25.5556s
6	Mikhail Aleshin (RUS)	Schmidt Peterson Motorsports • Dallara-Honda	+31.3644s
7	Helio Castroneves (BR)	Team Penske • Dallara-Chevrolet	+33.1052s
8	Takuma Sato (J)	Andretti Autosport • Dallara-Honda	+47.4696s
9	Ed Jones (UAE)	Dale Coyne Racing • Dallara-Honda	+53.6531s
10	Spencer Pigot (USA)	Ed Carpenter Racing • Dallara-Chevrolet	+54.0726s
11	Max Chilton (GB)	Chip Ganassi Racing • Dallara-Honda	+55.2547s
12	Marco Andretti (USA)	Andretti Autosport • Dallara-Honda	+58.3402s
13	Ryan Hunter-Reay (USA)	Andretti Autosport • Dallara-Honda	+59.1348s
14	Carlos Munoz (CO)	AJ Foyt Enterprises • Dallara-Chevrolet	+1m00.7310s
15	Tony Kanaan (BR)	Chip Ganassi Racing • Dallara-Honda	+1m01.9596s
16	Simon Pagenaud (F)	Team Penske • Dallara-Chevrolet	+1m02.1492s
17	JR Hildebrand (USA)	Ed Carpenter Racing • Dallara-Chevrolet	+1m06.0717s
18	Will Power (AUS)	Team Penske • Dallara-Chevrolet	-1 lap
19	Esteban Gutierrez (MEX)	Dale Coyne Racing • Dallara-Honda	-1 lap
20	Oriol Servia (E)	Rahal Letterman Lanigan Racing • Dallara-Honda	-1 lap
21	Charlie Kimball (USA)	Chip Ganassi Racing • Dallara-Honda	-1 lap
22	Conor Daly (USA)	AJ Foyt Enterprises • Dallara-Chevrolet	25 laps-electronics

Winner's average speed 103.015mph. **Fastest lap** Newgarden 1m14.2062s, 114.007mph.

QUALIFYING

GROUP A 1 Rahal 1m13.9681s; 3 Sato 1m14.0428s; 5 Hinchcliffe 1m14.1801s; 7 Pagenaud 1m14.3150s; 9 Newgarden 1m14.3805s; 11 Power 1m14.6312s; 13 Andretti 1m14.6719s; 15 Kanaan 1m15.2668s; 17 Pigot 1m15.6261s; 19 Gutierrez 1m15.6276s; 21 Jones 1m15.8343s.

GROUP B 2 Castroneves 1m14.0414s; 4 Rossi 1m14.0875s; 6 Dixon 1m14.2855s; 8 Chilton 1m14.9991s; 10 Kimball 1m15.0664s; 12 Hunter-Reay 1m15.0991s; 14 Munoz 1m15.2060s; 16 Daly 1m15.2228s; 18 Hildebrand 1m15.2334s; 20 Aleshin 1m15.2430s; 22 Servia 1m15.2758s.

RACE 2 (70 LAPS – 164.500 MILES)

1 Rahal 1h33m36.3769s; 2 Newgarden +1.1772s; 3 Power +2.6228s; 4 Sato +3.8535s; 5 Pagenaud +4.0810s; 6 Dixon +4.6005s; 7 Rossi +6.1978s; 8 Kimball +6.6823s; 9 Castroneves +6.8439s; 10 Kanaan +7.7201s; 11 Munoz +8.1160s; 12 Daly +8.7847s; 13 Andretti +9.6103s; 14 Gutierrez +13.1325s; 15 Chilton -1 lap; 16 Aleshin -1 lap; 17 Hunter-Reay -1 lap; 18 Hildebrand -1 lap; 19 Servia -1 lap; 20 Hinchcliffe 65 laps-engine; 21 Pigot 65 laps-turbo; 22 Jones 60 laps-off/stalled.

Winner's average speed 105.442mph. **Fastest lap** Newgarden 1m14.6385s, 113.346mph.

QUALIFYING

GROUP B 1 Sato 1m13.6732s; 3 Rahal 1m13.8105s; 5 Hinchcliffe 1m13.8264s; 7 Power 1m13.9449s; 9 Andretti 1m14.0339s; 11 Pagenaud 1m14.0765s; 13 Newgarden 1m14.1814s; 15 Kanaan 1m14.3287s; 17 Jones 1m14.7786s; 19 Gutierrez 1m15.0055s; 21 Pigot 1m15.8491s.

GROUP A 2 Hunter-Reay 1m15.2833s; 4 Castroneves 1m15.5279s; 6 Aleshin 1m16.0371s; 8 Dixon 1m16.1727s; 10 Daly 1m16.1732s; 12 Kimball 1m16.1800s; 14 Rossi 1m16.2884s; 16 Chilton 1m16.5150s; 18 Hildebrand 1m18.6272s; 20 Servia 1m21.4485s; 22 Munoz no time.

CHAMPIONSHIP

1 Dixon 303; 2 Castroneves 295; 3 Sato 292; 4 Pagenaud 278; 5 Newgarden 259; 6 Rahal 251; 7 Rossi 246; 8 Power 233; 9 Kanaan 223; 10 Hinchcliffe 216.



Rahal is IndyCar's first double winner of the season

ROUND - UP

MOTOGP

ROUND 6/18, MUGELLO (I), JUNE 4 (23 LAPS – 74.959 MILES)

1	Andrea Dovizioso (I) Ducati	41m32.126s
2	Maverick Vinales (E) Yamaha	+1.281s
3	Daniilo Petrucci (I) Pramac Ducati	+2.334s
4	Valentino Rossi (I) Yamaha	+3.685s
5	Alvaro Bautista (E) Aspar Ducati	+5.802s
6	Marc Marquez (E) Honda	+5.885s
7	Johann Zarco (F) Tech3 Yamaha	+13.205s
8	Jorge Lorenzo (E) Ducati	+14.393s
9	Michele Pirro (I) Ducati	+14.880s
10	Andrea Iannone (I) Suzuki	+15.502s
11	Tito Rabat (E) Marc VDS Honda	+22.004s
12	Scott Redding (GB) Pramac Ducati	+24.952s
13	Jonas Folger (D) Tech3 Yamaha	+28.160s
14	Hector Barbera (E) Avintia Ducati	+30.676s
15	Jack Miller (AUS) Marc VDS Honda	+30.779s
16	Karel Abraham (CZ) Aspar Ducati	+42.306s
17	Sylvain Guintoli (F) Suzuki	+46.294s
18	Loris Baz (F) Avintia Ducati	+50.731s
19	Sam Lowes (GB) Aprilia	+50.740s
20	Bradley Smith (GB) KTM	+50.897s
R	Cal Crutchlow (GB) LCR Honda	22 laps-accident
R	Dani Pedrosa (E) Honda	22 laps-accident
R	Aleix Espargaro (E) Aprilia	15 laps-gearbox
R	Pol Espargaro (E) KTM	13 laps-electronics

Winner's average speed 108.282mph.

Fastest lap Vinales 1m47.643s, 108.996mph.

QUALIFYING 2

1 Vinales 1m46.575s; 2 Rossi 1m46.814s; 3 Dovizioso 1m46.835s;
4 Pirro 1m46.878s; 5 Pedrosa 1m46.999s; 6 Marquez 1m47.050s;
7 Lorenzo 1m47.152s; 8 Bautista 1m47.167s; 9 Petrucci 1m47.266s;
10 Rabat 1m47.282s; 11 Zarco 1m47.319s; 12 A Espargaro
1m47.475s.

QUALIFYING 1

1 Zarco 1m47.058s; 2 Petrucci 1m47.141s; 3 Crutchlow 1m47.220s;
4 Barbera 1m47.272s; 5 Folger 1m47.305s; 6 Iannone 1m47.625s;
7 Baz 1m47.809s; 8 P Espargaro 1m47.940s; 9 Miller 1m47.961s;
10 Redding 1m47.975s; 11 Abraham 1m48.361s; 12 Lowes
1m48.416s; 13 Smith 1m48.594s; 14 Guintoli 1m48.892s.

RIDERS' CHAMPIONSHIP

1 Vinales 105; 2 Dovizioso 79; 3 Rossi 75; 4 Marquez 68;
5 Pedrosa 68; 6 Zarco 64; 7 Lorenzo 46; 8 Petrucci 42; 9 Folger 41;
10 Crutchlow 40.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 128; 2 Honda 105; 3 Ducati 97; 4 Suzuki 28; 5 Aprilia 19;
6 KTM 8.



Vinales still holds MotoGP points lead

BLANCPAIN GT SPRINT CUP

ROUND 3/5, ZOLDER (B), JUNE 3-4 MAIN RACE (36 LAPS – 89.477 MILES)

1	Markus Winkelhock (D) Will Stevens (GB)	WRT • Audi R8 LMS	1h00m19.872s
2	Clemens Schmid (A) Filip Salaquarda (CZ)	ISR • Audi R8 LMS	+0.467s
3	Stuart Leonard (GB) Robin Frijns (NL)	WRT • Audi R8 LMS	+0.772s
4	Marcel Fassler (CH) Dries Vanthoor (B)	WRT Audi R8 LMS	+1.041s
5	Vincent Abril (F) Steven Kane (GB)	M-Sport • Bentley Continental GT3	+1.904s
6	Franck Perera (F) Maximilian Buhk (D)	HTP Motorsport • Mercedes-AMG GT3	+2.617s
7	Giovanni Venturini (I) Marco Mapelli (I)	Attempto Racing • Lamborghini Huracan GT3	+2.985s
8	Fabian Schiller (D) Jules Szymkowiak (NL)	HTP Motorsport • Mercedes-AMG GT3	+5.026s
9	Jake Dennis (GB) Pieter Schothorst (NL)	WRT • Audi R8 LMS	+5.498s
10	Ezequiel Perez Compagnon (RA) Norbert Siedler (A)	GRT Grasser Racing Team • Lamborghini Huracan GT3	+5.777s
11	Rob Bell (GB) Andrew Watson (GB)	Strakka Racing • McLaren 650S GT3	+6.149s
12	Markus Palmtala (FIN) Jesse Krohn (FIN)	Rowe Racing • BMW M6 GT3	+7.223s
13	Enzo Ide (B) Christopher Mies (D)	WRT • Audi R8 LMS	+7.415s
14	Romain Monti (F) Christopher Haase (D)	Sainteloc Racing • Audi R8 LMS	+7.833s
15	Christian Engelhart (D) Mirko Bortolotti (I)	GRT Grasser Racing Team • Lamborghini Huracan GT3	+9.201s
16	Michal Broniszewski (PL) Giacomo Piccini (I)	Kessel Racing • Ferrari 488 GT3	+9.808s
17	Phil Quaife (GB) Lorenzo Case (I)	AF Corse • Ferrari 488 GT3	+10.929s
18	Andy Soucek (E) Maxime Soulet (B)	M-Sport • Bentley Continental GT3	+11.519s
19	Piti Bhimrom Bhakdi (T) Carlo van Dam (NL)	Kessel Racing • Ferrari 488 GT3	+12.056s
20	Nicolas Pöhler (D) Max van Splinteren (NL)	Attempto Racing • Lamborghini Huracan GT3	+12.265s
21	Jean-Luc Beaubelique (F) Jules Gounon (F)	Auto Sport Promotion • Mercedes-AMG GT3	+12.555s
22	Christophe Bourret (F) Jean-Philippe Belloc (F)	Auto Sport Promotion • Mercedes-AMG GT3	+12.724s
23	Michael Meadows (GB) Raffaele Marciello (I)	Auto Sport Promotion • Mercedes-AMG GT3	+13.374s
24	Felix Serralles (USA) Daniel Juncadella (E)	Auto Sport Promotion • Mercedes-AMG GT3	+1m34.740s
25	David Fumanelli (I) Lewis Williamson (GB)	Strakka Racing • McLaren 650S GT3	+1m41.266s
26	Stephen Earle (USA) David Perel (ZA)	Kessel Racing • Ferrari 458 Italia GT3	-1 lap
27	Alexander Mattschull (D) Daniel Keilwitz (D)	Rinaldi Racing • Ferrari 488 GT3	-1 lap
28	Ben Barnicoat (GB) Alvaro Parente (P)	Strakka Racing • McLaren 650S GT3	-1 lap
29	Dominik Baumann (A) Jimmy Eriksson (S)	HTP Motorsport • Mercedes-AMG GT3	29 laps-DNF
30	Kevin Ceccon (I) Frank Stippler (D)	ISR • Audi R8 LMS	27 laps-DNF
R	Antonio Felix da Costa (P) Philipp Eng (A)	Rowe Racing • BMW M6 GT3	17 laps-accident damage
R	Gustavo Yacamán (CO) Nicola de Marco (I)	Team Lazarus • Lamborghini Huracan GT3	10 laps-accident damage
R	Jonny Kane (GB) Come Ledogar (F)	Strakka Racing • McLaren 650S GT3	1 lap-temperatures

Winners' average speed 89.030mph. **Fastest lap** Haase 1m29.834s, 99.652mph.

QUALIFYING RACE (37 LAPS – 91.963 MILES)

1 Frijns/Leonard 1h00m40.964s; 2 Marciello/Meadows +0.798s; 3 Stevens/Winkelhock +1.375s; 4 Salaquarda/Schmid +1.746s;
5 Juncadella/Serralles +2.749s; 6 Mies/Ide +6.996s; 7 Siedler/Perez Compagnon +7.501s; 8 Eriksson/Baumann +8.474s; 9 Mapelli/
Venturini +14.354s; 10 Parente/Barnicoat +20.007s; 11 Williamson/Fumanelli +21.784s; 12 S Kane/Abril +23.708s; 13 Vanthoor/
Fassler +23.956s; 14 Eng/da Costa +24.752s; 15 Soulet/Soucek +25.187s; 16 Buhk/Perera +26.313s; 17 Szymkowiak/Schiller
+31.696s; 18 van Dam/Bhirom Bhakdi +36.473s; 19 Keilwitz/Mattschull +37.583s; 20 Piccini/Broniszewski +38.568s; 21 van
Splinteren/Pöhler +38.852s; 22 Watson/Bell +39.136s; 23 Gounon/Beaubelique +1m03.413s; 24 Schothorst/Dennis +1m05.075s;
25 Case/Quaife +1m08.904s; 26 Krohn/Palmtala +1m24.789s; 27 Belloc/Bourret +1m27.141s; 28 Stippler/Ceccon +2m34.724s;
29 de Marco/Yacamán -1 lap; 30 Perel/Earle -1 lap; 31 Haase/Monti -9 laps; R Bortolotti/Engelhart 0 laps-accident;
R Ledogar/J Kane 0 laps-accident.

Winners' average speed 90.973mph.

Fastest lap Haase 1m30.337s, 99.098mph.

In each car, first-named driver started race.

QUALIFYING

Q3 1 Frijns 1m29.025s; 2 Watson 1m29.132s; 3 Marciello 1m29.236s;
4 Stippler 1m29.297s; 5 Bortolotti 1m29.325s; 6 Ledogar 1m29.333s;
7 Schothorst 1m29.420s; 8 Williamson 1m29.421s; 9 Stevens 1m29.455s;
10 Eriksson 1m29.459s; 11 Buhk 1m29.474s; 12 Salaquarda 1m29.499s;
13 Juncadella 1m29.533s; 14 van Dam 1m29.546s; 15 Gounon
1m29.576s; 16 Haase 1m29.679s; 17 Mapelli 1m30.362s.
Q1/2 18 Parente 1m30.095s; 19 Mies 1m30.107s; 20 Belloc 1m30.186s;
21 Keilwitz 1m30.209s; 22 Vanthoor 1m30.234s; 23 da Costa
1m30.237s; 24 S Kane 1m30.243s; 25 Siedler 1m30.271s; 26 Krohn
1m30.276s; 27 Soulet 1m30.416s; 28 van Splinteren 1m30.446s;
29 Perel 1m30.504s; 30 Szymkowiak 1m30.527s; 31 Quaife 1m30.583s;
32 Yacamán 1m31.067s; 33 Broniszewski 1m32.465s.

CHAMPIONSHIP

1 Buhk/Perera 49; 2 Winkelhock/Stevens 44; 3 Leonard 42;
4 Frijns 42; 5 Bortolotti/Engelhart 36; 6 S Kane/Abril 31;
7 Palmtala/Krohn 24; 8 Vanthoor/Fassler 22; 9 Schmid/Salaquarda 21;
10 Serralles/Juncadella 19.
Blancpain GT Overall 1 Bortolotti/Engelhart 86; 2 Buhk/Perera 82;
3 Andrea Caldarelli 50; 4 Abril 49; 5 Eriksson 48; 6 Winkelhock 44.

Leonard and Frijns edged the Blancpain qualifying race



VISION SPORT AGENCY

WEB DIRECTORY

AWNINGS

Aireshelta
No1 for Inflatable Structures.
With you from the Paddock to the Podium.
www.aireshelta.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Visit: www.liquidcolourdesign.com
Studio: +44 028 93378525
Mob: +44 0770 9442894
liquidcolourdesign
Helmet Paint | Design | Airbrush | Custom Paint

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, LL.B Solicitor
tudor@fletcherday.co.uk 07887 713512
Fletcher Day 56 Conduit St
Mayfair London W1S 2YZ

MOTORSPORT CONTRACTS AND LEGAL ADVICE (NATIONAL AND INTERNATIONAL)

CALL JAMIE CHAMPKIN
07880 965001
info@champkin.uk.com - www.champkin.uk.com

RACE PARTS

JJC race and rally
PASSIOANTE ABOUT MOTORSPORT
www.jjcraceandrally.com

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE RADIO

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACING

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

RACING

CARTEK MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
023 80 467747
www.CARTEKMOTORSPORT.com

PORSCHE SHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

demon tweeks
www.demon-tweeks.co.uk

RACING

www.mcrracecars.co.uk
phone. 07771 762145
MCR's for sale
arrive & drive packages

AUTHORISED DISTRIBUTOR
OMP YBRACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RALLY PREPARATION

exe-tc competition SUSPENSION
World Championship winning suspension - designed and built in UK
Including: Porsche GT3 RSR / RGT - Classic Porsche R11
Ford Escort MkII
Mitsubishi L200 - 1.8 litre - 1600 cc - 1600 cc
V8 - 2000 cc - 1600 cc and 1600 cc
All suspension supplied with technical support
Web: exe-tc.co.uk Email: julie.delaunay@exe-tc.co.uk
Tel: +44(0)1392 444590 join us on Facebook and Twitter

TRAILERS & TRANSPORTERS

Signature RV.co.uk
RV SALES AND SERVICE

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

www.EMPIRE RV.co.uk
Living the high life
Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ info@EmpireRV.co.uk

AUTOSPORT

TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL **0203 405 8109**
OR EMAIL ads@autosport.com

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Black-and-White

The benefit of a protective transport is always valued when moving precious vehicles. Its now over 20 years since Brian James Trailers were the first to design a stylish, light and durable enclosed trailer using a GRP body construction, the original Race Shuttle.

The Race Transporter range is the third generation in the lineage and for the double decade landmark in MY2017 trailers we have introduced a host of new features, including a professional vehicle restraint system as well as fresh external styling.

Choosing a Brian James Trailer as your enclosed transport solution has always guaranteed black-and-white certainty.

Race Transporters are now available in Black or White.

Range starts from £ 6,750 + vat

BJT also offers a wide range of open trailers.
For more information on our trailer range or to find your nearest dealer visit:

www.brianjames.co.uk/dealer

RACE TRANSPORTER 6



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office.

QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



DEALERS WANTED - All Woodford Trailers have full European Type Approval



WOODFORD TRAILERS DEALERS UK

POTSMOUTH
BLENDWORTH TRAILER CENTRE
Tel: +44(0)2392 412731
E: sales@blendworthtrailers.co.uk
W: www.blendworthtrailers.co.uk

LONDON
VINTAGE & PRESTIGE FINE
MOTORCARS
Office ++44 (0) 1442 236711
Mobile ++44 (0) 7967 260673
E: richard@vandp.net
W: www.vandp.net

LONDON-KENT
SOUTHEAST TRAILERS
498 London Road
Ditton, Kent
me206bz.
Tel: 07933842719
E: ellisviner@btinternet.com
W: www.southeast-trailers.co.uk

SOUTH LONDON
SOUTH LONDON TRAILER CENTRE
Hackbridge Station Depot
London Road
Wallington, Surrey, SM6 7BJ
Tel: 0208 647 0110
Mob: 07836 224250
E: steve@sltc.co.uk

WINCHESTER
TRAILERTEK LTD
Warren Farm
Micheldever Station
Winchester, Hampshire
SO21 3AS
E: info@trailers.co.uk

SLOUGH
BERKSHIRE COUNTY TRAILERS
Mobile: 07853263484
Tel: 01628 559782
E: sales@berkshirecountytrailers.co.uk
W: www.berkshirecountytrailers.co.uk

ESSEX
1 STOP TRAILERS
Tel: +44 (0)1787 249737
Tel: +44 (0)7850 554776
E: 1stoptrailers@mail.com
W: www.1stoptrailers.co.uk

BRIGHTON
HALF MOON BAY (LEISURE) LTD
Smart-Trailers.co.uk
Monastery Lane
Storrington, West Sussex
RH20 4LR
Tel: 07950 968348
E: Alan@Smart-Tow.com
W: www.smart-tow.com

LEICESTER
MARSDEN BARN TRAILERS
Unit 1
Marsden Barn
Huncote Road
Stoney Stanton
Leicester
LE9 4DJ
Tel: 01455641367
Mob: 07968888624
E: marsdenbarntailers@gmail.com

NOTTINGHAM
APPLEYARD TRAILERS
The Kennels
Main St
Strelley
Nottingham
NG8 6PD
Tel: 01159293901
Mob: 0785075014

MID WALES
HUMPHREYS & FOULKES
Unit 6
Lion Works
Pool Rd,
Newtown
Powys
SY16 3AG
Tel: 01686 628144

LEEDS
ROTHWELL TRAILERS
126 Wakefield Road
Rothwell
Leeds
LS26 0SB
Tel: 01132887179
E: sales@rothwelltrailers.co.uk
W: rothwelltrailers.co.uk

READING
LOVELL TRAILERS
James Farm
James Lane
Grazeley Green
Reading
RG7 1NB
Tel: 01183240403
E: sales@lovelltrailers.co.uk
W: www.lovelltrailers.co.uk

NORTHERN IRELAND
MONTGOMERY MOTORSPORT
Tel: 0044(0)2885549851
W: www.montgomery-motorsport.co.uk



www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ
Telephone: 01327 263384

MARKETPLACE

ARRIVE & DRIVE



CARBON8 Coupe Cup

Looking To Race in 2016...

3 Ways To Play

www.coupecup.com

- 1 Build your own race car using the series control parts and be on track for around £2500.
- 2 Buy a turn key, good to go, new build race car bespoke to you from £4295. Full support, transport and storage available too!
- 3 Arrive & Drive race hire with us for a single event or a whole season. Tailored packages available.

Where Racing Is Serious Fun...

EXIT 13 01908 415979 07714 291417
www.exit13.biz sales@exit13.biz

RACE PRODUCTS



demon tweaks

ONLINE EXCLUSIVE OFFER

0844 375 2196 www.demon-tweaks.co.uk
 LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: NZ252A EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT
01763 274448
 email: sales@f1collectors.com

TYRES

FOR ALL YOUR

AVON TYRES

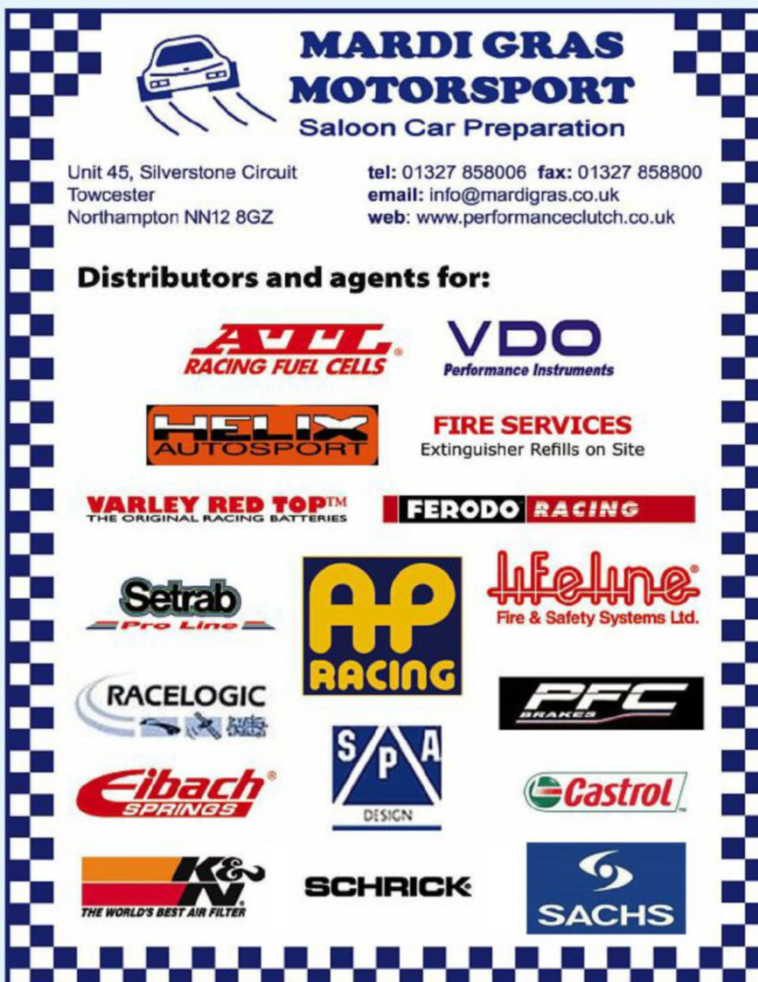
MOTORSPORT

RACING TYRES
 Inc. ACB 10 Formula Ford
 Contact

BMTR LTD

Tel: 0121 331 1122
 Fax: 0121 331 1144
 email: sales@bmtr.co.uk
 see our new website at www.bmtr.co.uk

RACE PRODUCTS



MARDI GRAS MOTORSPORT
 Saloon Car Preparation

Unit 45, Silverstone Circuit
 Towcester
 Northampton NN12 8GZ

tel: 01327 858006 fax: 01327 858800
 email: info@mardigras.co.uk
 web: www.performanceclutch.co.uk

Distributors and agents for:

AVUL RACING FUEL CELLS **VDO Performance Instruments**

HELIX AUTOSPORT **FIRE SERVICES Extinguisher Refills on Site**

VARLEY RED TOP™ THE ORIGINAL RACING BATTERIES **FERODO RACING**

Setrab Pro Line **AP RACING** **lifeline Fire & Safety Systems Ltd.**

RACELOGIC **PFC BRAKES**

Eibach SPRINGS **S P A DESIGN** **Castrol**

K&N THE WORLD'S BEST AIR FILTER **SCHRICK** **SACHS**

RACE PRODUCTS

Elite Carbon Fibre
 Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
 Units 20-22 Norwich Road Ind. Est.
 Watton, Thetford, Norfolk IP25 6DR

Contact – Dave Greenwood 07809390316
 Email – davecarbonelite@googlemail.com
 Website – elitecarbonfibre.co.uk



Carbon Composite Wings, Bodywork & Repairs

MARKETPLACE

REGISTRATION PLATES



Independent Company Providing
Private Plates To Public & Trade

TEL: 01257 474746

MOB: 07904 311357

www.registrationmarks.co.uk

Email: karen@registrationmarks.co.uk

EXCLUSIVE NUMBERS

350 A	£25,000
400 AA	£12,000
848 AR	£8,500
123 BH	£11,000
400 BR	£8,000
II CLS	£5,500
89 D	£35,000
42 DM	£19,000
550 FB	£9,800
35 FF	£11,500
FUN IT	£3,800
606 GM	£7,500
340 H	£15,000
II JBJ	£3,500
JOD ITS	£4,000
2 LDX	£4,500
555 LP	£6,000
MDS IT	£5,800
628 MZ	£4,000
70 NXN	£1,900
10 OU	£20,000
1000 OW	£20,000
362 PG	£3,600
RBG 65	£2,300
RED IL	£6,500
19 RMS	£6,800
450 SG	£10,500
22 SMR	£4,500
TSE 6	£4,500
92 WH	£9,800
92 WM	£6,500

REDUCED REGMARK

850 AT	£3,300
400 DS	£6,200
ETM 800	£2,000
6 GCD	£3,000
777 HM	£4,000
66 KKM	£1,200
190 LR	£4,300
II SA	£5,800
52 WR	£8,500
YSX 88	£1,200

32 A	£65,000
I5 A	£85,000
A 79	£70,000
AB 787	£14,000
2663 AB	£5,500
101 AC	£19,000
AM 69	£35,000
30 AR	£27,000
64 AS	£20,000
400 AT	£6,500
I68 ATP	£1,500
AXT 8N	£4,995
700 BA	£7,500
BAR IS	£9,500
68 BB	£10,500
III BJP	£7,500
I50 BM	£7,800
600 BMC	£5,500
6 BMH	£15,000
I90 BMW	£3,700
BN 66	£15,500
BOB 964	£8,800
D20 BOS	£1,200
I40 BP	£4,500
BUD 53	£7,500
CAI2 OLL	£2,800
879 CEH	£2,800
2 CFG	£8,800
M12 CFD	£1,500
879 CEH	£2,800
211 CH	£15,000
CLS II	£7,500
N2 CLY	£1,800
COB 8IE	£8,500
COL 374	£4,500
S15 CPH	£850
CSE 289	£2,500
219 CTR	£1,500
270 DA	£5,000

DAM IION	£15,000
II DCP	£4,200
I20 DG	£5,500
474 DGM	£3,500
750 DL	£6,500
I DOT	£29,000
DOY I	£40,000
DS 7938	£2,300
A9 DSD	£950
100 DVO	£3,600
DW 2L	£33,000
324 EKL	£2,000
931 ELC	£1,400
206 ELY	£2,300
ETM 800	£2,800
EIO TTT	£2,500
EMW 520	£2,500
10 EN	£13,000
G7 ENG	£2,800
EP 3582	£2,500
EPH ATE	£1,000
ERR IK	£12,000
UK15 FAB	£4,500
LA55 FAT	£4,500
550 FB	£9,800
R12 FCS	£650
FDZ 483	£900
RS54 FER	£1,300
FP 23	£8,500
FUN IT	£3,800
I7 G	£65,000
22 G	£50,000
74 G	£45,000
5 GA	£48,000
222 GA	£9,000
GAC 881	£3,000
6 GCD	£3,800
II GEM	£15,000
I GFX	£8,500

II GGX	£5,500
GIL 2	£30,000
IIII GK	£12,000
SIO GMX	£150
55 GN	£9,500
400 GP	£9,500
I50 GR	£5,500
38 HGB	£5,800
3959 HJ	£1,300
HJR IN	£1,300
777 HM	£6,000
HN 4626	£1,400
II HNS	£5,000
AD02 HOD	£850
R8 HRD	£1,200
HSK 288	£1,200
HUSICAN	£4,500
HUS9 CAN	£4,500
84 HW	£8,000
HXM 88	£1,800
9I J	£55,000
JAG 8T	£12,000
R100 JAG	£5,500
II JCD	£5,500
JCG IG	£1,800
6 JCK	£13,000
W18 JEM	£1,300
624 JGC	£1,495
JW 624	£5,500
K48 JRP	£600
24 JRC	£5,000
KAT 6V	£4,500
KCT 96I	£2,000
KEN ITP	£2,800
KH 9064	£2,800
35 KL	£9,500
660 KO	£4,800
3 KOR	£5,500
I KRL	£18,500

8 KRL	£6,500
4 KSG	£8,800
56 L	£38,000
1000 L	£14,000
LEE 782	£3,500
400 LH	£7,500
300 LH	£9,500
LLR 946	£1,300
LOS IO	£9,000
88 LOV	£5,500
I90 LR	£6,000
LWO I	£15,000
LXS 40	£2,000
LYN 554V	£4,500
I3 M	£55,000
92 M	£43,000
MBA 80	£5,800
II MCF	£8,500
2I ME	£15,000
MEJ 2	£12,500
AIO MFC	£1,300
60 MG	£25,000
5 MGL	£6,500
X7 MHB	£950
MKE I	£75,000
MKS I	£35,000
S29 MLE	£450
WI MLW	£1,995
866 MMB	£2,800
79 N	£23,000
S330 NCK	£700
T444 NDV	£600
NFG 20	£2,800
II NMS	£5,000
R6 NOW	£2,000
84 NT	£7,500
70 NXN	£1,900
O 49	£55,000
55 OFB	£4,500

I6 OG	£8,800
6 OOO	£45,000
E5 OOO	£5,500
F2 OOO	£5,500
OOO IX	£8,800
N5 OOO	£5,000
YT OSH	£1,800
I OTO	£25,000
III OTX	£1,500
1000 OW	£20,000
7 OZ	£80,000
P 100	£65,000
PAM I32Y	£1,200
450 PAT	£3,500
PAT 228	£5,500
450 PB	£15,000
PCV I	£17,000
50 PE	£16,000
PHC 7	£6,800
7584 PJ	£1,800
EIO PLA	£900
507 PMY	£2,800
X5 PNE	£1,600
PP II	£55,000
X6 PPD	£600
PRE 35E	£2,000
73 PS	£18,000
I996 PS	£5,500
PSX 888	£1,800
R777 LLY	£3,000
BI RBW	£950
C17 RDS	£2,300
J30 REP	£1,300
P99 REY	£600
RFW 9	£9,800
I50 RG	£7,000
RGC 943	£1,800
REJ 3	£10,800
69 RJ	£8,800

I9 RMS	£6,800
P90 RNR	£700
ROO2 ERT	£2,400
I965 RR	£20,000
RTL I	£74,000
RTL 2	£54,000
I2 RTP	£2,800
RVD I	£22,500
10I SA	£7,500
3 SAC	£14,000
MII SBB	£700
T8 SCS	£1,500
J33 SEA	£1,000
SEJ I50	£3,300
450 SG	£10,500
VI2 SGL	£1,800
SHII RLS	£15,000
40 SJX	£1,700
I3 SLK	£5,500
2 SLR	£24,000
50 UND	£130,000
SOP 853	£3,200
SPY 570X	£1,800
208 SR	£10,000
SW 9320	£5,000
6 T	£270,000
THE 800T	£15,000
I828 TJ	£1,900
TKJ 46	£3,500
78 TR	£8,000
TRI3 MPH	£5,500
TRN I	£29,000
TUR80G	£18,500
G35I TVR	£1,000
TVR 653X	£1,000
I UEE	£8,500
M66 UFC	£1,800
UNA 332	£3,500
7 UNO	£4,500

RIO UNO	£1,200
500 UOX	£1,300
USA 318	£5,500
L5 UST	£2,000
700 V	£20,000
P2I VGB	£1,200
VJI I50	£950
VJV 306	£1,800
7 VJX	£3,800
935 VPD	£1,500
VSN I	£28,000
VVC 2	£10,000
WBK 598	£2,100
WH05 TOY	£13,000
WOF 700	£2,000
52 WR	£11,000
I7 WRF	£2,800
I WWW	£115,000
28 X	£45,000
333 X	£15,000
1000 X	£32,000
I XAD	£9,500
I XBC	£65,000
I XBC	£15,500
4 XCG	£4,800
4 XFJ	£4,500
40 XKY	£1,800
50 OXH	£1,500
4 XX	£55,000
I XXG	£13,000
XXX 4	£28,000
I4 Y	£35,500
II YPB	£3,000
YIO YDS	£2,300
II YLP	£3,000
YSX 88	£2,000 £2,000

MOTORSPORT EQUIPMENT



NEW PRODUCTS FOR 2017

WIRELESS CONTROL SYSTEM

This complete easy to install system provides a unique wireless solution for when using a detachable steering wheel.

Compatible with any make and type of quick release hub. Each of the 8 independent relay channels is rated with 10A contacts and has fully configurable functions such as Momentary Action, Latching, Flashing etc.

BATTERY ISOLATOR XR



The new Battery Isolator XR is our most powerful Solid State Master Switch yet.

CAN-BUS SIGNAL CONVERTER



Now designed for OBD Ports making it even easier to install and to obtain the RPM and Km/h signals



Completely user customisable
Fits various steering wheel sizes

Kit includes:
-8 Sealed Push Button Switches
-Infra-red Transmitter
-Relay Control Module
-Multi coloured Label Sheet
-UV Florescent Label Sheet (glow in dark under UV light)

BUSINESS FOR SALE

EVER FANCED OWNING YOUR OWN FLEET OF SUPERCARS AND YOUR OWN TRACK?

Here's your opportunity to acquire your own Supercar Driving Experience business, complete with its own track and a fleet of Supercars and Rally Cars!

Imagine the kudos it would carry when you tell everyone you own your own fleet of Supercars that include Ferrari's, Lamborghini's, Aston Martin's and Porsche's plus your very own track where you can drive them anytime you wish!

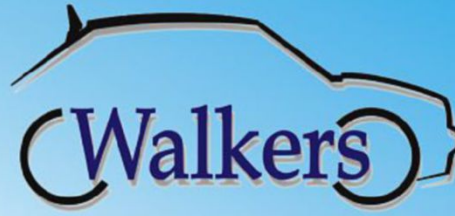
To take your petrol head obsession to the next level, call or email us for details below. Quote ref #144454, to discover more.

Call: 01204 555 060 Email: info@kbscorporate.com



KBS corporate is a company sales specialist acting on behalf of our client.

GARAGES



Walkers Garage Ltd.

Northallerton DL7 9HT

0044(0)1809 777221

www.walkersgarage.co.uk

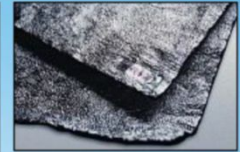
www.teknofibra-racing.co.uk

www.walkers-radiators.co.uk

www.tecno2.co.uk

www.energa-batteries.co.uk

Heat resistant material to 1000 °C



Teknofibra Heat Material



Competition Specification Wheel Studs and Nuts

- Importers & Manufacturers
- Teknofibra heat resistant materials
- Lightweight Lithium Batteries
- Walkers Competition Radiators
- Tecno2 Performance Products
- Competition wheel studs & nuts



FLOORING

Turn your garage into a showroom



Robust interlocking floor tiles
No messy adhesives
Installation service available
Call 01676 523386
for your no obligation quotation



CHOICE OF 11 ATTRACTIVE COLOURS

DYNOTILE

Typical 20ft x 17ft garage supplied and installed with skirting for less than £1500.00.
 Installation service not available in all areas of the UK - contact Dynotile for details.

WWW.DYNOTILE.CO.UK

MARKETPLACE

RACE PRODUCTS

THINK Automotive



Think Automotive are specialists in oil cooling systems and all aspects of vehicle plumbing. We are the manufacturer and distributor of Mocal® products.



We stock and distribute the finest automobile products, such as oil coolers, hosing, hose fittings, filler caps, water pumps, oil pumps, heaters, gauges and more.

