

**Formula 1** Raikkonen slams  
'amateur' drain cover crash

**Formula E** Frijns wins  
amid Paris chaos



# AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

2 MAY 2019

## How brilliant Bottas beat Lewis in Baku

**Was Hamilton too soft?**

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**Red Bull-Honda's  
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**40**

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**STILL, WE SHONE.**

**Citroën on the podium  
For the 251<sup>st</sup> time at Rally Argentina.\***

Congratulations and thank you to Sébastien Ogier and Julien Ingrassia,  
and to the entire Citroën racing team.

**Inspired by Seb.**





# Battle of the Mercs could have been much more

There was a distinct lack of the usual chaos at the Azerbaijan Grand Prix. After dramatic Baku races on Formula 1's last two visits, things were a bit more tame last weekend. On the face of it, it was another comfortable Mercedes 1-2, but things were closer than they looked.

As Edd Straw shows in our report on page 16, Ferrari had strong pace but a series of setbacks, including Charles Leclerc's qualifying crash, meant the advantage swung to the more savvy Merc operation.

More encouraging was the speed of Red Bull. Max Verstappen was blisteringly quick after the stops, closing on Sebastian Vettel and both Mercedes for a sustained period. If Honda can unlock a little more power, then Verstappen will assuredly get himself into the battle for race victories during the course of 2019.

As it was, we had a straight fight between Valtteri Bottas and Lewis Hamilton and, for the second time this season, it was the Finnish Silver Arrow that came out on top. This was an even better victory for Bottas than in Australia because he had to withstand the pressure of a charging Hamilton in the closing stages.

Hamilton suggested he could have been more robust through the first few corners, but it was great to see two team-mates race closely and fairly. It was a stark contrast to the 2018 Red Bull debacle.

Not so impressive was the drain cover incident that severely damaged George Russell's Williams – and the whack the car received while being retrieved. Mistakes will always happen, of course, and there are some specific dangers to street circuits, but steps will need to be taken to prevent a repeat. It wouldn't have taken much for the incident to have been considerably more serious.



*Kevin Turner*

**Kevin Turner**  
Editor

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**NEXT WEEK  
9 MAY**

We look at the generation  
of young F1 chargers  
most likely to take  
Hamilton's crown



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Motorsport Images/Dunbar; Griffiths

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## VANTAGE'S DTM DEBUT TEES UP

### DTM

A “wild guess but with experience” is how Paul di Resta described the development of the Aston Martin Vantage DTM car, as the group responsible for the programme prepares for its series debut.

This weekend's Hockenheim season opener marks the start of a new era for the DTM, which has welcomed a non-German manufacturer for the first time since its 2000 rebirth, as the arrival of Aston Martin – through German specialist HWA and the R-Motorsport squad – opens the door for wider reform.

Not that R-Motorsport has enjoyed a comfortable build-up. Team principal Florian Kamelger admitted “going to DTM for 2019 was definitely a stretch” at the February launch of its programme, when there were still plenty of questions about its preparedness. A first car hadn't been finished by that point, as a short lead-up time from the project receiving a green light forced Vynamic (the joint venture between HWA and R-Motorsport's parent company AF Racing) to expedite the initial development and build of its car, a process it completed in around 100 days.

But that appears to have paid off; while the car was never going to be ready when Audi and BMW started putting their 2019 challengers through their paces, the Vantage broke cover at an unofficial DTM test attended by all three manufacturers at Jerez in March and logged more miles at Estoril.

Two cars were then fielded at the official media day test at Lausitz last month.

That process is still something di Resta – who will lead an R-Motorsport roster that also comprises Daniel Juncadella, Jake Dennis and Ferdinand Habsburg – finds remarkable.

“Anybody that hears the number of days from when this programme was signed off to get a car on track, I don't think anybody has ever achieved it,” di Resta said. “It's even [things like] developing a car without even signing things off, when you've not even been in a windtunnel yet or sorted the aero.

“It's kind of like a wild guess but with experience. Yes, they have good baselines to reference, but I'm just thankful it happened because, more importantly, it's saved a great championship. I think without them, it was kind of over.”

A Mercedes driver throughout his time in the DTM previously, 2010 champion di Resta says Aston and R-Motorsport did “absolutely the right thing” in setting up a joint venture with the Silver Arrows' long-term partner HWA. But while HWA's experience has undoubtedly been valuable during such a hectic period, there are still plenty of unknowns about the car's performance.

“I'm under no illusion this is not going to be a fight; there are going to be highs, there are going to be lows. It's about accepting where you are when you start, but having goals and ambitions,” he added.

“I learned that when I went to F1. With Force India, I didn't go to a grand prix thinking I was





# SERIES REBIRTH

going to win because you'd be dreaming of something else. But when you achieve something you don't expect, that's more special. But I'm coming into it prepared to win the championship, like I was last year. I'm not treating it any different. We *might* be very strong. Many things can happen."

There is a greater importance to Aston's arrival than its competitiveness. It's ended DTM boss Gerhard Berger's wait for an international brand, and satisfies Audi and BMW's criteria for a stronger commitment to stay.

With 18 cars set to compete this season after Audi customer squad WRT completed its line-up, the DTM has the same grid size as 2018. The hope is that a stable enough platform is now in place for the series to grow through internationalisation – which includes closer cooperation with the Super GT series, which will send cars to race in the DTM season finale, and working towards a new name.

"It was interesting when we did [group photos at Lausitz] and they said, 'Can all the German drivers please stand forward?' and there was four," says di Resta. "That shows you why they need to [embrace change]. And I hope they go more international."

"Whether it's just coincidence, the first year Aston has come in is the first year this thing of making it work with the Japanese has happened. Has that been the difference because it's just another country and language of support? I think that's quite key."

**JACK COZENS**



## Miami Grand Prix focus switches to NFL stadium

### FORMULA 1

The proposed Miami Grand Prix looks set to switch location. Plans to run the race around Biscayne Boulevard and Bayfront Park in the city's downtown area appear to have been scrapped in favour of a new venue adjacent to the Miami Dolphins stadium, according to the group led by the NFL team's owner.

In May 2017, Formula 1 owner Liberty joined forces with billionaire local businessman Stephen Ross in a joint effort to hold a Miami GP in 2019, but the planned 10-year deal has been repeatedly delayed, with opposition from local residents and businesses, and a vote deferred in City Hall again last month.

Now Ross and his team have

switched focus to a site near the Miami Gardens Hard Rock Stadium, a 65,000-seat venue to the north of the city that will host the 2020 Super Bowl. They hope to create a "world-class racing circuit" in the land surrounding the stadium.

Former Chip Ganassi Racing executive Tom Garfinkel, now vice-chairman and CEO of Miami Dolphins and the stadium, told the *Miami Herald* that the disruption caused by a downtown event would negate the benefits to the city.

"We have over 250 acres of land, so we can create a world-class racing circuit that is unencumbered by existing infrastructure," said Garfinkel.

**CHARLES BRADLEY**

## Rio hoping to wrest back Brazil GP from Interlagos

### FORMULA 1

Rio de Janeiro wants to win back the Brazilian Grand Prix from Sao Paulo, home city of the Interlagos track that hosts the race.

F1 boss Chase Carey visited Rio last November and met new state governor Wilson Witzel. Design company Tilke is involved in a project that has been in the planning stages since last summer at Deodoro, a military base that was used for some of

the 2016 Rio Olympics events.

Ironically, Rio's main Barra Olympic Park was built at the expense of the former F1 venue at Jacarepagua, which hosted the Brazilian GP in 1978 and from 1981-89 before the race returned to a rebuilt Interlagos in 1990.

Liberty has a strained relationship with Sao Paulo and the Interlagos promoters, whose event is the least lucrative flyaway in terms of fee paid to F1.

**ADAM COOPER**





## Jordan slams BTCC driving standards after 'biggest hit'

### BRITISH TOURING CARS

When Matt Neal returned from competing in the 2019 Bathurst 12 Hours, he showed British Touring Car Championship chief executive Alan Gow a document that clearly outlined the event's rules on driver etiquette. The BTCC then followed suit and, although the rules haven't changed for 2019, the fact they're now in writing has put them at the forefront of the stewards' minds.

So when Neal was twice hit by Tom Chilton in their fight for the lead of the Brands Hatch finale last month, Chilton lost the win thanks to a five-second penalty.

But at Donington Park last weekend, driving standards were again in the spotlight after 2013 champion Andrew Jordan called for another clampdown from BTCC organising body TOCA.

It follows what Jordan called "the biggest hit" of his career.

Having been nerfed on the inside by the Vauxhall Astra of Rob Collard at the Old Hairpin, Jordan spun into the middle of the circuit, where Adam Morgan shunted heavily into the driver's door of the BMW 330i M Sport.

Collard felt there was nothing he could do to avoid the clash, but Jordan was not happy. "TOCA said it's a racing incident," he told ITV4 – although the final ruling

won't be announced until the next round at Thruxton. "I find it quite funny because their written [guidelines] in black and white that we got were that you've got to be at the B-post for the car behind [for it to be declared a racing incident]."

"I've got a rub just in front of my right-rear wheel. Last time I checked, that wasn't the B-post. When I go and do my historic at Goodwood, you don't have these racing incidents. We need to clamp down on that."

The WSR driver's comments followed a visit to the Queen's Medical Centre in Derby.

"Everything was alright at the hospital," he said. "I didn't really want to go, but I was having some chest pains – they wanted to check that out. That was all OK but [I'm] very sore."

Although he returned to the circuit, Jordan was unable to compete in races two and three after the rollcage damage to his 3 Series proved terminal and it was withdrawn.

"It was definitely the biggest hit I've ever had," added the 29-year-old, who missed a race at Snetterton in 2014 after a heavy practice crash.

"Credit to WSR and BMW, the car stood up and did its job. Yes, it's tweaked the cage, but it would with an impact like that."

**MATT KEW**

**P44 BTCC REPORT**

## M-Sport targets Tanak – again

### WORLD RALLY CHAMPIONSHIP

He's already taken Ott Tanak back to his factory team three times, and now M-Sport managing director Malcolm Wilson is working on a deal to bring the Estonian Toyota star back to his squad yet again for a long-term deal starting next season.

Tanak drove a works Ford Fiesta in 2012, 2015 and 2017 (below), with any hope of continuity punctuated by crashes and exasperation on Wilson's part. Despite a complicated start to their relationship, the Englishman remains close to Tanak, whose Toyota deal concludes at the end of this year.

Wilson told Autosport: "Of the drivers available next season, Ott is probably the only one [I want]. Whether or not I can achieve that, I don't know, but that's what I'm aiming at and working towards. We've had a very tentative discussion. But we haven't got down to any serious negotiations yet and I'm not in a position to do that. I know what Ott wants and we know what the numbers are. That's my target."

And Wilson's not interested in a short-term agreement – he wants Tanak to lead M-Sport into the new generation. "We would like to go beyond one year [with Tanak]," he said. "We're looking at the new technical regulations and it would be the perfect scenario to get somebody like Ott involved with the new car coming in 2022. That way the number one driver can play a major role in the test and development of the new car, which is the situation you want to be in."

Wilson's hopes of landing Tanak revolve around selling cars. News that Italy and France are now permitting current-generation World Rally Cars in their domestic series is good news in Cumbria. "We sold one car to France days after the decision and there's serious interest from Italy," said Wilson.

Asked about the direction his future could take, Tanak said: "In the end, my dream is to win the championship and I do everything I can to fight for the championship. In one way, it's just business, but in another way I have my personal targets – I'm not here just for fun."

**DAVID EVANS**







**NÜRBURGRING** Volkswagen has revealed and begun testing its revised I.D. R ahead of Romain Dumas' attempt to break the Nurburgring Nordschleife lap record for electric cars. Since setting the fastest ever time up the Pikes Peak hillclimb last year, the 670bhp car has received an updated aero package. A smaller rear wing that incorporates a drag reduction system contributes to a 20% slash in downforce. The existing 6m45.90s benchmark set by Peter Dumbreck aboard the non-road-legal, 1340bhp NIO EP9 has stood since 2017. **Photograph by Volkswagen**

## Ginetta and ByKolles set for World Enduro returns

### WORLD ENDURANCE CHAMPIONSHIP

Ginetta's privateer LMP1 contender made a return to the race track after an absence of more than six months last week in what the British constructor hopes is a prelude to the car racing again in the World Endurance Championship next season.

A solo factory-run Ginetta G60-LT-P1 (right, above) took part in a three-day Michelin tyre test at the Aragon circuit in Spain with the object of proving that the car, now powered by the AER turbo engine rather than the original Mecachrome unit, is a reliable and competitive proposition. Ginetta boss Lawrence Tomlinson is aiming to attract customers for the 2019-20 WEC and said he is prepared to offer a "very good deal" to get the car back out in the WEC.

"We thought this test was a good chance to prove that the car is competitive and reliable," said Tomlinson. "It's been a really successful test. We had confidence in the car, of course, but it was fantastic to see that confirmed not only by its own performance on track, but also by our performance against our peers."

"We're talking to prospective customers for the car but would welcome conversations

with more. There's still time to engage with us and learn more about what we know is set to be a car in top-level international competition for at least two seasons."

The car was tested by Ginetta factory drivers Charlie Robertson and Mike Simpson, and former IndyCar racer James Jakes, plus a further two drivers whose identity Ginetta did not reveal. It was only the second run for the G60 with the AER twin-turbo V6, which briefly tested last summer as the Chinese entrant CEFC TRSM Racing's WEC campaign with the car unravelled after a solitary race appearance at the Le Mans 24 Hours.

The ByKolles team's P1 car will return to the WEC as scheduled at the Spa round this weekend after being re-engineered to take the normally aspirated Gibson V8 in place of the Nissan twin-turbo V6 that powered the car in the first five 2018-19 WEC rounds. The ENSO CLM P1/01 (right), which missed the Sebring WEC round after the breakdown of the relationship with Nissan, was given a shakedown on an airfield on Monday and taken straight to Spa, where Paolo Ruberti will join regulars Tom Dillmann and Oliver Webb.