Tel: 020 8568 1172

Web: www.thinkauto.com

Email: info@thinkauto.com



London Motorsport Showroom
www.msar.co.uk



Order Hotline: 020 8655 7877

UK agent for **SCHROTH** RACING

Visit Us At Our New Larger Showroom

AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact

Francesca.hall@motorsport.com /
Benjamin.kavanagh@motorsport.com

or call

0203 405 8108 /
0203 405 8109

MARKETPLACE

RACEWEAR

Team



Club

Championship
Nationality

Race Numbers

Name Sponsors

Blood Groups

Nomex Motorsport badges for Race & Rally

No Minimum Order Charge

Nomex Sewing Kit Included

Easy Online Ordering

Quick Turnaround

UK Manufactured

No Set-Up Fees



WWW.HOT-STITCH.COM 01559 372 356

All copyrights & registered trademarks respected

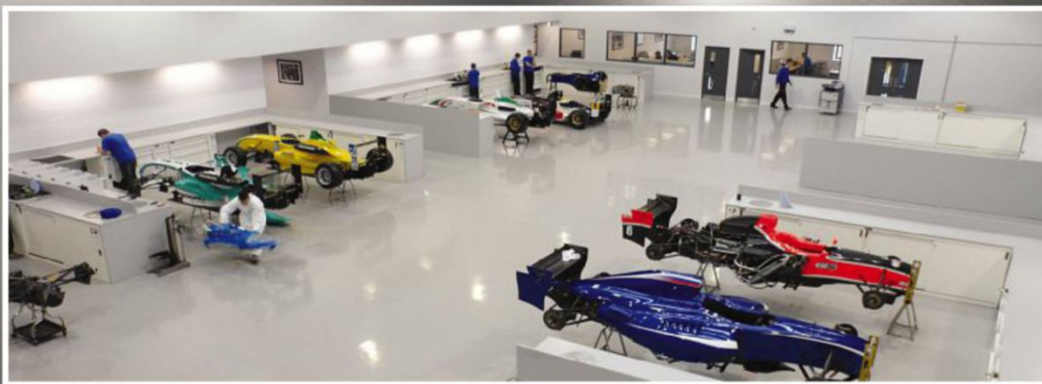
STORAGE



SYSTEM
STORE
SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE

Farni
Storage Systems



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units

DK Engineering
The Pump Specialist

Lanzante

CKL

JOTA Sport

URT

Carlin

TRIPOLI

MINICO

01622 859522 SALES@SYSTEMSTORESOLUTIONS.COM SYSTEM-STORE.COM



APPLY ONLINE
CHOOSE YOUR OWN START DATE

WORLD'S FIRST ONLINE Motorsport Engineering Degrees

FdSc Motorsport Engineering | BSc (Hons) Motorsport Engineering

CONGRATULATIONS!

Team NMA - Lotus Evora GTE
2nd Place in GTO - GT Cup 2016

Accelerate YOUR Career In Motorsport! **AFFORDABLE - FLEXIBLE - ONLINE**

Why study with NMA?

- Mature students welcome - No upper age limit
- 40% lower fees than other universities
- Access to student loans for UK students
- Choose your own start date, no term times or semesters, work at your own pace & study from anywhere in the world
- Latest industry standard CAD & Simulation software FREE
- Earn while you learn, study flexibly around your work & family commitments

You can study with NMA...

- If you work or volunteer in motorsport without a degree
- If you work in automotive but want a motorsport career
- If you want to improve your career prospects & become a highly qualified Motorsport Engineer
- If you want to top-up your existing Engineering Qualification to a full Degree

Degrees awarded by our academic partner Staffordshire University



NMA now has students from SEVEN F1 teams!

+44 (0)1159 123456

<http://motorsport.nda.ac.uk>

Connect with us



MOTORSPORT JOBS

We are currently recruiting for the following positions within our organization:

Systems Engineer

Reporting to the Head of Electronics, the successful candidate will support all on car set-up and the calibration of sensors. The role will involve working closely with the Race, Control & Performance Engineers ensuring the chassis is built and set-up correctly and to an extremely high standard. Factory projects will also be assigned to help develop System Engineering tools and hardware and to promote improved performance and reliability. Experience and duties include:

Have an excellent understanding of Data Acquisition Systems and able to use System Monitor to set up all on car systems associated with the SECU.

Work closely with our Engine Partner, Control and Performance Engineers ensuring data imports and offloads are managed efficiently avoiding delays to run schedules.

Monitor and resolve the daily Electrical Issues as they arise on the chassis. Generate fault reports and proactively investigate issues on and off car working closely with the Reliability Engineer.

Liaise with the FIA, FOM and other providers of Chassis tools and equipment ensuring all hardware and software are correctly managed at the track.

Degree or equivalent in electronic/electrical engineering. Previous experience of working with data logging and telemetry systems in a high level motorsport environment is essential. Experience in VBA programming a plus.

Electrician

Reports to the Head of Electronics. Works closely with and takes direction from the Electronics Trackside Team Leader during race and test events. Supporting all on car and garage electrical systems at race and test events. Responsible for set-up and pack-up of all equipment before and after an event. Factory roles will include service, maintenance and some manufacture of sensors, harnesses and garage electrical equipment. Duties include:

Install electronic boxes, wiring harnesses and sensors on to the race cars during factory car build and race and test events.

Work closely with the number one mechanic and wider car crew to ensure all electrical parts are completed and available in readiness to the defined timescales.

Use the component Lifting System to manage all Electrical parts ensuring stock levels are constantly monitored and all transactions are carried out correctly maintaining complete component lifting and servicing integrity.

Support the Systems Engineer when they are calibrating sensors. This will involve using set-up equipment on and off the chassis and garage.

Electrical Training - HNC level. Knowledge of Raychem systems 25 and previous experience work in high level motorsport are essential. Ideally would hold the latest edition of IEE wiring regulations certificate but not essential.

Successful candidates for all of the above positions will be self-motivated and proactive with the ability to work within a team environment with tight deadlines. Excellent communication skills and working with minimal supervision are also required.

Visit www.HaasF1Team.com for complete details and requirements, to see other available positions, and to submit your CV and relevant documentation. No agencies, please.



RESEARCH ENGINEER

Position title: Research Engineer
Reports to: General Manager Research
Location: Geneva – Switzerland

ABOUT THE GLOBAL INSTITUTE

The Global Institute for Motor Sport Safety SA (Global Institute) is a Swiss-based corporation that undertakes research to improve motor sport safety worldwide. The Global Institute is the safety research partner of the FIA and was established in April 2015. It divides its research into three categories to cover all levels of motor sport: high-technology projects, cascading research and grassroots initiatives. Through innovation and excellence in safety research, the Global Institute aims provide motor sport with the means to operate in as safe a manner as possible, and where relevant, promote the use of this research on public roads and society in general.

POSITION OVERVIEW

Reporting directly to the General Manager Research, we are seeking a highly motivated, flexible and innovative individual, capable of working to the highest standards to join our Research Body. In this role you will develop and research the future enhancements of motorsport safety for all FIA championships.

KEY RESPONSIBILITIES

The Research Engineer will be responsible for the following:

- Managing each of the research projects which will be allocated to you from a technical point of view, a timing point of view and a cost point of view.
- Performing pure safety research in order to invent and develop the future safety equipment.
- Managing experimental test and simulation work to support the development of these equipment.
- Participating into the Research Working Group in order to ensure the multi-disciplinary approach and the engineering robustness of its projects.
- Liaising with the FIA Safety and Technical Departments in order to best transform the research work into applicable regulations.

RELEVANT SKILLS AND EXPERIENCE

- This position requires a candidate with a strong mechanical engineering background with at least 5 years' experience of project management and/or research in the motor racing industry.
- She/He will need to be a team player, with excellent communication skills and analytical approach.
- She/He will be working closely with the various stakeholders involved into the safety efforts.
- Disciplined time management and planning will be essential for achieving our targets.
- Extensive travelling will be required.

If you are interested in this position, please send your application (CV + cover letter) to ndisivuiliu@globalinstitute.org



Mercedes-Benz has been setting the standard in racing for over 100 years, and the Mercedes-AMG Petronas Formula One™ Team continues the proud history of the legendary Silver Arrows. We have some exciting opportunities at our Championship winning team within our Design Office, Test & Development, Indirect Purchasing, Machine Shop and Car Build teams.

TEMPORARY CMM MACHINE SHOP INSPECTOR (EARLY/LATE SHIFT)

9 MONTHS

CH1685

Reporting to the Machine Shop Inspection Team Leader, you will be responsible for the efficient inspection and verification of components, to ensure adherence to specification, in accordance with defined procedures and priorities.

BUILD SUPPORT MANAGER

CH1696

Reporting to the Head of Build within the Car Build department the successful candidate will be responsible for managing Inspection, Quality and process activities within Build. The successful candidate will have a Quality/Inspection background with strong management and leadership skills.

BUYER

CH1716

Reporting to the Head of Indirect Purchasing, you will be responsible for working with various stakeholders across the business to expand the scale and scope of indirect purchasing activities. Maximising value for money and ensuring professional process and control of expenditure.

SENIOR MECHANICAL & COMPOSITE DESIGN ENGINEER

SW1714B

We have an exciting opportunity for a Senior Mechanical & Composite Design Engineer. Reporting to the Lead Mechanical Design Engineer, the successful candidate will take full responsibility for assigned projects and designs including uprights, wheels and brake duct, taking them from concept through to assembly, specifying tests and developing designs, production techniques and quality improvements.

TEST & DEVELOPMENT ENGINEER

SW1715

Reporting to the Head of Test and Development Centre, your responsibilities will include the development and component test completion utilising our state of the art test equipment, ranging from dynamic multi-axis test rigs to quasi static material characterisation. Further activities include rig maintenance, rig development, planning, test execution and report generation.

We invest in our greatest asset: people. They embody our values: Passion, Respect, Innovation, Determination and Excellence.

We succeed when everyone delivers their tenth of a second. No matter which area of the team you work in, you will determine how we perform on and off the track.

Every person here takes immense pride in playing their part to the highest standards. Each and every day. Working here is fast. It demands technical excellence and teamwork. And it calls for great reserves of motivation and resilience.

Own your tenth of a second. Play your part. Join us.

To find out more, visit:
<http://careers.mercedesamgf1.com/>

Closing Date: 22 June 2017



Download on the
App Store



Subscribe today

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • HILLCLIMB • TRACK TESTS • FEATURES



AMERICANSPEEDFEST

Junqueira and Labonte to headline American SpeedFest

STAR DRIVERS FROM ACROSS THE ATLANTIC will join the NASCAR Whelen Euro Series grid at Brands Hatch this weekend, including Champ Car race winner Bruno Junqueira and 2000 NASCAR Cup champion Bobby Labonte.

Junqueira, 40, won the International Formula 3000 Championship in 2000 before forging a career in the US with Chip Ganassi Racing and Newman/Haas, finishing as Champ Car runner-up in three consecutive seasons between 2002 and 2004.

The Brazilian, who came close to a Formula 1 seat with Williams in 2000 but was beaten to it by Jenson Button, will return to Brands Hatch for the first time in a decade, having last competed at the Kent circuit in A1GP in 2007.

He will contest both Euro Series races, which form part of the American SpeedFest event.

"I have great memories of when I raced Indycar at Brands Hatch in 2003," said Junqueira.

"It is a good track with a great crowd. I am looking forward to going back there and driving a NASCAR for the first time."

Meanwhile Labonte, 53, will race in the UK for the first time in the British rounds of the European NASCAR series. He has previously appeared in the UK at the Goodwood Festival of Speed for the past two years, tackling the hill in both modern and historic NASCAR machinery.

"I'm really excited to join the NASCAR Whelen Euro Series in Brands Hatch," said Labonte. "It's a great opportunity. It'll be fun to be able to get in a Euro NASCAR and race at such a famous track."

The pair will also be joined on the grid by 2003 Le Mans winner Christophe Bouchut and 1991 Formula Ford Festival winner Marc Goossens.

The NASCAR Whelen Euro Series features a six-event calendar, all on road courses, including Hockenheim and Zolder.

IN BRIEF

EASTWELL CORRECTION

In the Castle Combe report in last week's Autosport, we incorrectly said that Formula Ford 1600 driver Michael Eastwell's Ray had aquaplaned at Tower. In fact Eastwell was driving a Spectrum. We apologise for this error.

PRATT'S UNUSUAL DEBUT

Will Pratt, 17, made his race debut in the Caterham Academy at Brands Hatch last Sunday, but retired. With Saturday free, he marshalled – where his duties included showing a penalty warning board to father Martin in Supersport.

DICK'S SON RACES

The 16-year-old son of Speedworks Motorsport boss Amy Dick made his racing debut at Brands Hatch last weekend. Tom Grensinger was second in the Caterham Academy and secured the fastest lap over the two Academy races.

COUPE CUP RECORD GRID

The Hyundai Coupe Cup secured a record number of entries at Thruxton last weekend with 22 cars on the grid. One of the drivers taking part was ex-British Touring Car racer Andy Wilmot, who finished 10th on his debut.

ORROCK SWITCHES TEAM

Renault UK Clio Cup racer Lucas Orrock (below) will switch to the Team Pyro squad for the remainder of the season, having previously raced for the Jamsport outfit.



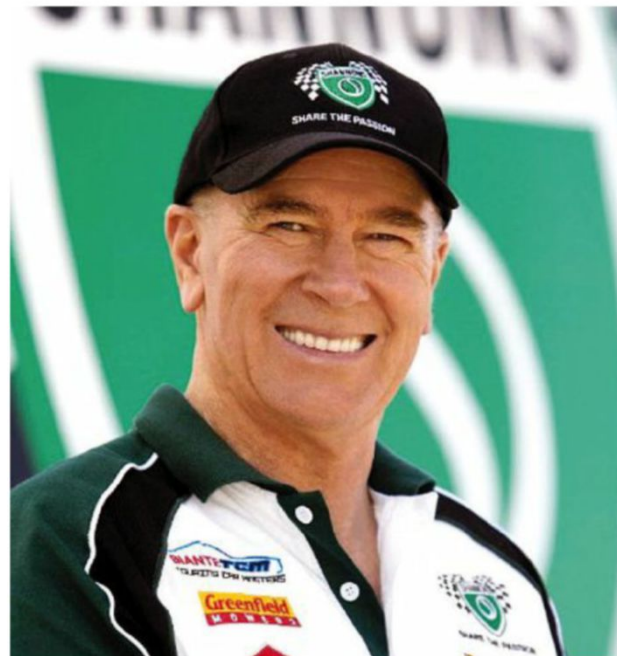
Comprehensive motorsport insurance products to keep you on track;

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote
Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

RYAN
MOTORSPORT INSURANCE



SILVERSTONE CLASSIC Touring car legend Jim Richards will be reunited with the BMW 635CSi in which he took the first of his Australian titles, in 1985, at the Silverstone Classic on July 28-30. This will be the first appearance outside Australasia for the JPS-liveried machine. "It's a beautiful car," said Kiwi Richards. "I'm so glad we persuaded Peter Sturgeon to put it back in what we called Group C specification, as those rules were a bit more liberal than Group A, which were more widely used at the time. It looks stunning with a 24-valve motor which revs to 8400rpm and sounds glorious." Richards will race on both Saturday and Sunday afternoon in the two Super Touring Car Trophy races.

BRITISHGT

GT4 champions make switch from Ginetta to McLaren

REIGNING BRITISH GT4 CHAMPIONS Graham Johnson and Mike Robinson will switch away from their title-winning Ginetta to run a new McLaren 570S GT4 from this weekend's Silverstone 500 onwards.

The Optimum Motorsport duo, who are fourth in the points with the Ginetta, decided to make the switch after testing the McLaren recently.

"We only did about eight laps each, but the difference was night-and-day," Johnson said. "I actually couldn't believe we were running in the same class as the McLaren.

"It's also an aspirational thing. If you'd have said to me a year ago that I could race a McLaren in British GT I'd have bitten your hand off.

"It is a gamble moving cars mid-season since we have a lot to learn with the McLaren. But the McLaren is future-proofed and we see our future in British GT. So if we don't win the title this year, then we come into 2018 with more experience and a frontrunning car. We want to be pushing for wins immediately."

Optimum will also field Bradley Ellis and Adrian Barwick on their first outing of the season at Silverstone in a Ginetta G55 GT4.

• AMG factory driver Adam Christodoulou will join Team ABBA with Rollcentre Racing for the remainder of the British GT season, beginning with this weekend's Silverstone 500.

He will join team regulars Richard Neary and Martin Short in a three-driver line-up at Silverstone, before Short takes a temporary step back from driving to focus on running the team.

"It's good that I'm able to race with both of them and hopefully we can send Martin off on a bit of a high," said Christodoulou, the 2016 Nurburgring 24 Hours winner and '08 Formula Renault UK champion.





HISTORIC RALLYING

Smith tackles first rally in BMW M3

SUPER TOURING RACER PAUL SMITH swapped the race track for the rally stages of Epynt last Sunday to tackle his first full rally in a BMW M3.

Smith ran the former touring car on the Mini Epynt Stages to start a programme of events in the Fuchs RAC Historic Asphalt Championship.

He was caught on the wrong tyres on the wet opening stage and slid off for over two minutes, but set some strong times.

"Once it dried out it was amazing," said Smith, who will return to Epynt for the Harry Flatters in late July and then compete on the Isle of Man and Jersey in the autumn.

Smith took a podium in the Super Touring Challenge last year.

SCOTTISH FF1600

Martin to change chassis after roll

ROSS MARTIN WILL USE A NEW RAY CHASSIS for the next Scottish Formula Ford 1600 round after a crash at Knockhill last weekend.

The Graham Brunton Racing driver was involved in a last-lap incident with Kenneth Cowie in the final race, which pitched his Ray GR17 into a roll. Martin was sent flying as the two fought for the lead at Duffus Dip.

A new chassis has been ordered for Martin, who was contesting the concurrent National championship rounds. It is suspected that the car's engine and gearbox are also damaged.

"I just closed my eyes and hoped for the best," he said. "The race was going quite well; there was a slight issue with the gearbox, the selection was not on point and I did miss a lot of gears."

"He [Cowie] made a mistake on the exit and I tried to go around the outside, and then bang, lights were out and I was in the gravel."

Martin sustained damage earlier in the weekend in a separate clash with Cowie that required a hasty suspension repair.

He is tied for the lead of the Scottish table with team-mate Sebastian Melrose.

SSANGYONG CHALLENGE

Gornall makes SsangYong debut

FORMER BRITISH GT CHAMPION JAMES Gornall finished on the podium twice on his debut in the single-make SsangYong Challenge at Silverstone last weekend.

The 32-year-old reigning Compact Cup champion finished third in race one and second in race three, having battled closely for the lead in the finale.

Gornall was approached by the South Korean manufacturer and only drove the truck on Friday. For now, this was just a one-off appearance, but Gornall is in talks to have further outings later this year.

"It is amazing how fast these things go around the corners," he said. "I've never raced a truck but they are quite a lot of fun."



Gornall took two podiums at Silverstone

LMP3 CUP

Mansell to join Speedworks for LMP3

BRANDS HATCH INDY LAP record holder Scott Mansell will make his debut in the LMP3 Cup this weekend at Spa-Francorchamps.

The one-time McLaren Autosport BRDC Award finalist, who has a bronze driver grading, will partner Jack Butel at Speedworks Motorsport after Dean Gibbs

parted with the team.

Since winning the EuroBOSS title in 2004, Mansell has sporadically raced in Radicals and Fun Cup with John Gilbert's Global Racing operation, where he came on the radar of Speedworks team boss Christian Dick.

The deal is a one-off but could be extended.

"I knew that he would be an ideal guy to fill the seat – we want to go out and get a result at Spa, and we felt Scott was the man," said Dick.

Mansell is among several changes to the entry list. 360 Racing is due to take part after missing Brands Hatch and will run with Bob Berridge and Gareth Evans.

Mansell will replace Gibbs at Speedworks



Z CARS

Z Cars to get own grid in August

THE Z CARS RACING SERIES, FOR BMW Z3 and Z4 cars, will feature its first standalone race at Brands Hatch in August.

The MSVR-run series features cars built by Gary Feakins Racing, the company run by 2015 Production BMW champion Feakins.

"GFR have received 14 orders for cars so far, following our popular taster days and successful launch at the Autosport Show, which we're very pleased about," he said.

"GFR is currently flat-out with the building

process; we have had to expand the business to cope with the demand for orders.

"The plan is to have a few more cars out at Rockingham [June 25], and then have a standalone grid of at least 10 cars at Deutsche Fest at Brands Hatch on August 19-20."

The series has been absorbed into MSVR's All-Comers races so far this season. A calendar was released in October 2016, but a delay in the cars being built has dropped the first standalone race further into the year.

The 1938 JCC International Trophy at Brooklands, won by Percy Maclure from Raymond Mays



LAT IMAGES

HISTORICS

Brooklands straight to reopen

THE MUCH-ANTICIPATED REOPENING OF THE original finishing straight at Brooklands will be a central feature of the Brooklands Double Twelve Motorsport Festival over the weekend of June 17-18.

The straight has not been used since being covered by a wartime building in 1940, and its reopening will mark the completion of the first stage of the £8.1 million Heritage Lottery-funded Brooklands Aircraft Factory and Race Track Revival Project.

Lord March will celebrate his grandfather's Brooklands racing record by officiating at the reopening ceremony at the Surrey track, exactly 110 years after the venue first opened. Born in 1905, 'Freddie' March outraged his parents by taking a job as an apprentice to Bentley Motors. As a driver he won the 1930 Brooklands 500 in an Austin 7 and

the 1931 Brooklands Double Twelve in an MG Midget.

The British racing scene revolved around Brooklands, Europe's first purpose-built race track, up until the war forced its closure in 1939. Many of the vehicles that raced there in its heyday will be on hand next week, including the biggest-engined cars ever to race or appear at Brooklands, most of the team which won the first two British grands prix in 1926/27, and the first Bentley ever to win a race.

Also present will be a number of other significant cars from Brooklands' history. These include the 1927 Delages that took the top three places in the second British Grand Prix, held at Brooklands 90 years ago, the 1911 Fiat S76 'Beast of Turin', the John Parry-Thomas Land Speed Record car 'Babs', and the 24-litre multi-World record holding Napier-Railton Special.

CATERHAM S

HOY MAKES CATERHAM BOW AT BRANDS

SIR CHRIS HOY MADE HIS Caterham racing debut at Brands Hatch last weekend with a works-run 310R.

The cycling legend's last competitive outing was in the Race of Remembrance at Anglesey last year, but he is a previous champion in the LMP3 division of the European Le Mans Series.

"I'm doing Donington and Oulton too, and they are great fun," said the Scotsman. "With Le Mans not working out for me this year, it's given me more opportunity to look at other things."

"I've got my own 420R, having had an R400 before for track days. Racing these you want to be really close and in the slipstream, not like LMP2 when it's not good to be that close. I wasn't that far off the leaders on times, but down in 10th."

Hoy was defending eighth place in race two when Donald Henshall made contact with him and both spun out.

Hoy is also planning to contest a 24-hour race at the Algarve circuit this year, although he is currently unsure what car that will be in. He also has another drive in the pipeline due to be announced soon.

BRITISH RALLYCROSS

Touring car ace Menu set for rallycross debut in Croft season finale

DOUBLE BRITISH TOURING Car champion Alain Menu is expected to make his rallycross debut in the final round of the British championship at Croft in October.

The Swiss, who took the BTCC title in 1997 and 2000, is working for the Team BMR Subaru BTCC squad as a driver advisor, having raced for the team in 2015.

BMR boss Warren Scott competes in British Rallycross in an LD Motorsports Citroen DS3, having stepped aside from BTCC driving duties to focus on running Team BMR.

Scott currently sits fourth in the points after two rounds.

"There is a chance of adding another car later in the season and Alain has said he would be quite keen to try his hand at

rallycross," said Scott.

"We are aiming to sort something out for him at Croft – he would be in another Citroen DS 3, alongside me."

"I've loved the events I have done so far this season and the cars are stunning. It has been an eye-opener and I've had some bad luck, but the results are beginning to come now."

Menu could join Scott in a second Citroen DS 3





Has car racing outgrown Mallory?

By Marcus Pye, the voice of club racing

[@autosport](#)

A 340-MILE ROUND TRIP TO MALLORY PARK LAST

Thursday, to watch Ben Mitchell shake down my Formula Ford Merlyn Mk20 – its first run in 15 years – reminded me of why I'd loved the Leicestershire circuit since my first pilgrimage to watch club racing in the 1970s. The weather was gloriously warm and sunny, there was a friendly welcome at the gate and the venue looked as good as it ever has.

Opened in 1956, Mallory is probably the best car test track in the UK. It packs everything into its 1.35-miles: the deceptively quick 'never ending' Gerard's Bend, flick-flack at John Cooper Esses (both approached at high speed), Shaw's Hairpin and the adverse-camber Devil's Elbow. All bring different demands and reward fine-tuned chassis set-ups. Short laps mean plenty of repeats per session, with the opportunity to stop and make small adjustments. Its central location is a further bonus.

Sadly, however, Mallory is now woefully under-used by the car fraternity. First and foremost it's a motorcycle venue, run by British Superbike team owner Stuart Hicken's Real Motorsport outfit with an enormous following among the closer-knit two and three-wheeler worlds. That's not to say the four-wheeled brigade isn't catered for, merely that opportunities to use the facility are becoming fewer and farther between. The once-thriving Wednesday testing scene has long gone.

Real Motorsport inherited trouble when it took over Mallory Park's operation in late 2013, not only the long-standing noise issue, exacerbated by 'newbies' to the area with whom I have no sympathy. Hicken and co-director Eddie Roberts (whose shareholding Hicken recently acquired) immediately set about building bridges with neighbours, who had not been engaged

for too long, and did well to win stronger local support for Mallory's range of activities. Earth banks and expensive sound-deadening deflectors at the hairpin have, say competitors, brought positive reactions.

That the venue hosts many more bike meetings than car events brings no argument, for the former bring thousands more punters through the gates on a regular basis and their leisure-spend benefits the community. This season there are but four car meets – organised by the BARC in April, 360MRC last weekend, Vintage Sports-Car Club on August 12 and BRSCC on September 24 – plus the traditional Plum Pudding spectacle in December at which both disciplines play.

Car racing's logistics, not least customer demographics on both sides of the barriers, have evolved dramatically over the decades, to the point where clubs now struggle to make one-day fixtures with limited track time cover track-hire costs at most circuits. That's the offer at Mallory, although vehicular access to and from its small paddock (without a bridge or tunnel) seems to be more of an issue to car people travelling from all over the country. It's you who are missing out.

I don't want to see club racing turn its back on Mallory, or vice versa, but a growing school of thought suggests that the four-wheeled sport has outgrown the theatre of F1 and F2 Internationals of the 1960s and '70s. August's 'Formula Vintage' staple – at which the annual Edwardian race is sensational – will again show the place at its best, but with the 750MC and CSCC unable to make numbers work for bigger grids without a full weekend and others failing to attract competitors, I'm not alone in fearing that its days are numbered. ❧



FIRST GUESS FOR GINETTA AT PAU

Driving a rare Ford V8-engined Ginetta G10, Briton James Guess won the GP Historique de Pau's Iberian Historic Endurance finale after an epic duel with Florent Cazalat's nimble Lotus 7, which briefly dropped to fourth behind Francisco Albuquerque (Lotus Elan) and Damien Kohler (Diva 10F) before regaining third.

STUART COSGRAVE: 1938-2017

One of the unsung heroes of modern Irish motorsport, Stuart Cosgrave, died on June 3, following a short illness. Cosgrave, with initial partners Eddie Regan and Jim Merrin, opened Mondello Park – the republic's first permanent racing circuit – in 1968. The venue enjoyed some great years, hosting F5000 championship rounds from 1969-'74. When the business failed in the mid-'80s, a consortium including the RIAC ran it. Mondello was taken over in 2000 by Martin Birrane, who lengthened the track and attracted the BTCC from 2001-'06. Cosgrave still had racing in his blood and opened three indoor karting centres – two in Dublin and the other in Limerick – which he noted wryly made him more money than Mondello would ever have done.



MGA MAN TO RACE COOPER

MG stalwart Mark Daniell enjoyed his first open-wheeler experience when he tested a 1958 Cooper T45 at Mallory Park. Having long campaigned ex-works MGA twin-cams 1 MTW and 2 MTW, Daniell plans to contest HGPCA-type events in his ex-Alec Mildren car, previously raced by Mark Clubb and Martin Stretton.

KNOCKHILL
SMRC JUNE 3-4



Pain and gain for Palmer's Primera

ALL PICS: MOIR

FINE MARGINS ARE WHAT OFTEN decide races, a theme no more clearly demonstrated than at the Knockhill Super Touring Car Festival.

Derek Palmer probably knows this more than most. A canny dry-weather set-up gamble in the Fife circuit's unpredictable micro-climate handed the Nissan Primera driver victory in race one, while a right-rear puncture denied him a double from pole in Sunday's second encounter.

The chief beneficiary of Palmer's misfortune was opening-race polesitter Stewart Whyte in his Honda Accord, who went one better than his runner-up spot in the opener, beating team-mate James Dodd in race two.

In contrast to Palmer, Whyte's set-up had banked on rain arriving on Saturday, and after impressive early pace the Honda overworked its tyres. Palmer, on a mission, reeled off a series of qualifying-style laps to close in before squeezing into the lead with a well-judged manoeuvre at the hairpin as Whyte ran deep with just five laps remaining.

With a lightning start from pole in race two, Palmer looked set to bag a brace of wins. Whyte then closed the gap substantially before Palmer – with a right-rear puncture – slid off the track at the chicane and into retirement. From then on it was plain-sailing for Whyte, who beat Dodd to the line by 16.6 seconds, with double BTCC title-winner John Cleland claiming the final podium spot in his Vauxhall Vectra.

Former champion Whyte's relief was evident. "Our race-one set-up was ready for wets, but we went too far. I'm really

pleased with the win today though!"

Ron Cumming comfortably took his Nemesis Kit Car to two victories in the Scottish Saloons & Sportscars. The Aberdonian profited from a first-lap spin from Finlay Crocker in the Honda Civic TCR to head Paul Brydon's BMW M3 and Robert Drummond in a Ford Escort. After dropping to last place, Crocker made swift work through the field to finish an impressive fourth, 0.7s shy of the podium.

Cumming's perfect weekend finished with a lights-to-flag victory in the second race, beating Crocker to the flag by a little over 12s, with Andrew Morrison third in his SEAT Leon Eurocup.

Morgan Murray leads the Mini Cooper Cup standings after taking a clean sweep of wins. The Fraserburgh man made the perfect start to lead home polesitter Ian Munro in a tightly-fought first encounter before doubling up in race two.

Kyle Reid bagged a brace of third places, but the best fight was a four-car train for fourth that ended with Michael Weddell heading John Duncan in race two. Hannah Chapman and Mark

**A puncture denied
Palmer a Super Touring
double at the Festival**

Geraghty ruled themselves out of this fight with a collision at Leslie, which forced Geraghty to retire and Chapman to end the race a lap down. Murray showcased his overtaking prowess in a breathtaking final race, scything through from sixth to take the win.

Championship leader Wayne Macaulay took a pair of Scottish Fiesta victories. Robert Kerr took two wins in the XR2 class.

Seb Melrose recovered vital ground in the Scottish Formula Ford 1600 Championship by claiming his first two series wins at Knockhill, while Graham Brunton Racing team-mate Ross Martin failed to finish two races.

Melrose – godson of four-time IndyCar champion Dario Franchitti – took victory in the second and third races of the weekend and the Ray driver was given the historic David Leslie Trophy after the final. Martin's first weekend without a victory in the Scottish series diminished his previous 45-point lead to nothing after three rounds, with he and Melrose now level.

Melrose inherited the David Leslie triumph when frontrunners Kenneth Cowie and Martin were involved in a frightening accident at Duffus, which caused Martin to barrel-roll his Ray into the gravel on the last of the 14 laps.

Cowie's Ray went sideways as Martin looked to pass for the lead, causing Martin's car to go airborne over the other machine and eventually land upside down after several rolls. Both drivers escaped unhurt and the collision was deemed a racing incident.

This incident was the fourth drama



Murray starred in Minis on his way to a hat-trick



during the event involving Cowie, who had won the first race on the road before being disqualified for on-track indiscretions, gifting Neil Broome (Ray) the victory. Cowie had earlier been involved in incidents with Jordan Gronkowski and Martin. Contact while fighting for the lead dropped Gronkowski to last on the road when his Van Diemen's left-rear tyre came off the rim, while Martin's race had earlier been ended when he brushed the grass across the start-finish straight while fighting for the lead, before hitting Cowie's rear-left corner and retiring with front-right suspension damage.

Reigning Scottish champion Neil MacLennan dominated the first two National Formula Ford races in his Ray, but left with only one victory to his name after a penalty in race two. MacLennan started both races from pole and twice got away well to establish a sizeable lead, although this was wiped out in both events.

MacLennan managed to keep his advantage in each race, but was later disqualified after he was adjudged to have passed backmarker Ivor Mairs under yellow flags in the second race.

Martin was given the victory after coming out on top in the battle for second ahead of Luke Williams (RFR), James Roe Jr (Van Diemen) and Jamie Thorburn (Ray). Williams went on to win the final race ahead of Thorburn, while Roe took a new circuit record on his way to sixth spot.

Tommy Gilmartin and his Morgan +8 claimed pole position and victory in both Classic Sports and Saloon races, comfortably holding off the Ginetta G4 of Harry Simpson, who had to settle for two runner-up positions.

Ally Smith also managed the feat of taking double poles and wins during the weekend, beating Liam McGill by over three seconds in both BMW Championship races.

Points leader John Paterson claimed two victories in the Legends Championship, having narrowly lost out to Ivor Greenwood in the first event.

Sam Kirkpatrick and Ethan Hammerton shared the Junior Saloon Car Championship wins.

STEPHEN BRUNSDON & CAMERON PATERSON

Melrose won the prized David Leslie Trophy after taking two Scottish FF1600 wins

RESULTS

SUPER TOURING CARS (BOTH 20 LAPS)

1 Derek Palmer (Nissan Primera); 2 Stewart Whyte (Honda Accord) +4.796s; 3 James Dodd (Honda Accord); 4 John Cleland (Vauxhall Vectra); 5 Keith Butcher (Audi A4); 6 Jason Hughes (MG ZS BTCC). **Class winners** Hughes; Tony Absolom (Vauxhall Cavalier); Mark Wright (Ford Sierra RS500). **Fastest lap** Palmer 53.992s (84.47mph). **Pole** Whyte. **Starters** 15.

RACE 2 1 Whyte; 2 Dodd +16.624s; 3 Cleland; 4 Butcher; 5 Graeme Dodd (Honda Accord); 6 Allister McMillan (Nissan Primera). **CW** Wright; Hughes; Absolom. **FL** Whyte 53.858s (84.68mph). **P** Palmer. **S** 11.

SCOTTISH SALOONS & SPORTSCARS (BOTH 12 LAPS)

1 Ron Cumming (Nemesis Kit Car); 2 Paul Brydon (BMW M3) +23.190s; 3 Robert Drummond (Ford Escort Cosworth); 4 Finlay Crocker (Honda Civic TCR); 5 Andrew Morrison (SEAT Leon Eurocup); 6 Kenneth McKell (Mitsubishi Evo VIII). **CW** Brydon; Drummond; Crocker; William Robson (Ford Focus RS); Gary Wait (Ford Sierra Cosworth); Oliver Mortimer (Mini Cooper R53); Andrew Paterson (BMW E36 318i). **FL** Cumming 52.102s (87.53mph). **P** Crocker. **S** 16.

RACE 2 1 Cumming; 2 Crocker +12.746s; 3 Morrison; 4 Drummond; 5 Robson; 6 John Brown (BMW E36 M3). **CW** Crocker; Drummond; Robson; Brown; Mortimer; Paterson. **FL** Cumming 52.966s (86.10mph). **P** Cumming. **S** 14.

MINI COOPER CUP (ALL 9 LAPS)

1 Morgan Murray; 2 Ian Munro +0.233s; 3 Kyle Reid; 4 Robbie Dalgleish; 5 Mark Geraghty; 6 Hannah Chapman. **CW** Geraghty; Chapman. **FL** Geraghty 1m03.110s (72.26mph). **P** Munro. **S** 17.

RACE 2 1 Murray; 2 Munro +0.346s; 3 Reid; 4 Michael Weddell; 5 John Duncan; 6 Dylan O'Donnell. **CW** Weddell; Taelor Shand. **FL** Munro 1m03.026s

(72.36mph). **P** Murray. **S** 17.

RACE 3 1 Murray; 2 Dalgleish +2.985s; 3 Weddell; 4 Michael Courts; 5 Geraghty; 6 O'Donnell. **CW** Geraghty; Chapman.

FL Murray 1m03.510s (71.81mph). **P** Duncan. **S** 19.

SCOTTISH FIESTAS (BOTH 12 LAPS)

1 Wayne Macaulay (ST); 2 Barry Farquharson (ST) +1.326s; 3 Peter Cruickshank (ST); 4 Philip Liddle (ST); 5 Kristian Leith (ST); 6 Martin Ramsay (ST). **CW** Ramsay; Robert Kerr (XR2). **FL** Macaulay 1m02.065s (73.48mph).

P Macaulay. **S** 9. **RACE 2**

1 Macaulay; 2 Farquharson +2.962s; 3 Liddle; 4 Leith; 5 Ramsay; 6 Kerr. **CW** Ramsay; Kerr. **FL** Macaulay 1m02.414s (73.07mph). **P** Macaulay. **S** 9.

SCOTTISH FORMULA FORD 1600 (15 LAPS)

1 Neil Broome (Ray GR17); 2 Seb Melrose (Ray GR14) +0.118s; 3 Keith Donegan (Van Diemen JL13K); 4 Clay Mitchell (Ray GR13); 5 Ross Howe (Van Diemen RF99); 6 Fraser Gray (Ray GR14). **FL** Donegan 1m00.068s (75.93mph). **P** Kenneth Cowie (Ray GR09). **S** 11. **RACE 2 (12 LAPS) 1 Melrose**; 2 Ross Martin (Ray GR17) +0.029s; 3 Cowie; 4 Jordan Gronkowski (Van Diemen JL012K); 5 Matthew Chisholm (Van Diemen RF00); 6 Michael MacPherson (Ray GR14). **FL** Martin 55.210s (80.32mph).

P Broome. **S** 12. **RACE 3 (14 LAPS) 1 Melrose**; 2 Chisholm +1.287s; 3 MacPherson; 4 Gronkowski; 5 Mitchell; 6 Gray. **FL** Cowie 55.394s (82.34mph). **P** Melrose. **S** 10.

NATIONAL FORMULA FORD 1600 (13 LAPS)

1 Neil MacLennan (Ray GR14); 2 Ross Martin (Ray GR17) +1.751s; 3 Jamie Thorburn (Ray GR15); 4 Joshua Smith (Firman RF16); 5 Luke Williams (RFR16); 6 Seb Melrose (Ray GR14). **CW** Tom McArthur (Van Diemen RF92); Jamesy Hagan (Reynard 88FF). **FL** Martin 56.174s (81.19mph). **P** MacLennan. **S** 29. **RACE 2 (13 LAPS) 1 Martin**; 2 Williams

+0.424s; 3 James Roe Jr (Van Diemen RF99); 4 Thorburn; 5 Melrose; 6 Tom McArthur (Van Diemen RF92). **CW** John Ferguson (Spectrum 012); Andrew Blair (Reynard 87FF). **FL** MacLennan 55.043s (82.86mph). **P** MacLennan.

S 29. RACE 3 (12 LAPS)

1 Williams; 2 Thorburn +1.403s; 3 Martin; 4 James Scott-Murphy (Van Diemen JL16); 5 Luke Cooper (Swift SC16); 6 Roe. **CW** Ferguson; Hagan. **FL** Roe 55.183s (82.65mph). **P** McArthur. **S** 27.

SCOTTISH CLASSIC SPORTS & SALOONS (BOTH 12 LAPS)

1 Tommy Gilmartin (Morgan +8); 2 Harry Simpson (Ginetta G4R) +0.343s; 3 Raymond Boyd (Porsche 911); 4 Willy Toye (Triumph TR8); 5 Bruce Mitchell (Lotus Europa TC); 6 Andrew Graham (Triumph TR8). **CW** Boyd; Toye; Mitchell; Alastair Baptie (Fiat X1/9). **FL** Simpson 57.916s (77.15mph).

P Gilmartin. **S** 14. **RACE 2**

1 Gilmartin; 2 Simpson +0.409s; 3 Graham; 4 Boyd; 5 Mitchell; 6 Baptie. **CW** Boyd; Mitchell; Baptie. **FL** Gilmartin 57.358s (77.58mph). **P** Gilmartin. **S** 14.

SCOTTISH BMWs (BOTH 12 LAPS)

1 Ally Smith; 2 Liam McGill +3.285s; 3 Lee Elrick; 4 David McNaughton; 5 Frazer Huntly; 6 Steven Goldie. **FL** Smith 1m02.987s (72.41mph). **P** Smith. **S** 15. **RACE 2 1 Smith**; 2 McGill +4.625s; 3 McNaughton; 4 Elrick; 5 Goldie; 6 Cliff Harper. **FL** McNaughton 1m02.789s (72.64mph). **P** Smith. **S** 15.

SCOTTISH LEGENDS (8 LAPS)

1 Ivor Greenwood; 2 John Paterson +1.012s; 3 David Hunter; 4 Stewart Black; 5 Steven McGill; 6 Ryan McLeish. **FL** Paterson 1m07.775s (65.17mph). **P** Michael Paxton. **S** 13.

RACE 2 (10 LAPS) 1 Paterson; 2 Hunter +3.083s; 3 Black; 4 McGill; 5 Jordan Hodgson; 6 Greenwood. **FL** Greenwood 1m00.261s (75.69mph). **P** Scott Hynds. **S** 13. **RACE 3 (10 LAPS) 1 Paterson**; 2 Black; 3 Hunter; 4 Hodgson; 5 McGill; 6 McLeish. **FL** Greenwood 59.666s (76.44mph). **P** Colin McNeill. **S** 13.

JUNIOR SALOONS (BOTH 15 LAPS)

1 Sam Kirkpatrick; 2 Will Dyrdal +1.817s; 3 Ethan Hammerton; 4 Gordon Mutch; 5 Ronan Pearson; 6 Alicia Goundry. **FL** Hammerton 1m04.375s (70.84mph). **P** Kirkpatrick. **S** 13. **RACE 2 1 Hammerton**; 2 Dyrdal +0.651s; 3 Kirkpatrick; 4 Mutch; 5 Pearson; 6 Thomas Krasonis. **FL** Hammerton 1m04.310s (70.92mph). **P** Kirkpatrick. **S** 12.



Whyte took Super Touring race-two win

SILVERSTONE
MSVR JUNE 3-4

Eastwood is back with a bang in F3 Cup

WADE EASTWOOD DELIVERED A masterclass at Silverstone to secure a hat-trick of victories in the F3 Cup Championship, taking advantage of safety cars in the first two outings and fighting back valiantly in the final race of the weekend to cap off an excellent return to the championship.

In race one, Eastwood ran in third following an opening-lap safety car, then took second when Jacopo Sebastiani ran wide at Becketts attempting to wrestle the lead from Robbie Watts. Eastwood chased down Watts and swept by at half-distance to take the lead, then held on for the eventual win.

The trio found themselves locked in a similarly tight battle in race two, during which Watts held the lead for much of the distance. But when a collision involving Phillip Jeans, Richard Purcell and Malcolm Scott prompted the safety car, Eastwood took full advantage. Sebastiani overcooked it into Brooklands after the restart to give up second, before Eastwood pulled a brilliant late move on Watts around the outside of Copse.

Eastwood started on pole for race three, but a poor getaway dropped him to fourth. He fought back brilliantly, passing Watts, Sebastiani and the fast-starting Cian Carey late on to make it three in a row. Sebastiani's consistent results gave him the championship lead as Donington treble-winner Shane Kelly had a tough weekend, having been involved in the first-lap incident in the opening race.

Roger Kneebone won the first outing of the Racing Saloons series in his BMW M3 after a battle with the VW Golf of Andy Baylie ended in controversy. The pair pulled clear and ran nose to tail, trading fastest laps until Baylie tapped Kneebone into a spin at Copse on the



Movie stuntman Wade Eastwood dominated on his first outing in F3 Cup this season at Silverstone

final lap while challenging for the lead. Baylie was disqualified post-race, handing victory to Kneebone, but the damage sustained meant Kneebone was unable to start race two. John Willcocks took full advantage to secure his first overall series victory for eight years, the M3 driver passing early leader Stuart Voyce (BMW Compact) as Voyce struggled to manage the traffic. Baylie made amends for his race-one error with a fine third.

Jessica Hawkins continued her assault on the Mini Challenge Cooper class with two wins over the weekend. She started from pole in race one and stormed to victory with a move at Becketts after briefly falling behind Sam Weller. Hawkins then claimed a lights-to-flag victory in race two after weathering early pressure from Martin Poole.

Weller took victory in a shortened race three after Craig Smith collided head on with the spinning Simon Walton at Brooklands, bringing out the red flags. Matt Hammond and Hawkins finished second and third respectively.

There were three different victors in as many races in the Mini Open series. Andrew Tsang took the flag in race one, but was disqualified on the grounds of

technical infringements and Stu Lane inherited the win. Lane was unable to hold out for victory on merit in race two after starting from pole, as Rob Austin swept by on lap two and cruised to victory. Having retired from race one and finished third in race two, Ben Dimmack passed Tsang early on in the finale and led the field home to finish his weekend on a high.

There were also three different winners in the SsangYong Challenge. Harry Webb took the chequered flag in the first race after polesitter Michael O'Brien and Lewis Grant took each other out at Copse midway through.

Webb was unable to keep Matt Kelly at bay in race two, as Kelly made a pass stick at Copse to take his first win of the season. Grant avoided trouble this time around to claim third. O'Brien was pushed all the way in the final race by series debutant and 2008 British GT champion James Gornall, but made amends for his earlier shunt by taking his first SsangYong win of the year.

Gary Burstow (BMW 328i) timed his pitstop best to win ahead of Colin Tester (Toyota MR2) in the MSVT Trackday Trophy race. Jason and Toby Jones inherited the MSVT Trackday Championship win in their MR2 Roadster after race-long leader Darren Goes retired his SEAT with two laps to go.

Simon Atkinson won both Lotus Trophy events comfortably from Ken Savage, while Craig Denman took both Lotus Cup outings from William Stacey in tight encounters. The pair traded places constantly throughout.

William Davison was untouchable in both of the Production BMW races, winning easily from Matt Swaffer in lights-to-flag victories. Owen Darch rounded out the podium both times.

JAKE JONES



Hawkins starred in Mini Challenge Cooper Series



MALLORY PARK
360MRC JUNE 4

JONES

Davies continues dominant streak

JASON DAVIES TOOK HIS FOURTH and fifth wins of the season as the Welsh Sports and Saloon Car Championship ventured to Mallory Park for the first of two 2017 away days, but Piers Grange gave him his closest race of the season so far.

Grange made the best start to the opener in his Ford Escort Mk1, driving around the outside of Davies's Ford Sierra Cosworth at Gerard's Bend. But Davies came back a lap later, outbraking Grange into Shaw's Corner.

Davies initially pulled out a gap, but Grange set the fastest lap to slash the lead to less than a tenth by half-distance. He kept the pressure up, often getting alongside the leader, until he overcooked it at Devil's Elbow and picked up a puncture in the gravel. That promoted Mitsubishi Evo drivers Bradley John and Nick Crompton to the podium positions.

Grange had to come from the back in the second race, and climbed from 14th to fourth by the end of lap two. He passed John at the Esses on lap five, but by then he was around eight seconds behind Davies, who was untroubled out front.

There was predictable first-corner drama for the packed field of Northern Saloon and Sports Cars, and a spin by Drew Myerscough (Caterham C400) triggered a chain reaction that caught out several others and forced a stoppage. Mike Cutt spun the wheels of his BMW M3 at the restart, handing a significant advantage to Paul Woolfitt's Lotus Exige that Cutt couldn't overturn.

An electrical problem ruled out the Exige early in the second race, but Woolfitt's brother Jon (MK Indy) – who had missed race one after dramas on the green-flag lap – upheld family honour. Cutt pushed him hard, but then lost time when stuck behind backmarkers in a yellow-flag zone. Traffic ultimately accounted for Woolfitt, who made contact with Neil Finnigan's Caterham when

lapping him at the Esses, stranding both trackside and causing the race to be halted prematurely. Cutt was classified first, ahead of Kirk Armitage's M3 and Eduardo de Sousa (Renault Megane V6 Trophy).

Adam Quartermaine (Van Diemen RF99) started the Star of Mallory heat from pole, but Ed Moore (Van Diemen JL013K) dominated both races thereafter to reprise the success he regularly enjoyed at the circuit a decade ago. Paul Mason (Swift SC94) took third having passed Neil Hunt's RF90 at Gerard's on lap five of the qualifier, while Jack Kemp (Ray GR07) was fifth in the main race and picked up two nominations for the Mazda Road to Indy shoot-out in the process.

David Moorhouse (Austin Mini) achieved a remarkable victory in the British Classics, defeating the mighty Jaguar XJ12 Coupe of Kevin Doyle in changeable conditions and finishing almost a lap clear of the rest. Moorhouse only secured the win on the final lap, since the Mini was able to get the power down on the exit of the hairpin more effectively on a damp surface. Armitage was a comfortable winner of the Modern equivalent, while Henry Pickering (Vauxhall Nova) defeated the Astra-mounted Simon Ward in the Invitation Sports v Saloon Challenge.

IAN SOWMAN

Davies (left) won both Welsh Sports and Saloon races after battles with Grange



Moorhouse's Mini won British Classics thriller

JONES

RESULTS

WELSH SPORTS & SALOONS (20 LAPS) 1 Jason

Davies (Ford Sierra Cosworth); 2 Bradley John (Mitsubishi Evo) +33.307s; 3 Nick Crompton (Evo); 4 Fabio Luffarelli (VW Corrado); 5 Andy Williams (Ford Sierra); 6 Damien Longotano (Westfield).

Class winners F Luffarelli; Tyrone Luffarelli (Peugeot 106); Matt Harries (Porsche 944); Marcus Bicknell (Ford Mustang); Ellis Wiggins (Vauxhall Nova). **Fastest lap** Piers Grange (Ford Escort Mk1) 47.849s (101.56mph). **Pole** Davies. **Starters** 16.

RACE 2 (19 LAPS) 1 Davies; 2 Grange +11.681s; 3 John; 4 Crompton; 5 Williams; 6 T Luffarelli.

CW Grange; T Luffarelli; Melissa Luffarelli (Mini Saloon); Harries. **FL** Davies 48.437s (100.33mph). **P** Davies. **S** 15.

NORTHERN SALOON & SPORTS (13 LAPS)

1 Paul Woolfitt (Lotus Exige); 2 Mike Cutt (BMW M3) +12.426s; 3 Kirk Armitage (BMW M3); 4 Eduardo de Sousa (Renault Megane V6 Trophy); 5 Drew Myerscough (Caterham C400); 6 Mark Leybourne (Westfield SEW). **CW** Armitage; Leybourne; Scott Hubel (Peugeot 205T); Lee Underwood (Honda Civic); Gary Bowers (BMW E46); Clive Cooksey (Ford Fiesta); Neil Finnigan (Caterham R400). **FL** Woolfitt 47.811s (101.65mph).

P Woolfitt. **S** 28. **RACE 2 (12 LAPS) 1 Cutt**;

2 Armitage +21.067s; 3 de Sousa; 4 Myerscough; 5 Phil Jordan (Ginetta G50); 6 Leybourne. **CW** Armitage; Leybourne; Underwood; Hubel; Bowers; Cooksey. **FL** Cutt 48.420s (100.37mph). **P** Cutt. **S** 26.

STAR OF MALLORY FF1600 – HEAT (12 LAPS)

1 Ed Moore (Van Diemen JL013K); 2 Adam Quartermaine (Van Diemen RF99) +1.573s; 3 Paul Mason (Swift SC94); 4 Neil Hunt (Van Diemen RF90); 5 Roger Millichamp (Swift SC92); 6 Andy Clark (Van Diemen RF95K). **FL** Moore 49.274s (98.63mph).

P Quartermaine. **S** 8. **FINAL (19 LAPS) 1 Moore**; 2 Quartermaine +4.601s; 3 Mason; 4 Hunt; 5 Jack Kemp (Ray GR07); 6 Matt Payne (Van Diemen RF99). **FL** Moore 49.169s (98.84mph). **P** Moore. **S** 8.

BRITISH CLASSICS (15 LAPS) 1 David

Moorhouse (Austin Mini); 2 Kevin Doyle (Jaguar XJ12 Coupe) +0.460s; 3 Pete Winstone (Ford Escort Mk1); 4 Martin Whitlock (MGB Roadster); 5 Gary Fletcher (Vauxhall Firenza); 6 Clive Jones (MGB). **CW** Doyle; Winstone; Whitlock; Fletcher.

FL Moorhouse 57.021s (85.23mph). **P** Doyle. **S** 13.

MODERN CHALLENGE/KIT CARS (17 LAPS)

1 Kirk Armitage (BMW M3); 2 Simon Ward (Vauxhall Astra GTE) +10.146s; 3 Henry Pickering (Vauxhall Nova); 4 Ian Smythe (Fisher Fury); 5 Ian Fletcher (Fletcher Hornet); 6 Steve Everson (Ford Mustang). **CW** Ward; Pickering; Smythe; Everson; Ben Eacock (Ford Puma). **FL** Armitage 51.633s (94.12mph). **P** Armitage. **S** 13.

INVITATION SPORTS V SALOONS (14 LAPS)

1 Henry Pickering (Vauxhall Nova); 2 Simon Ward (Vauxhall Astra) +4.735s; 3 Kevin Doyle (Jaguar XJ12); 4 Ben Eacock (Ford Puma); 5 Ian Fletcher (Fletcher Hornet Mk4); 6 Martin Whitlock (MGB Roadster). **CW** Ward; Doyle; Fletcher.

FL Ward 1m03.729s (76.26mph). **P** Ward. **S** 11.



Moore was crowned Star of Mallory

JONES

THRUXTON
BARC JUNE 3-4



Four winners but Smith stays on top

CHANGEABLE WEATHER PRODUCED four different race winners in the British Truck Racing Championship at Thruxton, but Ryan Smith's competitive performance remained the common denominator as he maintained his eight-point advantage in the standings.

In the dry, the defending champion's MAN reigned supreme, delivering pole position by the best part of a second. The levelling factor proved to be the rain, which hampered Smith's progress in the opening race and left him down in fifth, while Stuart Oliver claim a second win of the year in his Volvo.

Smith's response was an apt reminder of why he is the reigning champion, fending off a late charge from Dave Jenkins to take the race-two win.

Mat Summerfield and Shane Brereton then completed a MAN hat-trick, in which Summerfield took an almost casual stride to the winner's circle by nearly 15 seconds in race three. Brereton's honours proved arguably more satisfying since he emerged victorious from a scintillating three-truck scrap with Summerfield and Oliver in the final race. Oliver was excluded for over-speeding, giving Smith another podium.

Jenkins continued his fightback from mechanical woes at Pembrey to place himself back in the championship frame, scoring a hat-trick of podiums before recovering from an enforced spin at the hands of Ray Coleman to secure fifth and the fastest lap in the final race, despite a broken front damper.

After a dominant performance earlier in the season at Brands Hatch, Mika Makinen seemed set to enjoy a relatively untroubled run to a maiden Division Two title in his Sisu SL250, but the Finn

endured another weekend fighting mechanical trouble as Simon Cole tied with him atop the class standings.

Makinen won the opener, but more technical woes at the start of race three consigned him to another stint on the sidelines. Cole took a victory of his own en route to joint-first in the Mercedes, with two visits to the top step for Tony Smith rounding out the honours.

Scott Kendall took his fifth Super Mighty Minis victory of the season as he used drafting to good effect to put himself at the head of a pack of half a dozen cars before a red flag stopped the race a handful of laps from the end.

The red flag – brought out by a multi-car incident in which Stuart Coombs was pitched into a roll – cut short what was shaping up to be a frantic final few minutes as Kendall led hard-chargers Joshua Young and Elliot Stafford.

Stafford put himself on the top step of the podium in race two after breaking away from the squabbling pack headed by Kendall. Adrian Tuckley passed Young on the final lap, having missed out on a podium by half a second in race one.

In the Mighty Mini class, Sarah Moore used every defensive move at her

Ryan Smith didn't win, but a trio of podiums kept him in the championship lead

disposal to hold off Damien Harrington by half a second in race one before beating Craig Pendlebury by the same margin in the following race.

It was a hard-fought double for William Taylforth in the Hyundai Coupe Cup as he took his first and second wins of the year. In race one, Alex Cursley looked like he had secured the lead with a good dive down the inside of Taylforth at the Club Chicane. But Taylforth had a better run onto the straight and regained the lead at Allard before pulling away to victory. Cursley finished second with Steve Kite a distant third, less than a car length ahead of James Goodwin.

The second race was a panel-bashing affair as Taylforth and Cursley ran side by side into the chicane with great regularity. Goodwin claimed third with a brilliant pass around the outside of Kite at the chicane.

The two MG Owners Club races went to Lee Sullivan in his ZR. Second-placed Martin Wills (MGF) looked likely to snatch victory going onto the final lap, but a mistake at Village allowed Sullivan to escape. In race two, Sullivan weathered an early attack from Simon Kendrick's MGF to win by almost two seconds.

On Saturday morning, Brian Love was 1.3 seconds faster than anybody else in the Kumho BMWs. By that same evening, his E36 was on a trailer heading back to Swindon empty-handed after engine woes forced him to duck out of the duel for the lead in the first Class B, C & D race with John Bradburn. He was also ruled out of Sunday's contests. In his absence, Bradburn took a controlled double. Oliver Taylor was also dominant in the poorly supported Class A races.

DAMIAN MEADEN & JOE HUDSON



Kendall prevailed in tight Super Mighty Mini opener



Taylor and Cursley lead packed Hyundai field away

JONES

RESULTS

BRITISH TRUCKS - DIVISION 1 (ALL

9 LAPS) 1 Stuart Oliver (Volvo VN13); 2 Mat Summerfield (MAN TGS) +0.623s; 3 Dave Jenkins (MAN TGX); 4 Shane Brereton (MAN TGX); 5 Ryan Smith (MAN TGA); 6 Luke Taylor (MAN TGX). **Fastest lap** Smith 1m38.598s (86.02mph). **Pole** Smith. **Starters** 12. **RACE 2 1 Smith;** 2 Jenkins +0.401s; 3 S Oliver; 4 Terry Gibbon (MAN TGS); 5 Ray Coleman (MAN TG); 6 Brereton. **FL** S Oliver 1m39.279s (85.43mph). **P** Oly Janes (Buggyra). **S** 12. **RACE 3 1 Summerfield;** 2 Jenkins +13.274s; 3 Coleman; 4 Smith; 5 S Oliver; 6 Simon Reid (Iveco Stralis). **FL** Janes 1m40.662s (84.25mph). **P** Michael Oliver (Scania). **S** 11. **RACE 4 1 Brereton;** 2 Summerfield +0.788s; 3 Smith; 4 Coleman; 5 Jenkins; 6 M Oliver. **FL** Jenkins 1m38.503s (86.10mph). **P** M Oliver. **S** 11.

DIVISION 2 (ALL 9 LAPS) 1 Mika Makinen (Sisu SL250); 2 Adam Bint (Volvo) +6.841s; 3 John Powell (Ford Cargo); 4 Steve Powell (Sisu SL250); 5 Simon Cole (Mercedes); 6 Paul McCumisky (Volvo FM12). **FL** Makinen 1m43.090s (82.27mph). **P** Makinen. **S** 16. **RACE 2 1 Cole;** 2 S Powell +0.220s; 3 Bint; 4 Makinen; 5 J Powell; 6 Luke Garrett (MAN TGA). **FL** S Powell 1m41.750s (83.35mph). **P** Brad Smith (DAF CF). **S** 16. **RACE 3 1 Tony Smith (Sisu SL250);** 2 Garrett +3.237s; 3 McCumisky; 4 Sami Ojanen (Iveco Stralis); 5 Bint; 6 Cole. **FL** T Smith 1m43.735s (81.76mph). **P** Wayne Eason (MAN TGA). **S** 13. **RACE 4 1 T Smith;** 2 Bint +4.118s; 3 McCumisky; 4 Garrett; 5 Trevor Martin (Scania P Series); 6 S Powell. **FL** T Smith 1m41.844s (83.28mph). **P** Eason. **S** 11.

MIGHTY MINIS (10 LAPS) 1 Scott Kendall; 2 Joshua Young +1.303s; 3 Elliot Stafford; 4 Adrian Tuckley; 5 Alex Comis; 6 Louise Inch. **Class winner** Sarah Moore. **FL** Greg Jenkins 1m37.719s (86.79mph). **P** Kendall. **S** 32. **RACE 2 (13 LAPS) 1 Stafford;** 2 Kendall +5.657s; 3 Tuckley; 4 Young; 5 Comis; 6 Inch. **CW** Moore. **FL** Inch

1m37.920s (86.61mph). **P** Inch. **S** 28.

HYUNDAI COUPE CUP (BOTH 10 LAPS)

1 William Taylor; 2 Alex Cursley +1.509s; 3 Steve Kite; 4 James Goodwin; 5 Rob Gaffney; 6 Simon Miles. **FL** Cursley 1m35.503s (88.80mph). **P** Taylor. **S** 22. **RACE 2 1 Taylor;** 2 Cursley +0.423s; 3 Goodwin; 4 Kite; 5 Wayne Rockett; 6 Gaffney. **FL** Taylor 1m34.882s (89.39mph). **P** Taylor. **S** 22.

MG OWNERS CLUB CHAMPIONSHIP

(BOTH 13 LAPS) 1 Lee Sullivan (ZR); 2 Martin Wills (TF) +6.395s; 3 Darryl Davis (ZR); 4 Phil Walker (ZR); 5 Mark Baker (F); 6 Stuart Plotnek (F). **CW** Wills; David Amphlett (B Roadster). **FL** Sullivan 1m34.201s (90.03mph). **P** Wills. **S** 23. **RACE 2 1 Sullivan;** 2 Davis +1.789s; 3 Simon Kendrick (F); 4 Nick Golhar (ZR); 5 Plotnek; 6 Steve Williams (ZR). **CW** Kendrick; William van Vuuren (B Roadster). **FL** Davis 1m33.322s (90.88mph). **P** Sullivan. **S** 20.

KUMHO BMWs B, C & D (BOTH 14 LAPS)

1 John Bradburn (E36); 2 Kevin Denwood (E46 Compact) +9.563s; 3 Stephane Jansem (E46 325Ti Compact); 4 Christopher Cheverall (M3 E36); 5 Ben McClelland (E36 M3); 6 Giuseppe Callari (318is). **CW** Denwood; Cheverall; Callari. **FL** Brian Love (E36) 1m28.158s (96.20mph). **P** Love. **S** 14. **RACE 2 1 Bradburn;** 2 Denwood +12.547s; 3 Russell Dack (E46 Compact); 4 Cheverall; 5 Paul Wood (E46 Compact); 6 Jansem. **CW** Denwood; Cheverall; Callari. **FL** Bradburn 1m29.807s (94.44mph). **P** Bradburn. **S** 13.

KUMHO BMWs A (BOTH 15 LAPS) 1 Oliver

Taylor (E90); 2 James MacIntyre-Ure (M3) +3.608s; 3 James Card (M3); 4 Mathew Evans (M3); 5 Roger Lavender (E46); 6 Balginder Sidhu (M6). **CW** MacIntyre-Ure. **FL** Taylor 1m20.338s (105.57mph). **P** Taylor. **S** 7. **RACE 2 1 Taylor;** 2 MacIntyre-Ure +7.429s; 3 Card; 4 Lavender; 5 Sidhu; no other finishers. **CW** MacIntyre-Ure. **FL** Taylor 1m20.992s (104.72mph). **P** Taylor. **S** 6.



There was nothing to choose between Sullivan (I) and Wells

JONES

DONINGTON PARK

BARC JUNE 3-4

Caterhams thrill in endurance showdown

IN TRUE CATERHAM fashion, the four-hour team endurance race provided the Donington crowd with nose-to-tail racing until the very last second. Rui Ferreira and Julian Willis of Wilfer Motorsports were the winners, starting from 16th with a six-lap handicap, but it was the battle for second that went down to the wire.

Bish Bash Bosh (Jamie Ellwood/James Russell/Adrian Russell) and Two Men Went to Mow a Meadow (Scott Lawrence/Tristan Judge) had clawed back the eight-lap deficit to the slowest of the handicapped teams, reaching the lead lap with just 15 minutes left. With Ferreira too far ahead to catch, it became something of a championship sprint as the Sigmases of Ellwood and Lawrence, the fastest drivers on the circuit, fought for the last two podium places.

The positions changed through Redgate numerous times but it was Ellwood who had the final say and made a pass stick through McLeans with a lap to go.

Earlier in the weekend, the Caterham Graduate categories also had a series of single championship rounds. The pick of the bunch was the Sigma race, in which leaders Jamie Winrow and Oliver Gibson exchanged places several times per lap, each driver excelling at different parts of the track. But Winrow was quicker where it mattered — through the Fogarty Esses and onto the Wheatcroft straight — and claimed his second win of the season.

“Cold brain, warm tyres” was what Sigma & Classic race winner Jon Harmer made of his lap-one error. The poleman ran wide into Melbourne, which left him battling back through from seventh, finishing narrowly ahead of Nigel Board.

Declan Dolan was the victor in the combined grid of the

Mega & Super cars.

Rupert Deeth looked set to add a second Mini Miglia win to his haul, but victory eluded him in race two when he got a puncture and had to make a tyre change. This allowed Aaron Smith to win after a race-one exclusion for a rear tracking infringement.

Championship leader Lewis Selby continued his dominance in the Mini Sevens with two wins from two.

The European Superkarts season kick-started with a double header at the Midlands circuit but neither last year's champion Adam Kout nor runner-up Peter Elkmann finished race one. Both suffered from mechanical issues that handed the win to Belgian Yannick de Brabander. The two recovered for the second race, and Elkmann finished 8.773 seconds cleared of Kout.

The Grand Prix races were top of the British Superkart drivers' priority, despite all three divisions having two races each over the course of the weekend. Liam Morley retained his F125 plates, taking his Grand Prix win count to seven. The Lancashire-based karter had won race two earlier but suffered significant damage in Saturday's race one, in which English champion Kirk Cattermole claimed victory.

Stuart Coey was a double victor in the F450/Division 1 category, before a number of European entrants led by Elkmann and de Brabander spoiled his previously perfect Grand Prix run.

F250 karter Andy Bird earned his second win in the superkarts in race one, before James O'Reilly cruised to a dominant race-two win despite a track-limits penalty. Gavin Bennett held off O'Reilly in the category's Grand Prix to complete his full set of GP plates.

DOM D'ANGELILLO

➔ **P61** FULL RESULTS



BRANDS HATCH
BRSCC JUNE 3-4

Sherardize pair edges victory

PETER BELSHAW AND MARCUS Clutton secured victory for Team Sherardize on their seasonal debut in the Fun Cup.

Belshaw led at the start when the safety car was called into action on the opening lap of the four-hour race, and it came down to a three-car fight for the podium. Clutton managed to escape and claim the spoils, which left JPR UVio's Graham Roberts holding off Team Trooper's Anthony Reid, after a hectic battle.

It was non-stop action in all five Caterham categories. Daniel Quintero snatched a last-lap victory at Paddock Hill Bend in the first 270R race, with Alan Cooper and Russ Olivant in his wheeltracks, having both held the lead earlier. Cooper got his revenge with a maiden victory in race two, joined on the podium again by Quintero and Olivant.

After a first-lap skirmish with Mike Evans, Chris Hutchinson eased clear to win the opening Supersports race, with Christian Szaruta besting Evans for second.

After losing his initial lead in race two, Hutchinson then collided with Henry Heaton at Paddock to bring out a Code 60. Timothy Dickens took the win in a one-lap sprint to the finish, while Evans was caught napping at the restart and slipped from second to fourth behind Szaruta and Dan Gore.

Lee Bristow became the first double winner in the 310Rs. He was dominant in race one, as Alistair Calvert was left defending second from a rapidly closing Alex Koeberle. Calvert was later excluded for a technical infringement.

Bristow and Koeberle were the early leaders in race two as well, but Steve McCulley managed to split the pair and came close to deposing Bristow in the final laps.

Pete Walters was a double winner in the Roadsports.

He led race one from Surtees on the opening lap and eased clear as Jay McCormack claimed second at Paddock from Tom John.

Walters and McCormack had a touch on the opening lap of race two, which caused red flags as McCormack spun out. Walters led from the restart, with Ben Gillias heading John in a virtual dead heat for second.

Both Track Attack races were comfortably won by Lee Gillard's Subaru Impreza, as the hordes of MR2s battled behind. Adam Lockwood inflicted a first defeat of the season on Arron Pullan in race one, as early MR2 class leader Sam Maher-Loughnan dropped to fourth. Pullan was back in charge in race two after Lockwood slipped back from their early duel. He recovered to fourth at the finish behind Maher-Loughnan after Neale Hurran crashed at Paddock.

Daniel French managed to escape from a huge scrap for second to win the Caterham Academy Green Group race. Graham Macdonald claimed second with a couple of laps to go, with little to spare over James Murphy and Toby Clowes.

Andy Morgan just held on to his racelong lead in race two, with Tom Grensinger and Oli Pratt chasing him to the flag, having swapped at Druids three laps from the end.

Once Darren Smith's Tuscan spun at Clearways, the Tuscan Speed Six of Jason Clegg was in the clear in the first TVR Challenge race, with Alan Jones a distant third in his Sagaris.

Tim Davis (Tuscan) scythed ahead of Clegg into Paddock to lead race two from the second lap. Smith made it through into second and successfully defended the place, until a wide exit through Clearways allowed Clegg back ahead.

PETER SCHERER

➔ **P61 FULL RESULTS**

RESULTS

SILVERSTONE

MSVR

F3 CUP (14 LAPS) 1 Wade Eastwood

(Dallara F311); 2 Robbie Watts (Dallara F308) +1.979s; 3 Jacopo Sebastiani (F311); 4 Cian Carey (F311); 5 George Line (F308); 6 Dave Gillett (F308). **Class winner** Malcom Scott (Dallara F398). **Fastest lap** Sebastiani 52.602s (112.27mph). **Pole** Watts. **Starters** 16. **RACE 2 (15 LAPS)** 1 Eastwood; 2 Watts +1.231s; 3 Carey; 4 Sebastiani; 5 Shane Kelly (F308); 6 Gino Ussi (Dallara F312). **FL** Sebastiani 52.521s (112.44mph). **P** Watts. **S 16. RACE 3 (23 LAPS)** 1 Eastwood; 2 Carey +0.434s; 3 Sebastiani; 4 Watts; 5 Kelly; 6 Line. **FL** Kelly 52.355s (112.80mph). **P** Eastwood. **S 13.**

RACING SALOONS (14 LAPS)

1 Roger Kneebone (BMW E36 M3); 2 Stuart Joyce (BMW Compact) +11.799s; 3 Peter Osborne (Vauxhall Astra VXR); 4 John Willcocks (BMW E30 M3); 5 Altay Jon Ali (Volkswagen GTI 2.0); 6 Chad Donner (Ford Escort Mk1). **CW** Joyce; Osborne; Donner; Calum Noble (BMW 320i); Paul Parkes (Peugeot 206 GTI 180). **FL** Kneebone 1m06.906s (88.26mph). **P** Kneebone. **S 21. RACE 2 (18 LAPS)** 1 Willcocks; 2 Joyce +0.308s; 3 Andy Baylie (VW Golf GTI); 4 Ali; 5 Donner; 6 Jason Dzenis (Peugeot 205). **CW** Baylie; Donner; Robert Taylor (Citroen Saxo); Charlie Brisker (BMW 320 E30). **FL** Baylie 1m07.557s (87.41mph). **P** Kneebone. **S 19.**

MINI CHALLENGE COOPER

(13 LAPS) 1 Jessica Hawkins; 2 Matt Hammond +2.099s; 3 Martin Poole; 4 Simon Walton; 5 Richard Newman; 6 Sam Weller. **CW** Daniel Bishop. **FL** Hammond 1m12.331s (81.64mph). **P** Hawkins. **S 19. RACE 2 (13 LAPS)** 1 Hawkins; 2 Hammond +2.888s; 3 Weller; 4 Owen Walton; 5 Poole; 6 Michael Bamber. **CW** Bishop. **FL** Hammond 1m12.167s (81.83mph). **P** Hawkins. **S 19. RACE 3 (8 LAPS)** 1 Weller; 2 Hammond +0.858s; 3 Hawkins; 4 Poole; 5 Newman; 6 James Goodall. **FL** Hammond 1m11.920s (82.11mph). **P** Poole. **S 19.**

MINI CHALLENGE OPEN (14 LAPS)

1 Stu Lane; 2 Rob Austin +1.383s; 3 Andy Montgomery; 4 Neil Ginley; 5 Chloe Hewitt; 6 Kevin Owen. **FL** Ben Dimmack 1m08.510s (86.20mph). **P** Andrew Tsang. **S 10. RACE 2 (14 LAPS)** 1 Austin; 2 Lane +1.713s; 3 Dimmack; 4 Tsang; 5 Aaron Reeve; 6 Montgomery. **FL** Dimmack 1m08.329s (86.42mph). **P** Lane. **S 9. RACE 3 (13 LAPS)** 1 Dimmack; 2 Tsang +2.585s; 3 Reeve; 4 Austin; 5 Lane; 6 Hewitt. **FL** Austin 1m08.479s (86.24mph). **P** Tsang. **S 9. SSANGYONG CHALLENGE (ALL 12 LAPS)** 1 Harry Webb; 2 Matt Kelly +2.940s; 3 James Gornall; 4 Gavin Pell; 5 Glen Broster; 6 Matt Smith. **FL** Webb 1m14.771s (78.98mph). **P** Michael O'Brien. **S 12. RACE 2 1 Kelly; 2 Webb** +0.453s; 3 Lewis Grant; 4 Gornall; 5 O'Brien; 6 Broster. **FL** O'Brien 1m14.648s (79.11mph). **P** Webb. **S 12. RACE 3 1 O'Brien; 2 Gornall +3.153s;** 3 Kelly; 4 Broster; 5 Smith; 6 Pell. **FL** O'Brien 1m15.199s (78.53mph). **P** Grant. **S 12.**

MSVT TRACKDAY TROPHY (38 LAPS)

1 Gary Burstow (BMW 328i); 2 Colin Tester (Toyota MR2) +10.686s; 3 Matt Shawyer/David Traviss (Toyota Celica Gen7); 4 Dean Hyde (BMW E30); 5 Richard Clarke/Mark Steward (Honda Civic Type R); 6 James Gunn-Carter/David Mennie (BMW Compact). **CW** Shawyer/Traviss; Paul Burn/Nicholas Jackson (Ford Fiesta); Phil Burden (Ford Puma); Jason Gregory/Tom Murphy (Ford Puma). **FL** Tester 1m07.974s (86.88mph). **P** Tester. **S 35.**

MSVT TRACKDAY CHAMPIONSHIP

(39 LAPS) 1 Jason Jones/Toby Jones (Toyota MR2 Roadster); 2 Kester Cook (Ford Fiesta) +43.285s; 3 Callum McDougall/Ben Simonds (Caterham 1400 Supersport); 4 Jamie McHugh (Porsche 944); 5 Steve Gales (BMW 235i Racing); 6 Gary Burstow (BMW 328i). **CW** McDougall/Simonds; Burstow; Neil House/Andy Tate (Renault Clio 172); Jason Francis (Ford Puma). **FL** Darren Goes (SEAT Leon Cup) 1m05.217s (90.55mph). **P** Goes. **S 35.**

LOTUS CUP & ELISE TROPHY

(BOTH 29 LAPS) 1 Simon Atkinson



Denman beat
Stacey to Lotus
Elise victory

ROUND-UP

(Exige V6 Cup R); 2 Ken Savage (2-Eleven) +9.987s; 3 Bob Drummond (V6 Cup R); 4 Stuart Ratcliff (V6 Cup R); 5 Craig Denman (Elise 111R); 6 William Stacey (Elise S2 K-Series). **CW** Denman. **FL** Atkinson 1m02.745s (94.12mph). **P** Savage. **S** 21.

RACE 2 1 Atkinson; 2 Savage +11.700s; 3 Drummond; 4 Ratcliff; 5 Denman; 6 Stacey. **CW** Denman. **FL** Atkinson 1m02.246s (94.87mph). **P** Ratcliff. **S** 18.

PRODUCTION BMW (13 LAPS)

1 William Davison (E30); 2 Matt Swaffer (320) +6.704s; 3 Owen Darch (320i); 4 Andy Gay (E30 320); 5 Mark Palmer (320i); 6 Phil Lynch (E30 320i). **FL** Davison 1m12.557s (81.39mph). **P** Davison. **S** 25. **RACE 2 (17 LAPS)** **1 Davison**; 2 Swaffer +9.300s; 3 Darch; 4 Palmer; 5 Rob Cooper (320i); 6 David Smitheram (320i). **FL** Davison 1m12.646s (81.29mph). **P** Davison. **S** 26.

DONINGTON PARK BARC

CATERHAM ENDURANCE 1 Wilfer Motorsports: Rui Ferreira (Sigma), Julian Willis (Sigma) 125 laps (119+6 credit); 2 Bish Bash Bosh:

Jamie Ellwood (Sigma), James Russell (Sigma), Adrian Russell (Sigma) 124 laps; 3 Two Men Went To Mow a Meadow: Scott Lawrence (Sigma), Tristan Judge (Sigma) 124 laps; 4 Fast and Furious: Christopher Rayment, David Hewitt (Mega) 124 laps (121+3); 5 Episode IV Bob Hope: Steven Robertson (Sigma), Alistair Love (Sigma), Christopher Benfield (Mega) 124 laps (119+5); 6 Classically Trained: Steven McMaster (Sigma), Mark Carter (Super) 124 laps (122+2). **FL** The Crazy 88s: Nick Haryett (Sigma) 1m45.770s (84.65mph). **P** Bish Bash Bosh: Russell. **S** 17.

CATERHAM SIGMAX (13 LAPS) **1 Jamie Winrow**; 2 Oliver Gibson +0.246s; 3 Mark Johnson; 4 James Russell; 5 Gareth Cordey; 6 Harry Cramer. **FL** Johnson 1m46.746s (83.84mph). **P** Gibson. **S** 21.

CATERHAM SIGMA & CLASSIC (12 LAPS) **1 Jon Harmer**; 2 Nigel Board +0.198s; 3 Rui Ferreira; 4 Mark

Gibson; 5 Julian Viggars; 6 Jonathan Miller. **CW** Graeme Smith (Caterham Classic). **FL** Harmer 1m49.986s (81.41mph). **P** Harmer. **S** 18.

CATERHAM MEGA & SUPER (11 LAPS) **1 Declan Dolan**; 2 Christopher Rayment +0.048s; 3 Ian Noble; 4 Andy Molsom; 5 Roger Ford; 6 Barry White. **CW** Molsom. **FL** Christopher Benfield 1m49.338s (81.89mph). **P** Luke Cooper. **S** 21.

MINI MIGLIA (BOTH 11 LAPS) **1 Rupert Deeth**; 2 Robert Howard +23.325s; 3 Daniel Wheeler; 4 Dave Drew; 5 Peter Crewes (Rover Britax Cooper S 1380); 6 Gary Warburton. **CW** Crewes. **FL** Deeth 1m49.656s (81.65mph). **P** Deeth. **S** 15. **RACE 2**

1 Aaron Smith; 2 Howard +2.372s; 3 Wheeler; 4 Drew; 5 Tristen Knight; 6 Warburton. **CW** Warburton. **FL** Deeth 1m49.163s (82.02mph). **P** Deeth. **S** 12.

MINI SE7EN (BOTH 10 LAPS) **1 Lewis Selby**; 2 Andrew Deviny +1.470s; 3 Spencer Wanstall; 4 Ashley Davies; 5 Graeme Davis; 6 Charlie Budd. **CW** Shaun Tarlton (Se7en S).