**GARY WATKINS**







## Alonso to leave Toyota WEC team after Le Mans, Hartley takes the seat

### WORLD ENDURANCE CHAMPIONSHIP

Fernando Alonso will stand down as expected from Toyota's World Endurance Championship squad after the climax of the 2018-19 superseason at the Le Mans 24 Hours next month. But he's not leaving the marque entirely: Alonso is set to "explore new motorsport adventures within the Toyota Gazoo Racing family".

That's the cryptic line contained in the announcement that Alonso will be replaced

by former Porsche LMP1 driver Brendon Hartley for the 2019-20 WEC season, which kicks off in September. There was no further explanation, though everything is pointing towards an assault on the Dakar Rally after the two-time Formula 1 world champion's test in a Toyota Hilux rally-raid contender in South Africa back in March.

"I have enjoyed being part of Toyota Gazoo Racing, but this chapter is ending," said Alonso. "Winning Le Mans is one of the highlights of my career as part

of my triple crown challenge and I will always remember the victory we achieved together. Now is a good time to take on new challenges and there are many interesting opportunities to explore within Toyota."

Two-time WEC title winner Hartley will be in place with Toyota as a reserve driver from the official Le Mans test in June. The other five members of the WEC squad have been confirmed for next season, though the line-up in each car has yet to be announced.

**GARY WATKINS**

## Hubert Hahne 1935-2019

### OBITUARY

Hubert Hahne, who has died aged 84, had three world championship grand prix starts to his name. But it was in touring cars where the German enjoyed his greatest successes.

Hahne was a stalwart of BMW's early tin-top campaigns, and took the over-1600cc class in the European Touring Car Challenge in 1966 driving a BMW 2000Ti. Along the way, he won the Spa

24 Hours outright together with Jacky Ickx.

He was also the first tin-top driver to break the 10-minute barrier on the Nurburgring Nordschleife incorporating the old grand prix loop. He set a record at 9m58.5s lap in a touring car support race on the German Grand Prix bill in 1966.

The next day Hahne made his GP debut at the wheel of a Tyrrell-run Matra-BRM Formula 2 car. He subsequently

became an F2 regular on BMW's entry into the category the next year: he competed twice more in his home GP aboard BMW-engined F2 Lolas, in 1967 and 1968, and scored maximum points in two European championship races in 1969.

Hahne failed to qualify a self-run March 701 at Hockenheim for the 1970 German GP and he retired at the end of the year after Jochen Rindt's death.

**GARY WATKINS**



MCKLEIN





## BoP grumbles hit F3 series

### EUROFORMULA OPEN

Euroformula Open started its higher-profile 2019 season in dramatic style at Paul Ricard last weekend with a clash between two Red Bull juniors and the debut of its engine equality formula.

The 'Balance of Performance' system is a familiar concept in GT racing. It has been introduced to single-seater racing in response to Euroformula Open's decision to allow the HWA and Spiess engines from the old Formula 3 European Championship to compete against the series' regular Toyota-based Piedrafita unit.

It was immediately evident that the HWA and Spiess-powered teams were significantly quicker in France. Motopark-run Red Bull prospect Liam Lawson beat last year's fastest qualifying time by 2.342 seconds.

RP Motorsport, winner of six of the past seven teams' titles, was also up on its 2018 qualifying pace, but was 1.962s off pole and ended a race weekend pointless for the first time since 2009. Further issues meant one of its drivers sat out the second race to avoid penalties for an engine change.

Euro F3 refugee Motopark carried drivers to victories in both races. Lawson (above) beat team-mate and Red Bull stablemate Yuki Tsunoda home in race one, with Lukas Dunner third for Teo Martin Motorsport. Marino Sato won race two with Lawson second on the road, but a time penalty issued to

the Kiwi for a clash with Tsunoda dropped him to fourth behind TMM duo Guilherme Samaia and Dunner.

"It was a late call to join the series so we had no prep time really," said Motopark boss Timo Rumpfkeil, whose squad was headed for the DTM-supporting Formula European Masters before that series was canned. "It was really good to have a weekend like this. The pace is good – we're looking forward to the season."

Motopark's quartet were plagued by poor starts, which led to the crash between Lawson and Tsunoda, and was something that Sato believed could have been down to the drivers being caught out by the detuned Spiess engine.

Reigning BRDC British F3 champion Linus Lundqvist took a fourth and a fifth for Double R Racing, while the best result for Carlin was a sixth for Teppei Natori, as Billy Monger took a best finish of 10th with the squad.

The Toyota runners are understood to be unlikely to get a better BoP in time for the next round at Pau. Mexican RP driver Javier Gonzalez said in a video he posted on Instagram: "It was a horribly done BOP. We were about two seconds a lap slower, which is massive."

"Now we're left stranded, with two and a half weeks until Pau to find a solution, but I'm sure our people will find something, and our season will start from Pau. This was a test at Paul Ricard, and we can work hard with the team and find a solution."

### IN THE HEADLINES

#### VILLENEUVE IN SWEDISH PORSCHE

Not content with racing in the Italian GT Endurance Championship and Euro NASCAR, 1997 Formula 1 world champion Jacques Villeneuve is to try his hand at the Scandinavian Porsche Carrera Cup this weekend. Villeneuve will drive the Porsche Sweden VIP car at Knutstorp in the opening round at the Porsche Festival meeting.

#### SATO TOPS INDY TEST OPENER

Takuma Sato, the 2017 Indianapolis 500 winner, topped last week's rain-affected test on the Indy superspeedway as preparations began for this month's big race. Sato's Honda-powered Rahal Letterman Lanigan Racing car recorded 226.993mph, and also was fastest on laps set without a tow at 222.942mph. Habitual Indy pole winner Ed Carpenter was second quickest from his Ed Carpenter Racing team-mate Spencer Pigot. Fernando Alonso set a 218.690mph in a separate 'rookies and refreshers' session, which was topped by Colton Herta.

#### DELETRAZ GETS HAAS F1 ROLE

The Haas Formula 1 team has taken on F2 contender Louis Deletraz as a simulator driver for the 2019 season. The son of ex-Pacific F1 driver Jean-Denis Deletraz tested for the team at the Yas Marina post-season sessions in 2018. "I'm pleased that they've been happy with my work and I feel honoured and grateful that the team want to continue working with me by contributing to their simulator programme," he said.

#### FORD FINALISES LE MANS LINE-UP

Ford has finalised its driver line-ups for what will be its swansong in the GTE Pro class of the World Endurance Championship at next month's Le Mans 24 Hours. Billy Johnson will slot into the #66 Ford GT alongside Olivier Pla and Stefan Mucke, while Jonathan Bomarito joins Harry Tincknell and Andy Priaulx in the #67 machine. Both were on the driving strength at the March Sebring round. The IMSA SportsCar crews of Sebastien Bourdais, Dirk Muller and Joey Hand, and Scott Dixon, Richard Westbrook and Ryan Briscoe will drive the #68 and #69 respectively.

#### HUNTER-REAY FOR IMSA MAZDA

Since Tincknell is committed to his Ford seat for this weekend's Spa 6 Hours, he will be replaced in the Mazda Team Joest IMSA SportsCar line-up at Mid-Ohio by 2012 IndyCar Series champion Ryan Hunter-Reay alongside Bomarito. It's the latest return to DPi action for Hunter-Reay, who won at Petit Le Mans last year for Wayne Taylor Racing. "The Prototype field is as strong and deep as it has ever been, and I'm thrilled to be a part of it again," he said.



# DRAWING BOARD

GIORGIO PIOLA

## RED BULL'S WISHBONE WIZARDRY

A key Red Bull component that caught the eye in Baku was its split top wishbone design at the front, where the leading suspension arm has the trailing arm tucked underneath it. This has been on the car since the start of the season.

There can be two or three reasons for this design. Firstly, as the wheel rim comes around at the rear it gets lower, so to get the steering lock you need either to have a cutout on the trailing edge of the wishbone to clear the rim, which means that you lose some of the braking stiffness, or you lower the complete upper wishbone. Again, this will reduce cornering stiffness.

Secondly, it could be what is called a multi-link suspension, where all the links are independent. This means they can be bolted through their individual pivots to achieve the effect mentioned above.

Thirdly, a multi-link suspension can also be used to alter kingpin angles – the front-on inclination of the upper and lower upright mounting points – that in turn will alter cambers with varying steering lock. This can be achieved

by having the pivot locations positioned slightly differently on the outboard end of the top assembly. It can also offer weight transfer across the axle with varying steering lock.

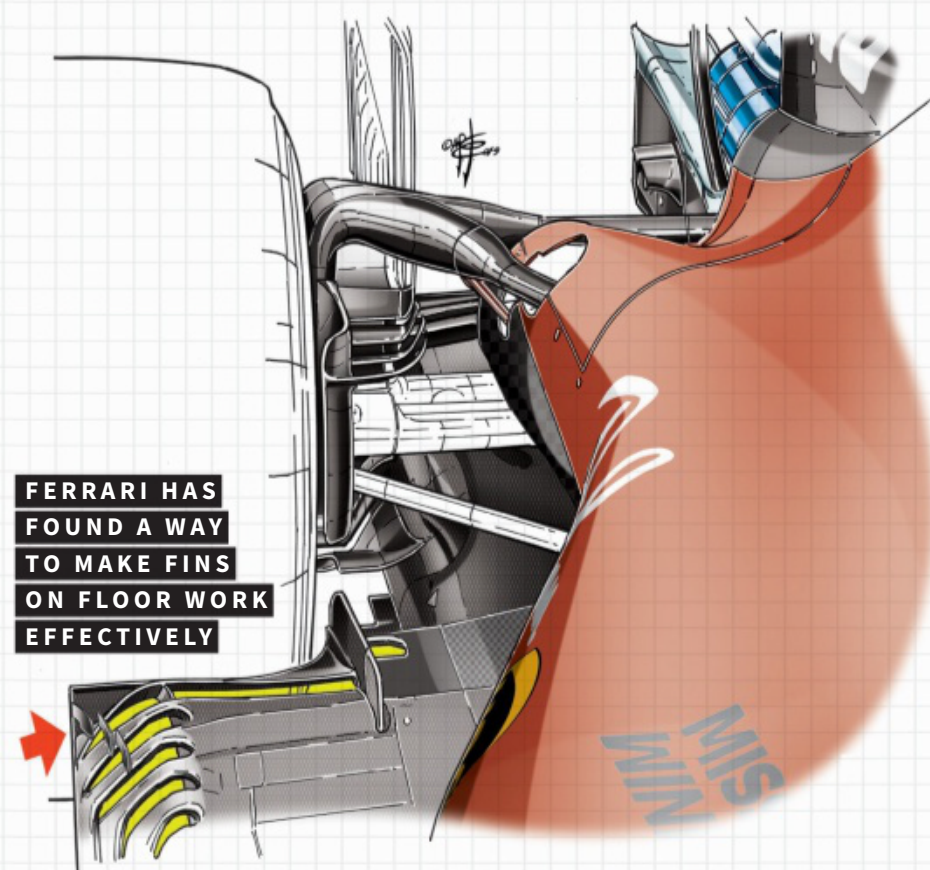
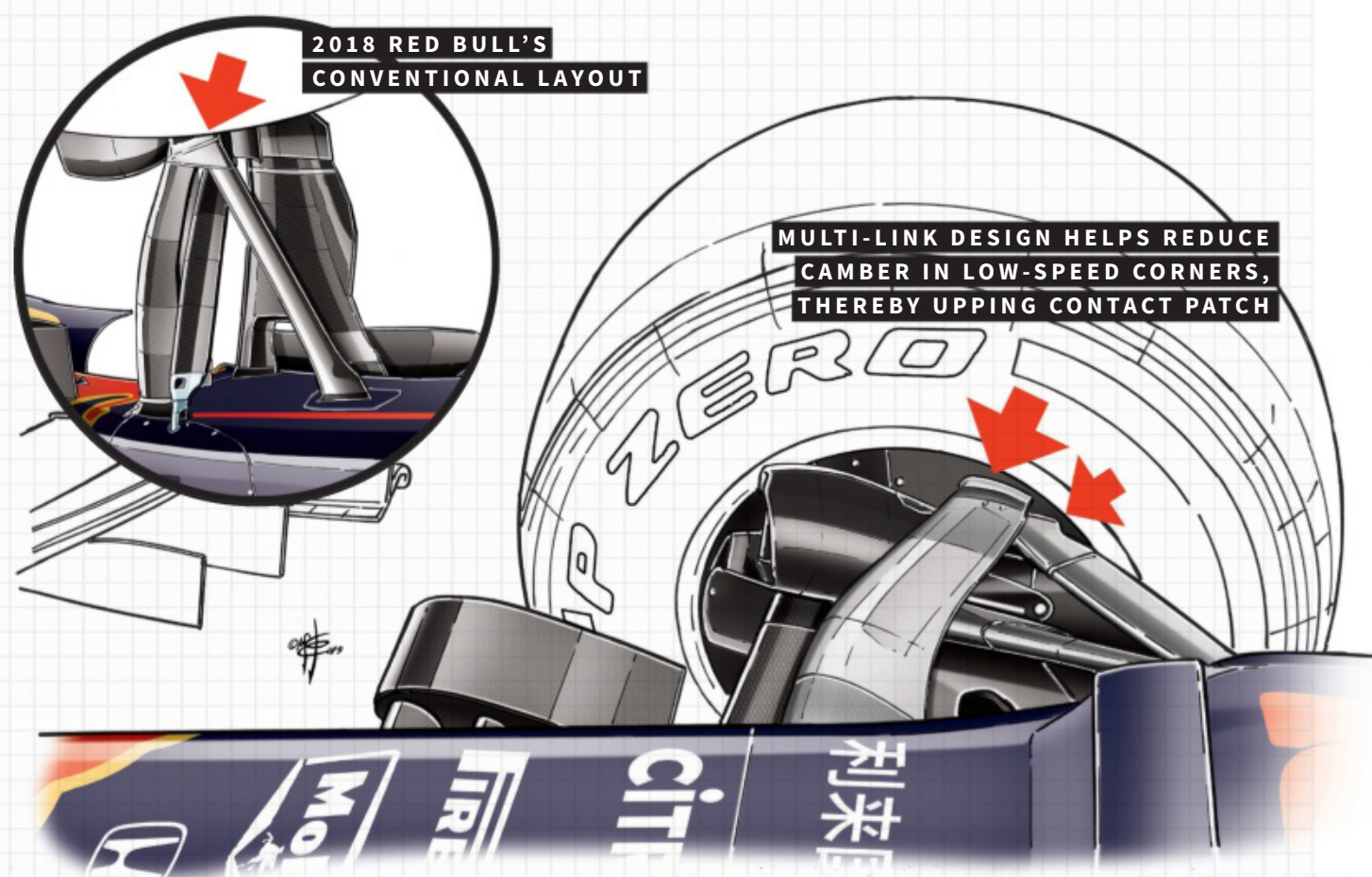
I think it is probably the third

reason, and that Red Bull is reducing cambers with high steering angles to increase the tyre contact patch in low-speed corners. As a side effect, it also offers the potential for increased steering lock without a cutout in

the rear leg trailing edge.