FL Darren Thomas 2m01.097s (73.94mph). **P** Budd. **S** 27. **RACE 2**

1 Selby; 2 Budd +0.256s; 3 Deviny; 4 Davies; 5 Davis; 6 Ross Billison. **CW** Tarlton. **FL** Davies 2m00.643s (74.22mph). **P** Thomas. **S** 27.

EUROPEAN SUPERKARTS (BOTH 13 LAPS) **1 Yannick de Brabander (MS Kart/VM)**; 2 Liam Morley (Anderson/DEA) +1.841s; 3 Daniel Clark (Anderson/VM); 4 Carl Hulme (Anderson/VM); 5 Marcel Maasmann (Anderson/VM); 6 Lehtinen Vesa (MS Kart/VM). **FL** Peter Elkmann (Anderson/VM) 1m26.282s (103.78mph). **P** Adam Kout (MS Kart/DEA). **S** 30. **RACE 2 1 Elkmann**; 2 Kout +8.773s; 3 de Brabander; 4 Clark; 5 Morley; 6 Andreas Jost (Anderson/VM). **FL** Elkmann 1m27.176s (102.71mph). **P** Kout. **S** 30.

NATIONAL F125 OPEN (ALL 10 LAPS) **1 Kirk Cattermole (Raider/CAT SGM)**; 2 Danny Edwards (Anderson/TM) +0.030s; 3 Lee Harpham (Anderson/TM); 4 Matt Robinson (Anderson/Redspeed TM); 5 Ian Larder (Anderson/TM); 6 Chris Needham (Silverstone/IAME).

FL Robinson 1m36.889s (92.41mph). **P** Liam Morley (Anderson/DEA). **S** 34. **RACE 2 1 Morley**; 2 Cattermole +3.507s; 3 Edwards; 4 Robinson; 5 Harpham; 6 Sam Moss (Anderson/DEA). **FL** Moss 1m36.325s (92.96mph). **P** Robinson. **S** 35. **GRAND PRIX**

1 Morley; 2 Edwards +0.400s; 3 Larder; 4 Needham; 5 Robinson; 6 Moss. **FL** Edwards 1m36.313s (92.97mph). **P** Moss. **S** 33.

DIVISION 1 UK/F450 NATIONAL (ALL 10 LAPS) **1 Stuart Coey (PVP/PVP)**; 2 Matthew McGaffin (Anderson/FPE) +24.246s; 3 Stephen Clark (Anderson/KTM 450); 4 Kevin Busby (HRK/FPE); 5 Andy Waite (Anderson/KTM 450); 6 Ciaran Peden (MS/PVP). **CW** Clark. **FL** Coey 1m32.073s (97.25mph). **P** Coey. **S** 25. **RACE 2 1 Coey**; 2 Alan Witheroe (Anderson/VM) +6.365s; 3 McGaffin; 4 Clark; 5 Richard Dewart (Anderson/PVP); 6 Waite. **CW** Clark. **FL** Coey 1m32.327s (96.98mph). **P** Coey. **S** 25. **GRAND PRIX**

1 Elkmann; 2 de Brabander +18.635s; 3 Daniel Clark (Anderson/VM); 4 Hulme; 5 Recardo van Dijk (MS Kart VM); 6 Leo Kurstjens (MS Kart VM). **CW** S. Clark. **FL** Elkmann 1m25.888s (104.25mph). **P** Elkmann. **S** 35.

BRITISH F250 NATIONAL (ALL 10 LAPS) **1 Andy Bird (Anderson/Gas Gas)**; 2 Tom Hatfield (Anderson/DEA) +2.449s; 3 Adam Edgecombe (Anderson/DEA); 4 Martin Goodliffe (Raider/PFP DEA); 5 Julian Davies (HRK/THR); 6 Mark Vaughan (Raider/THR). **FL** James O'Reilly (Anderson Viper) 1m32.608s (96.69mph). **P** O'Reilly. **S** 24. **RACE 2 1 O'Reilly**; 2 Bird +0.337s; 3 Aaron Siffleet (Anderson/Gas Gas); 4 Ross Allen (Jade/DEA); 5 Goodliffe; 6 Mark Newton (Anderson/DEA). **FL** O'Reilly 1m31.932s (97.40mph). **P** O'Reilly. **S** 24. **GRAND PRIX 1 Gavin Bennett (Anderson DEA)**; 2 O'Reilly +1.586s; 3 Paul Platt (PVP Gas Gas); 4 Siffleet; 5 Bird; 6 Jordan Ford (Anderson/DEA).

FL Robinson 1m36.889s (92.41mph). **P** Liam Morley (Anderson/DEA). **S** 34. **RACE 2 1 Morley**; 2 Cattermole +3.507s; 3 Edwards; 4 Robinson; 5 Harpham; 6 Sam Moss (Anderson/DEA). **FL** Moss 1m36.325s (92.96mph). **P** Robinson. **S** 35. **GRAND PRIX**

1 Morley; 2 Edwards +0.400s; 3 Larder; 4 Needham; 5 Robinson; 6 Moss. **FL** Edwards 1m36.313s (92.97mph). **P** Moss. **S** 33.

DIVISION 1 UK/F450 NATIONAL (ALL 10 LAPS) **1 Stuart Coey (PVP/PVP)**; 2 Matthew McGaffin (Anderson/FPE) +24.246s; 3 Stephen Clark (Anderson/KTM 450); 4 Kevin Busby (HRK/FPE); 5 Andy Waite (Anderson/KTM 450); 6 Ciaran Peden (MS/PVP). **CW** Clark. **FL** Coey 1m32.073s (97.25mph). **P** Coey. **S** 25. **RACE 2 1 Coey**; 2 Alan Witheroe (Anderson/VM) +6.365s; 3 McGaffin; 4 Clark; 5 Richard Dewart (Anderson/PVP); 6 Waite. **CW** Clark. **FL** Coey 1m32.327s (96.98mph). **P** Coey. **S** 25. **GRAND PRIX**

1 Elkmann; 2 de Brabander +18.635s; 3 Daniel Clark (Anderson/VM); 4 Hulme; 5 Recardo van Dijk (MS Kart VM); 6 Leo Kurstjens (MS Kart VM). **CW** S. Clark. **FL** Elkmann 1m25.888s (104.25mph). **P** Elkmann. **S** 35.

BRITISH F250 NATIONAL (ALL 10 LAPS) **1 Andy Bird (Anderson/Gas Gas)**; 2 Tom Hatfield (Anderson/DEA) +2.449s; 3 Adam Edgecombe (Anderson/DEA); 4 Martin Goodliffe (Raider/PFP DEA); 5 Julian Davies (HRK/THR); 6 Mark Vaughan (Raider/THR). **FL** James O'Reilly (Anderson Viper) 1m32.608s (96.69mph). **P** O'Reilly. **S** 24. **RACE 2 1 O'Reilly**; 2 Bird +0.337s; 3 Aaron Siffleet (Anderson/Gas Gas); 4 Ross Allen (Jade/DEA); 5 Goodliffe; 6 Mark Newton (Anderson/DEA). **FL** O'Reilly 1m31.932s (97.40mph). **P** O'Reilly. **S** 24. **GRAND PRIX 1 Gavin Bennett (Anderson DEA)**; 2 O'Reilly +1.586s; 3 Paul Platt (PVP Gas Gas); 4 Siffleet; 5 Bird; 6 Jordan Ford (Anderson/DEA).

FL Robinson 1m36.889s (92.41mph). **P** Liam Morley (Anderson/DEA). **S** 34. **RACE 2 1 Morley**; 2 Cattermole +3.507s; 3 Edwards; 4 Robinson; 5 Harpham; 6 Sam Moss (Anderson/DEA). **FL** Moss 1m36.325s (92.96mph). **P** Robinson. **S** 35. **GRAND PRIX**

1 Morley; 2 Edwards +0.400s; 3 Larder; 4 Needham; 5 Robinson; 6 Moss. **FL** Edwards 1m36.313s (92.97mph). **P** Moss. **S** 33.

DIVISION 1 UK/F450 NATIONAL (ALL 10 LAPS) **1 Stuart Coey (PVP/PVP)**; 2 Matthew McGaffin (Anderson/FPE) +24.246s; 3 Stephen Clark (Anderson/KTM 450); 4 Kevin Busby (HRK/FPE); 5 Andy Waite (Anderson/KTM 450); 6 Ciaran Peden (MS/PVP). **CW** Clark. **FL** Coey 1m32.073s (97.25mph). **P** Coey. **S** 25. **RACE 2 1 Coey**; 2 Alan Witheroe (Anderson/VM) +6.365s; 3 McGaffin; 4 Clark; 5 Richard Dewart (Anderson/PVP); 6 Waite. **CW** Clark. **FL** Coey 1m32.327s (96.98mph). **P** Coey. **S** 25. **GRAND PRIX**

1 Elkmann; 2 de Brabander +18.635s; 3 Daniel Clark (Anderson/VM); 4 Hulme; 5 Recardo van Dijk (MS Kart VM); 6 Leo Kurstjens (MS Kart VM). **CW** S. Clark. **FL** Elkmann 1m25.888s (104.25mph). **P** Elkmann. **S** 35.

BRITISH F250 NATIONAL (ALL 10 LAPS) **1 Andy Bird (Anderson/Gas Gas)**; 2 Tom Hatfield (Anderson/DEA) +2.449s; 3 Adam Edgecombe (Anderson/DEA); 4 Martin Goodliffe (Raider/PFP DEA); 5 Julian Davies (HRK/THR); 6 Mark Vaughan (Raider/THR). **FL** James O'Reilly (Anderson Viper) 1m32.608s (96.69mph). **P** O'Reilly. **S** 24. **RACE 2 1 O'Reilly**; 2 Bird +0.337s; 3 Aaron Siffleet (Anderson/Gas Gas); 4 Ross Allen (Jade/DEA); 5 Goodliffe; 6 Mark Newton (Anderson/DEA). **FL** O'Reilly 1m31.932s (97.40mph). **P** O'Reilly. **S** 24. **GRAND PRIX 1 Gavin Bennett (Anderson DEA)**; 2 O'Reilly +1.586s; 3 Paul Platt (PVP Gas Gas); 4 Siffleet; 5 Bird; 6 Jordan Ford (Anderson/DEA).



Cooper (71) and Quintero (88) duel into Druids

HAWKINS

FL Ford 1m30.650s (98.78mph). **P** Ford. **S** 28.

BRANDS HATCH BRSCC

FUN CUP (225 LAPS) 1 Team

Sherardize (Peter Belshaw/Marcus Clutton); 2 JPR UVio (Farquini Deott/Graham Roberts) +16.563s; 3 Team Trooper Iron Maiden (Paul Wighton/Harry Mailer/Jake Rattenbury/Anthony Reid); 4 DespatchBay.com (Andy Bicknell/Charlie Hollings); 5 Track Torque 2Rent Dominos (Chris Hart/Henry Dawes); 6 MAK Racing (Stuart Hall/Chris Webster/Michelle Hayward). **FL** Clutton 55.927s (77.75mph). **P** Track Torque FNS (Steve Walton/Greg Evans). **S** 29.

CATERHAM SEVEN 270R (29 LAPS) **1 Daniel Quintero**; 2 Alan Cooper +0.325s; 3 Russ Olivant; 4 Alex Jordan; 5 William Lloyd; 6 Rob Watts. **FL** Andrew Perry 54.094s (80.38mph). **P** Perry. **S** 19. **RACE 2 (33 LAPS)**

1 Cooper; 2 Quintero +0.139s; 3 Olivant; 4 Perry; 5 Watts; 6 Jordan. **FL** Olivant 53.950s (80.60mph). **P** Quintero. **S** 18.

CATERHAM SUPERSPORT (17 LAPS) **1 Chris Hutchinson**; 2 Christian Szaruta +2.048s; 3 Mike Evans; 4 Dan Gore; 5 Henry Heaton; 6 Timothy Dickens. **FL** Dickens 53.484s (81.30mph). **P** Heaton. **S** 24. **RACE 2 (30 LAPS)** **1 Dickens**; 2 Szaruta +2.243s; 3 Gore; 4 Ben Tuck; 5 Evans; 6 Richard Noordhof. **FL** Gore 53.496s (81.28mph). **P** Hutchinson. **S** 26.

CATERHAM SEVEN 310R (23 LAPS) **1 Lee Bristow**; 2 Alistair Calvert +4.569s; 3 Alexander Koeberle; 4 Steve McCulley; 5 Peter Rimer; 6 Chris Rankin. **FL** Andrew Ebdon 53.618s (81.10mph). **P** Bristow. **S** 21.

RACE 2 (34 LAPS) **1 Bristow**; 2 McCulley +0.184s; 3 Koeberle; 4 Calvert; 5 Rankin; 6 Rimer. **FL** Rankin 53.298s (81.59mph). **P** Bristow. **S** 21.

CATERHAM ROADSPORT (BOTH 17 LAPS) **1 Pete Walters**; 2 Jay McCormack +2.799s; 3 Tom John; 4 Ben Gillias; 5 Eric Tiv; 6 Peter Spencer. **FL** Gillias 55.010s (79.05mph). **P** Walters. **S** 31. **RACE 2**

1 Walters; 2 Gillias +9.323s; 3 John; 4 Caroline Everett; 5 Michael O'Reilly; 6 Anthony Taylor. **FL** Walters 54.564s (79.69mph). **P** Walters. **S** 26.

TRACK ATTACK RACING CLUB (14 LAPS) **1 Lee Gillard (Subaru Impreza)**; 2 Adam Lockwood (Toyota MR2) +6.160s; 3 Arron Pullan (MR2); 4 Sam Maher-Loughnan (MR2); 5 Neale Hurran (MR2); 6 Daniel Bryant (MR2). **FL** Gillard 56.142s (77.45mph). **CW** Lockwood. **P** Clive Haynsford (Mazda RX-8). **S** 26. **RACE 2 (13 LAPS)**

1 Gillard; 2 A Pullan +13.415s; 3 Maher-Loughnan; 4 Lockwood; 5 Roger Pullan (MR2); 6 Bryant. **FL** Gillard 55.961s (77.70mph). **CW** A Pullan; Mark Drake (Renault Clio). **P** Gillard. **S** 25.

CATERHAM ACADEMY - GREEN GROUP (16 LAPS) **1 Daniel French**; 2 Graham Macdonald +2.170s; 3 James Murphy; 4 Toby Clowes; 5 Matt Sheppard; 6 Matthew Creak. **FL** Clowes 56.710s (76.68mph). **P** Clowes. **S** 25. **WHITE GROUP (14 LAPS)** **1 Andy Morgan**; 2 Tom Grensinger +0.624s; 3 Oli Pratt; 4 Chris Bates; 5 Tom Allen; 6 Sam Jefferson. **FL** Grensinger 56.352s (77.16mph). **P** Morgan. **S** 28.

TVR CHALLENGE (23 LAPS) **1 Jason Clegg (Tuscan Speed Six)**; 2 Darren Smith (Tuscan) +40.606s; 3 Alan Jones (Sagaris); 4 Matthew Holben (Tuscan); 5 Mathew Smith (Chimaera); 6 Mike Luck (Chimaera). **FL** Tim Davis (Tuscan) 51.700s (84.11mph). **CW** Jones; M Smith; Luck; Rikki Cann (Aston Martin V8 Vantage). **P** Davis. **S** 14. **RACE 2 (24 LAPS)** **1 Davis**; 2 Clegg +43.017s; 3 D Smith; 4 Holben; 5 Jones; 6 M Smith. **FL** Davis 50.369s (86.33mph). **CW** Jones; M Smith; Luck; Cann. **P** Clegg. **S** 12.



Davison dominated with Silverstone BMW double

WALKER

WHAT'S ON



McQueen's *Le Mans* – the pursuit of

“WHAT IS SO IMPORTANT ABOUT driving faster than anyone else?”

“Racing is important to men who do it well. When you're racing it's... it's life. Anything that happens before or after... It's just waiting.”

The line uttered by Steve McQueen's Michael Delaney, in response to his glacial screen paramour Lisa Belgetti, passed instantly into the canon of great motor racing one-liners – indeed it's probably the pithiest ever summary of what it is that compels a certain breed to risk their lives in racing cars.

That it was spoken by an actor *playing* a racing driver hardly matters, for McQueen was an accomplished racer in his own right – one good enough to finish second alongside Peter Revson in a Porsche 908 at the 1970 Sebring 12 Hours. Moreover, his obsession with, and passion for, racing was without doubt the equal of anything any full-time professional experiences.

That fascination, enough to drive McQueen to make what still stands as one of the greatest motor racing movies – *Le Mans* – is the subject of a vivid

documentary just released on DVD and for digital download.

We're taken to the peak of McQueen's post-*Bullitt* fame, as the 1960s folded into the '70s and sportscar racing reached a dazzling zenith that distilled into a classic Porsche v Ferrari battle. It was the spirit of this competition that McQueen yearned to capture.

Le Mans has often been derided for a lack of plot and shallowness of characterisation but, as this documentary outlines, such issues were probably of little concern to McQueen, whose more singular vision was to

McQueen's passion for racing drove him to make the thrillingly authentic – if slightly plotted – *Le Mans*

get absolute authenticity in pursuit of the essence of motor racing. Not for him the Hollywood imperatives of clear narrative arcs and comfortable resolutions; more important was that it should reek of petrol, heat, and dirt.

For one scene, we learn, the director demanded that McQueen “look sweaty” and prepared a bottle of spray to create the desired effect. “No,” said McQueen, before pulling on balaclava, helmet and gloves and heading out in his 917 to drive two quick laps, and develop authentic perspiration.

McQueen's pursuit of something ‘real’, begun during the 1970 edition of the race and continued until that November, would carry inevitable consequences. His first wife, Neile, interviewed extensively, reveals the strains put on their marriage by McQueen's insatiable, casual infidelity. His habits went unspoken until he one day asked Neile if *she* had remained faithful to him. When she answered in the negative, their mutual trust was, by this account, broken forever. *Le Mans* is reckoned to have ended their marriage.



GET YOUR COPY
OF **AUTOSPORT**
ON THE
MOVE

DOWNLOAD IT
NOW FROM
autosport.com



perfection

Racing driver David Piper was another victim. During filming, he crashed heavily in a Porsche 917, resulting in a partial leg amputation. Sportscar legend Derek Bell was another to suffer, in a fiery shunt that left him with facial burns. "The making of the film was in many ways more dangerous than the race itself," he reflects.

Through this telling, McQueen is revealed as a difficult, driven, irascible man, so obsessed with his vision for a definitive movie that he was prepared to make almost any sacrifice to achieve his goal. But that will likely be immaterial to the racing fans who are certain to be drawn to this documentary – indeed, that knowledge will probably add to its appeal. And they'll be satisfied, regardless, by the endlessly seductive scenes of Porsche 917s and Ferrari 512s in their dazzling, loud-throated glory, in which this documentary happily revels.

ANTHONY ROWLINSON

'Steve McQueen: The Man & Le Mans' was released on DVD, Blu-ray, and on iTunes, Amazon, and Google Play on June 5



HOT ON THE WEB THIS WEEK

YouTube REAWAKENING THE BEAST

Search for: Williams 40th anniversary FW14

Such are the complications in bringing a museum piece back to life that Williams didn't publicise the prospect of Nigel Mansell's iconic 'Red 5' FW14B appearing at the team's 40th birthday event at Silverstone last week. But fire up it did, and Karun Chandhok couldn't wait to get in and drive!

INTERNATIONAL MOTORSPORT

RALLY ITALY-SARDINIA WORLD RALLY CHAMPIONSHIP

Rd 7/13

Alghero, Italy

June 8-11

WATCH ON TV

Live BT Sport ESPN,
Saturday 1400; BT
Sport 1, Sunday 0800, 1100

Highlights

Motorsport.tv, Friday 2100,
Saturday 2100,
Sunday 2100

INDYCAR SERIES

Rd 8/16

Texas Motor Speedway,
USA

June 10

FORMULA E

Rd 7/9

Berlin, Germany

June 10-11

WATCH ON TV

Live Channel 5, Saturday
1430, Sunday 1430

NASCAR CUP

Rd 14/36

Pocono, Pennsylvania,
USA

June 11

WATCH ON TV

Live Premier Sports,
Sunday 1930

TCR INTERNATIONAL

Rd 5/10

Salzburgring, Austria

June 10-11

EUROFORMULA OPEN

Rd 3/8

Paul Ricard, France

June 10-11

WATCH ON TV

Live BT Sport 3, Saturday
1400, Sunday 1200

INTERNATIONAL GT OPEN

Rd 3/7

Paul Ricard, France

June 10-11

WATCH ON TV

Live BT Sport 3, Saturday
1500, Sunday 1300

ADAC GT MASTERS

Rd 3/7

Red Bull Ring, Austria

June 10-11

V8 STOCK CARS

Rd 4/12

Cascavel, Brazil

June 11

SUPER TC2000

Rd 5/12

Rio Hondo, Argentina

June 11



WORLD RALLYCROSS

Rd 6/12

Hell, Norway

June 11

WATCH ON TV

Live Motorsport.tv,
Sunday, 1300

MOTOGP

Rd 7/18

Barcelona, Spain

June 11

WATCH ON TV

Live BT Sport 2,
Sunday 1245

UK MOTORSPORT

OULTON PARK VSCC

June 10

Vintage and Pre-War races,
Morgans, Ferrari Classic,
500cc F3

CROFT TOCA

June 10-11

British Touring Car
Championship,
British F4, Renault
Clio Cup, Ginetta GT4
Supercup, Ginetta Junior

WATCH ON TV

Live ITV4, Sunday 1115

SILVERSTONE BRITISH GT

June 10-11

British GT, Formula 3,
Ginetta GT5, Caterham
420R, GRDC, Mini
Challenge

BRANDS HATCH AMERICAN SPEEDFEST

June 10-11

NASCAR Euro Series,
FF1600, Pickups, Bernie's
V8s, Intermarque



SNETTERTON BRSCC

June 10-11

Formula Jedi,
Porsches, Compact Cup,
Production GTi,
Peter Best MG

MONDELLO PARK MEC

June 10-11

Supercars, FVee, FSheane,
Strykers, Touring Cars, SEAT,
Historics, Future Classics,
Fiestas, Legends





FROM THE ARCHIVE

Jean-Pierre Beltoise (Matra-Simca MS120), third, leads team-mate Henri Pescarolo in the 1970 Belgian Grand Prix at Spa, to the obvious delight of the owner of the hand gesturing his position. Beltoise finished third, but Pescarolo was sixth, stuck in the pits with electrical trouble.



www.LATimages.com
[@latimages](https://twitter.com/latimages)

HAVE-A-GO HERO

WHEN DRIVERS
CROP UP IN
UNEXPECTED
PLACES



HELIO CASTRONEVES

INDYCAR STAR LOOKS BACK ON HIS 2002 TOYOTA F1 TEST

Helio Castroneves was already a star on the rise, making it big in the USA, when he got a chance to drive a Toyota Formula 1 car at Paul Ricard in 2002.

By then, the Brazilian was already a two-time Indianapolis 500 winner and was the only driver in the history of the race to win on his first two attempts.

Driving in the Indy Racing League for Team Penske, which ran Toyota-powered Indycars from 2003-'05, he was with one of racing's most celebrated and recognised teams, but the opportunity to get behind the wheel of an F1 machine was not something he could pass up.

"I had a great test," he recalls. "I had a phenomenal experience with the mechanics, with the group that I had. The people were really receptive. The jump from an IRL car was big but when I ran in Champ Car the speed was a little bit bigger on the top speed. But the acceleration in F1 was really big.

"Plus, the F1 car had traction control. The braking – I remember the next day I couldn't move my neck. The grooved tyres felt different but the brakes and acceleration was the biggest difference I felt. My whole neck was sore the next day.

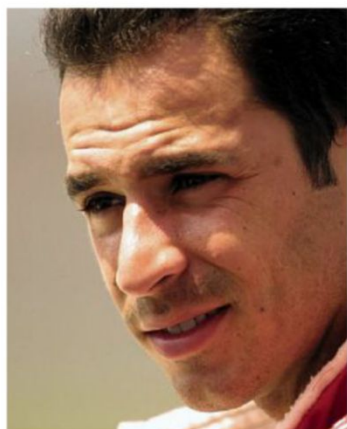
"I'd never driven a car with traction control, paddleshifting or power-steering before. Everything was a first for me. It felt like a go-kart, like a glove. The car felt really, really good."

Castroneves also enjoyed the high-speed nature of Paul Ricard: "Wow, what a track. My goodness, it was a cool track. I ended up on the red part twice, spinning out in the fast corner in the kink in sixth gear. I was trying to go flat and it did not work."

But overall the test went so well that Castroneves seriously considered making a switch to F1, but turned to his team owner and mentor Roger Penske for advice.

"The initial thought was [just] a test," he explains. "[But] because the test went so well we continued to have discussions to be part of F1 from 2003 and '04. To be honest, I spoke with Roger and I relied on Roger's decision [to stay]. Back then it was the right decision, and it remains the right decision today. I'm glad 100% with the way things worked out." ❦

BRUCE MARTIN



Castroneves
had won two
Indy 500s when
he tested the
Toyota TF102

AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF
Tel +44 (0) 20 3405 8100 Email autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com Twitter [@autosport](https://twitter.com/autosport)

Editorial

Editor-in-Chief **Edd Straw**
Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Ben Anderson**
F1 Correspondent **Lawrence Barretto**
Assistant Editor **Alex Kalinauckas**
Chief Sub-Editor **Peter Hodges**
Executive Editor **Stuart Codling**
Group National Editor **Jack Benyon**
Rallies Editor **David Evans**
BTCC Correspondent **Matt James**
Art Editor **Michael Cavalli**
Office Manager **Joanne Grove**
Social Media Editor **Fatema Chowdhury**

Autosport.com

Editor **Glenn Freeman**
Deputy Editor **Matt Beer**
International Editor **Mitchell Adam**
Autosport Plus Editor **Scott Mitchell**
Technical Team Leader **Geoff Creighton**
Senior Digital Designer **Amar Vijay**

Contributors

Argentina Tony Watson **Australia** Phil Branagan **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpinter **Russia** Gregory Golyshv **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Bruce Martin, Jeremy Shaw **UK & Ireland** Pete Allen, Lee Bonham, Stephen Brunsdon, Jonathan Crawford, Dom D'Angelillo, Kerry Dunlop, Charlie Eustice, Joe Hudson, Jake Jones, Samarth Kanal, Matt Kew, Mark Libbeter, Stefan Mackley, Dan Mason, Damian Meaden, Lucy Morson, Will Moulton, James Newbold, Jason Noble, Mark Paulson, Brian Phillips, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Chris Stevens, Oliver Timson, Ian Titchmarsh, Eddie Walder, Rob Watts, Richard Young

Advertising

Tel +44 (0) 20 3405 8106 Email autosport.ads@motorsport.com
Sales Manager **James Robinson**
Display Advertising **Don Rupal, Karen Reilly, Jamie Brooker**
Classified Advertising **Fran Hall, Ben Kavanagh**
Autosport.com Sales Manager **Fiona Bain**
Online Advertising **Chris Hermitage**
Sales Director **Matthew Witham**

Advertising Production

Tel +44 (0) 20 3405 8131
Production Controller **Abbey Gunner** abbey.gunner@motorsport.com

Subscriptions

UK +44 (0) 344 848 8817 Overseas +44 (0) 1604 251451
Email help@asm.secureorder.co.uk
Back issues 0344 8488817
Sunita Davies +44 (0) 20 3405 8134

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF. Air Business Ltd is acting as our mailing agent.

Licensing and Syndication

Stuart Williams

Management

Managing Director **Tim Bulley**
Publishing Director **Stuart Williams**
European Editor-in-Chief **Damien Smith**
Editorial Director **Anthony Rowlinson**
Group Publishing Manager **Sunita Davies**
Special Events Manager **Laura Coppin**
Digital Product Manager **Simon Grayson**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.

©2017, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.



Photography

Steven Tee
Glenn Dunbar
Sam Bloxham
Zack Mauger

Special Contributors

Gary Anderson
Jack Cozens
Alan Eldridge
Mark Glendenning
Rob Ladbroke
Stephen Lickorish
David Malsher
Marcus Pye
Dieter Rencken
Nigel Roebuck
Caroline Stammers
Jim Utter
Gary Watkins



CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd,
2 East Poultry Avenue, London,
EC1A 9PT. Tel. +44 (0) 20 7429
4000. Printed by William
Gibbons & Sons Ltd, 28
Planetary Road, Willenhall,
Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is
published weekly by Autosport
Media UK Ltd, 1 Eton Street,
Richmond, TW9 1EF.

motorsport
NETWORK

Autosport Media UK Limited is a part of Motorsport Network LLC



Proud sponsors of
James Grint
 (MSA British Rallycross)



Slater and Gordon (UK) LLP is authorised and regulated by the Solicitors Regulation Authority.

+ Slater Gordon
 Lawyers

Slater and Gordon provide specialist legal services for both personal and business needs.

0808 175 8000
slatergordon.co.uk

Family | Employment | Estate Planning, Wills and Probate | Property
 Business Legal Services | Serious Injury and Clinical Negligence



ventus F200

Top-notch performance slick tyre with consistency and high mileage in dry conditions



Be one with innovation
Hankook Tyre and Real Madrid
Together as one

BE ONE WITH IT

Global
Partner



Hankook Tyre U.K. Ltd.
Fawsley Drive, Heartlands Business Park, Daventry,
Northamptonshire NN11 8UG, U.K.
Tel : +44 (0)121 551 4589

 **AUTOSPORT**

LE MANS 2017

EVERY CAR, EVERY DRIVER

**YOUR FREE
56
PAGE
LE MANS GUIDE**



**CAN
TOYOTA
BREAK
ITS JINX?**



**TANDY'S
PROPER
LE MANS
DEFENCE**



**FORD'S
GREAT
24-HOUR
ESCAPE**

SelectMotorRacing.com

INTERNATIONAL MOTORSPORT TRAVEL ► RACE TICKETS ► HOSPITALITY



Flexible Travel Options

Escorted Tours | UK Travel Team | By Air | Coach Tours | Self Drive



ALL FORMULA ONE EVENTS IN 2017



**BOOK NOW
LE MANS 2018**

WORLD ENDURANCE CHAMPIONSHIP
LE MANS 24HR - WEC SPA 6HR - WEC NURBURGRING 6HR



BOOK NOW JUST A FEW PLACES LEFT
MILLE MIGLIA
GOODWOOD FESTIVAL & REVIVAL



**US ROAD TRIP - ROUTE 66, GRAND CANYON,
MONUMENT VALLEY, NASA SPACE CENTRE**

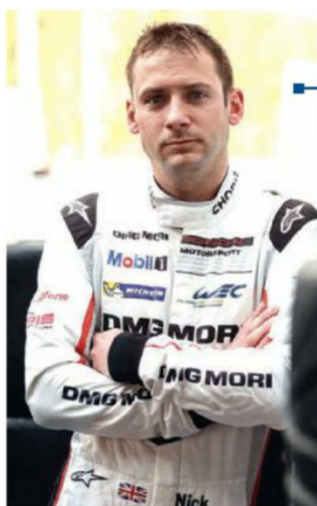
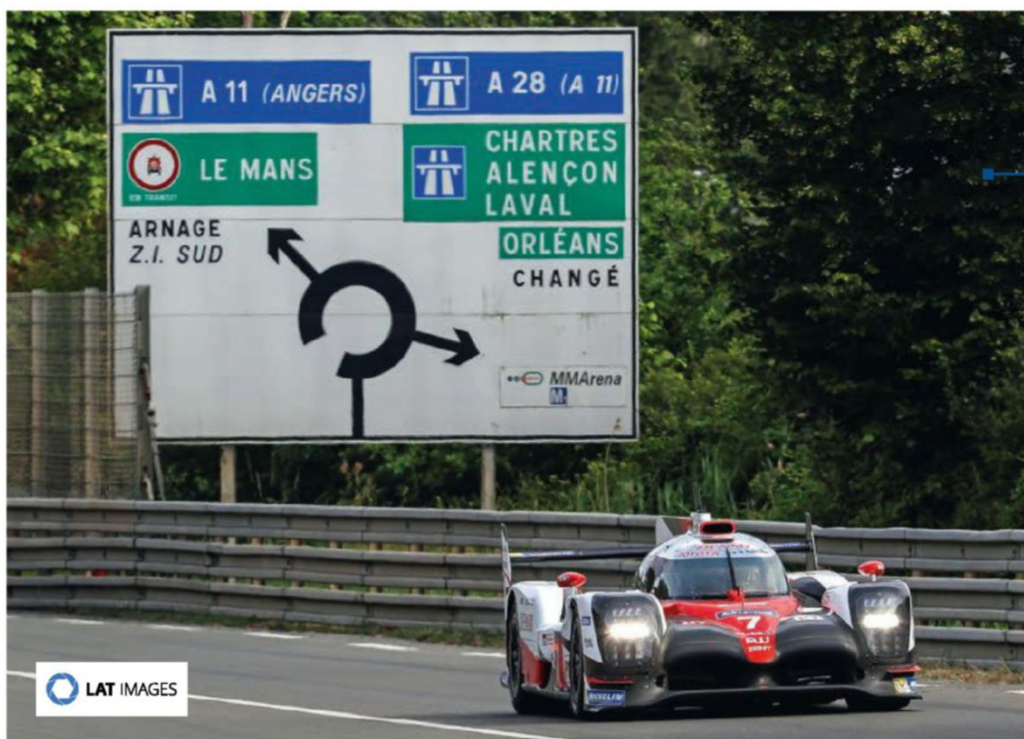
**Book for: MILLE MIGLIA, GOODWOOD FESTIVAL AND REVIVAL,
LE MANS 24HRS, WEC 6HR SPA & NÜRBURGRING**



UK TRAVEL TEAM: +44 (0) 1451 833 721

BOOK ONLINE: enquiry@selectmotorracing.com





AUTOSPORT

LE MANS 2017

4 TOYOTA'S CHANCE
Can it finally win Le Mans?

After coming so close last year, the Japanese firm looks strong coming into the 2017 edition

10 TANDY'S 'DEFENCE'
Porsche ace back in LMP1

Nick Tandy won in 2015, then found himself in a GT car again. Now he's back with the big guns

14 OLIVER JARVIS
From LMP1 to LMP2

The ex-Audi man is enjoying life in the cut-and-thrust of LMP2 this season

18 CAN ANYONE
STOP FORD?

The hard-fought GTE class

Ford dominated last year, but Ferrari, Chevrolet, Porsche and Aston Martin are out for revenge

22 TEAM BY TEAM
Spotlight on the 60 entries

Your guide to all the cars – and drivers – that will tackle the 85th Le Mans 24 Hours

38 HEROIC MINNOWS
Small fry that overachieved

An LMP2 car could finish well up this year, so we look back at some shock results of the past

42 THE GREAT ESCAPE
1967 retrospective

Ford's massive effort almost came unstuck, but one car and a Le Mans rookie saved the day

46 OVER TO YOU
Fan memories

You tell us some of your best Le Mans memories and tips from trackside

50 SPECTATOR GUIDE
Where to go at La Sarthe

There are some great places to watch around the circuit – let us be your guide

52 WINNERS AND STATS
Victors and current points

Every Le Mans winner since 1923 listed, plus 2017 World Endurance Championship tables

54 ENTRY LIST
All the cars and drivers

Car number, driver, manufacturer and class information for every 2017 entry

TIMETABLE

SUNDAY JUNE 11

1400-1900 Scrutineering
(Place de la République)

MONDAY JUNE 12

0930-1800 Scrutineering
(Place de la République)
1800-1830 Winners' handprints
(Saint-Nicolas)

TUESDAY JUNE 13

1030-1045 Drivers' photo (startline)
1700-1830 Autograph session (pits)

WEDNESDAY JUNE 14

1000-1500 Pitwalk
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 15

1030-1115 Porsche Carrera Cup
Free Practice 1
1155-1240 Porsche Carrera Cup
Free Practice 2
1330-1350 Road to Le Mans
Free Practice 2
1405-1425 Road to Le Mans
Qualifying 2
1530-1630 Porsche Carrera Cup
Qualifying
1730-1825 Road to Le Mans Race 1
1900-2100 Le Mans 24 Hours

Qualifying 2
2200-0000 Le Mans 24 Hours
Qualifying 3

FRIDAY JUNE 16

1730-1900 Drivers' parade
(Le Mans town centre)

SATURDAY JUNE 17

0900-0945 Le Mans 24 Hours
Warm-up
1015-1100 Porsche Carrera Cup
Race
1130-1225 Road to Le Mans Race 2
1500 Le Mans 24 Hours start

SUNDAY JUNE 18

1500 Race finish

LE MANS RE



DEMPTION?

After coming heartbreakingly close to victory in 2016, Toyota returns to Le Mans determined to finally end its bad luck in the 24 Hours

By Gary Watkins, Special Contributor

🐦 @gazzasportscars





T Three cars on the entry list. Two wins already this season in the World Endurance Championship. And a real spring in its step. Toyota is looking – and feeling – good as it heads into the 85th Le Mans 24 Hours, aiming to make amends for last year's last-gasp failure and finally claim the ultimate prize in sportscar racing.

Toyota came closer than ever to that elusive first Le Mans victory 12 months ago. A marque that had managed to snatch defeat from the jaws of victory on three previous occasions lost the race with just over three minutes remaining when the TS050 HYBRID shared by Sebastien Buemi, Anthony Davidson and Kazuki Nakajima suddenly hit problems on its penultimate time down the Mulsanne Straight.

That defeat galvanised the Japanese manufacturer's racing operations at both Toyota Motorsport GmbH in Cologne and over in Japan at the Higashi-Fuji technical centre. The additional entry for Le Mans is a direct result of last year's failure and another in 2014, the year it won the WEC drivers' and manufacturers' titles.

There's an air of confidence in the camp at Toyota Gazoo Racing, to give the team its official name, and not just because it has the third car for the first time. And nor is it directly as a result of the victories for Buemi and his team-mates at Silverstone and Spa in April and May respectively.

The WEC so far this year offers little insight into what may happen in the 24 Hours. Toyota notched up its victories with the high-downforce version of the latest TS050. Meanwhile, Porsche compromised its

Vasselon (above right) is confident that Toyota has learned the lessons of last year's failure

assault on the first two races, particularly Silverstone, by deciding to race its 919 Hybrids in an aerodynamic configuration designed for the unique demands of the Circuit de la Sarthe. It chose to effectively sacrifice the first two races rather than compromise development of its Le Mans car.

But the low-downforce Toyotas and Porsches that will fight for victory at Le Mans have already gone head-to-head this year. The two remaining LMP1 manufacturers after Audi's withdrawal from the prototype arena chose to run their cars in Le Mans trim at the official pre-season WEC test at Monza in April, and then Toyota took its additional car to Spa in low-drag specification.

The evidence implies Toyota will be in the ballpark, although the events of the Le Mans test on June 4 will have provided a clearer indication. Toyota went fastest in testing at Monza, but it placed more of an emphasis on qualifying runs than its rival, while the low-downforce TS050 was quick at Spa.

"The two times we have been running our Le Mans cars in front of our competition, it has gone quite well," says TMG technical director Pascal Vasselon. "Monza was a very good test for us, and at Spa the low-downforce car went quicker than expected."

Vasselon says that the team is better prepared than this time last year. Twelve months ago, Toyota was taking its first steps in competition with two new technologies. It switched away from a super-capacitor to store the energy that its hybrid systems retrieve under braking and followed Porsche's route by adopting a high-voltage



Wins at Spa and Silverstone were welcome but car was in high-downforce spec



lithium-ion battery. That was always in the plan for 2017. Not planned was the introduction of an all-new small-capacity direct injection turbo engine. Work on the 2.4-litre twin-turbo V6 didn't start until the June of Toyota's disastrous '15 campaign with its previous normally aspirated V8.