The Toyota team previously experimented with a multi-link design at the rear, but it is thought that nobody has attempted the solution at the front of the car.

**GARY ANDERSON**



## FERRARI STRUGGLES TO GET A GRIP

Ferrari brought its first real aero updates of the season to Baku, making a few additions to the aerodynamics to cover off its seeming lack of mechanical grip compared to rival Mercedes.

The team's new rear wing was developed to draw a little more performance on a low-drag circuit, but it was something of a compromise, using a greater angle of attack compared to the Silver Arrows. The SF90 appears to struggle in low-to-medium-speed areas; the team seemed to have little problem along the 2.2km Neftchilar Avenue straight, but there were pinch points during the weekend where the car was fallible.

The team had further

upgrades, including detail changes to a reprofiled bargeboard section and, at the rear, additions to the floor – adding a bank of three fins at the rear corner just ahead of the tyre-squirt slot.

This is something that Ferrari trialled last year in practice, first emerging at Suzuka, as it sought to find ways to further energise the airflow being directed around the rear tyre.

It was seen on the car occasionally in the subsequent sessions, as the team was unable to find a working configuration, but a version has now made it onto the car – pairing up with the diagonal slots at the rear.

**JAKE BOXALL-LEGGE**





# The irresistible rise of Leclerc

*That first Formula 1 victory has so far eluded him, but it's only a matter of time. And his ascent is an object lesson in the advantages of promoting young talent*

EDD STRAW

**F**our races into his Ferrari career and Charles Leclerc has lost one race win to a mechanical problem, missed out on a shot at another to a qualifying crash and earned a reputation for self-castigation thanks to frank and instant assessments of his mistakes over the radio. He might be disappointed at how his season has started, but he shouldn't be. And having to wait for that first win, which will surely be the first of many, will only make it sweeter when it comes.

It should make him more popular with the fans too, as drivers who are perceived to have achieved success too easily are often taken against. That Damon Hill lost certain wins at Silverstone and Hockenheim before breaking his duck at the Hungaroring in 1993 was lapped up as a great story of deserved redemption, while Nigel Mansell's legend was ironically enhanced more by his title near-misses before eventually being crowned than it would have been had he become a triple champion.

While the results – one podium and a trio of fifth places – are nothing extraordinary on paper, Leclerc has ticked many boxes in 2019. He has a pole position to his name, has proved he can win a race even after a bad start and has been clearly quicker than team-mate Sebastian Vettel on two weekends. While he came into the season publicly aiming to win a few races and ostensibly happy to be a support act as he learned the ropes, that he has caused team

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**“What Leclerc has done this season proves why Ferrari was absolutely right to promote him”**

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orders headaches for Ferrari and laid the foundations potentially to usurp Vettel as team spearhead is exactly what he will have wanted.

The greatest drivers have what might be termed an insistent talent, one that can't be resisted. Max Verstappen, Lewis Hamilton, Ayrton Senna... pick any star name you like, they are all too good to play themselves in slowly. And, like them, Leclerc knows how important it is not to show that you are the driver to get behind. As Valtteri Bottas has learned, sometimes being the perfect team player can go against you.

But Vettel is not to be underestimated. He's not happy with the feel of the car, which doesn't allow him to attack the corner entry with the aggressive rotation of the rear he favours. Leclerc says he is “not unhappy” with the car feel, and at times is able to extract more from it. So while he has taken several steps to destabilising Vettel

already, the job is far from done yet and Vettel is just as likely to redouble his efforts and push himself to respond as he is to fold – perhaps more so. It's one of the secondary benefits from Ferrari replacing Kimi Raikkonen, who might be termed a comfortable team-mate for Vettel, with an uncomfortable one.

Leclerc knows this. That's one of the reasons he will have been so angry about his small errors – in qualifying in China and the Baku shunt – over and above his natural drive for perfection. But he will also learn from the mistakes. That's another hallmark of the best drivers: rather than repeat the same errors, they absorb the lessons.

For the most part, what Leclerc has done this season proves why Ferrari was absolutely right to promote him. In Bahrain, he performed like a serial winner and showed no signs of how important that victory would have been to him – until it all fell apart through no fault of his own. What does it matter if he's ‘only’ 21; if you are good enough, you're old enough.

The only outstanding question hanging over Leclerc heading into this season was how he would cope in the intense competition at the front. Elite sport is a mental game and many hugely able athletes have crumbled when reaching for the pinnacle. It could be that Leclerc's very public self-criticism is a symptom of an intensity that could become counter-productive in such an environment, but given the way he's recovered from setbacks so far there's no evidence it is a problem. Leclerc appears to be able to understand issues quickly, then reset and carry on as if it never happened. That's a key characteristic of a great. Crashes like Baku happen to everyone, it's how you respond to mistakes that matters.

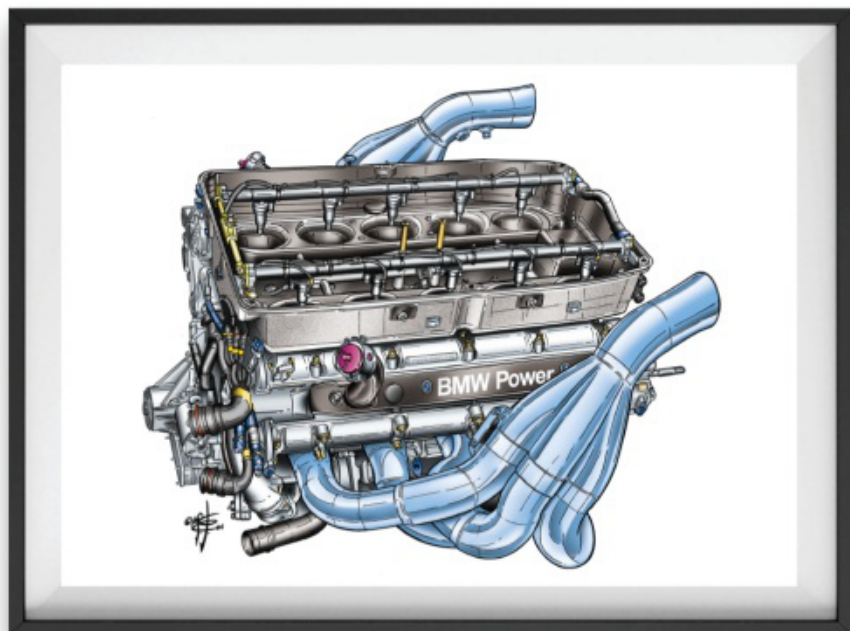
Leclerc's success is also a lesson for all teams in F1. If there is a driver who is excelling, as Leclerc was last year, then don't be afraid to take the plunge. That doesn't just mean sign every young driver that's doing well, but when there is someone consistently delivering, as Leclerc was at Sauber, then they have proved their worth. Ferrari in particular has been guilty of over-caution in some of its driver choices and deserves credit for the change of approach that brought Leclerc into the fold.

Having two strong drivers does bring its problems, as Ferrari has found this year, even though the team orders ‘rows’ have been desperately overblown in some quarters, but it also brings huge benefits. Just look at Mercedes, where Bottas has admittedly taken points off Hamilton, but his form has also ensured that Ferrari hasn't managed better than third place this year.

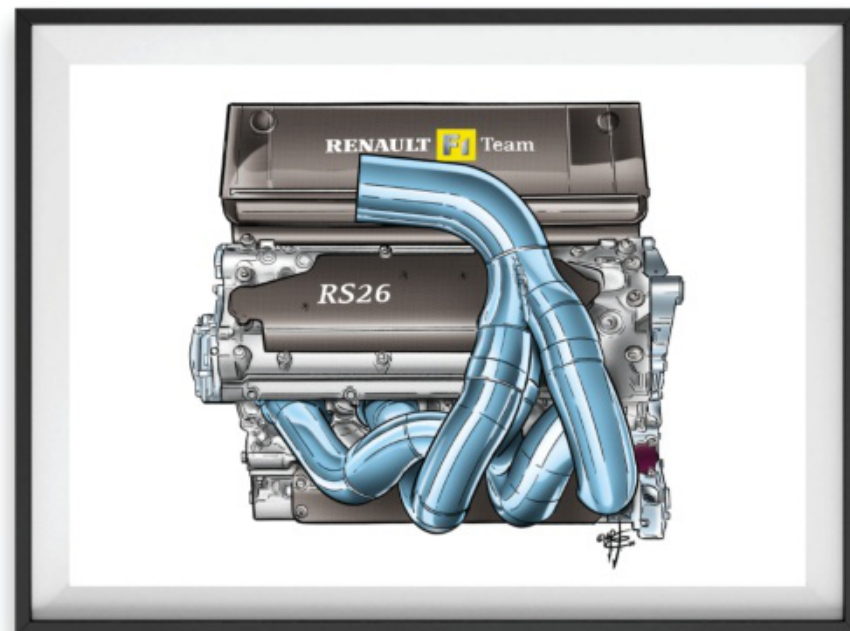
That's something Vettel should be very aware of. The best wingman in F1 is one who is close enough to take points off the opposition, so for Vettel having an irresistible rising force shifting the equilibrium in ‘his’ team should be seen as an opportunity. 🏁