"We were rushing car and engine development last year," explains Vasselon. "Even at the test two weeks before the race, we were a bit behind. We took another step after the test and it was only in race week that we were right there. This year, I would say, we are plateauing at a high level earlier."

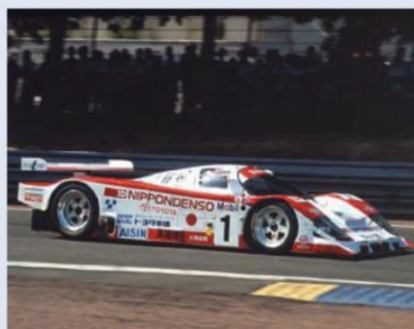
Davidson contrasts Toyota's Le Mans run-up this year with last year's: "We didn't know what to expect going into Le Mans in 2016. We ended up having a really fast car, which we didn't expect after the day of the test. We couldn't have dreamed of being in the position we were."

Toyota's decision to run three cars for the first time since it returned to top-flight sportscar racing on the rebirth of the WEC in 2012 was born of its past failures.

The statistics are simple, reckons Vasselon. The two times it has had the fastest car in the five Le Mans of its existing engagement it has faced a similar scenario: one car delayed by an accident, the other forced out with an entirely unforeseen – freak even – technical problem.

Last year it was a fractured air line between a turbocharger and its intercooler, while back in 2014 it was a faulty FIA sensor that stranded the leading Toyota. Nicolas Lapierre shunted on slicks in the rain on ►

TOYOTA FAILURES



1994 THE GEAR LINKAGE

Toyota was represented as a factory at Le Mans every year bar one between 1987 and '93, but it finally came close to victory in '94 with a privateer entry. The 94CV, run by the Japanese SARD team, was on course for victory in the hands of Eddie Irvine, Mauro Martini and Jeff Krosnoff when the gear linkage broke with 90 minutes left. Krosnoff made a quick fix to get back to the pits but the car ended up second behind the winning Dauer Porsche 962LM.



1998 THE MISSING SUMP PLUG

Toyota might have won in the first year of its most concerted Le Mans campaign yet. The GT-One, developed in the same Cologne factory as today's TS050, had a performance advantage and the car driven by Thierry Boutsen, Ralf Kelleners and Geoff Lees was in front by 40s when the gearbox failed with 80 minutes to go. The car had already undergone two changes of gear cluster and it appears that the sump plug had not been correctly tightened at some point. A lack of gearbox oil did for Toyota.



1999 THE TYRE BLOW-OUT

The fleet of GT-Ones fought two separate battles with the ultimately triumphant BMW V12 LMR. The entry driven by Allan McNish, Boutsen and Kelleners was battling with the leading BMW when it was punted out in the night. The retirement of the best of the BMWs then made the race a straight fight between the surviving cars from the two marques. Ukyo Katayama, Toshio Suzuki and Keiichi Tsuchiya were on course for a narrow win until a tyre blow-out after being forced over the kerbs by a privateer BMW.



2014 THE MELTING SENSOR

Toyota had a slim but stable advantage over Audi during the night when a problem with an FIA sensor stranded Kazuki Nakajima out on the track. Toyota knew it had a glitch and had just called the TS040 HYBRID, in which the Japanese driver was joined by Alex Wurz and Stephane Sarrazin, into the pits. The car was a few kilometres away when the sensor's loom burnt out. The fix would have taken a couple of minutes, or about the lead it had over the Audi that went on to take the victory.



2016 THE AIR-LINE FAILURE

The Toyota TS050 HYBRID driven by Sebastien Buemi, Anthony Davidson and Nakajima came back from a slow start to challenge the leading Porsche on Saturday evening. The Toyota had prevailed in a thrilling fight when Nakajima lost power with six minutes to go. A connection in an air line between turbocharger and intercooler had fractured. The car finished second on the road, but wasn't classified as its last lap was outside the six-minute maximum.

the Mulsanne in '14, while Kamui Kobayashi went off last year.

"What has happened to us in '14 and '16 was exactly the same situation," explains Vasselon. "We had two cars that were able to win Le Mans each time. One car was hit by an accident and the car that didn't have an accident has had a one-off quality issue. Two times the same thing – two problems split between the two cars. That is quite a strong statistic that leads to the decision to enter three cars to give a better chance to come through this kind of scenario."

Toyota had previously resisted fielding an extra car at Le Mans – standard practice during its previous programmes with the TS010 Group C car in 1992-93 and the GT-One in 1998-99 – so as not to divert resources away from car development. Vasselon also argued it was better to have two very quick cars than three averagely so.

Toyota hasn't got a bigger budget to fund the third car, but it believes it has been able to marshal its funds in such a way as not to compromise development of the update

"You learn the more times you go that Le Mans is a fickle race. It chooses its own winners"



of the TS050, which incorporates new aerodynamics as the result of the latest rules designed to keep a cap on rising speeds. That wasn't always an option in previous seasons, especially last year with the introduction of a new engine and the battery energy-storage system.

"This year, because there has been no major technology step for us, the normal development of the car has been a little bit less expensive," explains Vasselon. "That gave us this opportunity. We have reduced some development items without hurting our performance target achievement and, at the same time, taken some financial risks."

This implies that Toyota has stretched its resources to the maximum in the name of the pursuit of success at Le Mans. He concedes that cutbacks will have to be made should it have too many major accidents over the course of the year.

"We would finish the season with fewer spare parts," he says. "We will be repairing bodywork rather than making new parts. It has happened to us at

TENTH TIME LUCKY

You might think that Anthony Davidson would be reluctant to cast his mind back to the near-miss of the 2016 Le Mans 24 Hours. But you'd be wrong, because, he says, that he has "more good memories than bad memories" of a race he and his regular World Endurance Championship teammates should by rights have won.

"My memories of it are really good ones, because it was a great motor race and one we were truly in," says the Briton, who is going into his 10th Le Mans and his sixth with Toyota this year. "We were the race, if you like. Our car had problems at the start, came back to challenge Porsche and then got the better of it. We were the show. Even at the end when we lost it, we were the show."

"Of course it hurt at the end; I still find it gutting just thinking about it. But Seb, Kazuki and I put together such a good race. I feel I drove really well, probably better than in any other race in my sportscar career. I was really pleased with the job I did."

The gut-wrenching story of the final six minutes came with a call on the radio from Nakajima. "We all know Kazuki as one of the most placid people you are ever likely to come across, and even in tense times in racing, I've never heard him swear," recalls Davidson. "And yes, he did swear that time."

"First he said, 'Guys I've lost power'. The next message was, 'Guys, I've lost f-ing

power, I've lost f-ing power'. When he said that, I got goosebumps and knew it was over. That was even before the image of the car going slowly came on the TV screens."

"Everything seemed to happen in slow motion. You are tired at that stage of the race and struggle to take it all in."

Davidson insists he's not desperate to win Le Mans. He says he treats it "a bit flippantly, like a 24-hour charity go-kart race".

"I wouldn't say I am more motivated than before," he explains. "You learn, the more times you go, that Le Mans is just a fickle race. What happened last year cemented my view on that. It chooses its own winners."

"If I took it as seriously as other people, in terms of achievements set at Le Mans, I think I would be a wreck. I would go insane. Treating it like a kart race is a defence mechanism."

"I'll obviously never forget what happened last year. But what people hang on that race is quite damaging. I have emotionally detached myself."

Davidson may not lie awake at night thinking of that elusive first Le Mans win, but he'll take it whichever way it comes.

"I now feel like I'm owed a lucky win at Le Mans," he says. "If I were to go there and it didn't look like we were in the game, I'd certainly take a victory that was handed to us. I'd have no problems with that because I would know it was for last year."





Toyota has
twice beaten
Porsche in 2017

GIBSON

the end of the season in the past.”

Toyota has insisted that its third car should go to Le Mans with the same chance as its regular WEC entries, but perhaps not with the same force as Porsche made the same claim in 2015. That was the year, of course, when a one-off additional entry from the German manufacturer triumphed in the hands of Nico Hulkenberg, Nick Tandy and Earl Bamber.

The 2015 winners’ plan played a key role in Porsche’s pre-race preparations, with its extra racers undertaking as much of the team’s endurance test programmes as the regular drivers. The original plan at Toyota had been for Yuji Kunimoto to share the #9 car with Ryo Hirakawa, who is being groomed for a P1 drive with a second season of LMP2 in the European Le Mans Series this year, and Stephane Sarrazin.

That suddenly changed when it was deemed that Hirakawa was not ready to make the jump. Nicolas Lapierre, who had been unceremoniously dropped by Toyota during the 2014 season, was recalled at short notice ahead of the Monza test.

The line-up in the extra car was revised again last month. Jose Maria Lopez, the three-time World Touring Car champion brought in to race the full WEC with Kamui Kobayashi and Mike Conway this season, swapped places with Sarrazin. The Argentinian driver had managed only four racing laps at Silverstone before crashing, the resulting vertebrae injuries subsequently keeping him out of the car at Spa. The rhetoric suddenly changed at Toyota.

“Jose Maria, like Yuji, will learn a lot at



Lopez was
injured at
Silverstone

LAT IMAGES

Le Mans this year, familiarising himself with the track and the event in general,” said team president Toshio Sato in the statement announcing the changes. “This is an important step for the future as well.”

That doesn’t sound like a man who believes Toyota is going to Le Mans with three cars with an equal chance of winning.

Toyota does believe that it has a strong chance of finally ending its Le Mans curse, at least with two cars. Not only does it think it has a fast car, but a reliable one, too.

“We are confident with our reliability because, over 30,000km of endurance testing, we have had very few and only little issues,” explains Vasselon. But he does concede that the #7 car did have problems at Silverstone prior to Lopez’s accident. The fuel pump glitch and a broken rear anti-roll bar were “new issues”, he says.

Toyota lost time in the pits at Silverstone

to Porsche, which has introduced a new system of F1-style captive wheelnuts for this season. Seconds were also being lost during refuelling, but it appeared to have all but closed the gap at Spa with, according to Vasselon, “a lot of hard work”.

There was an advantage for Toyota on the track when it mattered on Sunday morning in 2016. The TS050s were also regularly able to go a lap longer on the fuel than the 919s. That’s an advantage Vasselon expects to disappear this time around.

What he can’t predict is whether the ill fortune that has plagued Toyota over nearly a quarter of a century will disappear.

“The target is clear: we are going to Le Mans to win,” he says. “We can say that it is a very realistic target. You hear people saying that you make your own luck in motorsport. I don’t believe that. It always seems like all the gods are against us.” ■



TOYOTA



Tandy's delayed defence

The 2015 Le Mans winner's attack last year in a GT car didn't really count. This, he says, is his chance to make it two in a row for Porsche

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

Nick Tandy is going to the Le Mans 24 Hours this year to defend his 2015 crown. That's the Briton's take on his return to the

French enduro in an LMP1 car as part of Porsche's full-season World Endurance Championship line-up. Last year, he says, didn't count because he was back at the wheel of a factory GTE car competing for class honours only.

Boardroom decision-making deprived Tandy of the chance to follow up on the 2015 Le Mans success with Nico Hulkenberg and Earl Bamber. The additional – or third – car fielded by Porsche in the 24 Hours fell to the swingeing round of cuts that followed the diesel emissions row. And with it went Tandy and Bamber's chance of making it two in a row. (Formula 1 driver Hulkenberg, remember, was never likely to defend, courtesy of a clash of dates with the European Grand Prix.)

"This is our true defence; it feels more like that than going back in a GT car last year," reckons Tandy, who lines up in the #1 Porsche 919 Hybrid alongside Andre Lotterer and Neel Jani. "Or rather I have my defence and Earl has his in the other car. We're sort of defending against each other, which feels a bit odd."

It does rankle that he didn't get to go back to Le Mans in a P1 car last year, and was instead racing a Porsche 911 RSR for the factory in the GTE Pro class. "It was a big thing not being able to go back to defend the overall victory, but it was just the way it was," says the 32-year-old. "The good thing is that I've got the chance to go back this year."

That wasn't a foregone conclusion for much of last season. Porsche was insistent there would be no reversal of its decision against fielding a third car at Le Mans, nor was it clear whether there would be any

openings in its regular pair of WEC entries.

The same political backdrop that resulted in the axeing of a third car for Le Mans also led to changes at the top of Porsche's management. Research and development director Wolfgang Hatz, the architect of the German manufacturer's return to top-flight sportscar racing in 2014, departed and big Porsche boss Matthias Muller moved over to the top job at Volkswagen. It inevitably created doubts in the mind of Britain's 2015 Le Mans winner.

"I had been quite confident of going back to Le Mans in 2016 and being part of the team in the future, but then motorsport changed within the VW Group," recalls

"You can tear up the form book for Le Mans... it's a fresh start"

Tandy. "All of a sudden people I'd got to know were not in charge of the programme. You have doubts, of course; I was worried about being forgotten about."

Tandy knew in the late summer that there would be a place for him on the full WEC squad, but he doesn't regard his promotion to the full-season WEC line-up in 2017 from Porsche's IMSA SportsCar Championship squad as the start of his LMP1 career proper. That point, for him, came when he was told that he was "going to Le Mans to try to win the race in 2015".

"I see this season as a continuation of what I started in 2015," he explains. "We were as prepared as a team – the drivers and the crew – as the other two cars; there was as much focus on our car as the regular WEC entries. Porsche always does its endurance testing with one car and it was split three ways in 2015. That means it's a lot harder now there are only six drivers!"

Racing for a world championship title as well as Le Mans glory is at least part of the embodiment of the dream with which Tandy set out when he made the switch ▶



PROGRESS. From the base up.

We sweat the small stuff
so you don't have to.

NASA approved temperature regulation reacts quickly to reduce perspiration by up to 30% when the heat is on, and delivers warmth when it's not. Antimicrobial technology keeps you fresh and superior tailoring helps you maintain concentration.

Introducing Walero. Race ready advanced base layers.



APPROVED

MANUFACTURER: Walero Ltd
MODEL: UNDERWEAR
FIA STANDARD: 8856-2000

Get The Edge

www.walero.uk

FIA 8856-2000 & SFI 3.3 approved



from racing Mini Se7ens to Formula Ford at the age of 21. Formula 1 was barely ever on the agenda, although he admits it was briefly talked about during a purple patch in the British F3 Championship in 2009 with the family JTR squad.

"Some people got excited about F1 when we were having some success, but the reason I went Formula Ford after racing Minis was to get into the professional side of motorsport," he says. "I saw Formula Ford as a way into touring cars or perhaps sportscars.

"When I went to the Formula 3 Euro Series as an unofficial VW driver [with the Kolles team] in 2009, I thought, 'This is it, I'm going to be racing for Audi'. I was dreaming of P1 or the DTM, not F1. And I ended up racing against them for Porsche."

The real dream, though, is winning. "This drive gives me the chance to fulfil my dreams and ambitions," he says. "The dream is winning Le Mans again, winning world championships and winning big races. If we have an unsuccessful time in this team over the seasons to come, it won't have been the fulfilment of that dream. Everything is about winning and succeeding."

Tandy has Le Mans victory number one under his belt from 2015, but this time, as a full-season driver, he has the chance to become world champion. Ask him which he most wants to win this year,

and he puffs out his cheeks.

"Being able to call yourself world champion at the end of the year is a massive thing, but Le Mans is, well, Le Mans," he says. "It's the biggest race in the world for a reason. Speak to anyone in any branch of motorsport, and they all know about Le Mans and what an accomplishment it is to win it. It doesn't matter if you've won it once, twice, however many times, you still want to win it again."

That's a roundabout answer to the question. Don't doubt that for Tandy the magic of a Le Mans victory trumps a WEC title.

Making predictions about Tandy's chances of netting two Le Mans wins from two starts in LMP1 isn't easy based on the events of the 2017 season so far. He and his team-mates have, by his own admission, had "a solid rather than exceptional" start to the WEC season at Silverstone and Spa in April and May respectively.

"At Silverstone our car was competitive at some points but tailed off at others," he explains. "We were more consistent at Spa, but probably consistently too slow. I'd give us a B+ at the moment.

"But you can tear up the form book for the 24 Hours. We took our low-downforce car to Silverstone and Spa, but it's nothing like the one we'll have at Le Mans. We'll be running a lot less downforce. It's a very different type of track, a totally different



proposition. Everything starts afresh."

Should Tandy make it onto the top step of the podium again, maybe he'll end up with stronger memories second time around. He admits that he can remember very little from the celebrations 24 months ago. "I can't remember much, to be honest," he says. "There's so much going on. You get engrossed in what is happening over Le Mans week and then the race, and then there's the jubilation of the thousands of people under the podium. It's only when I look at the pictures and the videos that it all comes back.

"The only thing I do remember is that when the three of us tried to lift the trophy, we were struggling a bit. I had to get Mr Hatz to give us a hand." ■

Tandy is determined to claim the P1 Class win for Porsche a second time



WHEN WINNING BECAME REALISTIC

Nick Tandy and his team-mates took a stranglehold on the 2015 Le Mans 24 Hours during the hours of darkness. First Nico Hulkenberg, then the Briton and finally Earl Bamber each put in a quadruple stint to take control of the race.

The winning Porsche 919 Hybrid had lost time during two safety car periods early in the race, but when Hulkenberg took the wheel for a

second time in the sixth hour he started making up ground.

"Nico got comfortable with the race and the car and started pressing on – he started closing up," remembers Tandy. "I was watching the timing screens as I was getting ready to get back in, and thought, 'Bloody hell, if this keeps going we could win'.

"It was the motivation of seeing

what Nico was able to do with the car that spurred me on. I'm sure that Earl felt exactly the same."

Hulkenberg, Tandy and Bamber put a gap between them and the sister car driven by Mark Webber, Timo Bernhard and Brendon Hartley, which then lost time with a drivethrough. The #7 Audi R18 e-tron quattro shared by Andre Lotterer, Benoit Treluyer and

Marcel Fassler briefly challenged but that disappeared at 7am.

"After that it was pretty much done," continues Tandy. "The next time I got in the car, it was a case of just knocking the laps off.

"The worst thing was having to watch for the final three or four hours after I'd done my last stint. When you're driving, you're in control. I was so nervous."



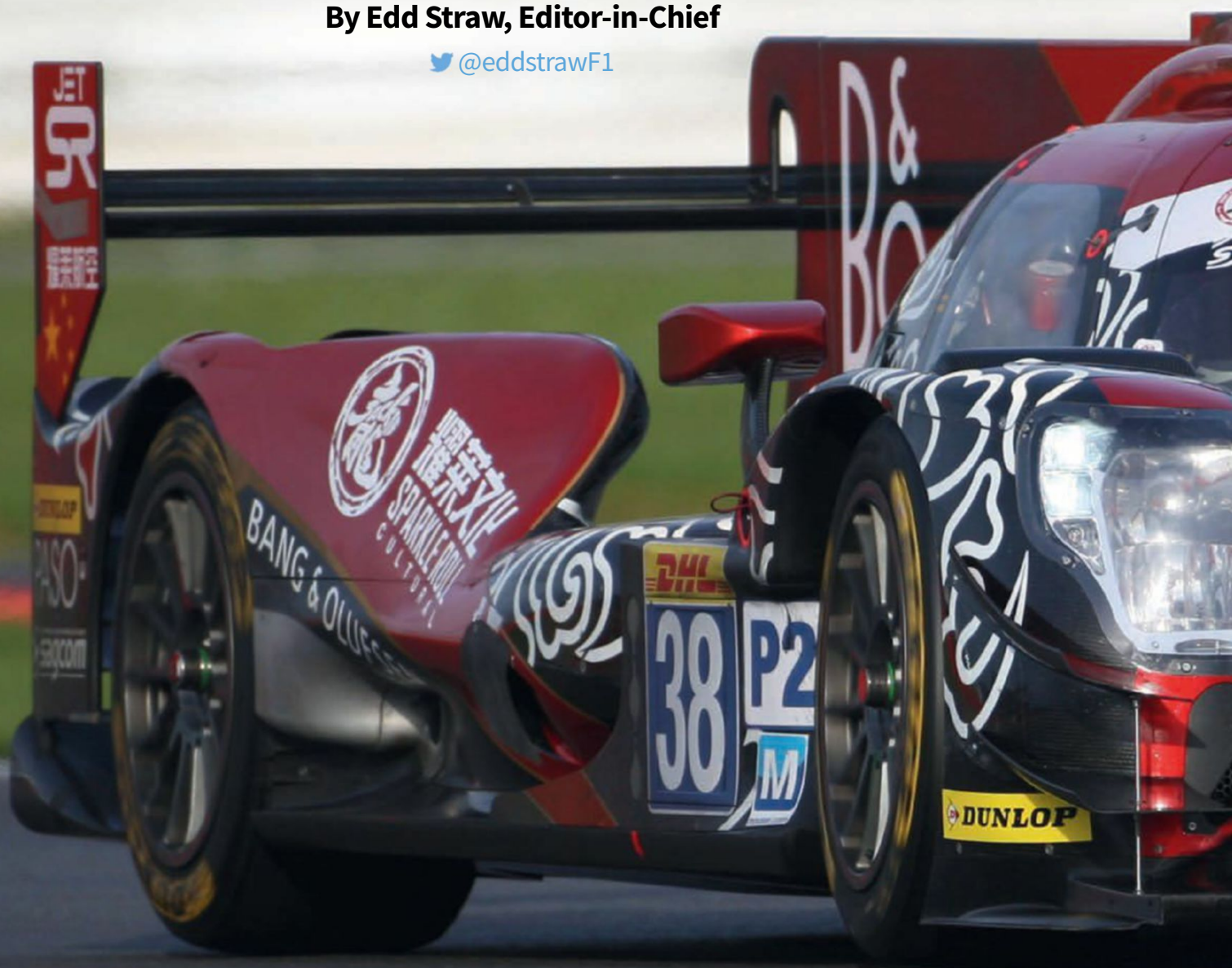
Q&A

Oliver Jarvis

The Brit has been used to fighting for the overall Le Mans win with Audi, but with the German marque's withdrawal he's now fighting in the ultra-competitive LMP2 class

By Edd Straw, Editor-in-Chief

[@eddstrawF1](#)



EDD STRAW Twelve months ago, you headed into Le Mans among the favourites for outright victory with Audi, having just won your first World Endurance Championship race at Spa. This year, you're among the favourites for LMP2 with Jackie Chan DC Racing, but that must be a bit of a comedown?

OLIVER JARVIS It's hugely different. With Audi, you're fighting at the front for outright victory. But actually, fighting for outright victory or victory in class, it's still hugely competitive. That's what impressed me most about LMP2. While many will see it as a step down from LMP1, the competition level is exactly the same. You have to be 100% on top of your game and get everything right if you want to win. We don't have the technology that the LMP1

cars have, and not the prestige. I've always wanted to win Le Mans – to do it outright would be incredible – but I would also feel extremely privileged to do that in an LMP2 car.

ES You could probably argue LMP2 is more competitive in terms of the number of cars and potential winners?

OJ For the last six years, I've been part of Audi and a bad weekend would have been finishing third or fourth, and at some stages there were big differences between Porsche, Toyota and Audi. In LMP2, what's impressed me most is the depth of talent. There are ex-Formula 1 drivers in there and if you don't do everything right, you can end up eighth or ninth. There are some weaker cars in the field but even those have some very strong drivers. By weaker cars, I mean

the whole package, it's still a Pro-Am category and even the cars with silver graded drivers that aren't as quick as other silvers, they've got very good pros.

ES Is having the silver driver a bit frustrating, in that often it's the biggest performance differentiator between cars – the difference between you and the other pros is a lot smaller than the best versus the worst silver in LMP2?

OJ I completely agree. Between the majority of pros, the difference is a few tenths but, quite often, the silver can be the deciding factor. I'm fortunate that I'm in a car with a very quick young silver in Thomas Laurent. But it is one of the most frustrating factors. I'd love to see them have a full pro LMP2. But one thing I do enjoy is that it's part of the pro's job not just to help ►



yourself, but also help develop the silver and appreciate that maybe sacrificing your own time in the car, or sacrificing a little bit in terms of set-up to better suit the silver. That's more beneficial overall and that's what endurance racing is about, maximising the performance of the three drivers rather than the individual. When I agreed to sign with Jackie Chan DC Racing, it was very important to me that I had a good silver driver and I knew from Thomas's CV that he was very capable.

ES Going back to the Audi days, I guess you were aware there was a danger the project could end with the emissions scandal, but did it come as a surprise when it happened?

OJ In all my time with Audi, there were always rumours. When I was in the DTM, there were rumours that we wouldn't continue and when I moved to LMP1 that seemed the safer project. There was a lot of talk about F1 in the press so we heard the rumours and thought it might be possible. Then there was the diesel emissions scandal and that certainly put paid to the F1 plans – if there were any. But when we did get that call, that the LMP1 project was ending, it was a shock because we knew how far down the line they were with development of the new car. This left a lot of us looking for drives for the following year. My contract had concluded and we were looking to continue, but from the moment the decision was taken it was necessary for me to look for other drives. I'm very fortunate to pick up not only the LMP2 drive, but also the Bentley works drive in Blancpain GT.

ES This is probably still a reasonable position for a professional driver to be in, even though I presume it's not as



LAT IMAGES

Jarvis at Le Mans



2010 KOLLES

Audi R10 TDI

Team-mates Christian Bakkerud, Christijan Albers
Result DNF

Finishing fourth and best-of-the-rest behind the remaining factory cars is on the cards until the Audi R10 suffers a gearbox failure after 21 hours.



2012 AUDI SPORT NORTH AMERICA

Audi R18 ultra

Team-mates Marco Bonanomi, Mike Rockenfeller
Result 3rd

The conventional Audi doesn't have the pace of the hybrid machines that finish first and second, but has a solid run despite a gearshift problem.



2013 AUDI SPORT TEAM JOEST

Audi R18 e-tron quattro

Team-mates Marc Gene, Lucas di Grassi
Result 3rd

Jarvis survives a lock-up at the Dunlop chicane that forces a stop for tyres, and is hit by an LMP2 causing a rear tyre deflation and spin, on the way to third.

lucrative as it once was...

OJ: There's no point sugar-coating it. I lived some very good years with Audi and I'm not sure we'll see years like that in the future. I see this as the second part of my career in GT racing and the LMP2 ranks. I'm not saying I wouldn't like to go back to LMP1, but there don't seem to be many opportunities.

ES How did the LMP2 drive come about? Presumably, you didn't get Jackie Chan on the phone to you...

OJ That would have been nice, but no! I spoke to Sam Hignett at Jota Sport because they've done a great job over the years and have had a lot of well known drivers like Filipe Albuquerque and Rene Rast. But, actually, it came from [team-mate] David Cheng, who was partnering with Jota to run the DC Racing entry. Johnny Mowlem [now managing Jarvis] got in touch with him. There were several options, and very good opportunities, but when we sat down with David and saw the deal, it was an easy decision.

ES The LMP2 car is still quick, so are there any areas where it is more fun to drive, particularly in terms of its relative simplicity compared to LMP1?

OJ Everybody, myself included, would assume that LMP1 and LMP2 cars are very similar – just with the difference in

technology. But the driving style required for LMP2 is completely different. The LMP1 cars require a unique driving style to maximise the hybrid and the way you recover energy and keep to the fuel limit. In LMP2, it's really good on the straight and really quick in the corners. The cars are agile and low-speed grip is really impressive. They are probably not that far away from LMP1 cars in the corners as well, and they might match them, to be honest. But we don't have the hybrid boost and that's why you see a difference in the lap time.

ES So, presumably, the LMP1s are more point-and-squirt?

OJ Yeah, very much so. You brake late, brake hard, get the car stopped and turned in then rely on the hybrid to pull the car out. There's also more inherent understeer, and the LMP1 cars are heavier, so that makes them a bit lazier. In an LMP2 car, you have to carry more minimum speed, roll the car in much more, but they are also more agile. I'd say it's very similar to a Formula 3 driving style. The other thing that was a shock was coming from the diesel after so many years with how much it revved. When I first tested I thought the rev lights weren't working, and it was because I was changing gear before I'd even got them on the first light!

ES With a win at Silverstone and third at Spa this year, you must go to Le Mans among the favourites?

OJ We've had a really strong start to the year, but I think at Spa we weren't as happy with our performance and were missing a bit of outright pace. We've just had a really productive two-day test at Spa and it was good to work on it. We were able to delve into the characteristics and understand it

[the ORECA 07] much more, because it's very different than the ORECA 05. There's a lot more emphasis on aerodynamics and efficiency and I like to think we've made a big step forward. It's going to be a really interesting battle in P2. But I have to say a concern is reliability, as it always is in a 24-hour race, and I just hope that doesn't play a role.

ES ORECA's have been strong at Le Mans in recent years – the Ligiers have sometimes been stronger elsewhere – is the ORECA always bang on at Le Mans?

OJ Heading to Le Mans with different downforce kits, no-one really knows where we're going to be at, but I would expect the ORECA to be fast regardless. I certainly wouldn't underestimate Ligier, and you've also got the likes of Riley and the Dallara, which we know from America is a very good car.

ES You've been going to Le Mans since 2010 and winning is the big objective, so I guess it's getting a bit boring finishing third, which you've done three times?

OJ I remember after my first year [in the Audi R18 in 2012] thinking, 'This is easy' [getting on the podium]. Then I learned the harsh reality is it's not so easy! That year, things just went right and we didn't have the pace to win so third felt like a great result, then other years we had the pace but had problems and third was disappointing.

ES That shows external things can always get in the way, no matter how well you do...

OJ They always say Le Mans chooses the winner. Some go there, first year, and win it and others, who are just as good, it never seems to fall for them. ■

“I remember after my first year thinking, ‘This is easy’. Then I learned the reality is it's not so easy!”



2014 AUDI SPORT TEAM JOEST

Audi R18 e-tron quattro

Team-mates Filipe Albuquerque, Marco Bonanomi
Result DNF

After fighting for second, the car is out early when Toyota driver Nicolas Lapierre spins in the wet and clips Bonanomi, who is hit by Sam Bird's Ferrari.



2015 AUDI SPORT TEAM JOEST

Audi R18 e-tron quattro

Team-mates Lucas di Grassi, Loic Duval
Result 4th

Confusion over a slow zone leads to Duval crashing at Indianapolis in the third hour. The car isn't quite right after repairs, but comes close to third.



2016 AUDI SPORT TEAM JOEST

Audi R18 e-tron quattro

Team-mates Lucas di Grassi, Loic Duval
Result 3rd

The best placed Audi, the car moves up to third after the finish when the #5 Toyota is eliminated from the results for not running at the flag.

Can anyone stop Ford?

Ford looks strong again in the run-up to Le Mans, with Ferrari, Porsche, Aston Martin and Chevrolet hoping to challenge, but much depends on Balance of Performance changes

By Jack Cozens, Special Correspondent

[@JHCozens](#)





If you're a fan of historical reenactments, last year's scrap for GTE Pro honours at Le Mans was probably as perfect a performance as you could have wished for.

The battle for class credits was a titanic, 24-hour-long fight between Ford and Ferrari. Fifty years on from one of the first famous Le Mans scraps between the two, the Blue Oval eventually marked its return to sportscar racing emphatically. While Ferrari was close (and for some time ahead) during the 24 hours, Ford ended up locking out three of the top four positions come the end of the race, led by Joey Hand, Dirk Muller and Le Mans native Sebastien Bourdais.

As celebrations went on long into the night in the Ford garage, you'd be forgiven for overlooking the fact that one quarter of its stable was not as jubilant as the rest – for Andy Priaulx, Harry Tincknell and Marino Franchitti, the race went anything but to plan.

"In qualifying and through practice we were always up there," recalls Priaulx. "But it was devastating to have a gearbox issue on the grid and being robbed; knowing you're not basically going to win the race, that it's over before it's started."

But while the disappointment of 12 months earlier is plain to read in Priaulx's words, Ford returns rather ominously with a year of experience in the 24 Hours and the World Endurance Championship. Priaulx helped give the manufacturer pole at the season opener at Silverstone, which he, Tincknell and Pipo Derani (a fresh face in the #67 line-up) duly converted to victory.

Ford again fields a four-car assault on the 24 Hours race this year (with its WEC cars bolstered by the two from the IMSA SportsCar Championship) and, despite the limits on development of GTE cars after their homologation, with a year of learning

out of the way, Ford can focus more of its efforts on race preparations this time.

"We're all much faster; you'll see four Fords much closer to each other," predicts Priaulx. "We have the data and knowledge of tyre degradation, brake wear, stresses on the car... The car is different today compared to what it was a year ago."

"Last year, we were looking to solve problems whereas now we're trying to make the car faster over the race. It's just under 5000km in the race and that's 5000km on the limit."

But it hasn't had things all its own way

"We're all much faster; you'll see four Fords much closer to each other"

this season, and certainly doesn't head to the Circuit de la Sarthe as clear favourite. The #71 Ferrari 488 of Sam Bird and Davide Rigon hit back with a win at the most recent WEC round at Spa, ending up a lap clear.

Ferrari has demons of its own to banish from 12 months ago, though. The #51 factory AF Corse car retired with overheating problems, while Rigon crashed the #71 488 – a direct result of a rim failure. So while a 488 did end up second, it was the independent Risi Competizione car that upheld red honour, the Italian-American squad (see panel, p21) finishing 10 seconds shy of the race-winning #68 Ford GT. ▶



Priaulx GT takes win at Silverstone

Tincknell, Priaulx and Derani won at Silverstone



Ferrari 488s dominated at Spa



Will Porsche's new 911 RSR be on the pace?



Can current Vantage V8 win its last Le Mans?



Could strategy give Corvette podium place?

"Last year was gutting because we were out so early and it destroyed our championship," says AF's James Calado.

"Judging on last year we should have a good chance, though we don't know what the new Porsche is going to do. But Ford is still favourite. They have the best car, so they are the ones to beat."

But aside from the lead two manufacturers, what hope is there of any of the other three barging in on the fight?

Three little words could barely have caused as much fuss as 'Balance of Performance' did last year in the WEC – but things came to a real head at Le Mans. While Ford and Ferrari were locked in battle, there were a couple of seconds

"Twenty-four hours when you don't have a chance is a long 24 hours."

Corvette stalwart Oliver Gavin adds: "It was frustrating and perplexing. You work hard all year in preparation for Le Mans and then a situation like that comes along and you realise, barring something extraordinary happening, you're not really in the race."

But there appears to be hope on the horizon this year. A new, automated Balance of Performance calculation has been introduced for the WEC season and, while evidence of that won't be seen until the Nurburgring round, nor will the mechanism be applied to the 24 Hours – owing to the unique nature of the circuit –

"It was two-tier last year... Ford and Ferrari were effectively in one type of class, and Porsche, Corvette and Aston in another"

between them and the best of the rest. If Priaulx was disappointed come Saturday, spare a thought for his class rivals who'd had to get used to the notion of being out of the running a couple of days earlier. Changes were made to BoP in the days running up to the event, but the GT and the 488 still had the legs on the rest.

"It was two-tier last year," says Aston Martin's Darren Turner, who was part of the #95 crew that took fifth. "You had Ford and Ferrari running in effectively one type of class, and then the Porsche and [Chevrolet] Corvette and Aston in another. It's never good when you go to an event and within the first 20 minutes you realise how uncompetitive you are compared to the guys running at the front of the field.

it's hoped that the organisers (the ACO and FIA) will have had enough of an insight when they tightened performance disparities in the most recently published BoP changes for Le Mans.

The Ford GT was hardest hit, with its weight upped by 15kg (to 20kg more than at Le Mans last year) and its turbo boost modified to reduce its overall power output. Ferrari's 488 was used as the balancing car, while Aston and Corvette all received breaks. As was the case last year, the ACO and the FIA have the power to make further changes before the event.

In the most diverse of all the classes at Le Mans, a five-way fight for victory is a tantalising prospect. And, of the outsiders, it's Porsche that seems to be the dark horse.



"I suspect we'll see a Porsche being extremely competitive at Le Mans," says Priaulx. "We've [only] seen the hints of performance. I raced against that car at Daytona and it's definitely not looking as quick [in the WEC] at the moment as what we raced there so let's see what they come up with."

After a year out as a factory team, the Stuttgart make returned to the GTE fold for 2017 with a brand new 911 RSR – described by Porsche motorsport boss Frank-Steffen Walliser as the "biggest evolution" in the car's history. A revised spoiler and expansive rear diffuser are two striking features – the second made possible by the engine being mounted further forward in the new car, which is based on the marque's 991 shape.

As the only manufacturer with a new car, Porsche has plenty to learn about its challenger – but it's also had a year to assess its deficiencies to the pacesetters and maximise the potential of adjusted GTE regulations that came into force for 2016.

"There is a difference," says Richard Lietz, part of the #91 crew that scored a podium at the Silverstone WEC season opener. "If you go on the limit you will have understeer and oversteer on the car similar to last year, but it arrives more linearly and neater; it's easier to handle for the driver. The downforce level is more usable through the corner."

"We go there to win. We've built a new car, we've gone to all this effort to beat the others."

With plenty of past class success, Corvette and Aston too harbour hopes of returns to competitiveness this year. The Corvette's 2016 performance was particularly surprising – as the '15 GTE winner – while it's also at a disadvantage as the only manufacturer not taking part in the WEC full-time. But Gavin hopes the efficiency the team has produced in the IMSA championship, plus some rub of the green, will keep himself, Tommy

Milner and Marcel Fassler in contention.

"It's a nervous period because you want to know that you've made the right tyre choices," he says. "From what we've seen at Road America [while testing] it seems that the car is driveable, it seems to have a good balance and it's not got any real nasty quirks or strange reactions – but Road America and Le Mans are very different circuits with different Tarmac."

"This year, I don't think we've had the fastest car in any one of the four races so far in the US but the team's managed to win three of those by being clever with strategy and being clean with the way you drive the race car – that's a huge part of being successful in any sportscar race."

"I am confident – we're just hoping the confidence we have within the team is translated into standing on that top step."

Aston Martin has had a tough start to the WEC season with its pair of now well-vetted Vantage V8s, having failed to beat one of its rival cars in either of the first two WEC rounds. But the Prodrive-run squad now has increased backing from Aston, while the introduction of a new Vantage is pencilled in for next year, so the team is keen to send off the old girl with a strong showing.

"Cooler temperatures [at Spa and Silverstone] are not as favourable for us so we have to play catch-up," says Turner. "We're very motivated – that's not just the drivers, that's all the team. They're looking for every bit of detail that's going to give us performance."

"If you look at the new aero package, it was always designed to be a car that could be efficient at Le Mans. I certainly feel the Vantage has enough to be able to compete and try and win the race in its class. There's nothing fundamentally wrong with it against the newer cars in the competition."

If – and it is a big if – the endurance committee has got its maths right, we could be set for an even more memorable fight than last year. ■

Risi: a privateer against the giants

OF THE FERRARIS TO TAKE THE FIGHT TO Ford last year, it's a touch ironic that the best armoured of them was the independent Risi Competizione team.

Having been on the pace of the factory AF Corse cars in practice and qualifying, the #82 machine – otherwise campaigned in the IMSA SportsCar Championship – picked up the mantle of unsettling the GTs once the works 488s had fallen by the wayside in the night.

The crew of Toni Vilander, Giancarlo Fisichella and Matteo Malucelli ultimately fell short in their quest for victory (by 10 seconds in the final classification after penalties for itself and the winning #68 Ford) after leading much of the race, but was the only non-Ford to finish on the lead lap and, despite the hype surrounding Ford's return, very nearly stole the limelight.

"Everybody could see the pace Ford had, and we were able to challenge them until the end," says Vilander, who a year earlier had been part of AF Corse's WEC line-up before being moved to the IMSA car for 2016. "We were riding on the top of our performance, trying to match our competitors' pace, which they could probably do with a bit less effort. Ours was all done quite on the edge, whereas they could survive at 85% or 80%."

"We finished second, and we ruined their [Ford's] 1-2-3 finish. That was pretty nice; I think we have one fiftieth of their budget."

With the Proton crew that last year ran as a works-assisted Porsche team dropping its privateer 911 this year, Risi now stands as the sole independent operation in the Pro ranks.

But armed with a new car – a 488 GTE was shaken down at the end of May before taking part in the official test day at Le Mans – and with ByKolles convert Pierre Kaffer in the third seat alongside regulars Vilander and Fisichella, the Italian-American squad is ready to take the fight to the well-to-dos once more.

"We've found a really good level since the end of last year," says Vilander. "We go for the win, that's a fact."

"It depends on many things, but we want to win GTE Pro – that's the dream of Mr Risi and the dream of the whole crew."



In the spotlight: the 60-car cast of Le Mans 2017

The stage is set, and here **Gary Watkins** presents the 60 entrants – six in LMP1, 25 in LMP2, 13 in GTE Pro and 16 in GTE Am – that will do battle at the Circuit de la Sarthe this year

LMP1

Pure-bred prototypes with mandatory energy-retrieval systems (if run by a manufacturer) are the fastest cars at Le Mans. Power outputs of around 500bhp from their conventional engines are boosted by up to 400bhp of electric drive from their hybrid systems. New aerodynamic rules for the factories have been designed to stop lap times falling further. Non-hybrid P1s are given a series of performance breaks, including nearly 200bhp more power and less weight, to try to close the gap.



LMP2

The new breed of cars in the secondary prototype division, from which factory teams are outlawed, are more powerful and faster than their predecessors. The new one-make Gibson V8 pushes out approximately 600bhp. Four constructors have been granted licences to build the cars and all are represented on the grid at Le Mans this year. The LMP2 category is a Pro-Am class of sorts: each line-up must have a silver-rated racer under the FIA's system of driver categorisation.



GTE PRO GTE AM

The class for road-based GT machinery is split into two: GTE Pro is the domain of factory or works-supported teams with all-professional driver line-ups; and GTE Am is fought out by Pro-Am crews in which only one professional, platinum or gold-ranked driver is permitted. GTE Am is for year-old machinery, which means the new breed of GTE contender that was introduced for the 2016 season comes onstream in the secondary division for this year.



PORSCHE LMP TEAM Porsche 919 Hybrid

1 NICK **TANDY**
ANDRE **LOTTERER**
NEEL **JANI**

2 TIMO **BERNHARD**
EARL **BAMBER**
BRENDON
HARTLEY

It is all change at Porsche after Mark Webber's retirement and the decision to drop Romain Dumas and Marc Lieb, two of last year's WEC title winners. Bamber steps into Webber's shoes alongside Bernhard and Hartley, while 2017 co-champion Jani is joined by Audi refugee Lotterer and Tandy. There's no third car again because the cost-cutting move of late '15 still stands. **AUTOSPORT SAYS** Expect Porsche to be in the fight despite failing to win so far in '17.



TOYOTA GAZOO RACING Toyota TS050 HYBRID

7 MIKE **CONWAY**
KAMUI **KOBAYASHI**
STEPHANE
SARRAZIN

8 ANTHONY
DAVIDSON
SEBASTIEN **BUEMI**
KAZUKI **NAKAJIMA**

9 JOSE MARIA **LOPEZ**
YUJI **KUNIMOTO**
NICOLAS **LAPIERRE**

Toyota returns to Le Mans with three cars after its 2016 near-miss. Buemi, Davidson and Nakajima, last year's moral winners, make a third start together. Kobayashi, Conway and Sarrazin join up again, but only because the Frenchman has replaced Lopez in the #7 car. The Argentinian lacked track time and has been moved to the third entry with Kunimoto and team returnee Lapierre. **AUTOSPORT SAYS** Toyota is looking good to challenge Porsche once again.

LMP1 LMP2 GTE PRO GTE AM

**BYKOLLES RACING TEAM** ENSO CLM-NISMO P1/01

4 OLIVER **WEBB**
 MARCO **BONANOMI**
 DOMINIK **KRAIHAMER**

The team run by Colin Kolles takes its CLM chassis, now with the Japanese-inspired ENSO prefix, to Le Mans for a third time. The car now uses the twin-turbo V6 that powered Nissan's disastrous front-engined LMP1 of 2015. Webb stays on for a second season, while Kraihamer moves over from Rebellion Racing. Former Audi factory driver Bonanomi is a last-minute addition. **AUTOSPORT SAYS** It's all about getting a clean finish for ByKolles.

LMP1 LMP2 GTE PRO GTE AM

VAILLANTE REBELLION ORECA-Gibson 07

13 NELSON **PIQUET JR**
 MATHIAS **BECHE**
 DAVID **HEINEMEIER**
HANSSON

A team with three top-six results at Le Mans as an LMP1 privateer has stepped down to P2 for 2017 in search of real competition in both the WEC and the North American IMSA enduros. It fields a pair of ORECAs for a line-up of team regulars Prost, Piquet and Beche, and newcomers Senna, Canal and Heinemeier Hansson. **AUTOSPORT SAYS** With a couple of podiums already this year, Rebellion must have a shot at another class victory.

31 NICOLAS **PROST**
 BRUNO **SENNA**
 JULIEN **CANAL**

**IDEC SPORT RACING** Ligier-Gibson JSP217

17 PATRICE **LAFARGUE**
 PAUL **LAFARGUE**
 DAVID **ZOLLINGER**

This French team, which also competes in the sailing world, was established for an ELMS campaign last season and makes its Le Mans debut in 2017. Team boss Patrice Lafargue, who raced in the 24 Hours back in '11, drives with son Paul in a crew led by sportscar regular Zollinger, an ex-French Formula Ford champion. **AUTOSPORT SAYS** Lafargue is fulfilling an ambition to race at Le Mans with his son, not bidding for glory.

**DRAGONSPEED-10 STAR** ORECA-Gibson 07

21 BEN **HANLEY**
 FELIX **ROSENQVIST**
 HENRIK **HEDMAN**

The US team run by one-time British F3 race winner Elton Julian moved to Europe in 2015 to race in the Blancpain Endurance Series and then entered the ELMS last year. Now, it gets its chance to race at Le Mans for the first time. Ex-Renault F1 development driver Hanley and Super Formula rookie Rosenqvist share the car with amateur Hedman. **AUTOSPORT SAYS** With a win in the ELMS last year and two ultra-strong pros, DragonSpeed should be a contender.





G-DRIVE RACING ORECA-Gibson 07

22 MEMO **ROJAS**
 RYO **HIRAKAWA**
 JOSE **GUTIERREZ**

26 ALEX **LYNN**
 ROMAN **RUSINOV**
 PIERRE **THIRIET**

G-Drive is now partnered with TDS, its fourth team since 2013, and it is also represented by a second ORECA fielded by the US DragonSpeed squad. Ex-Williams F1 tester Lynn has been brought in to lead the WEC squad, while Thiriet is an ELMS race winner with TDS. Toyota driver Hirakawa and three-time Daytona 24 Hours winner Rojas lead the DragonSpeed line-up.

AUTOSPORT SAYS Strong early-season form for both G-Drive arms makes it one of the pre-event favourites.



PANIS BARTHEZ (TECH 1) Ligier-Gibson JSP217

23 NATHANIEL **BERTHON**
 TIMOTHE **BURET**
 FABIEN **BARTHEZ**

The team put together by grand prix winner Olivier Panis and ex-Manchester United goalkeeper Barthez is making its second Le Mans appearance around an ELMS campaign in conjunction with the Tech 1 squad known for its single-seater exploits. Barthez, a French GT title winner, is joined by former GP2 racer Berthon and Buret.

AUTOSPORT SAYS Decent line-up but much will depend on how its Michelin tyres stack up against the Dunlops.



CEFC MANOR TRS RACING ORECA-Gibson 07

24 JEAN-ERIC **VERGNE**
 JONATHAN **HIRSCHI**
 TOR **GRAVES**

25 VITALY **PETROV**
 SIMON **TRUMMER**
 ROBERTO **GONZALEZ**

The sportscar team set up by former Manor F1 bosses John Booth and Graeme Lowdon is in its second WEC season, now under a new moniker thanks to Chinese backing, and fields two cars at Le Mans for the first time. Ex-F1 drivers Vergne and Petrov lead two line-ups that include former ByKolles LMP1 privateer driver Trummer and sometime Champ Car driver Gonzalez.

AUTOSPORT SAYS Probably doesn't have the drivers to mount a race-long challenge.



SMP RACING (HIGH CLASS) Dallara-Gibson P217

27 MIKHAIL **ALESHIN**
 SERGEY **SIROTKIN**
 VICTOR **SHAYTAR**

SMP has joined with the Danish High Class Racing squad to make what for the moment is a one-off return to the prototype ranks ahead of its entry into the LMP1 privateer arena next season. Renault F1 test driver Sirotkin makes his sportscar debut alongside IndyCar's Aleshin, and Shaytar, who was part of SMP's podium last year with its own BR Engineering-built chassis. **AUTOSPORT SAYS** Strong driver crew and the form of High Class in the ELMS suggest SMP could surprise the P2 regulars.

TDS RACING ORECA-Gibson 07

28 EMMANUEL
COLLARD 
MATTHIEU
VAXIVIERE 
FRANCOIS
PERRODO 

The French team, twice a runner-up in P2 at Le Mans, has moved full time into the WEC for the first time this year and fields its own car alongside the G-Drive entry for two of 2016's WEC GTE Am champions in Collard and Perrodo. They are rejoined by Formula Renault 3.5 race winner Vaxiviere to create one of the stronger line-ups with a real silver-rated driver.




AUTOSPORT SAYS It's probably a big ask for the TDS squad to match its second places from 2012 and '14.

**RACING TEAM NEDERLAND** Dallara-Gibson P217

29 RUBENS
BARRICHELLO 
JAN **LAMMERS** 
FRITS **VAN EERD** 

Dutch supermarket mogul van Eerd, a sponsor of Max Verstappen, is fulfilling an ambition to race at Le Mans. He and ELMS driving partner Lammers have put together a team with Davy Lemmens, formerly technical boss of the Racing for Holland Dome squad. Ex-F1 driver Barrichello is also making his first appearance at Le Mans. **AUTOSPORT SAYS** Lammers' experience will be a big plus for a team that hasn't starred in the ELMS.

**UNITED AUTOSPORTS** Ligier-Gibson JSP217

32 FILIPE
ALBUQUERQUE 
WILL **OWEN** 
HUGO
DE SADELEER 

The United squad, co-owned by McLaren boss Zak Brown, enters Le Mans for the first time after gaining an entry courtesy of its domination of the LMP3 ranks in last year's ELMS. Former Audi LMP1 driver Albuquerque has been brought in to share with Formula Renault Eurocup race winner de Sadeleer and Pro Mazda graduate Owen. **AUTOSPORT SAYS** Victory in the 2017 ELMS opener suggests it could be at the forefront of Ligier's challenge.

**EURASIA MOTORSPORT** Ligier-Gibson JSP217

33 JACQUES **NICOLET** 
PIERRE **NICOLET** 
ERIK **MARIS** 

The Asian motorsport team run by expat Brit Mark Goddard, a Formula 3 racer in the 1980s, is back at Le Mans for a second attempt, this time with a Ligier rather than an ORECA. After its initial plans fell out of bed, it has linked up with Jacques Nicolet, boss of Ligier constructor Onroak Automotive and the OAK Racing team. The 61-year-old shares with son Pierre and another veteran in Maris. **AUTOSPORT SAYS** Here for the craic, not to challenge the frontrunners in class.



LMP1 LMP2 GTE PRO GTE AM

**TOCKWITH MOTORSPORTS** Ligier-Gibson JSP217

34 NIGEL **MOORE**
 KARUN **CHANDHOK**
 PHIL **HANSON**

A British family team with a strong record in national-level racing has stepped up to the international ranks in the ELMS with Moore and Hanson via a winning LMP3 campaign in last winter's Asian Le Mans Series. The Moores have done the right thing bringing in Chandhok, and stalwart engineer Dave Benbow, who was in the headphones for Jaguar's 1990 victory, to bolster its experience. **AUTOSPORT SAYS** A clean finish for the Gulf-sponsored Ligier would be a good result for this rookie team.

**SIGNATECH ALPINE MATMUT** ORECA-Gibson 07

35 NELSON **PANCIATICI**
 ANDRE **NEGRAO**
 PIERRE **RAGUES**

36 ROMAIN **DUMAS**
 GUSTAVO **MENEZES**
 MATT **RAO**

The team that triumphed in P2 at Le Mans and in the WEC last year is back with two Alpine-badged ORECA. Lapierre's recall to Toyota means two-time overall winner Dumas comes in to share with Menezes, formerly Signatech's secret weapon as a silver driver, and Rao, who now has to fill that role. Former GP2 driver Negrao and Le Mans veteran Ragues join Panciatici in the second car. **AUTOSPORT SAYS** Signatech doesn't look the force it was in 2016.

**JACKIE CHAN DC RACING** ORECA-Gibson 07

37 TRISTAN **GOMMENDY**
 ALEX **BRUNDLE**
 DAVID **CHENG**

38 HO-PIN **TUNG**
 OLIVER **JARVIS**
 THOMAS **LAURENT**

The British Jota squad, P2 victor at Le Mans in 2014 and a three-time WEC winner as G-Drive last year, enters two ORECA's under the name of Hollywood action hero Chan after its Russian partner moved on. DC boss Cheng moves from Signatech with regular partner Tung. A strong roster of drivers includes ex-Audi LMP1 pilot Jarvis and Jota regular Brundle. **AUTOSPORT SAYS** The lead car with the talented Laurent as its silver has proved it is a contender.

**GRAFF** ORECA-Gibson 07

39 ERIC **TROUILLET**
 ENZO **GUIBBERT**
 JAMES **WINSLOW**

40 RICHARD **BRADLEY**
 JAMES **ALLEN**
 FRANCK **MATELLI**

The squad that ran French talents such as Loic Duval and Emmanuel Collard in single-seaters is back at Le Mans, 24 years after its last official start (though it did run a Chrysler Viper for ORECA in 1999). No longer owned by founder Jean-Philippe Grand, Graff is stepping up from LMP3 with a pair of ORECA's in the ELMS. Former Le Mans P2 winner Bradley leads one car, while Winslow moves into the other. **AUTOSPORT SAYS** ELMS form makes Graff a dark horse on its Le Mans return.



"AlcoSense are a clear step ahead of the rivals"

AutoExpress, Dec 2016



If you drank 4 pints or 4 glasses of wine between 9pm and midnight you could still have alcohol in your system at 11am the next day. That's why one in five drink drive accidents happen the morning after^A.

AlcoSense quickly and accurately shows your blood alcohol level, so you don't become one of them.

Single Use
Breathalyzers
From £2.99



lite
£39.99



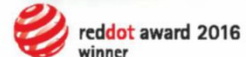
ELITE
£59.99



excel
£99.99



pro
£149.99

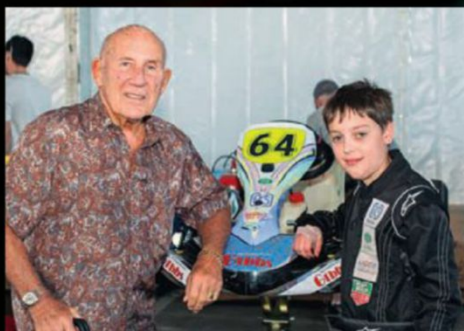


Available at Halfords & Selected Boots



alcoSense[®]
PERSONAL BREATHALYSERS

Order securely at alcosense.co.uk or call 0800 195 0088



OLLI CALDWELL

Birthdays have been very significant in the motorsport career of Olli Caldwell. It was a birthday party that first ignited his interest in karting and now this weekend, on his 15th birthday, he will contest a single-seater race for the first time.

Olli has been waiting for this day for months. On Sunday, he will take part in the second and third British Formula 4 races of the Croft weekend with the TRS Arden team and, in doing so, he will become the youngest driver to have ever raced in the series.

"It will be fun," says Olli. "It will be like a birthday present as it finally happens, albeit one I have had to wait for."

But there is a complication. Because Olli's 15th birthday is not until the Sunday, he is not allowed to take part in qualifying or the opening race on Saturday, which also means that he will start at the very back of the grid for both of his races in Yorkshire. But, as frustrating as that will be, Caldwell still sees the positives – such as there being no expectation of delivering a good result. "I'm starting dead last – I can even stall and I'd be happy," he jokes.

This year is all about learning for Olli. He has spent the past few months testing with support from Arden's Young Racing Driver Academy, but will now get as much racing experience as possible. In addition to competing in British F4, he will also contest selected rounds of the German and Italian F4 series, too, with Berlin-based Mücke Motorsport – but racing in a completely different car to his Arden Mygale-built machine.

Olli says he will be racing for fun this year, but that "it would be nice to get on the podium". The teenager is realistic enough to know that will be a tough ask as his rivals will have half-a-year's experience, at least, already under their belts.

The world of junior single-seater racing is a

long way from where Olli was just seven years ago. For his eighth birthday he wanted to have a karting party. But his parents were anxious about paying for all his classmates to race if Olli himself didn't enjoy it, so they arranged for him to have a go a week beforehand. Needless to say, he absolutely loved it.

After the party, Olli continued to compete at the indoor karting track once a month, but even at that stage he was learning.

"It was teaching you oversteer and understeer – really basic stuff," says Olli. "They said you can do outdoor karting in a proper bigger kart, and so we bought a really old 16th-hand kart. We just went to our local track for a few months to practise and then we got a new kart – a modern-day kart – which was much better, so we decided to compete in the Forest Edge Kart Club Cadet Championship, which was the second-largest in the country at the time with full grids, and I finished second in the championship in my first ever year. And the person who won it was Harry Mailer."

Mailer was 13 at the time and moved into Ginetta Junior the following year, while Olli turned 10 just two months before the end of the season. And that performance certainly marked him out as a star of the future. But Olli wasn't taking it too seriously at that point, and never imagined he would, just a few years down the line, be competing in single-seaters.

"It was my first ever proper year in karting and I was doing a club championship and a national championship [Formula Kart Stars], just for fun to learn for the following year, really," he says.

But very quickly, Olli was delivering attention-grabbing performances. He was one of just 10 drivers selected to go to the Bahamas with FKS and put on a series of demonstrations at schools and in the streets of Nassau for the locals.

He continued to progress up the karting ladder and then last year was selected to represent Great

Britain in the Rotax Max Challenge Grand Finals.

Although his final ended in disappointment – he was running third early on before being hit and dropping down the order, eventually recovering to eighth – he did set the fastest lap and a new circuit record.

Last year also marked Caldwell's first experience of racing in cars as he joined Ginetta Junior for five meetings after turning 14.

"We knew we were doing F4 this year, so it was either just do the European karting and testing, or we could race for half a year in Ginettas and learn the tracks that I would be racing at," Olli says. "So last year was about learning the tracks."

"The first race was a real surprise. I qualified eighth, but by the first corner I was in third. I was not expecting to be that quick. Being in the top three, I was thinking 'I shouldn't be here, do I need to give some places back? Had there been a safety car?'"

There hadn't and Olli ended up finishing fifth in his first race and third in the rookie class, and in the process broke another two records by being the first driver to take a podium in their first car race as well as the youngest.

Caldwell says those Ginetta races were incredibly useful in preparing him for F4 this year, both in terms of how a car race meeting works and what the tracks are like.

He is now ready to put that into practice ahead of a championship challenge next year. The New Zealand-based Toyota Racing Series could then be on the cards and potentially a switch to F3 for 2019, when he would still only be 16 years old. After that the end goal is Formula 1, although Caldwell does admit his Ginetta forays have opened his eyes to GT racing.

Whatever the final destination is, Olli is sure to continue his impressive rise up the racing ranks in the years to come.





PROFILE

AGE 14

NATIONALITY British

HOBBIES Tennis, Fitness,
Scuba Diving

RESULTS

- 2017** British Formula 4 Challenge Cup with Arden, and Italian F4 and ADAC F4 with Mucke Motorsport
- 2016** Ginetta Junior (19th, rookie class podium in his first ever race)
- 2016** Rotax Max Challenge Grand Finals (8th and fastest lap)
- 2016** Rotax Max Euro Challenge (3rd)
- 2015** Rotax Max Euro Challenge (18th)
- 2014** Super One Mini Max Championship (22nd)
- 2013** Super One Comer Cadet Championship (9th)
- 2012** Forest Edge Kart Club Cadet Championship (2nd)

CONTACT INFO

-  www.ollicaldwell.com
-  twitter.com/ollicaldwell64
-  facebook.com/ollicaldwell64
-  instagram.com/ollicaldwell

IN ASSOCIATION WITH





PETRONAS SYNTIUM

**FIGHTS EXCESSIVE
ENGINE HEAT**

PETRONAS Syntium with °CoolTech™
For optimum engine performance even
in extreme conditions.

To find out more, visit www.pli-petronas.com/petronas-syntium



Fluid Technology Solutions Developed For



AMG
PETRONAS
MOTORSPORT




www.pli-petronas.com

halfords
for life's journeys

PETRONAS Syntium with °CoolTech™
Now available at Halfords instore & online

LMP1 LMP2 GTE PRO GTE AM

KEATING MOTORSPORTS Riley-Gibson Mk30

43 JEROEN
BLEEKEMOLEN 
RICKY **TAYLOR** 
BEN **KEATING** 

Keating, back for his third consecutive Le Mans, has put together his own team for this race to run the only Riley MK30 chassis in the field – and the only one in Europe right now. Long-time driving partner Bleekemolen, whose family is providing logistical support for Le Mans, is again on the books, along with 2017 Daytona and Sebring winner Taylor. **AUTOSPORT SAYS** Difficult to judge the prospects of a Riley on Michelins, despite the quality of the driver line-up.

**ALGARVE PRO RACING** Ligier-Gibson JSP217

45 VINCENT
CAPILLAIRE 
MATT **McMURRY** 
MARK **PATTERSON** 

The British-run, Portuguese-based Algarve team returns to Le Mans a year after fielding Olympian Sir Chris Hoy under the eye of the TV cameras. This year's assault is much lower key. McMurry, 19, is back three years after becoming the youngest driver to race in the 24 Hours, while Patterson is making his fifth start beyond his 60th birthday, joined by Frenchman Capillaire. **AUTOSPORT SAYS** Algarve is unlikely to trouble the frontrunners.

**CETILAR VILLORBA CORSE** Dallara-Gibson P217

47 ANDREA **BELICCHI** 
ROBERTO
LACORTE 
GIORGIO
SERNAGIOTTO 

Villorba Corse is another team to have done a bit of everything and has class titles in the Blancpain Endurance Series and GT Open to its name. It makes its Le Mans debut this year after racing in the ELMS LMP3 class for the past two years and the ACO GT3 Le Mans Cup in 2016. Belicchi, once a key part of Rebellion Racing's LMP1 line-up, joins Italian amateurs Lacorte and Sernagiotto. **AUTOSPORT SAYS** Two top sixes in the ELMS bodes well for this experienced team.

**ARC BRATISLAVA (LANAN)** Ligier-Gibson JSP217

49 KONSTANTINS
CALKO 
RIK **BREUKERS** 
MIRO **KONOPKA** 

This longtime Slovakian entrant has done a bit of everything in sportscars over the past 20 years. Miro Konopka's team is making its Le Mans debut in conjunction with the British Lanan Racing squad after an LMP3 campaign in the Asian LMS, which included one class win. Lamborghini development driver Breukers and Calko, who is set to become the first Latvian to race at Le Mans, complete the line-up. **AUTOSPORT SAYS** Le Mans is a big step up for everyone involved in this project.





AF CORSE Ferrari 488 GTE

51 ALESSANDRO
PIER GUIDI
JAMES **CALADO**
LUCAS **DI GRASSI**

71 DAVIDE **RIGON**
SAM **BIRD**
MIGUEL **MOLINA**

Ferrari's factory team in the WEC has a revised line-up across its two cars. AF's longtime talisman Gianmaria Bruni has been poached by Porsche (he's on gardening leave right now, but will soon be racing in the USA). His full-season seat alongside Calado in the #51 entry has been taken by Pier Guidi, while former Audi LMP1 star di Grassi (who's still on the German manufacturer's books and racing in Formula E) comes in as the third driver. Bird and Rigon are the full-timers in #71 for a second season and link up with Ferrari newcomer and DTM refugee Molina.

AUTOSPORT SAYS A strong Spa for AF bodes well for a team looking to make amends for a disastrous Le Mans in 2016.



CORVETTE RACING – GM Chevrolet Corvette C7.R

63 JAN **MAGNUSSEN**
ANTONIO **GARCIA**
JORDAN **TAYLOR**

64 OLIVER **GAVIN**
TOMMY **MILNER**
MARCEL **FASSLER**

The Pratt & Miller-run Chevrolet squad has tweaked its line-up for 2017. Ricky Taylor is no longer part of the team and brother Jordan switches cars. He shares with Magnussen and Garcia, while three-time Le Mans winner Fassler joins Gavin and Milner after racing for Chevy at Daytona and Sebring for the past two years. Last year, the team with eight class victories from 17 Le Mans participations endured one of its biggest lows since first racing in the 24 Hours in 2000. It wasn't remotely in the hunt, but changes to the Balance of Performance should address that.

AUTOSPORT SAYS If the BoP does its job, don't doubt that Corvette Racing will be in the frame.



FORD CHIP GANASSI TEAM UK/USA Ford GT

66 OLIVIER **PLA**
STEFAN **MUCKE**
BILLY **JOHNSON**

67 ANDY **PRIAULX**
HARRY **TINCKNELL**
PIPO **DERANI**

68 JOEY **HAND**
TONY **KANAAN**
DIRK **MULLER**

69 RYAN **BRISCOE**
SCOTT **DIXON**
RICHARD **WESTBROOK**

Ford defends its GTE Pro crown with a full roster of cars as the WEC and IMSA Ganassi squads converge on Le Mans for a second time. Brazilian Pipo Derani, outright winner of the Daytona 24 Hours and Sebring 12 Hours in 2016, joins Priaulx and Tincknell in the #67 WEC car, while the US side was scheduled to have the same drivers as last year until Sebastien Bourdais sustained hip and pelvic injuries in qualifying for the Indy 500 last month. Kanaan, the 2013 Indy 500 winner, who raced for Ford at Daytona this year, segues from Ganassi's IndyCar squad to join reigning winners Muller and Hand.

AUTOSPORT SAYS Ford is unlikely to have such an easy run as last year – and it was easier than it looked.

LMP1 LMP2 **GTE PRO** GTE AM**RISI COMPETIZIONE** Ferrari 488 GTE

82 TONI **VILANDER** 
 GIANCARLO **FISICHELLA** 
 PIERRE **KAFFER** 

The leading contender from the US sportscar scene ended a six-year absence from Le Mans last year and came close to a fourth class victory in the 24 Hours after a thrilling battle for GTE Pro honours with the winning Ford machine. Ex-F1 driver Fisichella and former WEC title winner Vilander, the Risi regulars in the IMSA SportsCar Championship in North America, are this year joined by Kaffer in place of Matteo Malucelli. The German driver is making a return to the team with which he raced in IMSA full-time back in 2015 and scored a GT2 victory at Le Mans in '09. **AUTOSPORT SAYS** Risi proved last year that it could cut it on the big stage and there's no reason it can't do it again.

**PORSCHE GT TEAM** Porsche 911 RSR

91 RICHARD **LIETZ** 
 FREDERIC **MAKOWIECKI** 
 PATRICK **PILET** 

92 MICHAEL **CHRISTENSEN** 
 DIRK **WERNER** 
 KEVIN **ESTRE** 

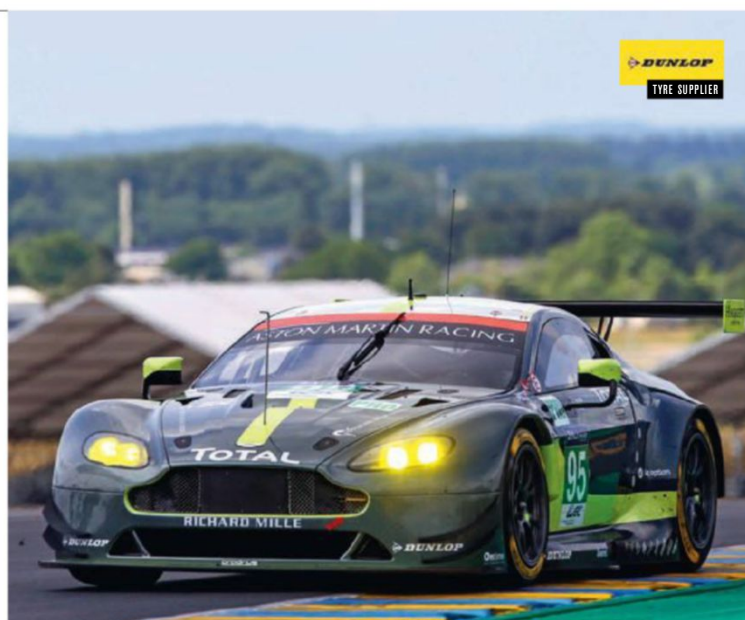
Porsche is back full-time in the WEC's GTE Pro division after taking a sabbatical last year to develop a version of the 911 that is mid-engined. The promotion of Nick Tandy and Earl Bamber to the LMP1 squad means a new look to the driving roster in comparison to last year's one-off Le Mans appearance with the old car. Lietz, Porsche's 2015 WEC GT title winner, is back in a full works car alongside Frenchmen Makowiecki and Pilet. Werner, who was recruited from BMW last winter, shares with Estre and Christensen. **AUTOSPORT SAYS** It is difficult to make predictions before the final BoP is announced, except that Porsche will be more competitive than last year.

**AMR (PRODRIVE)** Aston Martin Vantage V8

95 NICKI **THIIM** 
 MARCO **SORENSEN** 
 RICHIE **STANAWAY** 




97 DARREN **TURNER** 
 JONNY **ADAM** 
 DANIEL **SERRA** 

The big news at Aston Martin this year is that the Prodrive-run AMR squad's WEC GTE Pro assault is now fully funded by the British manufacturer. It is a factory programme in the fullest sense after AMR's championship triumph in 2016. Reigning champions Thiim and Sorensen are now teamed with Stanaway, who did the majority of last season in the other car. Brits Turner and Adam, the full-season drivers in #97, race with Serra. The Brazilian, son of former Fittipaldi and Arrows F1 driver Chico, moves into the race line-up courtesy of his testing role with Aston tyre supplier Dunlop. **AUTOSPORT SAYS** Aston wasn't in the hunt in the first two WEC rounds, but it remains confident of challenging at Le Mans.








LARBRE COMPETITION Chevrolet Corvette C7.R

50 FERNANDO REES 
ROMAIN BRANDELA 
CHRISTIAN
PHILIPPON 

The ultra-successful French Larbre team, which has five class wins at Le Mans, is back at the 24 Hours despite dropping out of the WEC. Brazilian Rees returns to the team that he used as a springboard to the factory Aston Martin drive he had in 2014-16. He is joined by a couple of French sportscar regulars in Brandela and Philippou, who are racing at Le Mans for the third and first time respectively. **AUTOSPORT SAYS** Don't expect much from the Larbre Corvette once Rees climbs out.



SPIRIT OF RACE (AF CORSE) Ferrari 488 GTE


54 OLIVIER BERETTA 
FRANCESCO
CASTELLACCI 
THOMAS FLOHR 

55 MARCO CIOCI 
AARON SCOTT 
DUNCAN
CAMERON 

AF Corse fields a pair of GTE Am entries under its Spirit of Race banner, one from the WEC and the other from the ELMS. Le Mans returnee Beretta, a six-time class winner, fills the place of Miguel Molina (who moves up to the #71 factory AF car), alongside Castellacci and Flohr in the WEC car. ELMS regulars Cameron and Scott are joined by Cioci in place of Matt Griffin. **AUTOSPORT SAYS** A repeat of AF's second in class last year looks like a big ask.



CLEARWATER RACING Ferrari 488 GTE

60 ALVARO PARENTE 
HIROKI KATOH 
RICHARD WEE 

61 MATT GRIFFIN 
KEITA SAWA 
MOK WENG SUN 

The Clearwater team from Singapore has stepped up to a full-season WEC campaign after a debut at the 2016 24 Hours and fields a second Le Mans-only car. Team owner Mok, two-time Macau GT Cup winner Sawa and Griffin drive the WEC entry, while McLaren GT star Parente shares with Katoh – who's back at Le Mans after nine years away – and Wee, a regular with the team in Asia. **AUTOSPORT SAYS** Silverstone win points to Clearwater being in the mix.



SCUDERIA CORSA Ferrari 488 GTE

62 TOWNSEND BELL 
BILL SWEEDLER 
COOPER MACNEIL 

65 ALESSANDRO
BALZAN 
CHRISTINA NIELSEN 
BRET CURTIS 




This US team defends its GTE Am Le Mans crown with two Ferrari 488s after securing guaranteed spots for this year's race, one for winning the class last year and one awarded by IMSA. Ten-time Indy 500 starter Bell and regular partner Sweedler return to defend their crown, this time with two-time ALMS class champion MacNeil. The team's 2016 IMSA GTD title winners, Balzan and Nielsen, line up in the second car. **AUTOSPORT SAYS** Scuderia Corsa should be near the sharp end with both cars.

LMP1 LMP2 GTE PRO GTE AM

DEMPSEY-PROTON RACING Porsche 911 RSR77 MATTEO **CAIROLI** 
MARVIN **DIENST** 
CHRISTIAN **RIED** 

The entry that bears allegiance to *Grey's Anatomy* and *Bridget Jones's Baby* star Patrick Dempsey is back in GTE Am this year after a year in the Pro ranks. Two Porsche junior drivers in Cairola (a former Supercup frontrunner) and Dienst (who moved into GT racing last year after winning the German Formula 4 title in 2015) have been teamed up with Proton boss Ried in this full-season WEC entry.




AUTOSPORT SAYS Two podiums in 2017 WEC prove the credentials of this crew.

**DH RACING (AF CORSE)** Ferrari 488 GTE83 ANDREA **BERTOLINI** 
NIC **JONSSON** 
TRACY **KROHN** 

Hong Kong entrant DH Racing makes its Le Mans debut after gaining an automatic entry for winning the GT title in last winter's Asian LMS. Krohn and Jonsson are back for a record 12th straight Le Mans in the same car (Tommy Erdos and Mike Newton are second on nine consecutive participations together). Bertolini joins the team fully run by AF Corse at Le Mans. **AUTOSPORT SAYS** The days when Krohn and Jonsson made it to the podium are probably in the past.

**JMW MOTORSPORT** Ferrari 488 GTE84 WILL **STEVENS** 
DRIES **VANTHOOR** 
ROB **SMITH** 

British sportscar stalwart JMW is back at Le Mans after a year away for its eighth campaign at the French enduro with one of the strongest line-ups in class. Ex-F1 driver Stevens, a two-time P2 winner in the 2016 WEC, and the younger of the Vanthoor brothers, one of his team-mates at WRT Audi in the Blancpain GT Series Endurance Cup, join JMW regular Smith. **AUTOSPORT SAYS** JMW has its best chance in years to better its fourth in class in 2009.

**GULF RACING** Porsche 911 RSR86 BEN **BARKER** 
NICK **FOSTER** 
MICHAEL **WAINWRIGHT** 

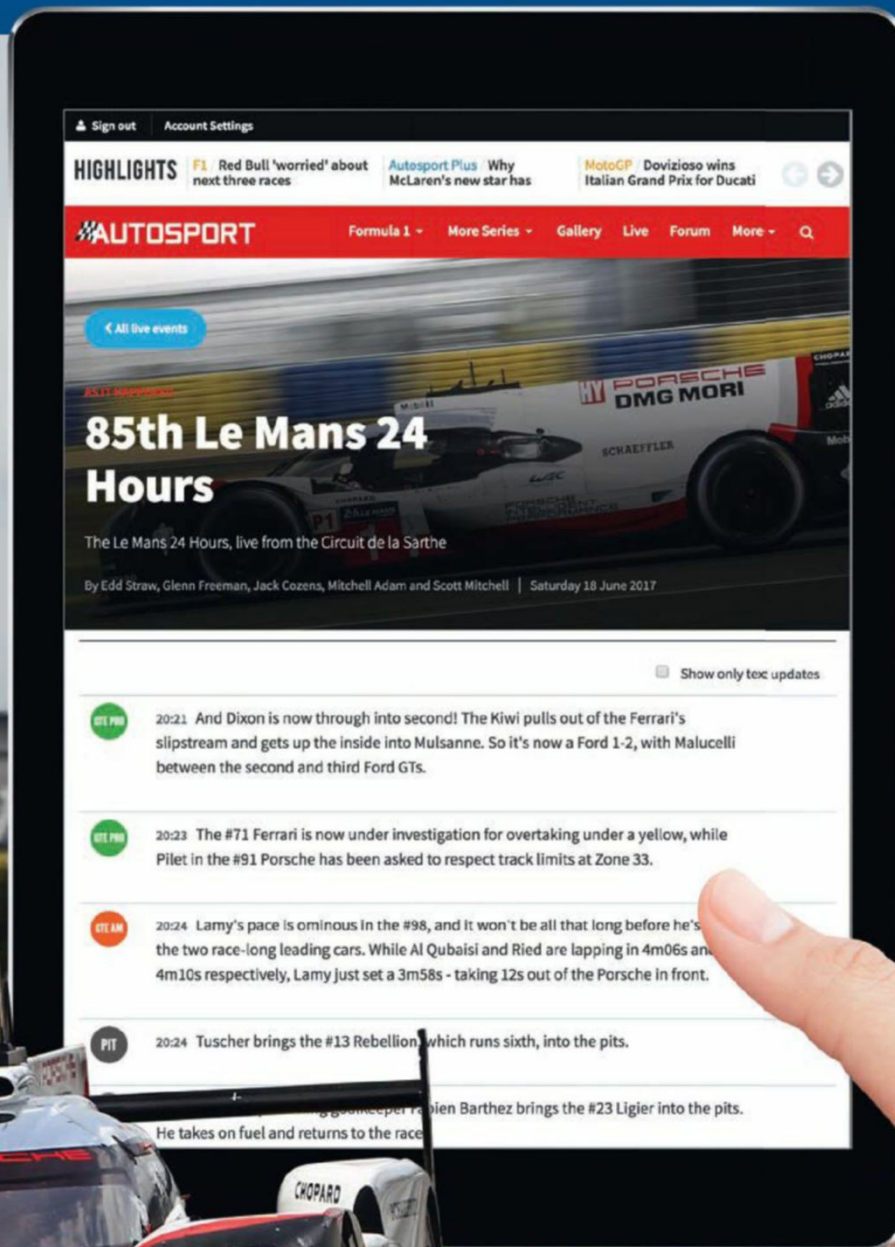
The British Gulf team, which takes its name from the oil company in whose blue and orange colours it races, is competing at Le Mans for a second time as part of a full WEC campaign. Barker, now promoted to gold status, steps up to lead the line-up after starring in 2016, while former Porsche Carrera Cup Australia champion Nick Foster comes in as the silver-rated driver alongside team owner Wainwright. **AUTOSPORT SAYS** A repeat of last year's fifth place would be a decent result.