➔ **P16 AZERBAIJAN GP REPORT**

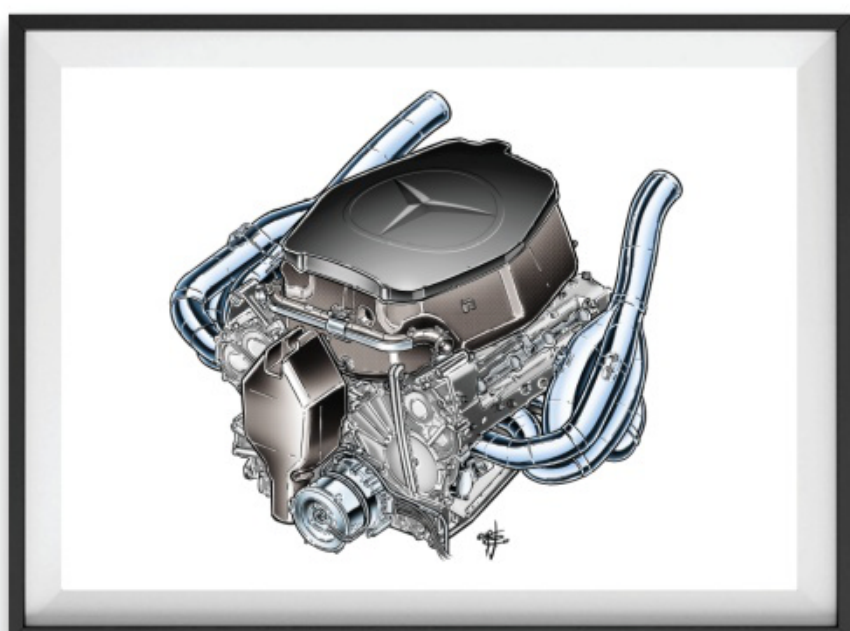




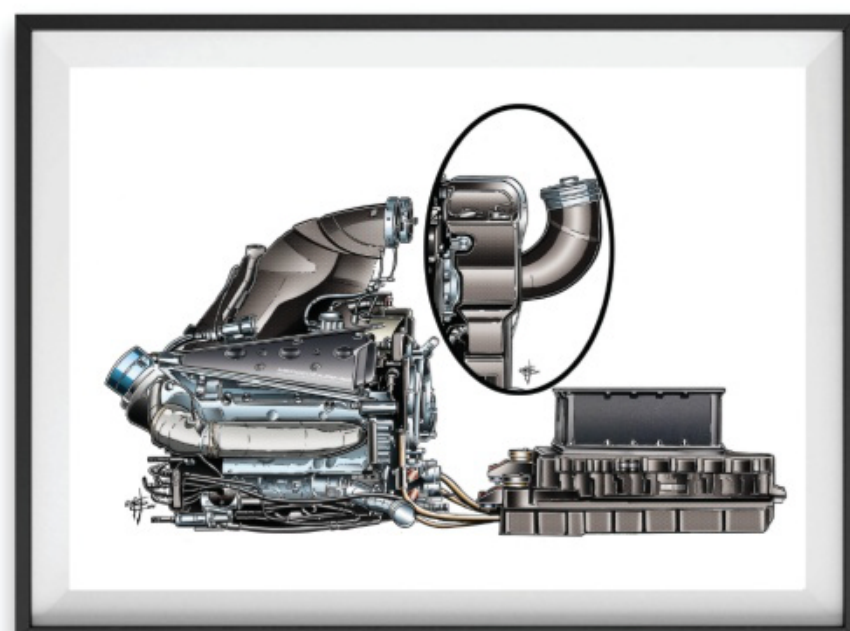
**BMW 3.0 L V 10 2004 FW 26**



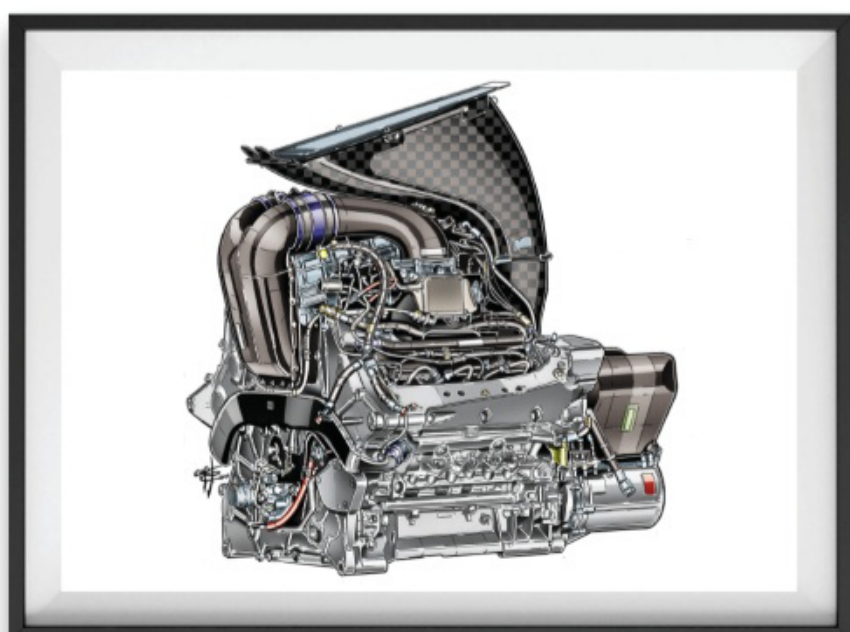
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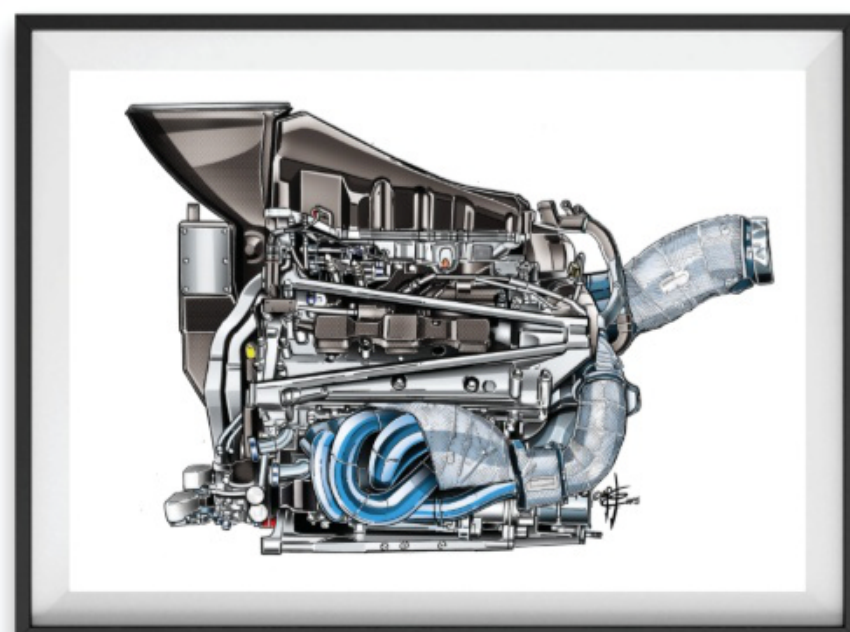
**MERCEDES 108W 2.4 L V8 2009**



**MERCEDES 106A HYBRID 1.6 L V6 2014**

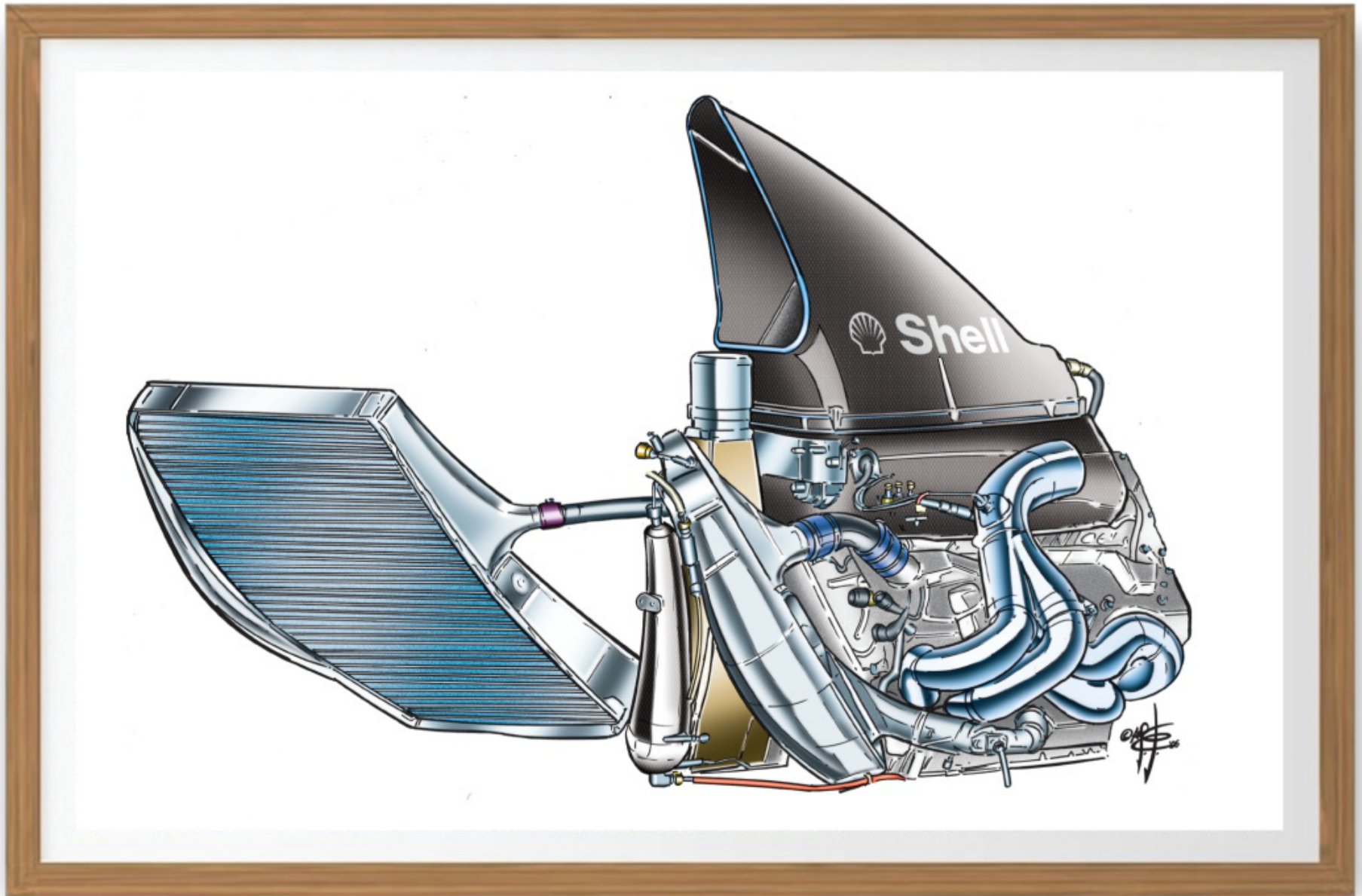


**FERRARI 059/3 1.6 L V6 2014**



**HONDA RA615H 1.6 L V6 2015**





FERRARI 056 2.4 L V8 2006

THE ART OF



RACING





# Making a (Racing) Point

*Fresh investment is just beginning to be borne out in results for the revitalised Racing Point team, but there's still a long way to go*

ADAM COOPER

**T**here were many happy faces around the Racing Point garage at the end of the Azerbaijan Grand Prix. Not only had Sergio Perez finished sixth, but his team-mate Lance Stroll also made it into the points in ninth place.

Perez crossed the line as 'best of the rest' behind drivers from the top three teams, and thus for the first time in 2019 Racing Point outperformed all of its midfield rivals. It was fastest 'in class' in qualifying, too: Perez started from fifth on the grid.

When the Mexican achieved that same feat in Baku in 2016 and 2018 he finished on the podium, helped by some crazy attrition ahead. This time his actual result wasn't quite as spectacular, but it was a significant marker, and it moved Racing Point into fifth in the constructors' championship. For an outfit that came within weeks or perhaps even days of imploding last summer, it's an impressive achievement.

With four races run, it's also in a better place than the team itself had anticipated. New owner Lawrence Stroll might have started pumping funds in back in August, but by then the design of the 2019 contender was already well under way and, given the team's financial situation, compromises had to be made at an early stage. Those were already built into the concept when the money began to arrive, so the squad knew that it would start this season with a package that wasn't optimal.

## "Racing Point has updates coming for Barcelona, and this is a major package including front aero"

"They commenced designing the car for this year in April last year, when the team was probably at the height of its financial difficulties," says Stroll Sr. "Understandably the guys were focused on the 2018 car, because they didn't know what 2019 held. They certainly didn't have excess funds to be focusing on 2019."

"So we anticipated at the beginning that the first four races would be a little more difficult quite honestly than they have been. Our expectations were lower."

"It's just the boost we wanted," says technical director Andy Green. "To finish the first four races with the points we've got and the championship position we've got, it's one of our best starts."

"But we also see how tight it [the midfield battle] is — it's never been this tight before. It could go any way. It's going to be a long season, and a hard season."

While this season's Racing Point is carrying inherent compromises, at least the team isn't fighting with one hand tied behind its back in terms of ongoing development. In recent years the lack of funding often meant that new parts which would have brought performance were delayed in getting from the design office to the track, or they didn't make it at all. Under Stroll, that's all changed, and it's now full speed ahead. Like its rivals, Racing Point has updates coming for Barcelona, and this is a major package including front aero and suspension. After Spain, new parts will be coming through all the time.

"There will be constant upgrades, we're now going to be like a normal team," adds Stroll. "When we find something that works, we will be manufacturing it as fast as we can — probably not as fast as the big guys, but as fast as we are capable of — and bringing it to the car. So Barcelona [for the Spanish GP next week] is for us a substantial step."

Will Spain be the first real sign of what Stroll's investment has brought to the team? He downplays that suggestion.

"To be honest, the real start will be 2020," he says. "We're very shortly going to start on the 2020 car, which is a clean sheet of paper. This year will always have to be a bit of compromise versus the original design of the car. Next year is a whole new car. I think it's fair to say that will be the first Racing Point design from scratch, knowing our destiny and future."

Stroll has big ambitions and his bold plans for the new factory attest to that. It's not as easy as it sounds, of course. Managing expansion with extra funding is almost as difficult as dealing with a lack of cash, albeit a less stressful challenge to have.

"It's more than just money," reckons team principal Otmar Szafnauer. "You've got to be careful that you don't waste your time. It's about human resources. You've still got to focus on the best thing to do with 425 people."

The key is how a team that has worked so successfully as an underdog can cope with its new circumstances.

"We are still adjusting, it's really tricky," says Green. "It puts a lot of pressure on the factory and production and the design office. It's all hard, the amount of work has gone up exponentially this year. We are asking a lot of everyone at the factory at the moment. But they are all rising to the challenge."

And it is a challenge, since the likes of McLaren and Alfa Romeo are clearly gaining momentum too.

"There's no question that the competition relatively this year is much, much stronger," says Stroll. "It's a couple of tenths from seventh to 18th, it certainly wasn't like that before. But our goal is to try to be fourth, and hopefully we'll achieve it." ❧

➔ **P28 PEREZ TOPS DRIVER RATINGS**



# YOUR SAY

*I would love to see a big-banger single-seat championship. Would the UK motorsport financial landscape be able to cope with something like this?*

**MICHAEL SKEET**

## Too much of a good thing

Stephen Lickorish's 'The great British motorsport menu' column (25 April) made for very interesting reading. The line 'we have far more categories than other countries' was really telling. The founding of the TCR UK and the LMP3 Cup series answered questions nobody was asking.

It's about time those in charge of UK motorsport conducted a thorough investigation of all the championships currently competing, to see what is working, and what is not. Culling, or merging, similar series that are not working as standalone championships would create space for new, well thought out/completely different options.

We have two top-line saloon and sportscar championships in the BTCC and British GT, but not what I'd call a headline single-seater championship, as British F3 is not a patch on what it used to be.

I would love to see a big-banger single-seat championship. I would use something based along the lines of a strict cost-controlled A1GP car (pictured) of the 2005-08 era – they made for great racing and sounded fantastic.

We certainly have the tracks in the UK to cope with these sorts of cars. Would the UK motorsport financial landscape be able to cope with something like this? I don't know, but it would certainly be different, and spectacular, and am sure it would be a firm favourite with fans up and down the country.

**Michael Skeet**

**Lordswood, Southampton**

## Williams shouldn't suffer over Baku snafu

The incident in Baku, where George Russell was hit by a dislodged manhole cover, never mind the ensuing recovery farce, highlights a problem with the rules of Formula 1. Why should George/Williams receive 'penalties', such as being forbidden to use a second chassis that day, and possible replacement of restricted parts, for an incident that was not of their making?

While it is hoped that eventually Williams will receive some compensation, they are still being penalised by



losing valuable practice time as well as no doubt having to divert resources from developing updates and improvements to manufacturing new and/or repairing existing parts, all of which will no doubt result in them struggling harder and longer to get away from the tail of the field.

I would like to suggest that not only should the replacement of damaged parts not count in their seasonal quotas, but they should also be allowed an extra in-season test day as well as given some immediate financial compensation in advance of a full settlement.

Changes to the relevant regulations should be made to prevent such an innocent party being penalised in future.

**Mike Boston**

**By email**

## Don't penalise success

Did I read that right? Rick Parfitt Jr had a 10-second success pitstop penalty (Club Autosport, 25 April). In my day you never got a penalty for being successful. What has become of the way racing is run in the modern world?