LIVE LE MANS 2017




FOLLOW THE ACTION AT AUTOSPORT.COM

- Don't miss a moment from Le Mans with our full live coverage from practice, qualifying and the race
- Every news story that matters will be covered by our journalists at the track
- Our team of reporters will focus on all of the classes throughout race week and during the main event
- Stay on top of the stories of the race with hourly reports, and look out for regular updates on Twitter and Facebook






PROTON COMPETITION Porsche 911 RSR

88 KLAUS **BACHLER** 
STEPHANE
LEMERET 
KHALED **AL QUBAISI** 

93 PATRICK **LONG** 
ABDULAZIZ
AL FAISAL 
MIKE **HEDLUND** 

Proton Competition, a class winner in 2010, fields two old-spec – or, more pertinently, rear-engined – 911 RSRs in addition to its full-season Proton-Dempsey WEC entry. Long, who's been on the GTE Am podium for the past two years, stays on board for a fifth Le Mans with the team. Bachler, a late replacement for Nick Yelloly, and racing journo Lemeret anchor the other line-up. **AUTOSPORT SAYS** Experienced team with two decent driver squads must have a strong shot.

**TF SPORT** Aston Martin Vantage GTE

90 ROB **BELL** 
EUAN **HANKEY** 
SALIH **YOLUC** 

Tom Ferrier's team is establishing a strong reputation with Aston's GT machinery and makes it first Le Mans entry thanks to its 2016 runner-up spot in the GT3 series run by the ACO and its participation in this year's ELMS. McLaren factory driver Bell is moonlighting alongside TF regulars Hankey and Yoluc for Le Mans in place of the factory-contracted Nicki Thiim. **AUTOSPORT SAYS** An ELMS win and podium proves TF can cut it at this level.

**AMR (PRODRIVE)** Aston Martin Vantage GTE

98 PEDRO **LAMY** 
MATHIAS **LAUDA** 
PAUL **DALLA LANA** 

Lamy, Lauda, son of three-time F1 champion Niki, and Dalla Lana are the standout GTE Am line-up in the WEC with nine wins in two-and-a-bit seasons. They return to Le Mans for a third time together in search of an elusive first victory that was snatched away in 2015 when Dalla Lana crashed with 45 minutes to go. **AUTOSPORT SAYS** A second and a win so far in this season suggests Lamy and co will be a force.

**BEECHDEAN AMR** Aston Martin Vantage GTE

99 ROSS **GUNN** 
OLIVER **BRYANT** 
ANDREW **HOWARD** 

Prodrive-run AMR fields a second GTE Am Vantage under the Beechdean banner of Howard, winner of the ELMS GTE title last year and two British GT crowns. Aston factory driver Gunn, an Aston academy scheme graduate, has moved up to GTE for 2017 and is making his Le Mans debut, while historic and GT specialist Bryant joins the team for his second start in the 24 Hours in place of factory driver Darren Turner. **AUTOSPORT SAYS** This line-up should give Beechdean a better shot than last year.



Surprise success stories

Le Mans isn't just about winning, and an LMP2 car could finish well up this year. Here are five teams that overcame the odds to do just that

**By Gary Watkins,
Special Contributor**

🐦 @gazzasportscars



2010 STRAKKA

The British Strakka Racing squad achieved the kind of result in 2010 that every LMP2 team is dreaming about going into the Le Mans 24 Hours this year. A clean run combined with a high rate of attrition among the prototypes – three of the four Peugeots succumbed to engine failure – allowed its HPD ARX-01c to climb to fifth, achieving the first top-six finish for a P2 car at the French race.

Strakka, in only its second real attempt on the race, wasn't the pre-event favourite in P2 even though it had a potent weapon in the latest HPD. That honour fell to Honda Performance Development works squad, Highcroft Racing, which was on its way to winning a second American Le Mans Series title.

It didn't help that Strakka had an amateur driver as part of its line-up in

the days before P2 was a pro-am category. Team owner Nick Leventis shared with Danny Watts and Jonny Kane at the British team, while Highcroft had two former outright Le Mans winners, David Brabham and Marco Werner, as well as Marino Franchitti on its roster.

"Highcroft came with a lot of hype, and a lot of people thought they were going to wipe the floor with us," remembers Piers Phillips, Strakka's team manager and technical director. "We knew we were up against an established outfit with a car that we'd only had for six months."

But Strakka held the upper hand from the outset. Its HPD, at least when Watts and Kane were at the wheel, had the legs on the Highcroft version early in the race. But Leventis couldn't match his teammates and blotted his copybook when he lost three minutes with a gravelly spin behind the safety car.

"We were as quick, if not quicker, than

the Highcroft car," continues Phillips. "We went as fast as we possibly could and it was a bloody hard race until they had their late issues."

That strategy meant the Strakka HPD was the second petrol-powered car home behind the trio of diesel Audis and an ORECA LMP1. A class win had become a top six result when the fastest of the Lola-based Aston Martin P1s suffered gearbox issues in the final third of the race, and then sixth became fifth when its sister car blew up with 50 minutes to go.

Highcroft eventually dropped back to finish outside the top 20 with water system problems, and Strakka found out much later that it might have lost its hard-earned result to a similar issue.

"The HPD guys revealed that the engine had been losing water pressure, but they decided not to tell us," explains Phillips. "When they took it apart back in California they discovered it was toast."

Strakka scored P2 class win and fifth overall on its second attempt in 2010



2006 CORVETTE

Corvette Racing claimed an amazing sequence of top-six Le Mans finishes in the mid-2000s with its Chevrolet GT1 racers. Sixth in '04 was followed by fifth in '05, and then an even more amazing fourth in '06. But all the Chevrolet factory team cared about was beating its arch-rival, the Prodrive-run Aston Martin squad, to class victory.

"The racing in GT1 was pretty special in that period and I think everyone looks back on it with rose-tinted spectacles," says Oliver Gavin, who took those three class wins with Jan Magnussen and Olivier Beretta. "We never went to Le Mans thinking about finishing that high up. We were just focused on beating our competition."

The Pratt and Miller-run Corvette team's battles with Prodrive, first with privately funded Ferrari 550 Maranellos and then factory-supported Aston Martin DBR9s, became Le Mans legends in years that weren't the strongest for the LMP1 class. Prodrive had claimed GTS honours in '03, and by the time the '06 race came around, it was desperate to overturn the reverses of the previous two years.

Thomas Enge claimed the class pole for Aston, an amazing fifth in a row, in what was undoubtedly the faster car at Le Mans in '06. The second Aston shared by Pedro Lamy, Stephane Sarrazin and Stephane Ortelli appeared to have come out on top in a straight fight with the Gavin/Magnussen/Beretta Corvette when clutch failure resulted in a 50-minute stop with three hours to go.

The defeat was a hard one to take for Aston Martin, as Gavin found out when Prodrive team principal George Howard-Chappell had to settle up on a pre-race wager. "I had a bet with George in '05 that we'd win, and he paid out the 50 quid," recalls Gavin. "We had the same bet the following year and, after we'd beat them three times, you could see it was difficult for him to hand over the money."



Corvette GT1 ruled its class in '04, '05 and '06



2001

SEIKEL

Will a GTE Am entry finish in the overall top six this year? If so, it would be as big a shock as the GT class-winning Seikel Porsche that finished sixth at Le Mans in 2001.

Yet unlike today, the grid back then was packed full of prototypes racing in the top classes. There were 18 entries in LMP900 (the original name for LMP1), two GTP cars in the pair of Bentley EXP Speed 8s and a smattering of cars in the LMP675 class conceived to be the equal of LMP900. Remember the MG-Lola EX257?

One of the wettest Le Mans for years helped to turn the event into a race of attrition in which only five of the LMP900s would make it to the finish and this played into the hands of Seikel.

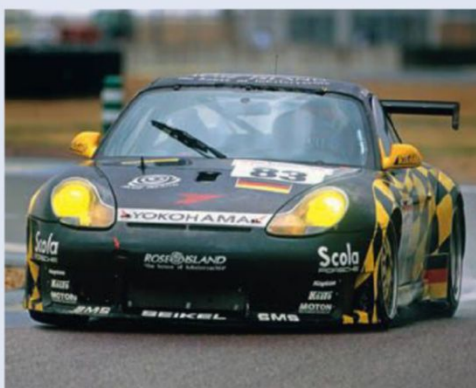
The German team certainly wasn't one of the pre-event favourites in GT, even with the talented Fabio Babini on board its lead Porsche 911 GT3-R, alongside Luca Drudi and Gabrio Rosa, and a bit of Le Mans form after playing a part in the Japanese Taisan team's class victory 12 months before. What it did have, however, was Yokohama tyres.

"The weather was extremely changeable, but our Yokohama tyres were excellent," remembers team boss Peter Seikel. "Fabio said he'd never driven on such good rain tyres. We had the perfect race. The drivers didn't make any mistakes; we were good in the pits and we judged the conditions correctly."

Seikel ended up winning the class by a lap from the more-fancied Freisinger entry that had future two-time Le Mans winner Romain Dumas on its driving roster. Babini and co were ensconced in seventh behind the best of the factory Chevrolet Corvette C5-R GTS cars in the closing stages when the American manufacturer opted to bring both its entries in for what it called at the time "full service". The car shared by Scott Pruett, Ron Fellows and Johnny O'Connell slipped down the order to eighth while it sat in the pits for the best part of an hour.

Seikel, who would go on to field cars in an amazing 59 24-hour races as a team owner – as well as taking part in 32 as a driver – before hanging up both helmet and headphones, has no doubt that Le Mans '01 was his greatest achievement.

"I had something like nine or 10 class wins at the Nurburgring 24 Hours and maybe two or three at the Spa 24," he says. "But to finish sixth at Le Mans ahead of the Corvettes was undoubtedly the best."



"If you'd said we'd have finished fifth overall, I'd have laughed... we didn't even expect to finish"



1975

LOOS/GELO

John Fitzpatrick was more than happy to qualify his Loos Porsche 911 Carrera RSR 20th on the grid for Le Mans in 1975. Which was why he wasn't expecting to end up in fifth place behind the prototypes at the flag. But a near-perfect race and a high attrition rate among the faster cars resulted in a freak result.

"If you'd said we'd have finished fifth overall, I would have laughed, because we were nearly 20 seconds off the pace of the prototypes," recalls Fitzpatrick, who did most of the driving in the car alongside Gijs van Lennep. "Actually,

we didn't even expect to finish."

The other two RSRs entered by Georg Loos's GELO Racing Team didn't manage that. One retired because of an accident, having already undergone an engine change (something that was permissible for a brief period in the mid-1970s), while the other succumbed to gearbox failure. That explains why five of the drivers listed across the three GELO cars – Fitzpatrick, van Lennep, Loos, Toine Hezemans and Manfred Schurti – took turns behind the wheel of the class-winning car.

Many of the prototypes didn't make it to the finish, either. Two of the three Ligiers in the race went out early, while Alain de Cadenet's latest Lola-based creation was

1927 **SALMSON**

Bentley claimed a second victory at Le Mans in 1927, but a French marque long since consigned to the history books might have been first across the finishing line that year. Salmson took second and third with its little 1100cc Grand Sport two-seaters behind the Bentley, which was lucky to even be in the race at the finish.

Bentley had stepped up its Le Mans assault after the failures that followed its previous victory in '24, and fielded three works entries in a race that attracted just 23 cars. All three Bentleys were involved in an infamous multi-car pile-up at Maison Blanche that has become known as the 'White House Crash'. Two were out on the spot, while the winning 3-litre Super Sport, 'Old Number Seven' shared by Sammy Davis and Dr Dudley Benjafield, sustained a bent chassis and front axle, and completed the race with a police torch strapped in place to do the job of a broken headlight. But the damaged car still crossed the line with the biggest advantage in the history of the race.

The only other large-capacity car in the field in the absence of former winners Chenard et Walcker and Lorraine-Dietrich – a 3-litre Aries Surbaissee – had retired with ignition problems. That meant the second-placed Salmson was 21 laps – more than 220 miles – behind in the hands of Andre de Victor and J Hasley. A further lap in arrears was the second of the Salmsons shared by George Casse and Andre Rousseau.

Salmson wasn't racing in a different category to Bentley – there were no classes then, just different target distances for cars of varying engine capacities. Nor was there even an overall classification – Le Mans was one year away from that. Cars competed for the second Biennial Rudge-Whitworth Cup that covered the 1926 and '27 24-hour races.

Salmson took the big prizes that year. Victor and Hasley claimed the FF50,000 for winning on handicap and the final Rudge-Whitworth Cup went to the third-placed drivers who finished ninth the previous year.

The Bentley Boys later partied at the Savoy Grill in London as though they had won, with a battle-scarred 'Old Number Seven' as guest of honour at an 11-course banquet.

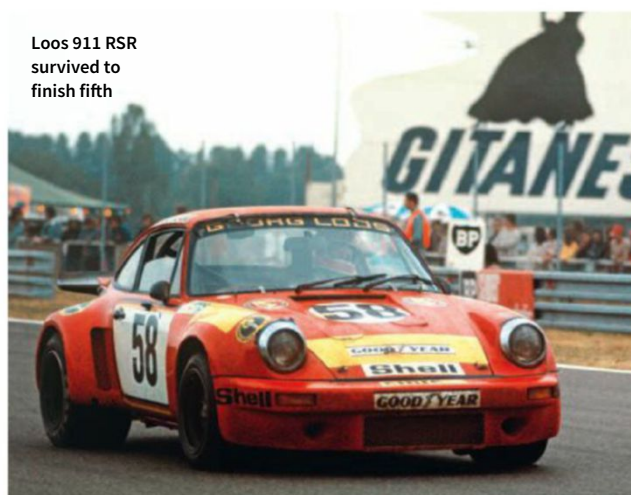


delayed with a cracked exhaust, hence the GT-winning Porsche's lofty overall position.

"It wasn't until Sunday morning that we began to have any kind of aspirations of finishing up the order," says Fitzpatrick. "We had a pretty perfect race. We won the prize for the car spending the least time in the pits. We only refuelled, changed the tyres and, I think, did the brake pads once."

Not that they took it easy. "We drove the first few hours like it was a DRM German championship race," reckons Fitzpatrick. "Tim [Schenken], Toine and I were running nose to tail when we arrived at Indianapolis and found that someone had dropped a load of oil. We spun in unison, looked at each other and continued on our way."

Loos 911 RSR survived to finish fifth



Ford's great Le Mans escape

Pole position, leading throughout and breaking the distance record suggest that Ford's second win came easily. The truth is rather different

By Kevin Turner, Editor

[@KRT917](#)

The 1967 Le Mans 24 Hours was billed – and is often still remembered – as a Ford versus Ferrari battle. The fact that Ford finished first and fourth, sandwiching two Ferraris, tends to support that. But, in reality, it was a race that should always have been in Ford's pocket, a sequence of events meaning that only the MkIV of Dan Gurney and AJ Foyt saved the American giant from an embarrassing defeat.

Ferrari had responded to its humiliation at the hands of Ford at the French classic in 1966 with one of its greatest sportscars: the 330 P4. It was stiffer and lighter than its predecessor and also seemed more reliable, having humbled Ford by leading a Ferrari 1-2-3 at the Daytona 24 Hours in February.

But Ford's approach to Le Mans 50 years ago was on an entirely different scale. Four works MkIVs and three MkIIBs – improved versions of the cars that finished 1-2-3 in 1966 – were entered, across Carroll Shelby's team and Holman Moody, Ford's NASCAR arm.

The MkIV was the ultimate expression of the 'GT40' – lighter than the MkIIBs and capable of over 210mph on the pre-chicane Mulsanne Straight, even with a detuned seven-litre V8 producing around 500bhp. Mario Andretti and Bruce McLaren had dominated the Sebring 12 Hours in April, the only other race the MkIV had entered.

In one of the greatest Le Mans driver line-ups of all time, Ford's squad included two future F1 world champions (Denny Hulme and Andretti), three past or future Indy 500 winners (Andretti, Foyt and Mark Donohue), and four past or future F1 victors (Andretti, Hulme, McLaren and Gurney).

Ranged against that onslaught were three factory Ferraris, plus an Equipe National Belge P4. The four-litre V12 was one of Ferrari's gems, with three valves per cylinder, four overhead camshafts and Lucas fuel injection. Private P3/4s were also part of the line-up, but these were very much second-string cars, with two-valve, carburettor-fed V12s. If the 450bhp P4s were sophisticated knives in a gunfight,

the P3/4s were just there to watch.

The late Chris Amon, who switched to Ferrari having won Le Mans with Ford the year before, knew Ford was the one to beat.

"As a team, Ferrari went to Le Mans in 1967 with high hopes and confidence, but personally – having driven the big-block Fords in the preceding two years – I had serious reservations about being competitive due to the nature of the circuit," he said in a 2016 Autosport interview.

"I expected us to be at least some 20mph down in top speed and, given the length of the Mulsanne alone, that was always going to be significant. I don't think Ferrari ever appreciated how good those big-capacity American pushrod units were."

Perhaps unsurprisingly, the highest Ferrari, driven by Mike Parkes, qualified seventh, 4.5 seconds slower than McLaren's polesitting MkIV. But Ford did not have an easy practice.

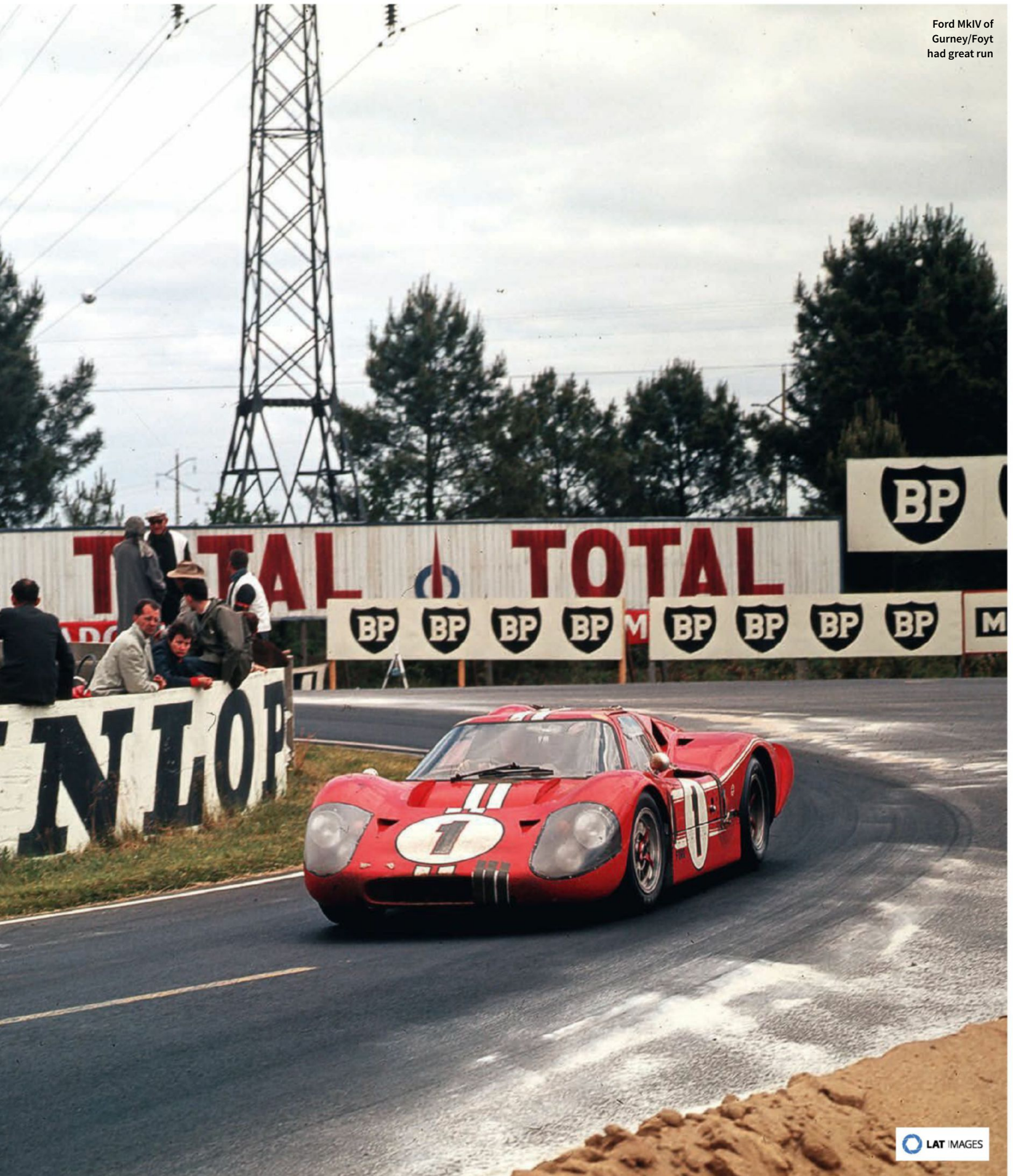
All four MkIVs suffered cracked windscreens, plus there were tyre and handling issues. To give a sense of the scale of Ford's 125-strong personnel operation, new windscreens were flown over from America, and a glue expert was brought in from Brussels. Solutions were found...

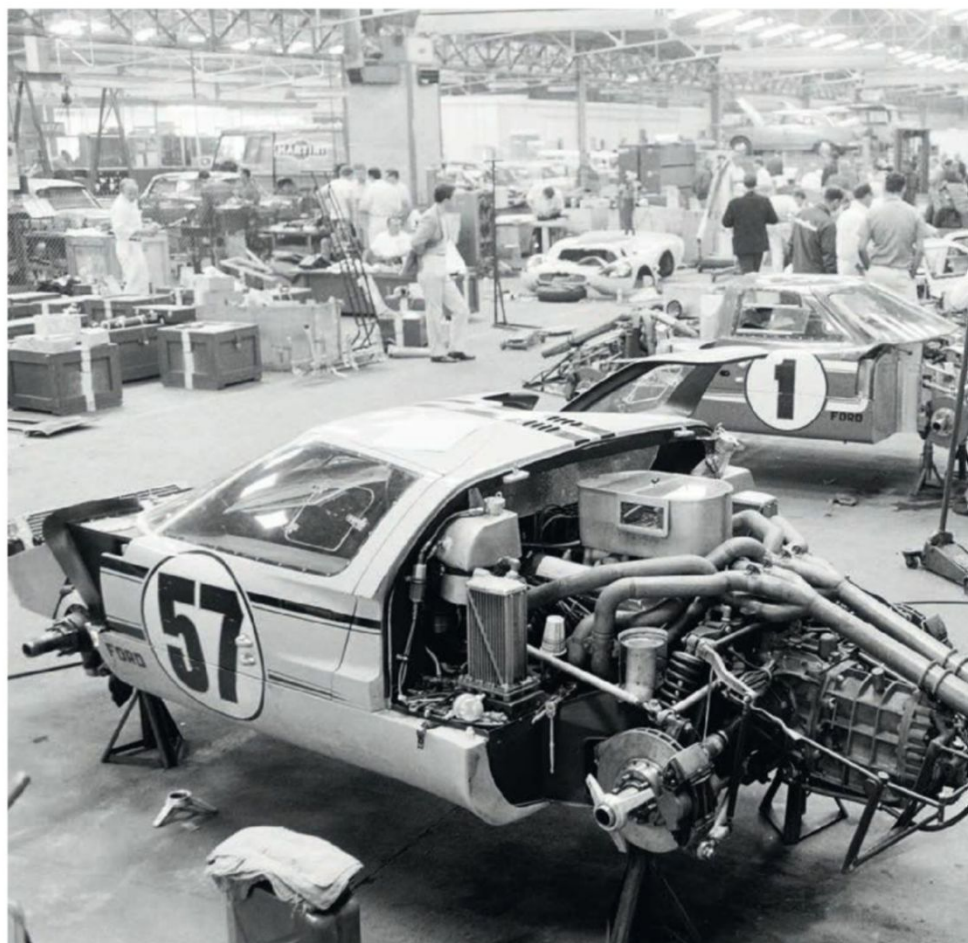
The quickest of the two Chaparral 2Fs – with unofficial support from General Motors – set the pace for most of practice. Only a late effort from McLaren prevented Phil Hill/Mike Spence starting on pole in the seven-litre Chevrolet V8-engined machine, which featured an automatic gearbox and moveable, high rear wing. Gurney, the 1966 polesitter, qualified ninth.

Foyt, in his first and only Le Mans, believes the real threat came from that #7 white car: "The one I was worried about more than anything was the Chaparral. ►



Ford MkIV of
Gurney/Foyt
had great run





All [marque founder] Jim Hall did was road racing so he wasn't going to be beat easily."

A few compromises were needed so that Gurney and Foyt could drive together. "He was so much taller than I was, we had to put in a bubble," says Foyt. "At that time, you didn't have all these adjustable seats, so I was having to reach my arms all the way out, but we kind of split the difference."

Then there was the spectre of intra-team rivalry at Ford. "Between Holman Moody and Shelby, it was two different race teams, even though it was all owned by Ford Motor Company," recalls Shelby driver Foyt. "We wanted to beat them as badly as they wanted to beat us."

"Shelby ran road courses all his life. So he knew what it took to win the race."

Ford faced strong challenges from Ferrari (top) and Chaparral (above), but threw huge works resources into winning the 1967 race

It was kind of a war between the Fords. We basically had the same car but I think we had a better one."

Sure enough, after Ronnie Bucknum's Shelby MkIIB led the early stages, Gurney moved into the lead and Ford – at least on paper – dominated the first half of the race, despite the presence of the Chaparral.

There were a few issues – Hulme's MkIV suffered a sticking throttle; Frank Gardner's MkIIB had its balance weights fall off; a stone broke the windscreen on the Lucien Bianchi/Andretti MkIV, which then had gearbox trouble; Bucknum/Paul Hawkins dropped out of contention with a broken water pipe – but it was an incident in the darkness of the early hours of Sunday that really loosened Ford's grip on the race.

Just before half-distance, second-placed Andretti – on an out-lap after a brake pad change and trying to make up for lost time – crashed approaching the Esses, bouncing between the barriers. Roger McCluskey (in ninth in the MkIIB shared with Gardner) shunted when he arrived on the scene, and Jo Schlesser (sixth in the Ford France-entered but Holman Moody-run MkIIB) came over the hill and had nowhere to go.

Andretti and the team subsequently disagreed on the cause of the crash – pads fitted improperly or a driver pushing too

hard on new pads – but the result was three (Holman Moody) Fords being eliminated.

Ferraris were now in second and fourth, with the Chaparral third, and suddenly Ford looked outnumbered. Ferrari team manager Franco Lini decided it was time for Parkes/Ludovico Scarfiotti to up the pace in an attempt to break the only MkIV now ahead.

"Enough Fords had pitted for the wrong reasons that already people were wondering how long it'd be before Gurney's bad luck would strike," reckoned *Car and Driver* magazine.

But Gurney and Foyt were not about to be drawn into a fight. Despite leading, Gurney had been backing off the throttle before hitting the brakes, particularly approaching Mulsanne Corner, where the heavy Fords had to slow from 210mph to around 35mph, from the start.

At one stage, Parkes tried to tempt Gurney into a tussle, coming up behind and flashing his lights, but Gurney had a novel way of dealing with the Ferrari.

"I had learned from [former Le Mans racer and team boss] Briggs Cunningham, who was always ahead of me at the end of the race, so we never ran it that hard," says Gurney. "I just pulled off to the right after leaving Arnage and stopped, and Mike pulled up and stopped right behind."

WORKS FORDS AT 1967 LE MANS

CAR	DRIVER	RESULTS
#1 MkIV	Dan Gurney/AJ Foyt	1st
#2 MkIV	Bruce McLaren/Mark Donohue	4th
#3 MkIV	Mario Andretti/Lucien Bianchi	R – accident
#4 MkIV	Denny Hulme/Lloyd Ruby	R – accident
#5 MkIIB	Frank Gardner/Roger McCluskey	R – accident
#6 MkIIB	Jo Schlesser/Guy Ligier	R – accident
#57 MkIIB	Ronnie Bucknum/Paul Hawkins	R – engine



After a few seconds, Parkes gave up and got going again, but was caught by Gurney shortly afterwards.

Despite his reputation as an Indycar hard-charger, Foyt, too, was conscious of keeping the MkIV in one piece, particularly given the pace advantage it enjoyed. "I don't think that I ever ran over 70%," he says. "I know some of the newspapers said we were Ford's rabbit, but I can say we were just fast and we didn't have to punish the car too much.

"You had to be on your toes in traffic. One time I ran up to a bunch and I thought I was going to scatter them all over. I missed them all, but I didn't think I was going to. We were so much faster on the straight, it was a hairy race."

The Chaparral's challenge finally ended on Sunday morning with transmission woes, but Ford's concerns were raised again with a quarter of the race still to run when McLaren had his engine cover/tail fly off. He retrieved it on the following lap, but now Gurney/Foyt had no support at all, and were called in to have their cover taped up as a precaution. If anything happened to the leader, it would be game over for Ford.

Ferrari had lost two P4s – the Amon/Nino Vaccarella P4 when a puncture caused a fire and the Peter Sutcliffe/Gunter Klass entry to engine failure – but the Parkes/Scarfiotti and Willy Mairesse/Jean Beurlys cars kept up the chase. "Ford may be leading, but there are healthy-sounding Ferraris following and the remaining Fords are sick," said Gregor Grant in Autosport's report.

The challenge was too great, however. Gurney/Foyt, who had at one stage built a seven-lap lead despite never extending the car, kept going and eased their way to victory. "Somehow none of the myriad troubles and calamities had touched the Gurney/Foyt MkIV, which ran like a perpetual motion machine," said *Car and Driver*.

Even Foyt having to do an extra stint, when Gurney could not be found, failed to halt the #1 car's domination.

In the process, the all-American combination averaged over 135mph and smashed the Le Mans distance record – covering 28 laps more than the 1966 victors and 40 more than the '65-winning Ferrari – to justify Ford's multi-million-dollar programme in front of over 300,000 spectators. The crushing pace was underlined by the fact that just 16 of the 54 starters finished.

"We were kind of in a league by ourselves, the car handled really good all day and it was very fast down the straightaway," adds Foyt. "We just got our car working so good – better than the rest of the Fords – it wasn't really a contest.

"We made a pretty good combination, and that's what you've got to do to win races, work together. It was a hard race, but an easy race to win. We just had to stay out of trouble because we were so much faster. It was a great honour to win." ■



Another Porsche warning shot

Overshadowed by the big bangers, Porsche quietly built up a strong reputation at Le Mans in the 1950s and '60s with its small-capacity racers. Four 906/6 Carrera 6s finished 4-5-6-7 in '66 and it was a similar story the following year.

The two-litre 907 and 910 sports-prototypes and 906 sportscars started moving up early on and just kept going. The lead long-tailed 907 of Jo Siffert and Hans Herrmann eventually finished fifth, leading a Porsche 5-6-7-8 and winning the Index of Performance. It also covered only two laps fewer than the 1966-winning seven-litre Ford, albeit in more favourable conditions.

Le Mans rookie Vic Elford was part of that Porsche team, and won the sportscar class in the 906 (below) he shared with Dutchman Ben Pon. Elford, who would go on to drive the monstrous 917 at Le Mans, recalls being on track with the big seven-litre V8s.

"Everyone was pretty good," he says. "And it was a bit less cut-throat than now. I made a good start, so by the time we got to the Mulsanne I was ahead of some of the faster cars – the first laps were an education, with all the monsters going by!

"The Fords were in another world. I think everyone was impressed – Ford was such a force. They deserved everything they got because they did it right.

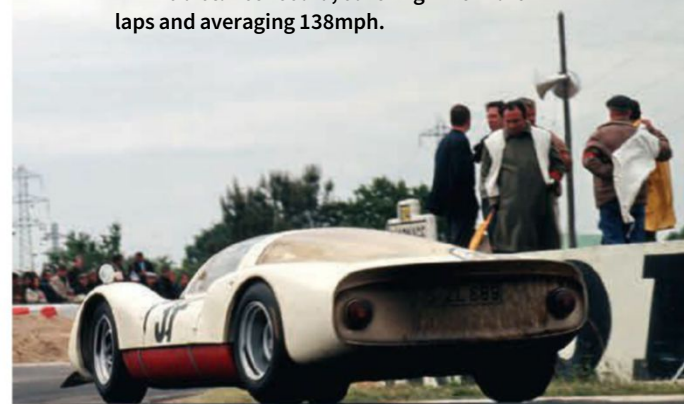
"We kept out of everyone's way. I was learning how to drive in those sorts of conditions and Porsche was very professional."

A figure who would soon be key to Porsche's future was also beginning to make his presence felt: Ferdinand Piech, the man behind the 917.

"He wasn't in charge yet, but he was there," recalls Elford, who had similar views on how to do things – the two immediately got on.

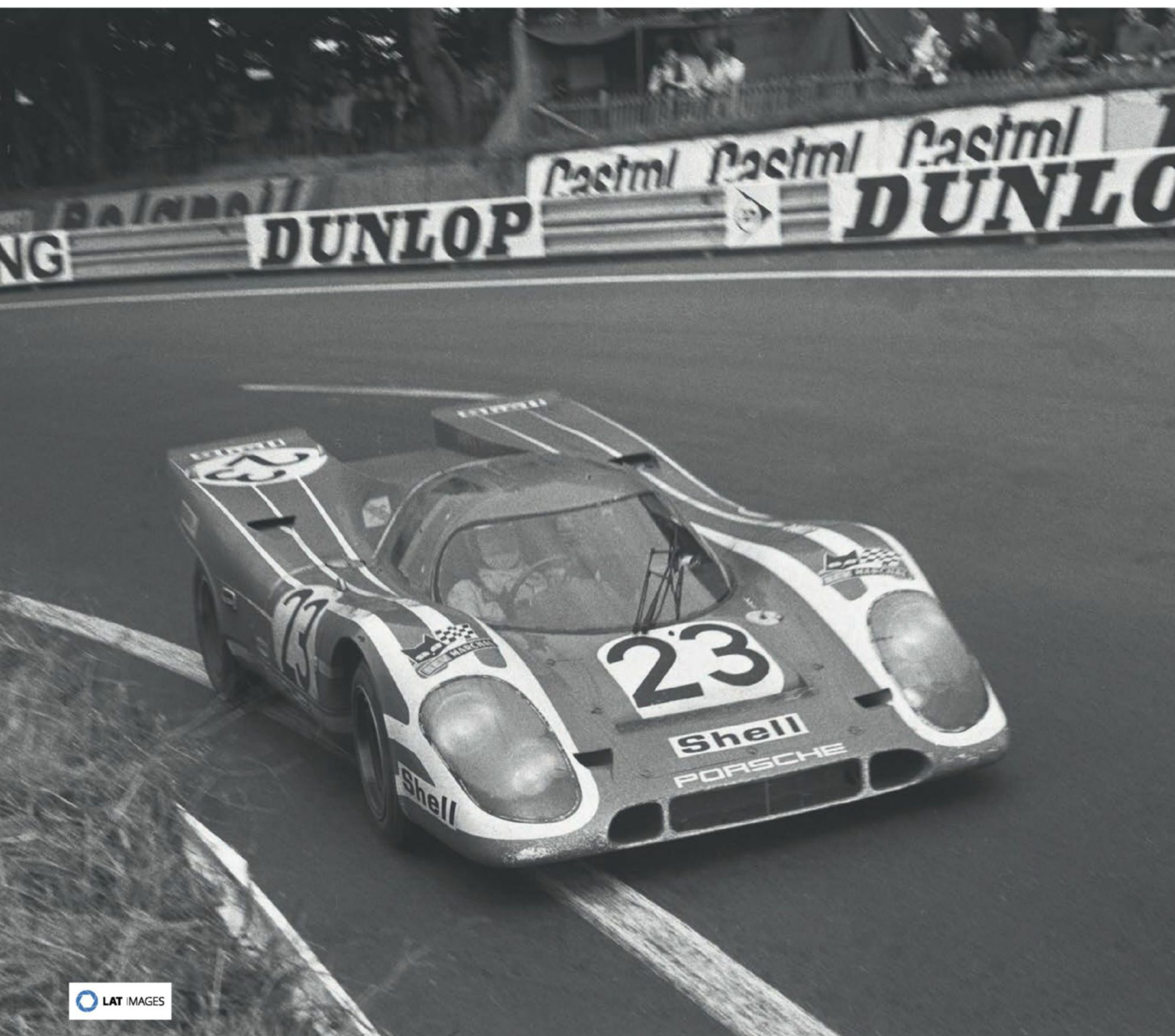
"At Le Mans, the last thing we wanted to do was race. We wanted to have the fastest car and be out front."

Sure enough, Porsche would be battling for outright honours the following year and took its first victory in 1970. And, despite rule changes designed to slow the cars down, the winning 4.9-litre 917 in '71 easily broke the '67 Ford MkIV's distance record, covering nine more laps and averaging 138mph.



Over to you

We asked our readers via social media for personal memories from Le Mans – because everyone has their own story of the world's greatest sportscar race



Coming full circle

My first trip to Le Mans was in 1970, with my brother, girlfriend and several friends. We went on an early Page & Moy tour by bus, which was basically our home for the weekend.

My first memories are of the huge crowd and a thunderstorm during the night. I remember how difficult it was in those days as a general spectator to follow the race – no Radio Le Mans or big TV screens then. Every hour you had to find a public address speaker to hear the brief English-language update. I loved it, though – such an atmosphere, especially at night, and all those lovely Porsche 917s. This trip was to become the first of many to La Sarthe – 30 altogether.

During that time I've been privileged to attend the race in many ways. Working for an oil company, I made three visits with customers or teams we were supporting. More recently, I've had friends and a family member competing in the race, which has allowed me pit/paddock access and, on two occasions, VIP hospitality.

I always follow the race for the full 24 hours and love to get out and about around the whole circuit, particularly late at night. Perhaps one lasting memory is viewing just past Mulsanne corner at 3am, listening to the wonderful 2009 Lola-Aston Martin V12 accelerating hard towards Indianapolis.

My love of this race was really topped off last year when I met and chatted to Richard Attwood, who won that first race I attended back in 1970 in Porsche number 23.

ROGER GOLLIKER



Corvette GT1s made a great noise in 2006

Wired for sound

If there's one race that got me hooked on sportscar racing, it's the 1999 Le Mans 24 Hours. As a 10-year-old anxiously clicking reload on a buffering dial-up connection to Radio Le Mans, I remember being gripped with fever as each successive leader struck problems. Peter Dumbreck's Mercedes flipped on the run to Indianapolis, after a similar fate had struck Mark Webber in the sister car – twice.

I remember being wide-eyed (or rather wide-eared) throughout the night, listening to the Radio Le Mans commentary with the evocative drone of the cars in the background, through tinny 20th-century PC speakers. I remember frantically scribbling down the order every hour when it was read out while The Cult's *She Sells Sanctuary* played in the background. The following day, I wrote an article on the race for my school newspaper.

In 2006 a friend and I made the pilgrimage across the channel for the weekend of a lifetime. We saved our spot for the start hours too early, got incredibly

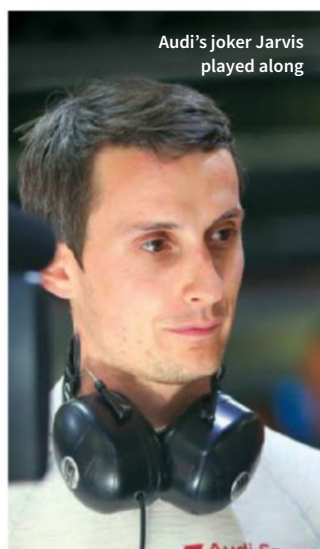
sunburnt, hardly slept at all and spent the best part of 30 hours walking around in utter awe.

It was everything I expected and so much more. Being students and poor, we took the cheapest option – the coach – and neglected camping in favour of using said coach to kip should we need the odd 40 winks.

When we arrived, we made the short trip from the coach park to the main straight, past the Ford chicane and famous Ferris wheel, and wandered in front of the massive startline grandstands. At that moment, one of the yellow GT1 Corvettes thundered past. My mate and I just looked at each other, mouths wide open, speechless. The next car to come around, however, was quite a contrast. This was 2006: the year of the diesel. Audi had for the first time brought their TDI R10, a beautiful LMP1 machine that was as stunning as it was silent. It was like a Scalextric car passing, whispering the arrival of a new era of diesel-powered prototypes at Le Mans.

JON PARKER

The dodo lives!



The 2015 race was my third visit to the Le Mans 24 Hours and the first time I decided to brave the pitlane walk on the Tuesday. Attending with my father and my partner, we got our elbows out and set about getting autographs, along with one other goal.

To every motor race we have ever attended, starting with the 2000 Belgian Grand Prix, we take a stuffed toy dodo as our mascot. So, as we approached each garage, we asked the respective drivers if they would pose for a photo with the dodo. To our delight, every team we asked agreed.

I found out first-hand why Audi were so well-loved by many,

myself included. When I asked the #8 R18 crew whether they would mind having a photo, Oliver Jarvis jumped up and grabbed the dodo along with my camera and ran into the garage. He opened the door of the R18 and placed the stuffed toy *inside* the cockpit. Becoming aware of the 'death glare' of a nearby Audi mechanic, Oliver removed the dodo and placed it on the nose and took a photo with my camera.

He returned to the table with a sheepish grin and said: "I forgot what I can and can't do as a driver", before handing the camera and the dodo back to me.

TERRY ELLIOT

The sensational 24 Hours of Le Mans

The 2016 edition of the 24 Hours of Le Mans saw as much drama and excitement as any in history; who could have predicted that after 23 hours and 57 minutes there would have been such a sensational twist in the tale? With Porsche securing their comeback in such spectacular style, and Toyota so cruelly missing out on their maiden win, the stage is set for a massive showdown in 2017.

So, with the great offer from Duke Video you can get right back up to speed with the excitement from last year, and make sure you don't miss out on the stunning highlights of 2017's encounter on the Circuit de la Sarthe.

Le Mans 2017 Blu-ray | Available Sept 4th | No.3747N | Your Price: £16.99

Le Mans 2017 DVD | Available Aug 14th | No. 3746 | Your Price: £14.99

Le Mans 2016 Blu-ray | 240mins | No.3744N | Your Price: £16.99

Le Mans 2016 DVD | 240 mins | No. 3743 | Your Price: £14.99

Le Mans Download | Available now from DukeVideo.com | 3744NED | Your Price: £9.99

Order before the
end of June and
SAVE 20% on the
2016 and 2017
official reviews
when bought
together



DukeVideo.com - your first stop for Le Mans home entertainment



**SAVE
£10**

Le Mans 1980-89
10 DVD box set | 555mins
No.4031 | RRP: £59.99

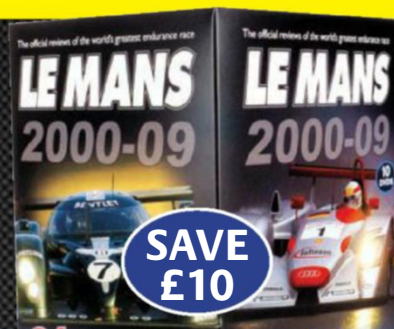
**Your Price
£49.99**



**SAVE
£10**

Le Mans 1990-99
10 DVD box set | 739mins
No.4100 | RRP: £79.99

**Your Price
£69.99**



**SAVE
£10**

Le Mans 2000-09
10 DVD box set | 1125mins
No.4103 | RRP: £79.99

**Your Price
£69.99**



**SAVE
£5**

Le Mans 2010-14
5 DVD box set | 1045mins
No.LM1014 | RRP: £44.99

**Your Price
£39.99**

Please quote code **2017AS** when ordering or enter at checkout when prompted

Call: **01624 640 000** or visit:
www.DukeVideo.com

We've a huge range of motorsport products available online

Duke and the Duke logo are registered trademarks of Duke Marketing Limited. All rights reserved.

*Special offer prices valid until 30/06/2017



Flippin' Dumbreck

When I was growing up, my Dad often spoke of his trips to Le Mans in the 1970s and '80s. In '99 my brother and I were finally old enough to go.

Heading to Le Mans was like going somewhere that didn't exist. It was a mythical place to me. And there were so many factory teams that year.

We were supporting Martin Brundle in the Toyota, and he was starting on pole. But there was strong competition from BMW, Audi, Nissan and Mercedes. It was an incredible line-up.

Early in the race we were in the main grandstand watching the big screen when the

Mercedes CLR of Peter Dumbreck flipped and disappeared. The whole grandstand fell completely silent – nobody knew where the car had landed and we feared the worst.

When we saw that Peter was out of the car the party slowly got going again. But it had been a shock to see the Merc flying so wildly.

My other outstanding memory was the noise made by the six-litre Ford V8 in the Panoz. Through the night we could hear it screaming all the way down the Mulsanne. Glorious!

JAMES BOLTON



1999 was the year Webber and Dumbreck Mercs became airborne



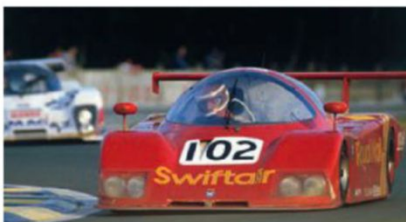
Kristensen always happy to pose with fans

Superhero memories

Since 1983, around 10 of us go to Le Mans every year under the catchy name 'Team Booze 'n' Tabs'.

There are many pictures. One is of us having Christmas dinner on Maison Blanche campsite... Every year we dress up on Friday for the pitwalk. Last year we went as superheroes and had our picture taken in the Porsche stand. We also meet Tom Kristensen every year – he's always happy for a quick photo.

SIMON THOMPSON



Not bad for a number two

You won't be able to print this, but it may raise a laugh... It's 1986 (-ish) and my mate John has blagged his way into the old pits at about 6am on Saturday, determined to find a proper sit-down khazi and not a hole in the floor. He asks an Ecurie Ecosse mechanic if he can use their loo and is directed to a big yellow plastic box, one of a row... and given a loo roll.

He heads inside said box and is disappointed to see it's a hole in the ground, not a UK-style trap. Now dying for a dump, he drops his jeans and goes for it anyway.

Finishing off the paperwork, he looks up and realises he has just taken care of business in the team's portable shower... the loos were next door.

He hasn't been back since.

ANDY GRAHAM

Champion snoozer

I was a privileged member of the Rondeau-based support to the Preston Henn Swap Shop team in 1984. I was working for Jean Rondeau at the time, bringing his Formula Ford cars into the UK.

As I was a complete unknown to the Le Mans world, my role was to casually saunter down the pits regularly, to check out the fuel consumption of our direct rivals. The counters were clearly visible, so we could work out which cars would have to slow down to conserve fuel or if they had plenty in hand to maintain or pick up their pace.

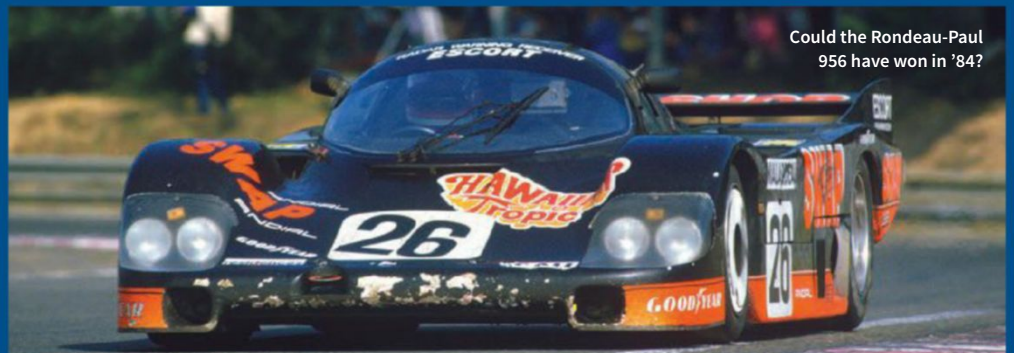
Jean came second with John Paul Jr. There

was a lot of internal debate after the event as we discovered that our car may have been set up for IMSA, carrying extra weight that would have cost us so many seconds per lap. Could we have won?

It was also during this race that I was walking down the narrow corridor that fed into each pitbox from the rear, when I came across a most inconsiderate guy in overalls who had plonked his deckchair down and was taking a nap.

Turns out it was a knackered driver catching 40 winks – some guy called Alan Jones.

CHRISTOPHER BILLAM



Could the Rondeau-Paul 956 have won in '84?

Le Mans spectator guide

Gary Watkins and James Rossiter present your spectating guide to finding the best vantage points around the Circuit de la Sarthe

3 TERTRE ROUGE

Tertre Rouge is to Le Mans what Becketts is to Silverstone. It's a chance to stand with your nose to the fence and watch racing cars going bloody fast at a corner that became quicker still when it was reprofiled in 2007.

The view from the outside is best. Stand at the turn-in point and watch the cars go through the corner on the limit and onto the Mulsanne Straight past the famous line of poplar trees. A tunnel leads to the other side for a more panoramic view.

ROSSITER Tertre Rouge is a corner where you know when you've got it right and when you've got it wrong. If you get it wrong in qualifying, you can forget about that lap, as it's so important to carry as much speed as possible onto the Mulsanne. More risks can be taken in a GT car, and you can use a bit more kerb and run out wide on the exit to give you extra speed onto the straight.

2 THE ESSES

A new corner with excellent viewing was created for 2006 when the La Chapelle hairpin on the Le Mans-Bugatti circuit was reworked.

The downside was the consignment to the history books of the classic Le Mans photo of the pack streaming down the hill from the Dunlop Bridge after the start.

What traditionalists might

call the start of the real Esses is now a slower corner, but it is definitely a more challenging one, and traffic management is the key here.

ROSSITER It's a nice corner in both types of car, but if you are in a prototype you really have to think about how best to avoid losing time in traffic. There's a lot to be said for backing off and getting past a slower car on acceleration on the run to Tertre Rouge.

1 DUNLOP CHICANE

You can get close to the cars at the famous chicane in the shadow of the iconic Dunlop Bridge. But also walk towards the startline to watch them braking around the preceding right-hander, the old Dunlop Curve, which first had a chicane in 1987.

The cars aren't braking

in a straight line, which exaggerates the differences between the prototypes and GTs and makes this a contact black spot. We'll have to see how a new track surface here in 2017 will affect that.

The best view is from the inside on the terracing at the end of the Le Mans Village. It's an atmospheric place, but it's worth

crossing the bridge to get the view from the outside.

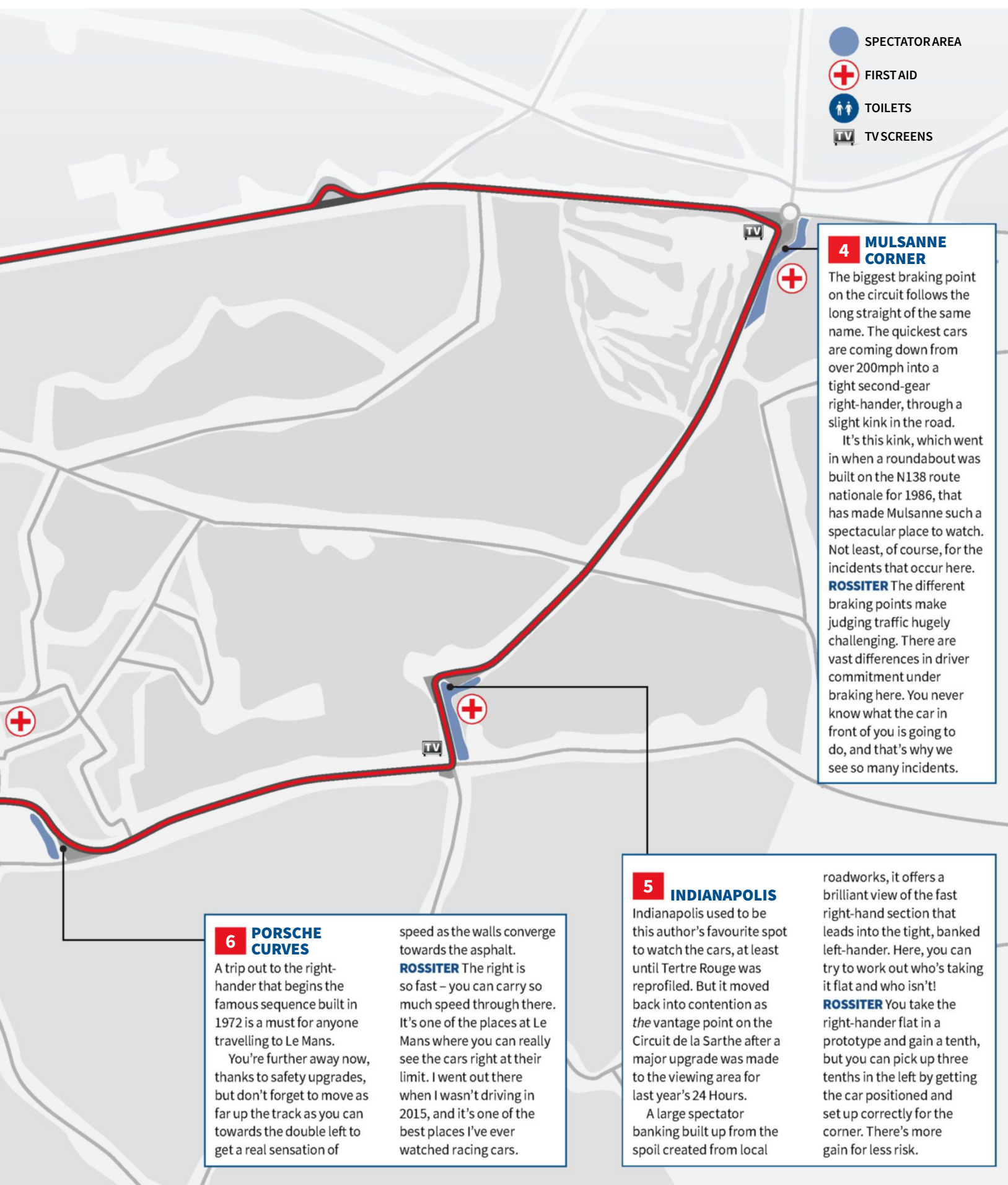
ROSSITER If you're in an LMP1 or P2 car, you'll want to use your downforce to get past a GT under braking to avoid getting bottled up in the chicane. A GT car is very light at the rear in the braking zone. It adds up to a place where there are a lot of incidents.

7 THE FORD CHICANE


A spot at the beginning of the startline terracing offers a great view of what is really two chicanes, one leading into the other.

Watch how much kerb the cars are taking, particularly if you are out there at night in qualifying.

ROSSITER This is an important section in qualifying because you've got to get it right twice for a quick lap. You need to get the speed onto the straight at the beginning of the lap and then nail it a second time at the end. You can find a lot of time here through commitment.



 SPECTATOR AREA

 FIRST AID

 TOILETS

 TV SCREENS

4 MULSANNE CORNER

The biggest braking point on the circuit follows the long straight of the same name. The quickest cars are coming down from over 200mph into a tight second-gear right-hander, through a slight kink in the road.

It's this kink, which went in when a roundabout was built on the N138 route nationale for 1986, that has made Mulsanne such a spectacular place to watch. Not least, of course, for the incidents that occur here.

ROSSITER The different braking points make judging traffic hugely challenging. There are vast differences in driver commitment under braking here. You never know what the car in front of you is going to do, and that's why we see so many incidents.

5 INDIANAPOLIS

Indianapolis used to be this author's favourite spot to watch the cars, at least until Tertre Rouge was reprofiled. But it moved back into contention as the vantage point on the Circuit de la Sarthe after a major upgrade was made to the viewing area for last year's 24 Hours.

A large spectator banking built up from the spoil created from local

roadworks, it offers a brilliant view of the fast right-hand section that leads into the tight, banked left-hander. Here, you can try to work out who's taking it flat and who isn't!

ROSSITER You take the right-hander flat in a prototype and gain a tenth, but you can pick up three tenths in the left by getting the car positioned and set up correctly for the corner. There's more gain for less risk.

6 PORSCHE CURVES

A trip out to the right-hander that begins the famous sequence built in 1972 is a must for anyone travelling to Le Mans.

You're further away now, thanks to safety upgrades, but don't forget to move as far up the track as you can towards the double left to get a real sensation of

speed as the walls converge towards the asphalt.

ROSSITER The right is so fast – you can carry so much speed through there. It's one of the places at Le Mans where you can really see the cars right at their limit. I went out there when I wasn't driving in 2015, and it's one of the best places I've ever watched racing cars.

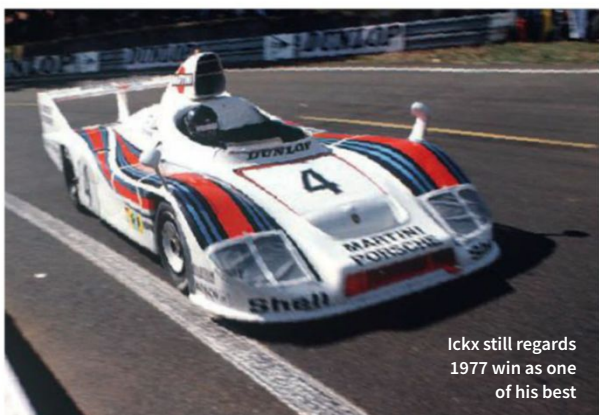
The Le Mans legends

List of winners, 1923-2016

- 1923** Andre Lagache (F)
Rene Leonard (F)
[Chenard & Walcker](#)
- 1924** Frank Clement (GB)
John Duff (GB)
[Bentley 3-litre](#)
- 1925** Gerard de Courcelles (F)
Andre Rossignol (F)
[Lorraine-Dietrich B3-6](#)
- 1926** Robert Bloch (F)
Andre Rossignol (F)
[Lorraine-Dietrich B3-6](#)
- 1927** Dudley Benjafield (GB)
Sammy Davis (GB)
[Bentley 3-litre](#)
- 1928** Woolf Barnato (GB)
Bernard Rubin (GB)
[Bentley 4.5-litre](#)
- 1929** Woolf Barnato (GB)
Sir Henry Birkin (GB)
[Bentley Speed Six](#)
- 1930** Woolf Barnato (GB)
Glen Kidston (GB)
[Bentley Speed Six](#)
- 1931** Sir Henry Birkin (GB)
Earl Howe (GB)
[Alfa Romeo 8C 2300](#)
- 1932** Luigi Chinetti (I)
Raymond Sommer (F)
[Alfa Romeo 8C 2300](#)
- 1933** Tazio Nuvolari (I)
Raymond Sommer (F)
[Alfa Romeo 8C 2300](#)
- 1934** Luigi Chinetti (I)
Philippe Etancelin (F)
[Alfa Romeo 8C 2300](#)
- 1935** Luis Fontes (BR)
Johnny Hindmarsh (GB)
[Lagonda Rapide](#)
- 1937** Robert Benoist (F)
Jean-Pierre Wimille (F)
[Bugatti T57G](#)
- 1938** Eugene Chaboud (F)
Jean Tremoulet (F)
[Delahaye 135S](#)
- 1939** Pierre Veyron (F)
Jean-Pierre Wimille (F)
[Bugatti T57C](#)
- 1949** Luigi Chinetti (USA)
Lord Selsdon (GB)
[Ferrari 166MM](#)
- 1950** Louis Rosier (F)
Jean-Louis Rosier (F)
[Talbot-Lago T26C-GS](#)
- 1951** Peter Walker (GB)
Peter Whitehead (GB)
[Jaguar C-type](#)
- 1952** Hermann Lang (D)
Fritz Riess (D)
[Mercedes-Benz 300SL](#)
- 1953** Duncan Hamilton (GB)
Tony Rolt (GB)
[Jaguar C-type](#)
- 1954** Froilan Gonzalez (RA)
Maurice Trintignant (F)
[Ferrari 375 Plus](#)
- 1955** Ivor Bueb (GB)
Mike Hawthorn (GB)
[Jaguar D-type](#)
- 1956** Ron Flockhart (GB)
Ninian Sanderson (GB)
[Jaguar D-type](#)
- 1957** Ivor Bueb (GB)
Ron Flockhart (GB)
[Jaguar D-type](#)
- 1958** Olivier Gendebien (B)
Phil Hill (USA)
[Ferrari 250TR](#)
- 1959** Roy Salvadori (GB)
Carroll Shelby (USA)
[Aston Martin DBR1](#)
- 1960** Paul Frere (B)
Olivier Gendebien (B)
[Ferrari 250TR](#)
- 1961** Olivier Gendebien (B)
Phil Hill (USA)
[Ferrari 250TR](#)
- 1962** Olivier Gendebien (B)
Phil Hill (USA)
[Ferrari 330LM](#)
- 1963** Lorenzo Bandini (I)
Ludovico Scarfiotti (I)
[Ferrari 250P](#)
- 1964** Jean Guichet (F)
Nino Vaccarella (I)
[Ferrari 275P](#)
- 1965** Masten Gregory (USA)
Jochen Rindt (A)
[Ferrari 275LM](#)
- 1966** Chris Amon (NZ)
Bruce McLaren (NZ)
[Ford MkII](#)
- 1967** AJ Foyt (USA)
Dan Gurney (USA)
[Ford MkIV](#)
- 1968** Lucien Bianchi (B)
Pedro Rodriguez (MEX)
[Ford GT40](#)
- 1969** Jacky Ickx (B)
Jackie Oliver (GB)
[Ford GT40](#)
- 1970** Richard Attwood (GB)
Hans Herrmann (D)
[Porsche 917K](#)
- 1971** Helmut Marko (A)
Gijs van Lennep (NL)
[Porsche 917K](#)
- 1972** Graham Hill (GB)
Henri Pescarolo (F)
[Matra-Simca MS670](#)
- 1973** Gerard Larrousse (F)
Henri Pescarolo (F)
[Matra-Simca MS670B](#)
- 1974** Gerard Larrousse (F)
Henri Pescarolo (F)
[Matra-Simca MS670C](#)
- 1975** Derek Bell (GB)
Jacky Ickx (B)
[Mirage-Ford GR8](#)
- 1976** Jacky Ickx (B)
Gijs van Lennep (NL)
[Porsche 936](#)
- 1977** Jurgen Barth (D)
Hurley Haywood (USA)
Jacky Ickx (B)
[Porsche 936](#)
- 1978** Jean-Pierre Jaussaud (F)
Didier Pironi (F)
[Renault-Alpine A442B](#)
- 1979** Klaus Ludwig (D)
Bill Whittington (USA)
Don Whittington (USA)
[Porsche 935-K3](#)
- 1980** Jean-Pierre Jaussaud (F)
Jean Rondeau (F)
[Rondeau-Ford M379B](#)
- 1981** Derek Bell (GB)
Jacky Ickx (B)
[Porsche 936/81](#)
- 1982** Derek Bell (GB)
Jacky Ickx (B)
[Porsche 956](#)
- 1983** Hurley Haywood (USA)
Al Holbert (USA)
Vern Schuppan (AUS)
[Porsche 956](#)
- 1984** Klaus Ludwig (D)
Henri Pescarolo (F)
[Porsche 956](#)
- 1985** Paolo Barilla (I)
Klaus Ludwig (D)
'John Winter' (D)
[Porsche 956](#)
- 1986** Derek Bell (GB)
Al Holbert (USA)
Hans Stuck (D)
[Porsche 962C](#)
- 1987** Derek Bell (GB)
Al Holbert (USA)
Hans Stuck (D)
[Porsche 962C](#)
- 1988** Johnny Dumfries (GB)
Jan Lammers (NL)
Andy Wallace (GB)
[Jaguar XJR-9LM](#)
- 1989** Stanley Dickens (S)
Jochen Mass (D)
Manuel Reuter (D)
[Sauber-Mercedes C9/88](#)
- 1990** Martin Brundle (GB)
Price Cobb (USA)
John Nielsen (DK)
[Jaguar XJR-12](#)
- 1991** Bertrand Gachot (B)
Johnny Herbert (GB)
Volker Weidler (D)
[Mazda 787B](#)



Victorious Bugatti Type
57G 'Tanks' in 1937



Ickx still regards
1977 win as one
of his best

- 1992** Mark Blundell (GB)
Yannick Dalmás (F)
Derek Warwick (GB)
[Peugeot 905B](#)
- 1993** Christophe Bouchut (F)
Geoff Brabham (AUS)
Eric Helary (F)
[Peugeot 905B](#)
- 1994** Mauro Baldi (I)
Yannick Dalmás (F)
Hurley Haywood (USA)
[Dauer Porsche 962LM](#)
- 1995** Yannick Dalmás (F)
JJ Lehto (FIN)
Masanori Sekiya (J)
[McLaren-BMW F1 GTR](#)
- 1996** Davy Jones (USA)
Manuel Reuter (D)
Alexander Wurz (A)
[TWR Porsche WSC95](#)
- 1997** Michele Alboreto (I)
Stefan Johansson (S)
Tom Kristensen (DK)
[TWR Porsche WSC95](#)
- 1998** Laurent Aiello (F)
Allan McNish (GB)
Stephane Ortelli (MC)
[Porsche 911 GT1-98](#)
- 1999** Yannick Dalmás (F)
Pierluigi Martini (I)
Joachim Winkelhock (D)
[BMW V12 LMR](#)
- 2000** Frank Biela (D)
Tom Kristensen (DK)
Emanuele Pirro (I)
[Audi R8](#)
- 2001** Frank Biela (D)
Tom Kristensen (DK)
Emanuele Pirro (I)
[Audi R8](#)
- 2002** Frank Biela (D)
Tom Kristensen (DK)
Emanuele Pirro (I)
[Audi R8](#)
- 2003** Rinaldo Capello (I)
Tom Kristensen (DK)
Guy Smith (GB)
[Bentley Speed 8](#)
- 2004** Seiji Ara (J)
Rinaldo Capello (I)
- Tom Kristensen (DK)
[Audi R8](#)
- 2005** Tom Kristensen (DK)
JJ Lehto (FIN)
Marco Werner (D)
[Audi R8](#)
- 2006** Frank Biela (D)
Emanuele Pirro (I)
Marco Werner (D)
[Audi R10 TDI](#)
- 2007** Frank Biela (D)
Emanuele Pirro (I)
Marco Werner (D)
[Audi R10 TDI](#)
- 2008** Rinaldo Capello (I)
Tom Kristensen (DK)
Allan McNish (GB)
[Audi R10 TDI](#)
- 2009** David Brabham (AUS)
Marc Gené (E)
Alexander Wurz (A)
[Peugeot 908 HDi](#)
- 2010** Timo Bernhard (D)
Romain Dumas (F)
Mike Rockenfeller (D)
[Audi R15+ TDI](#)
- 2011** Marcel Fassler (CH)
Andre Lotterer (D)
Benoit Treluyer (F)
[Audi R18 TDI](#)
- 2012** Marcel Fassler (CH)
Andre Lotterer (D)
Benoit Treluyer (F)
[Audi R18 e-tron quattro](#)
- 2013** Tom Kristensen (DK)
Loic Duval (F)
Allan McNish (GB)
[Audi R18 e-tron quattro](#)
- 2014** Marcel Fassler (CH)
Andre Lotterer (D)
Benoit Treluyer (F)
[Audi R18 e-tron quattro](#)
- 2015** Nico Hulkenberg (D)
Earl Bamber (NZ)
Nick Tandy (GB)
[Porsche 919 Hybrid](#)
- 2016** Romain Dumas (F)
Neel Jani (CH)
Marc Lieb (D)
[Porsche 919 Hybrid](#)

WEC standings

LMP1 DRIVERS

POS	DRIVER	PTS
1	Kazuki Nakajima/Sebastien Buemi/Anthony Davidson	50
2	Timo Bernhard/Earl Bamber/Brendon Hartley	33
3	Nick Tandy/Andre Lotterer/Neel Jani	28
4	Kamui Kobayashi/Mike Conway	19.5
5	Nicolas Lapierre	16
6	Oliver Jarvis/Ho-Pin Tung/Thomas Laurent	14

LMP1 MANUFACTURERS

POS	MANUFACTURER	PTS
1	Toyota	69.5
2	Porsche	61

LMP2 DRIVERS

POS	DRIVER	PTS
1	Oliver Jarvis/Thomas Laurent/Ho-Pin Tung	40
2	Alex Lynn/Pierre Thiriet/Roman Rusinov	37
3	Nico Prost/Bruno Senna/Julien Canal	36
4	Gustavo Menezes/Matt Rao	22
5	Emmanuel Collard/Francois Perrodo	17
6	Matthieu Vaxiviere	15

GTE PRO DRIVERS

POS	DRIVER	PTS
1	Andy Priaulx/Harry Tincknell/Pipo Derani	38
2	Davide Rigon/Sam Bird	36
3	Alessandro Pier Guidi/James Calado	36
4	Billy Johnson/Olivier Pla/Stefan Mücke	27
5	Frederic Makowiecki/Richard Lietz	25
6	Marco Sorensen/Nicki Thiim/Richie Stanaway	12

GTE AM DRIVERS

POS	DRIVER	PTS
1	Mathias Lauda/Paul Dalla Lana/Pedro Lamy	45
2	Keita Sawa/Matt Griffin/Mok Weng Sun	40
3	Christian Reid/Marvin Dienst/Matteo Cairoli	33

GTE MANUFACTURERS

POS	MANUFACTURER	PTS
1	Ferrari	72
2	Ford	65
3	Porsche	34
4	Aston Martin	24



NO	DRIVERS	TEAM	CAR
LMP1			
1	Nick Tandy (GB) Andre Lotterer (D) Neel Jani (CH)	Porsche LMP Team	Porsche 919 Hybrid
2	Timo Bernhard (D) Earl Bamber (NZ) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid
4	Oliver Webb (GB) Marco Bonanomi (I) Dominik Kraihamer (A)	ByKolles Racing Team	ENSO CLM-NISMO P1/01
7	Mike Conway (GB) Kamui Kobayashi (J) Stephane Sarrazin (F)	Toyota Gazoo Racing	Toyota TS050 HYBRID
8	Anthony Davidson (GB) Sebastien Buemi (CH) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID
9	Jose Maria Lopez (RA) Yuji Kunimoto (J) Nicolas Lapierre (F)	Toyota Gazoo Racing	Toyota TS050 HYBRID

LMP2			
13	Nelson Piquet Jr (BR) Mathias Beche (CH) David Heinemeier Hansson (DK)	Vaillante Rebellion	ORECA-Gibson 07
17	Patrice Lafargue (F) Paul Lafargue (F) David Zollinger (F)	IDEC Sport Racing	Ligier-Gibson JSP217
21	Ben Hanley (GB) Felix Rosenqvist (S) Henrik Hedman (S)	DragonSpeed-10 Star	ORECA-Gibson 07
22	Memo Rojas (MEX) Ryo Hirakawa (J) Jose Gutierrez (MEX)	G-Drive Racing	ORECA-Gibson 07
23	Nathanael Berthon (F) Timothe Buret (F) Fabien Barthez (F)	Panis Barthez Competition	Ligier-Gibson JSP217
24	Jean-Eric Vergne (F) Jonathan Hirschi (CH) Tor Graves (GB)	CEFC Manor TRS Racing	ORECA-Gibson 07
25	Vitaly Petrov (RUS) Simon Trummer (CH) Roberto Gonzalez (MEX)	CEFC Manor TRS Racing	ORECA-Gibson 07
26	Alex Lynn (GB) Roman Rusinov (RUS) Pierre Thiriet (F)	G-Drive Racing	ORECA-Gibson 07
27	Mikhail Aleshin (RUS) Sergey Sirotkin (RUS) Victor Shaytar (RUS)	SMP Racing	Dallara-Gibson P217
28	Emmanuel Collard (F) Matthieu Vaxiviere (F) Francois Perrodo (F)	TDS Racing	ORECA-Gibson 07
29	Rubens Barrichello (BR) Jan Lammers (NL) Frits van Eerd (NL)	Racing Team Nederland	Dallara-Gibson P217
31	Nicolas Prost (F) Bruno Senna (BR) Julien Canal (F)	Vaillante Rebellion	ORECA-Gibson 07
32	Filipe Albuquerque (P) Will Owen (USA) Hugo de Sadeleer (CH)	United Autosports	Ligier-Gibson JSP217
33	Jacques Nicolet (F) Pierre Nicolet (F) Erik Maris (F)	Eurasia Motorsport	Ligier-Gibson JSP217
34	Nigel Moore (GB) Karun Chandhok (IND) Phil Hanson (GB)	Tockwith Motorsports	Ligier-Gibson JSP217
35	Nelson Panciatici (F) Andre Negrão (BR) Pierre Ragues (F)	Signatech Alpine Matmut	ORECA-Gibson 07
36	Romain Dumas (F) Gustavo Menezes (USA) Matt Rao (GB)	Signatech Alpine Matmut	ORECA-Gibson 07
37	Tristan Gommendy (F) Alex Brundle (GB) David Cheng (USA)	Jackie Chan DC Racing	ORECA-Gibson 07
38	Ho-Pin Tung (NL) Oliver Jarvis (GB) Thomas Laurent (F)	Jackie Chan DC Racing	ORECA-Gibson 07
39	Eric Trouillet (F) Enzo Guibbert (F) James Winslow (GB)	Graff	ORECA-Gibson 07
40	Richard Bradley (GB) James Allen (AUS) Franck Matelli (F)	Graff	ORECA-Gibson 07
43	Jeroen Bleekemolen (NL) Ricky Taylor (USA) Ben Keating (USA)	Keating Motorsports	Riley-Gibson Mk30
45	Vincent Capillaire (F) Matt McMurry (USA) Mark Patterson (USA)	Algarve Pro Racing	Ligier-Gibson JSP217
47	Andrea Belicchi (I) Roberto Lacorte (I) Giorgio Sernagiotto (I)	Cetilar Villorba Corse	Dallara-Gibson P217
49	Konstantins Calko (LV) Rik Breukers (NL) Miro Konopka (SK)	ARC Bratislava	Ligier-Gibson JSP217

GTE PRO			
51	Alessandro Pier Guidi (I) James Calado (GB) Lucas di Grassi (BR)	AF Corse	Ferrari 488 GTE
63	Jan Magnussen (DK) Antonio Garcia (E) Jordan Taylor (USA)	Corvette Racing - GM	Chevrolet Corvette C7.R
64	Oliver Gavin (GB) Tommy Milner (USA) Marcel Fassler (CH)	Corvette Racing - GM	Chevrolet Corvette C7.R
66	Olivier Pla (F) Stefan Mücke (D) Billy Johnson (USA)	Ford Chip Ganassi Team UK	Ford GT
67	Andy Priaulx (GB) Harry Tincknell (GB) Pipo Derani (BR)	Ford Chip Ganassi Team UK	Ford GT
68	Joey Hand (USA) Tony Kanaan (BR) Dirk Müller (D)	Ford Chip Ganassi Team USA	Ford GT
69	Ryan Briscoe (AUS) Scott Dixon (NZ) Richard Westbrook (GB)	Ford Chip Ganassi Team USA	Ford GT
71	Davide Rigon (I) Sam Bird (GB) Miguel Molina (E)	AF Corse	Ferrari 488 GTE
82	Toni Vilander (FIN) Giancarlo Fisichella (I) Pierre Kaffer (D)	Risi Competizione	Ferrari 488 GTE
91	Richard Lietz (A) Frederic Makowiecki (F) Patrick Pilet (F)	Porsche GT Team	Porsche 911 RSR
92	Michael Christensen (DK) Dirk Werner (D) Kevin Estre (F)	Porsche GT Team	Porsche 911 RSR
95	Nicki Thiim (DK) Marco Sorensen (DK) Richie Stanaway (NZ)	Aston Martin Racing	Aston Martin Vantage GTE
97	Darren Turner (GB) Jonny Adam (GB) Daniel Serra (BR)	Aston Martin Racing	Aston Martin Vantage GTE

GTE AM			
50	Fernando Rees (BR) Romain Brandela (F) Christian Philippon (F)	Larbre Competition	Chevrolet Corvette C7.R
54	Olivier Beretta (MC) Francesco Castellacci (I) Thomas Flohr (CH)	Spirit of Race	Ferrari 488 GTE
55	Marco Cioci (I) Aaron Scott (GB) Duncan Cameron (GB)	Spirit of Race	Ferrari 488 GTE
60	Alvaro Parente (P) Hiroki Katoh (J) Richard Wee (SGP)	Clearwater Racing	Ferrari 488 GTE
61	Matt Griffin (IRL) Keita Sawa (J) Mok Weng Sun (MAL)	Clearwater Racing	Ferrari 488 GTE
62	Townsend Bell (USA) Bill Sweedler (USA) Cooper MacNeil (USA)	Scuderia Corsa	Ferrari 488 GTE
65	Alessandro Balzan (I) Christina Nielsen (DK) Bret Curtis (USA)	Scuderia Corsa	Ferrari 488 GTE
77	Matteo Cairoli (I) Marvin Dienst (D) Christian Ried (D)	Dempsey-Proton Racing	Porsche 911 RSR
83	Andrea Bertolini (I) Nic Jonsson (S) Tracy Krohn (USA)	DH Racing	Ferrari 488 GTE
84	Will Stevens (GB) Dries Vanthoor (B) Rob Smith (GB)	JMW Motorsport	Ferrari 488 GTE
86	Ben Barker (GB) Nick Foster (AUS) Michael Wainwright (GB)	Gulf Racing	Porsche 911 RSR
88	Klaus Bachler (A) Stephane Lemeret (B) Khaled Al Qubaisi (UAE)	Proton Competition	Porsche 911 RSR
90	Rob Bell (GB) Euan Hankey (GB) Salih Yoluc (TR)	TF Sport	Aston Martin Vantage GTE
93	Patrick Long (USA) Abdulaziz Al Faisal (KSA) Mike Hedlund (USA)	Proton Competition	Porsche 911 RSR
98	Pedro Lamy (P) Mathias Lauda (A) Paul Dalla Lana (CDN)	Aston Martin Racing	Aston Martin Vantage GTE
99	Ross Gunn (GB) Oliver Bryant (GB) Andrew Howard (GB)	Beechdean AMR	Aston Martin Vantage GTE

AUTOSPORT

Autosport Network UK Ltd,
1 Eton Street, Richmond, TW9 1EF
Tel +44 (0) 20 3405 8100
Email autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com
Twitter @autosport

Editorial

Editor-in-Chief **Edd Straw**
Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Sportscar Correspondent
Gary Watkins
Assistant Editor **Alex Kalinauckas**
Chief Sub-Editor **Peter Hodges**
Sub-Editor **Rob Yarham**
Art Editor **Michael Cavalli**
Designer **Paul Carpenter**
Designer **Nick Kisch**

Photography

Principal photography **LAT Images**

Subscriptions

UK +44 (0) 344 848 8817
Overseas +44 (0) 1604 251451
Email help@asm.secureorder.co.uk
Back issues 0344 8488817
Sunita Davies +44 (0) 20 3405 8134

Advertising Production

Tel +44 (0) 20 3405 8131
Production Controller **Abbey Gunner**
abbey.gunner@motorsport.com

Printed by William Gibbons

©Reproduction in whole or part of any text, photographs or illustrations without the prior permission of the publisher is strictly prohibited.
Not for resale.

Published in Autosport, June 8 2017.
Autosport, ISSN number 0269946X, is published by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF. Air Business Ltd is acting as our mailing agent.

© 2017, AUTOSPORT MEDIA UK LTD
Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

SUBSCRIBE TO AUTOSPORT

ONLINE at asm.secureorder.co.uk
OR CALL 0344 848 8817



FOLLOW THE EVENT ON
AUTOSPORT.COM



A photograph of a motorcycle racer in a red and white suit leaning into a turn on a track. The background shows a green fence and trees.



Keeping you On Track.....



Insurance products available

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and transit
- ✓ Liability
- ✓ Personal accident
- ✓ Track day



- ✓ Competitive premiums
- ✓ A-Rated Insurers
- ✓ Fast claim payments
- ✓ Simple quote form
- ✓ Bespoke cover
- ✓ Knowledgeable staff

Complete an online quote request form at

www.ryanmi.com

Email us: info@ryanmi.com Call us: +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services registration number is 312026.