**Richard Holmes**

**By email**

## HAVE YOUR SAY, GET IN TOUCH

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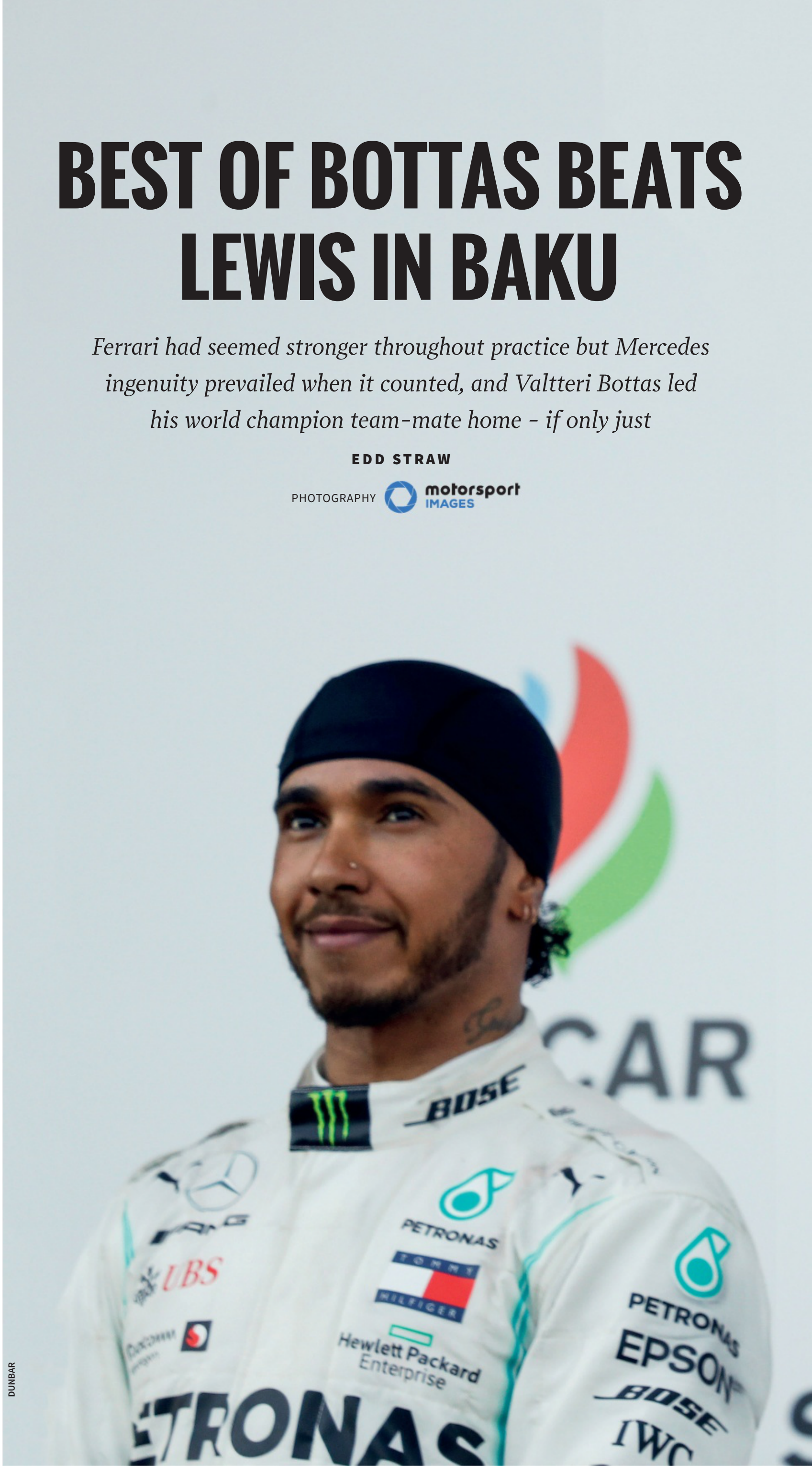
## BEST OF BOTTAS BEATS LEWIS IN BAKU

*Ferrari had seemed stronger throughout practice but Mercedes ingenuity prevailed when it counted, and Valtteri Bottas led his world champion team-mate home – if only just*

EDD STRAW

PHOTOGRAPHY  **motorsport**  
IMAGES

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DUNBAR

After finishing second to Mercedes team-mate Valtteri Bottas for the second time this season, Lewis Hamilton pointed to a series of factors that, combined, cost him a potential Azerbaijan Grand Prix victory. But he wasn't the only man in the race who could legitimately do that, because Charles Leclerc's qualifying shunt and Sebastian Vettel's failure to get a tow in qualifying cost a Ferrari team that had looked the class of the field during practice.

Less obvious was the threat of the prodigiously fast Red Bulls in race conditions, after Max Verstappen's innocuous lock-up in Q1 compromised his qualifying and Pierre Gasly's litany of penalties held the Honda-powered team back on a weekend where, if either had got a break at the front, they'd have stayed there. Six drivers might have won this race, but it was Bottas who claimed his fifth grand prix victory thanks to avoiding any significant errors and missed opportunities — and a favour from a Williams driver.

Backmarkers are the last thing an under-pressure race leader usually wants to see in the closing stages of a grand prix, but Bottas had good reason to be thrilled to be bearing down on the recalcitrant Williams of George Russell at the end of the penultimate lap of the race.

With Hamilton breathing down his neck into the last corner, a second behind and justifiably expecting a mighty tow and DRS assistance, Bottas immediately started to pull away in Russell's slipstream on the long run out of the final real corner. It must have been as disheartening

for Hamilton as it was delightful for Bottas, since not only did the tow give Bottas time, but it also ensured he had the DRS available — allowing him to get to Turn 1 with a 50% greater leading margin. This was one of those things that went against Hamilton.

When the new-look, take-no-prisoners Bottas won the Australian Grand Prix it might have been a flash in the pan. This was a more impressive triumph, following an unexpected pole position. While Russell inadvertently helped, Bottas withstood the pressure from Hamilton brilliantly — although we'll never know what might have happened had the Williams not been there to latch on to.

"There was some traffic, obviously you lose time mostly but sometimes actually you can gain from it, like here if you can get a nice tow on the straight and get the DRS," said Bottas. "That's always a very welcome bonus when Lewis is putting pressure behind!"

Russell was fighting his own battles but he wanted to ensure he didn't get in the way, which he successfully achieved despite joking that "Lewis is probably not my best friend currently".

"I was aware they were racing," added Russell. "I had put on the soft tyres at the end and just couldn't get them working so I felt like I was driving on ice. I thought, 'I hope I don't get in the way here', especially being Mercedes [contracted]."

By taking his second win in four races, Bottas reclaimed the world championship lead to build on his promising start to the season. It's a





Bottas (left) had to work hard to fend off Hamilton (right)

## “THAT THE INTRA-MERCEDES BATTLE WAS THE FIGHT FOR VICTORY SHOWS HOW DISAPPOINTING FERRARI’S WEEKEND PROVED TO BE AFTER BEING FASTEST THROUGHOUT PRACTICE”

clear sign of his determination to go down fighting even if he does lose his Mercedes seat — although on this form there’s no reason why he would. But perhaps Hamilton was, as he admitted, a little too accommodating to his team-mate, having briefly taken the lead at the start.

In the previous race in China Bottas lost pole position to wheelspin over the startline, and here he had another so-so getaway. This allowed Hamilton to edge ahead by around half a car length, only for Bottas to leave his braking later and sling his Mercedes around the outside. Hamilton left him space and, despite attacking on the drag down to Turn 2, then again to Turn 3, couldn’t wrest back his very short-lived lead.

“I could have done a better job at the start today — I was a little bit on the cautious side,” said Bottas. “I didn’t want to get the wheelspin started, so I was rather smooth on getting on the power. But Lewis had a good start, so that’s why he was on the inside and we were pretty much side by side through Turn 1, so I was just carrying the speed on the outside. The same thing in Turn 2, leaving enough space. It was nice and fair.”

Hamilton wasn’t exactly soft, but perhaps would have hung a rival who wasn’t his team-mate out to dry at the first corner. “Selfishly, I could have pushed a lot harder and Valtteri would have lost positions and I would have gained,” said Hamilton. “Most likely he would have been overtaken by a Ferrari or something like that.”

But despite losing the race and the championship lead, albeit by one point, Hamilton will be happy to put this one down to a weekend at a track he doesn’t get on with and where Bottas usually thrives. After all, one swallow doesn’t make a summer, and neither do two, so this is still Hamilton’s team.

That the intra-Mercedes battle was the fight for victory shows how disappointing Ferrari’s weekend was after being fastest throughout practice. Things started to unravel in the second stage of qualifying when Charles Leclerc crashed at Turn 8, before Vettel faded to third in Q3. Leclerc had been the quicker Ferrari driver for much of the weekend and, although he started down in eighth, the surprisingly strong performance of the medium Pirellis compared with the softs (which were struggling with graining with a high track temperature and heavy fuel load) at least allowed him to bring himself into contention.

Bottas finished the first lap 1.896s clear of Hamilton and extended his lead by an average of 0.128s over the next 10 laps. That gave him a lead of 3.180s, while Vettel pitted early from third having already dropped over 10 seconds behind Bottas. >>





While the top seven all started on soft Pirellis, Leclerc was on a fresh set of mediums. This was because he'd damaged a set of tyres in the Q2 crash (having already set a time good enough for Q3), which had to be replaced. Initially, he slipped to 10th behind Renault's Daniel Ricciardo, but soon started to scythe his way to the front.

With a series of DRS-assisted passes on the long drag to Turn 1, he dispatched Ricciardo (lap three), Daniil Kvyat (lap four), McLaren duo Carlos Sainz Jr and Lando Norris (lap five) and then Sergio Perez (lap six). At that point, he was 2.746s behind fourth-placed Max Verstappen, who had lost valuable time in the early laps behind Perez before passing the Racing Point driver at the start of lap six. It took Leclerc little time to close on Verstappen, taking fourth from him at the end of lap nine.

Ferrari was right to bring the struggling Vettel into the pits on lap 11, and the two Mercedes followed over the next two laps. The undercut enabled Vettel to close to a second off the back of Hamilton, who emerged from his stop five seconds behind Bottas. Once Verstappen had stopped on lap 14 and come out 11s behind Vettel, the stage was set – the four pursuers on the mediums who didn't have to stop again were chasing Leclerc, who was yet to visit the pits.

Leclerc had a 13s advantage over Bottas after the stops, and managed to hold onto that initially. But from lap 16 onwards, on older rubber, he started to fade. Over the next 16 laps, Leclerc was 1.129s per lap slower than fastest man Verstappen, with Hamilton, Vettel and Bottas closing

at around a second per lap. During this phase, all moved into his safety car window. Ferrari's strategy with Leclerc was the logical one, as not only did he have to go deep into the race on the mediums to make a one-stopper work, but it also created a short window where a safety car or VSC interruption would have allowed Leclerc to stop, retain the lead and win.

But the safety car, virtual or otherwise, was not on Ferrari's side. At the end of lap 31, Bottas closed on Leclerc on the main straight using the DRS and took the lead a few metres into the next lap. Hamilton followed him past on lap 33, then Leclerc let Vettel past into Turn 1 on lap 34. Ferrari, concerned about the life of the softs, tried to extend the stint further but had to bring in Leclerc, by now around three seconds off the pace.

This pitstop returned Leclerc to what had been his de facto position for most of the race – fifth – and, given his pace and the number of laps left, eliminated him from podium contention by dropping him to 20s behind Verstappen. This subsequently allowed him to make a late-race stop and nab the point for fastest lap with ease.

Vettel, in third, was looking livelier on the mediums than he had on the softs in the first stint. He was always within five seconds of Hamilton during the second stint and had closed to 3.1s behind as the VSC was activated when the leaders had just started lap 40. This was thanks to Gasly, who had surged from a pitlane start (the result of missing the weighbridge on Friday, among other penalties) to run a comfortable sixth, parking up with a driveshaft failure.





Bottas reclaimed the lead from late-stopping Leclerc on lap 32

SUTTON



Vettel had speed to win but poor qualifying cost him the chance

MAUGER

## “VETTEL, IN THIRD, WAS LOOKING LIVELIER ON MEDIUMS THAN HE HAD ON THE SOFTS IN THE FIRST STINT. HE WAS ALWAYS WITHIN FIVE SECONDS OF HAMILTON DURING THE SECOND STINT”

This had a significant impact on the race. Hamilton was pressuring Bottas and was 2.161s behind at the end of lap 39, having been even closer than that a few laps earlier. Vettel was also a threat, since the trio was covered by just over five seconds. Behind, Verstappen was flying. At one stage, he had been half a minute behind leader Leclerc, but from lap 16 – the first flying lap of his second stint – to the end of 39, when the VSC was deployed, Verstappen was 0.3s per lap faster than anyone.

Red Bull’s impressive pace was backed up by the improving Gasly, who on comparable medium tyres in the first stint and in clear air was on average 0.179s quicker than Leclerc from laps 12–33. Had Verstappen not locked up in Q1 (forcing him to use a second set of softs to advance), and therefore had two runs in Q3, he might have qualified higher than fourth with the right tow. While it would be very difficult for a Red Bull to get ahead and stay ahead given the upgraded Honda engine still isn’t quite as strong as that of Mercedes and Ferrari, had Verstappen done so and broken away he had the pace to stay there, so victory wasn’t impossible.

Just 1.7s behind Vettel, Verstappen appeared to be a real threat, only for the VSC to take the wind out of his sails. By the time the race restarted, Verstappen had been told to take it a little easier to avoid the risk of a repeat of Gasly’s failure, and to turn his power unit down to ensure reliability. The result was a third consecutive fourth place.

The VSC also had a big impact on the lead battle, as Hamilton slipped to 3.5s behind Bottas. “That was my fault and something I’ll work on,” >>

## QUALIFYING



BRATIC

Qualifying is not only a test of speed, but also racing savvy. Mercedes didn’t necessarily have the pace advantage to lock out the front row ahead of Ferrari, but Valtteri Bottas and Lewis Hamilton proved that it had the cutting edge needed to turn the practice formbook on its head. Ferrari, meanwhile, turned a possible 1-2 into third and 10th.

Charles Leclerc has to shoulder much of the blame for crashing at Turn 8 after a lock-up in Q2.

“I braked as much as I did on the soft but I was on the medium, so I locked up,” said Leclerc. I don’t want it to be misunderstood; there is no problem with the tyres, it was just myself. I am very disappointed.”

Few in the paddock could understand why Ferrari had sent both drivers out on mediums. The pace was there to advance to Q3 on them, but it wasn’t seen as the obvious starting tyre. Leclerc paid the price, while Sebastian Vettel was fortunate to get away with glancing the inside wall at Turn 8 with the left-rear on the same run.

That left Vettel on his own and in Q3 he ended up 0.302 seconds down, held back by falling track temperatures in a session that took only a few minutes short of two hours to complete and left him light on grip.

The other factor was the brilliant Mercedes strategy, sending both cars out of the pits first for the final Q3 runs. Bottas and Hamilton then pulled over at pit exit for what were nominally practice starts (‘clutch calibration’ as the two jokingly called it), and Vettel was among the group of drivers who had to go past.

Vettel, knowing he was struggling for tyre temperature, opted to gun his out-lap and went past the two cars ahead – Q3 debutant Antonio Giovinazzi’s Alfa Romeo and Lando Norris’s McLaren – so he did his lap without a tow that could have been worth as much as half a second.

Such a tow could have made Max Verstappen a pole threat, but he had only one run in Q3 after a lock-up forced him to burn a second set of softs in Q1. With just one set available for Q3, he did his lap out of sequence between those doing two runs to make sure of fourth on the grid ahead of midfield leader Sergio Perez’s Racing Point.

**“FEW IN THE PADDOCK COULD UNDERSTAND WHY FERRARI PUT BOTH DRIVERS ON MEDIUMS”**





## TRACKSIDE VIEW

This track could almost be a shiny and new version of Monaco but for the fact that it's too spacious. The glistening 21-floor Marriott Absheron Hotel's balconies are lined with spectators – those who can afford the five-star grand prix weekend prices – as it towers over the first corner. All around the Baku circuit, those not within the confines of the track cling to whatever vantage point they can find, no matter how precipitous. It can't touch Monaco for heritage but, like Singapore, Baku is becoming a modern classic of the city-circuit genre.

The Turn 1 left-hander follows the 2km full-throttle drag from the exit of Turn 16, with cars arriving in excess of 330km/h (205mph) with a tow, then dropping down to second gear on a qualifying lap.

It's not only a big stop, but also has to be done on tyres that have lost temperature in the preceding two kilometres. This creates problems for everyone. Valtteri Bottas, on his first flying lap of FP3, has to get right off the throttle at the exit of the corner to avoid an impact. Here, just before what might be termed the natural exit of the corner, the Tecpro barriers protrude to protect an apex created by two of the circuit's outer retaining walls meeting.



Romain Grosjean, Kimi Raikkonen and Sebastian Vettel all have trips up the escape road after bailing out of the turn, but the drivers who appear to have the biggest job on their hands are those in the McLarens.

Both Carlos Sainz Jr and Lando Norris have to work hard to get the car rotated on turn-in. Sometimes the car doesn't rotate enough and they have to wait to get on the throttle having run wide, while

on others it overrotates as the inconsistency of the rear grip causes problems. This hints at both drivers having to turn in more aggressively on the brakes than they'd like to get the car into the corner.

"Turn 1 has always been a tricky corner because the rear tyres always arrive in a very different condition to any other corner of the season after such a long straight," says Sainz later. "So the

rear tyres are very unpredictable, the rear axle is moving around a lot, and maybe us in particular we were struggling a bit more. But I think everyone is – some people more than others."

By qualifying, a few hours later, the McLarens were much closer to the pace. One made Q3 and the other could have – something that seemed unlikely based on watching them in FP3.

**EDD STRAW**



McLaren seemed to make progress between FP3 and qualifying





**“MERCEDES IS RAZOR-SHARP AND BATTLE-HARDENED OPERATIONALLY, HAVING CAST ASIDE THE ERRORS THAT HAVE COST IT IN THE PAST”**

said Hamilton. “There are some things I can fix on the dash to make sure that doesn’t happen again.”

The race restarted with the leaders midway round lap 41, giving Hamilton just over 10 laps to get ahead of his team-mate. He chipped away at the gap and was within DRS range for the final three laps. His key chance was always going to be the end of the penultimate lap, which was where Russell ultimately gave Bottas a helping hand.


As Hamilton admitted, it was a combination of small things that conspired to cost him victory: missing out on pole despite having a tow from Bottas; being up on his team-mate before having a wobble in the final real corner; not holding the lead at the start; and losing time under the VSC. But in the grand scheme of things, being part of a quartet of 1-2 finishes for Mercedes and building a mammoth lead over Ferrari in the championship will make up for much of that disappointment.

But while this latest 1-2 marked a run of season-starting success unprecedented even for the mighty Mercedes team, it was closer than it looked. That Mercedes prevailed reflects the fact that it has a more consistent car than Ferrari that works across a range of conditions. The way the Ferrari works, or doesn’t work, the tyres is critical. It seems that the switch to thinner-gauge rubber to allow drivers to push more has forced Ferrari, previously gentler on the higher-degradation rubber of the past two seasons, closer to the edge of the window and therefore

prone to falling out of it, while pushing Mercedes, previously battling not to overwork them, towards the sweet spot.

But Mercedes is also razor-sharp and battle-hardened operationally, having cast aside the errors that have cost it in the past. The inspired move to deny Vettel a tow by heading out for the final Q3 runs first, then pulling over to the practice start area at pit exit and forcing the rest – including Vettel – to stream past reflected that.

This was a race that any of the top six could have won given a fair wind, yet Mercedes emerged on top again. Ferrari has a car that, at its peak, can be a little quicker but the team cannot access that performance regularly enough. As for Red Bull, with Honda improving it’s on a trajectory that could allow it to emerge once more as a genuine title threat.

The Azerbaijan GP was a reminder that, if either of those two pretenders is going to topple Mercedes in 2019, they must be stronger still. 

#### NEXT F1 REPORT

#### SPANISH GRAND PRIX 16 MAY ISSUE

The Formula 1 circus heads back to the scene of Ferrari’s pre-season testing dominance – but the Italian team now has a lot of work to do...



## Reversing Ricciardo gets penalty for Barcelona

Daniel Ricciardo has been given a three-place grid penalty for the Spanish Grand Prix after reversing into Daniil Kvyat – an incident that left the Renault driver feeling “pretty small”.

Ricciardo had tried to pass Kvyat for 10th place at Turn 3, but misjudged the move and slid down the escape road. That forced Kvyat wide and the Toro Rosso driver ended up sitting right behind the Renault, stuck in front of the wall.

Ricciardo then moved backwards down the escape road into Kvyat, and both cars had to retire due to the damage.

The FIA handed Ricciardo a three-place grid penalty for Spain, as well as adding two penalty points to his licence.

“I obviously don’t feel good about what happened,” said Ricciardo. “I found reverse [gear] and started going, and to be honest I had no idea he was there. I guess the urgency stopped me from looking.”

“I certainly feel bad for the team and for Dany. It is not cool. I feel pretty small. It was just a silly mistake in a bit of panic.”

Ricciardo’s error capped a miserable weekend for the Renault team. Nico Hulkenberg said he had “no weapons” with which to fight in Baku, where he started 15th and finished a lowly 14th, ahead of only the two Williams drivers.



## FP1 abandoned after Russell manhole cover accident

Friday’s first free practice session was abandoned after just over 10 minutes because George Russell’s Williams struck a manhole cover that had come loose.

The cover was thought to have initially been dislodged when Charles Leclerc’s Ferrari passed over it. When Russell crossed over it the cover lifted and initially struck the underside of the front of the chassis. It then did substantial damage to the floor, prompting Russell to stop immediately. He escaped injury, although he pointed out that had the manhole cover been 10–15mm higher the incident could have been more serious.

“Surprisingly it didn’t hurt,” said Russell. “It set the fire extinguisher off and, as that was so cold, I thought I was sort of burning, so I got out of the car as quickly as I could. I don’t know the speed, but I know it was 4G of vertical load, which I think is quite high.”

“It’s annoying for the guys really, they spent all day yesterday preparing the car to be ready for us only to do two laps.”

To compound the incident, while the Williams FW42 was being taken back to the pits on a flatbed truck, the crane arm was left

too high and struck one of the footbridges over the circuit. This gouged a small hole in the bridge, although it did not do structural damage, and it caused fluid from the arm to spill over the rear of the Williams.

The damage to the monocoque meant that Russell’s car had to be rebuilt around the spare, forcing him to miss Friday afternoon’s running. Williams deputy team principal Claire Williams confirmed she would be speaking to the FIA about possible compensation from the circuit.

Former world champion Kimi Raikkonen criticised the circuit, saying it made F1 look unprofessional. “We looked like amateurs here today,” said Raikkonen. “It should not be like this. It’s up to the FIA to make sure that the track is like it’s supposed to be.”

“It seems to be that every year some drainage hole comes loose or something slides up. It’s up to them to check and tell the people here. It’s their responsibility to have the track as it is expected to be.”

“Luckily nobody got hurt, but it obviously destroyed everybody’s day. Also for the people who came to watch here, it is far from ideal.”





## Raikkonen scores point despite wing problem

Kimi Raikkonen charged from the pitlane to maintain his 100% point-scoring record for the Alfa Romeo team, after being disqualified from qualifying for a front wing problem.

Raikkonen was thrown out of the Saturday results and consigned to a pitlane start after the front wing on his Alfa failed a deflection test. That forced the team to make a change to the specification of the flap adjuster hooks on either side of the front wing.

Raikkonen said after the race that Alfa had already encountered a problem with his front wing in China but couldn't produce a new unit in time for the GP. However, when it failed the test on Sunday morning, changes were able to be made.

"Obviously we didn't plan to start in the pitlane this morning, but that's how it turned out," said Raikkonen. "In the last race we broke a stay on the front wing and we lost the downforce, so probably it's a similar thing that is going on. Unfortunately we knew the issue after last race but we didn't have time to produce a new one."

Raikkonen benefited from a call to ditch the soft tyres just six laps into the race, and the early stop enabled him to get ahead of several midfield rivals. He is one of six drivers to score points in every race so far. The others are the two Mercedes and Ferrari drivers and Red Bull's Max Verstappen.

Alfa struggled to make its tyres work in the race, which also cost Antonio Giovinazzi a first point in F1. The Italian made it into Q3 for the first time and was quicker than Raikkonen but ended up 12th on a lesser strategy.

### Q & A

#### CHRISTIAN HORNER RED BULL TEAM PRINCIPAL



Red Bull claimed its third consecutive fourth place with Max Verstappen, while Pierre Gasly was on target for sixth after a pitlane start following multiple penalties when he suffered a driveshaft failure.

drivelines. But until the virtual safety car, he looked in pretty decent shape.

#### How did Pierre react?

While he doesn't have the result on paper he's happy with his weekend. In Q1 he was quick, he's driven a good race and it should have been an easy P6 today from the pitlane, which is a really strong drive.

#### Are you disappointed with the race?

I thought there would be more action but it was a positive race in that our pace compared with Mercedes and Ferrari was strong today. I think we had a quicker car today than Ferrari. We lost too much time behind Perez at the beginning and that dropped Max off Sebastian [Vettel] and Mercedes but at the end of the stint, he was quicker. So we went a couple of laps longer to have a better tyre for the second stint and he took 10 seconds out of Sebastian and closed on the group ahead.

#### What caused the fuel-flow rate offence in qualifying?

Basically, the fuel flow sensor sometimes has a bit of oscillation and he got a good tow on his lap from a Racing Point. So that puts it into the limiter in top gear and the resonance was such that it was in and out of the limiter by 0.2 grams. In terms of performance, that's nothing but it's obviously zero tolerance from the FIA.

#### How strongly did you consider pitting Max under the last VSC?

With it being a VSC it didn't really make any sense. He didn't have any new C4 tyres available to go for the fastest lap so, looking at it with the reliability, we thought, did we really want to put an extra load through the driveshaft for one point which might cost us 12?



## 'On the limit' Perez takes 'Class B' win



Racing Point driver Sergio Perez claimed his first 'Class B' victory of the season by winning the midfield battle in Baku.

Although the Racing Point car wasn't the fastest of the midfielders in race conditions, Perez held off the quicker McLarens of Carlos Sainz Jr and Lando Norris for a superb sixth place. He had a straightforward race, initially running fourth ahead of

Max Verstappen before being passed by the Red Bull early on.

He then kept the McLarens at bay on a one-stop strategy, finishing 7s ahead of Sainz.

"I was on the limit the whole race apart from the last laps," said Perez. "So it was a very demanding race. No mistakes, no lock-ups, it was the only way to keep the McLarens behind because they were faster than us."



20 Gasly #10  
excluded from qual

18 Kubica #88  
1m45.455s

16 Russell #63  
1m45.062s

14 Grosjean #8  
1m43.407s

12 Magnussen #20  
1m42.699s

19 Raikkonen #7  
excluded from qual

17 Giovinazzi #99  
1m42.424s

15 Hulkenberg #27  
1m43.427s

13 Stroll #18  
1m42.630s

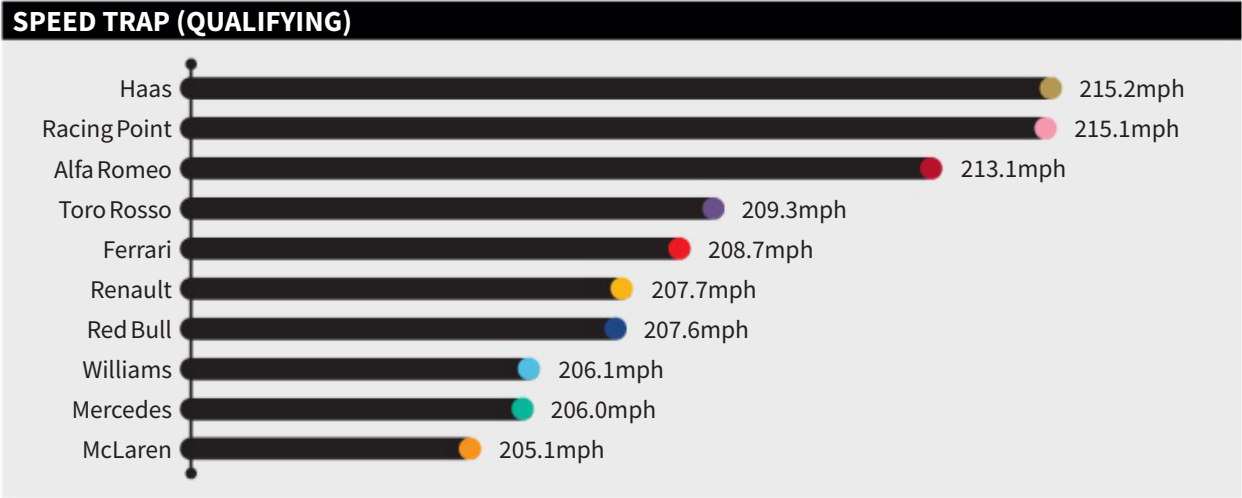
11 Albon #23  
1m42.494s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Leclerc	1m47.497s	1	Leclerc	1m42.872s	1	Leclerc	1m41.604s
2	Vettel	1m49.598s	2	Vettel	1m43.196s	2	Vettel	1m41.802s
-	Grosjean	no time	3	Hamilton	1m43.541s	3	Verstappen	1m42.852s
-	Norris	no time	4	Verstappen	1m43.793s	4	Bottas	1m43.064s
-	Verstappen	no time	5	Bottas	1m44.003s	5	Hamilton	1m43.176s
-	Magnussen	no time	6	Kvyat	1m44.177s	6	Kvyat	1m43.223s
-	Sainz	no time	7	Sainz	1m44.183s	7	Magnussen	1m43.294s
-	Giovinazzi	no time	8	Albon	1m44.216s	8	Albon	1m43.300s
-	Kvyat	no time	9	Gasly	1m44.240s	9	Perez	1m43.430s
-	Kubica	no time	10	Norris	1m44.295s	10	Raikkonen	1m43.537s
-	Russell	no time	11	Magnussen	1m44.901s	11	Ricciardo	1m43.561s
-	Albon	no time	12	Giovinazzi	1m45.366s	12	Giovinazzi	1m43.637s
-	Ricciardo	no time	13	Perez	1m45.436s	13	Norris	1m43.924s
-	Hulkenberg	no time	14	Raikkonen	1m45.482s	14	Sainz	1m43.978s
-	Gasly	no time	15	Ricciardo	1m45.483s	15	Stroll	1m44.039s
-	Raikkonen	no time	16	Grosjean	1m45.618s	16	Hulkenberg	1m44.043s
-	Perez	no time	17	Hulkenberg	1m46.717s	17	Grosjean	1m44.374s
-	Stroll	no time	18	Stroll	1m47.875s	18	Kubica	1m46.000s
-	Bottas	no time	19	Kubica	1m48.111s	19	Russell	1m46.290s
-	Hamilton	no time	-	Russell	no time	20	Gasly	1m47.836s

WEATHER 17C, cloudy

WEATHER 17C, cloudy

WEATHER 17C, sunny



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Leclerc	1m41.426s	1	Verstappen	1m41.388s	1	Bottas	1m40.495s
2	Hamilton	1m41.614s	2	Bottas	1m41.500s	2	Hamilton	1m40.554s
3	Verstappen	1m41.727s	3	Hamilton	1m41.580s	3	Vettel	1m40.797s
4	Sainz	1m41.936s	4	Perez	1m41.870s	4	Verstappen	1m41.069s
5	Bottas	1m42.026s	5	Vettel	1m41.889s	5	Perez	1m41.593s
6	Vettel	1m42.042s	6	Leclerc	1m41.995s	6	Kvyat	1m41.681s
7	Raikkonen	1m42.059s	7	Raikkonen	1m42.082s	7	Norris	1m41.886s
8	Giovinazzi	1m42.140s	8	Norris	1m42.084s	8	Giovinazzi	1m42.424s
9	Albon	1m42.154s	9	Kvyat	1m42.221s	9	Leclerc	no time
10	Perez	1m42.249s	10	Giovinazzi	1m42.381s	EX	Raikkonen	1m43.068s
11	Kvyat	1m42.324s	11	Sainz	1m42.398s			
12	Norris	1m42.371s	12	Ricciardo	1m42.477s			
13	Magnussen	1m42.382s	13	Albon	1m42.494s			
14	Ricciardo	1m42.486s	14	Magnussen	1m42.699s			
15	Stroll	1m42.630s	15	Gasly	no time			
16	Grosjean	1m43.407s						
17	Hulkenberg	1m43.427s						
18	Russell	1m45.062s						
19	Kubica	1m45.455s						
EX	Gasly	1m41.335s						

WEATHER 17C, cloudy

NEXT RACE

12 MAY

SPANISH GP

Barcelona

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Bottas	87	1	1
2 Hamilton	86	1	1
3 Vettel	52	3	2
4 Verstappen	51	3	4
5 Leclerc	47	3	1
6 Perez	13	6	5
7 Gasly	13	6	6
8 Raikkonen	13	7	9
9 Norris	12	6	7
10 Magnussen	8	6	6
11 Hulkenberg	6	7	8
12 Sainz	6	7	7
13 Ricciardo	6	7	7
14 Stroll	4	9	15
15 Albon	3	9	12
16 Kvyat	1	10	6
17 Giovinazzi	0	11	8
18 Grosjean	0	11	6
19 Russell	0	15	17
20 Kubica	0	16	18

CONSTRUCTORS' CHAMPIONSHIP

1 Mercedes	173
2 Ferrari	99
3 Red Bull	64
4 McLaren	18
5 Racing Point	17
6 Alfa Romeo	13
7 Renault	12
8 Haas	8
9 Toro Rosso	4
10 Williams	0

QUALIFYING BATTLE

Hamilton	2	2	Bottas
Vettel	3	1	Leclerc
Gasly	0	3	Verstappen
Ricciardo	2	1	Hulkenberg
Grosjean	1	3	Magnussen
Norris	2	2	Sainz
Perez	4	0	Stroll
Raikkonen	2	1	Giovinazzi
Albon	1	1	Kvyat
Russell	4	0	Kubica

Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

WINS

Bottas	2
Hamilton	2

POLE POSITIONS

Bottas	2
Hamilton	1
Leclerc	1

FASTEST LAPS

Leclerc	2
Bottas	1
Gasly	1



STARTING GRID

10 Ricciardo #3 1m42.477s	8 Leclerc #16 no Q3 time	6 Kvyat #26 1m41.681s	4 Verstappen #33 1m41.069s	2 Hamilton #44 1m40.554s
9 Sainz #55 1m42.398s	7 Norris #4 1m41.886s	5 Perez #11 1m41.593s	3 Vettel #5 1m40.797s	1 Bottas #77 1m40.495s

RACE RESULTS ROUND 4/21 (51 LAPS - 190.18 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Valtteri Bottas (FIN)	Mercedes	1h31m52.942s	31	Su, Mn
2	Lewis Hamilton (GBR)	Mercedes	+1.524s	1	Su, Mn
3	Sebastian Vettel (DEU)	Ferrari	+11.739s		Su, Mn
4	Max Verstappen (NLD)	Red Bull-Honda	+17.493s		Su, Mn
5	Charles Leclerc (MCO)	Ferrari	+1m09.107s	19	Mn, Sn, Sn
6	Sergio Perez (MEX)	Racing Point-Mercedes	+1m16.416s		Su, Mn
7	Carlos Sainz Jr (ESP)	McLaren-Renault	+1m23.826s		Sn, Mn
8	Lando Norris (GBR)	McLaren-Renault	+1m40.268s		Su, Mn, Su
9	Lance Stroll (CAN)	Racing Point-Mercedes	+1m43.816s		Sn, Mn
10	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap		Su, Mn
11	Alexander Albon (THA)	Toro Rosso-Honda	-1 lap		Sn, Mn
12	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap		Su, Mn
13	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap		Su, Mn, Sn
14	Nico Hulkenberg (DEU)	Renault	-1 lap		Sn, Mn, Sn
15	George Russell (GBR)	Williams-Mercedes	-2 laps		Mn, Mn, Sn
16	Robert Kubica (POL)	Williams-Mercedes	-2 laps		Mn, Mn, Sn
R	Pierre Gasly (FRA)	Red Bull-Honda	38 laps-driveshaft		Mn
R	Romain Grosjean (FRA)	Haas-Ferrari	38 laps-brakes		Mn, Su
R	Daniil Kvyat (RUS)	Toro Rosso-Honda	33 laps-accident damage		Su, Mn
R	Daniel Ricciardo (AUS)	Renault	31 laps-accident damage		Sn, Mn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Leclerc	1m43.009s	-	50
2	Bottas	1m44.024s	+1.015s	50
3	Hamilton	1m44.166s	+1.157s	48
4	Vettel	1m44.629s	+1.620s	46
5	Verstappen	1m44.794s	+1.785s	39
6	Norris	1m45.394s	+2.385s	43
7	Perez	1m45.524s	+2.515s	49
8	Gasly	1m45.712s	+2.703s	34
9	Albon	1m45.754s	+2.745s	49
10	Sainz	1m45.807s	+2.798s	43
11	Giovinazzi	1m45.969s	+2.960s	45
12	Stroll	1m46.009s	+3.000s	38
13	Raikkonen	1m46.479s	+3.470s	48
14	Magnussen	1m46.682s	+3.673s	42
15	Ricciardo	1m46.767s	+3.758s	29
16	Russell	1m47.251s	+4.242s	42
17	Hulkenberg	1m47.407s	+4.398s	43
18	Kvyat	1m47.681s	+4.672s	28
19	Kubica	1m47.709s	+4.700s	45
20	Grosjean	1m48.517s	+5.508s	33

WEATHER 20C, sunny

WINNER'S AVERAGE SPEED 124.19mph FASTEST LAP AVERAGE SPEED 130.37mph.

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set

HARD MEDIUM SOFT

C1 C2 C3 C4 C5 INTERMEDIATE WET

RACE BRIEFING

GRID PENALTIES

**GIOVINAZZI** 10-place penalty for additional power unit elements used

**GASLY** Required to start from pitlane for failing to stop for the official weight check and for modifications while under parc ferme conditions. Also five-place penalty for replacement gearbox, plus disqualified from qualifying for fuel-flow infringement

**RAIKKONEN** Required to start from pitlane

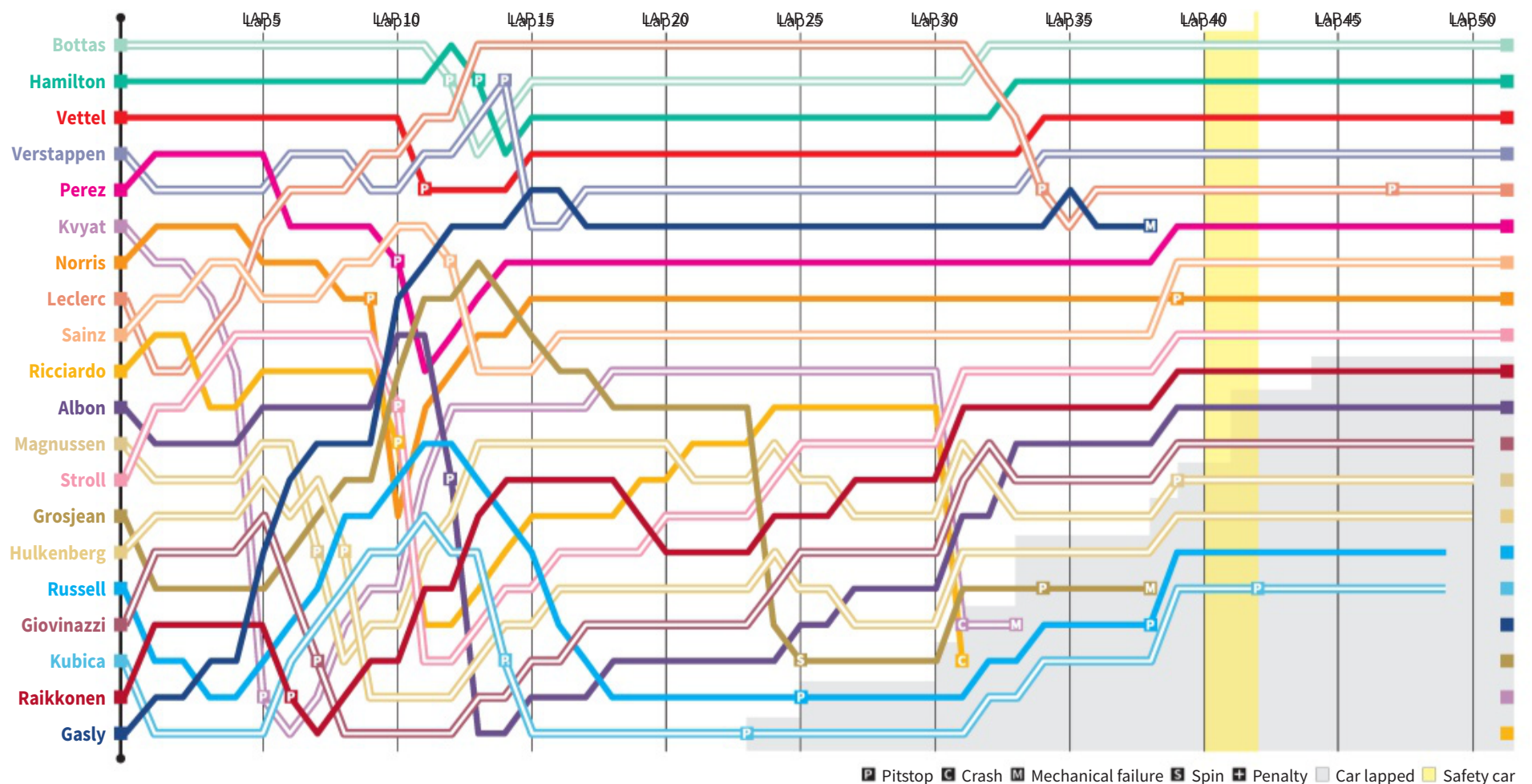
due to front-wing deflection infringement and flap-adjuster-hook changes

RACE PENALTIES

**KUBICA** Drivethrough penalty for leaving pit garage when not permitted to do so

**RICCIARDO** Three-place grid penalty at next event and two licence points for reversing into Kvyat

LAP CHART What happened, when





# MIDFIELD BATTLER MOVES TO THE TOP OF OUR TABLE

*A second 10/10 in a row has launched Racing Point's Sergio Perez to the top of the Autosport rankings, chased by the Mercedes drivers*

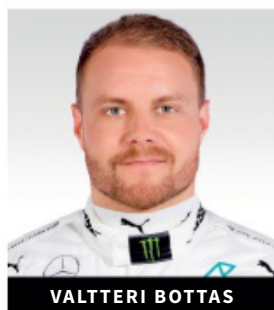
EDD STRAW

## MERCEDES



LEWIS HAMILTON

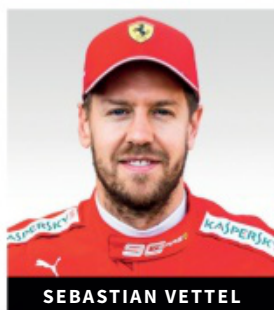
**8** Pointed to a confluence of factors for finishing second – not aceing his Q3 lap, being too generous at the start, the virtual safety car interruption and loss of time – but still came close to catching and passing Bottas. Without a small qualifying error, he might have been ahead all the time.



VALTTERI BOTTAS

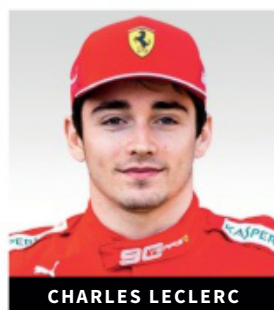
**9** On a weekend when any one of the top six drivers could conceivably have won given a fair wind, Bottas was the one who kept the mistakes to a minimum. Pole position was a surprise, but he made the most of it after repassing Hamilton, then soaked up the pressure to win.

## FERRARI



SEBASTIAN VETTEL

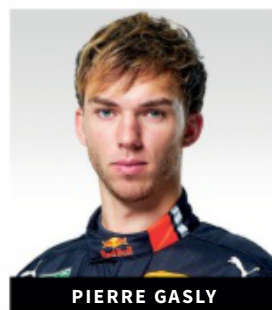
**7** Ended up three tenths off pole after not getting a tow on his final Q3 lap. In the race, he showed good pace and kept relatively close to the Mercedes drivers, and drove a clean, competitive race despite not feeling completely comfortable with the car and being slightly slower than Leclerc.



CHARLES LECLERC

**5** Things were going well for Leclerc before he crashed in Q2 while on medium Pirellis having tried to match his soft-tyre braking point. “Stupid” was his verdict. In the race he drove well and put himself in a position to benefit from a safety car that never appeared.

## RED BULL



PIERRE GASLY

**7** A pitlane-start penalty for missing the weighbridge on Friday, exclusion from qualifying for exceeding the fuel-flow limit, and a five-place grid penalty for a gearbox change, followed by driveshaft failure, made for a frustrating weekend. But beneath all that, pace was improved.



MAX VERSTAPPEN

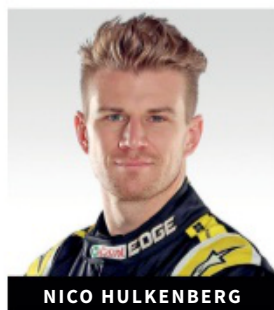
**8** No surprise to see Verstappen qualifying behind both Mercedes and a Ferrari after only having one Q3 run. He lost time early in the race after falling behind Perez's Racing Point, but his pace in the middle stint, before backing off to avoid a repeat of Gasly's problem, was stunning.

## RENAULT



DANIEL RICCIARDO

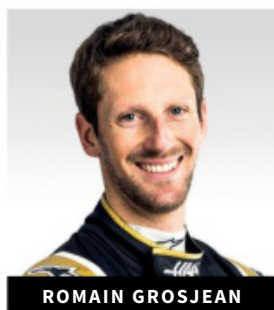
**5** Did well to come close to reaching Q3, and was on course for 10th before things went wrong. Trying to pass Kvyat, he misjudged his braking and went up an escape road, then backed into the Toro Rosso while attempting to reverse out of trouble, earning himself a three-place grid drop for Spain.



NICO HULKENBERG

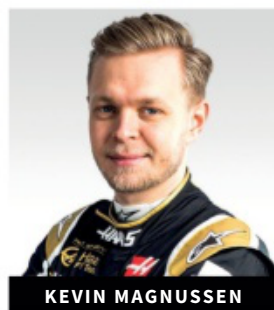
**5** Was nowhere close in qualifying and the race, finishing ahead only of the Williams drivers in both. He said he had “no weapons” in the race, and that was supported by a subdued performance in terms of not being able to hold his own in the midfield battle. Clearly something was amiss.

## HAAS



ROMAIN GROSJEAN

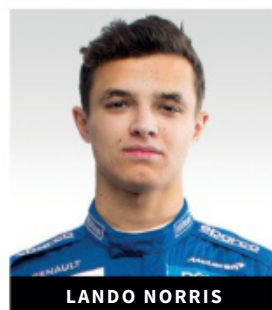
**6** Was “shocked” to lap a second off Magnussen and fall in Q1, the consequence of struggling to get the tyres working. The race didn't go much better, as he battled understeer, a lack of grip and, latterly, braking problems that caused a trip up the escape road and later forced his retirement.



KEVIN MAGNUSSEN

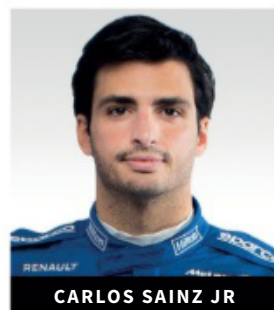
**6** Did what he could in qualifying, which didn't amount to anything better than Q2 on a tricky weekend for Haas. Was able to flirt with the points in the race, but never had the pace to beat the Toro Rossos and Alfa Romeos that he would have needed if he was to take a top-10 finish.

## MCLAREN



LANDO NORRIS

**8** Made Q3 with ease, although the gap back to Sainz flattered him. Drove a good race, but was unable to attack Perez despite having faster lap pace, if not straightline speed, before making a second stop under the VSC that cost him a place to his team-mate. Survived a hefty slap with the wall late on.



CARLOS SAINZ JR

**8** Hit bad luck with yellow flags that ruined his final Q2 lap and cost him a place in Q3. For once had a race without problems and was rewarded with seventh after moving ahead of Norris when the team opted to split its strategy, which probably better reflected that Sainz was slightly quicker.



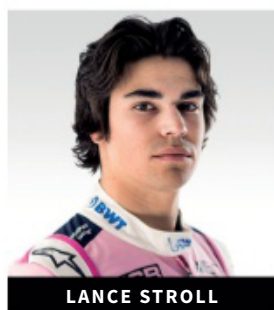


## RACING POINT



SERGIO PEREZ

**10** Perez delivered in qualifying and was able to withstand the challenge of the McLarens well in the race. Crucially, he never lost track position to his midfield rivals, and even spent the early laps running ahead of Verstappen. Could not have done better.



LANCE STROLL

**7** Stroll was a little unfortunate to fall in Q1 after giving Ricciardo – who bumped him into the dropzone – a mega tow. But, as Perez proved, the Racing Point was a Q3 car in Baku. His trademark strong start got him ahead of Magnussen and Albon.

## ALFA ROMEO



KIMI RAIKKONEN

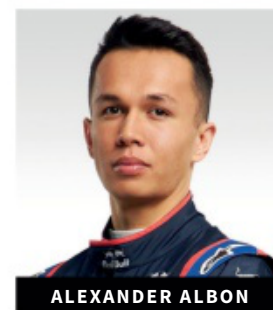
**8** The Alfa looked stronger on long-run pace than qualifying pace in practice, and Raikkonen ultimately set a disappointing time in Q3 – more than six tenths behind Giovinazzi. But he made the most of clear air after an early stop before clearing Magnussen and Kvyat on his way to 10th.



ANTONIO GIOVINAZZI

**8** Like much of the start of Giovinazzi's season, this looked superficially like a wasted weekend. But the Italian showed strong pace compared to Raikkonen and only dropped behind him after stopping a lap later. He also reached Q3 for the first time in his six-race F1 career.

## TORO ROSSO



ALEXANDER ALBON

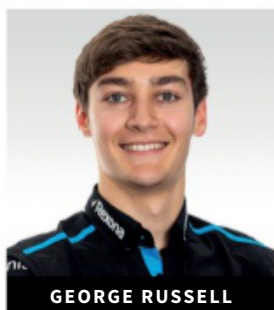
**7** Further cemented his reputation as F1 2019's Mr Excitement, which led to a few brushes with the wall but also strong pace. Was frustrated in his quest for Q3 thanks to struggling with tyre temperatures that, combined with another touch of the wall, left him just outside the points.



DANIIL KVIAT

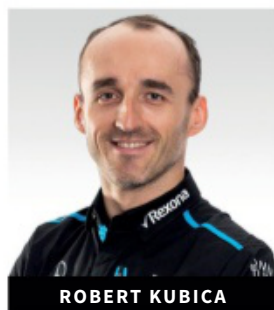
**8** Excelled in qualifying to put the Toro Rosso sixth on the grid, but had a tough – but short – first stint on softs that lost performance rapidly and led to him plummeting down the order. Was in 10th when Ricciardo made his lunge, which Kvyat deftly avoided before being reversed into.

## WILLIAMS



GEORGE RUSSELL

**7** A week-long illness and missing most of Friday practice after losing a fight with a manhole cover was not the best preparation for the weekend and inevitably made FP3 difficult. Recovered well in qualifying and appeared to get reasonable pace out of the tricky Williams.

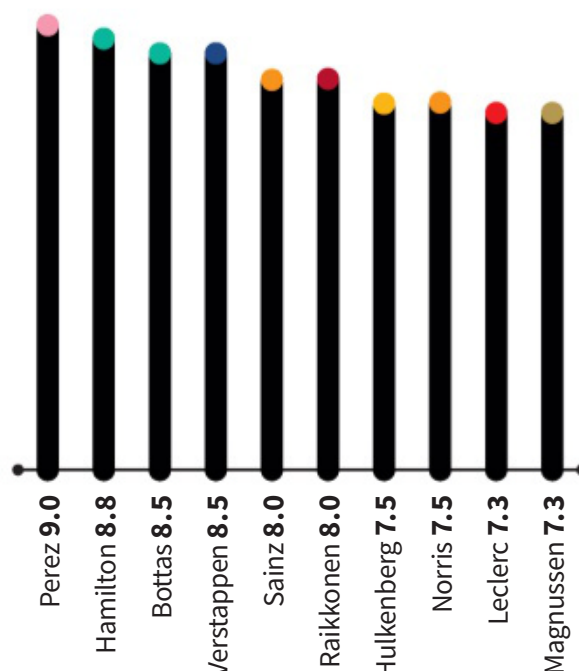


ROBERT KUBICA

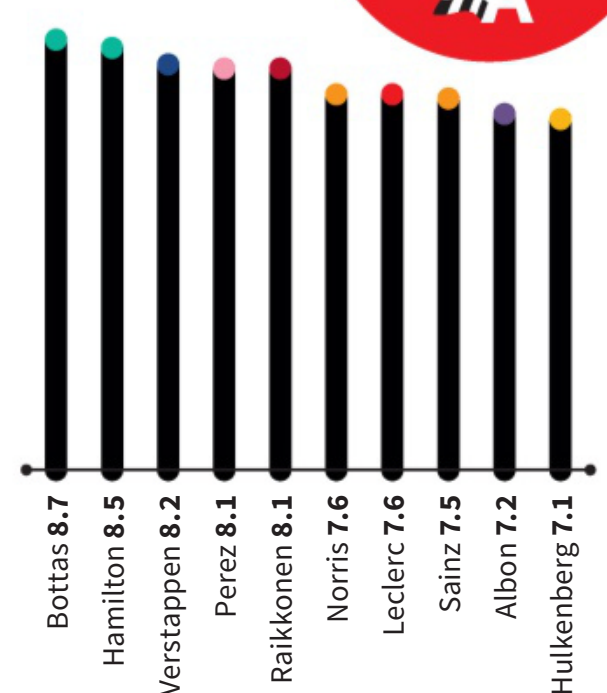
**6** Having never driven in Baku before, could have done without FP1 being abandoned, but seemed to make solid progress. Until, that is, the Q1 shunt at Turn 8. A penalty for leaving the garage too early for his pitlane start was costly, but his race pace was reasonable enough.

### TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING  
AFTER ROUND 4



READERS' RATING  
AFTER ROUND 4



GIVE  
YOUR DRIVER  
RATINGS

[AUTOSPORT.COM/F1/  
DRIVER-RATINGS](https://www.autosport.com/f1/driver-ratings)





Dean Harrison leads Michael Dunlop and Conor Cummins in 2018 Supersport race



ROD NEILL/PACEMAKER PRESS INTL.; ROD NEILL/BIKESPORTPHOTOS

## Live the excitement of TT 2019 with Duke Travel

The Isle of Man TT, in the words of legendary broadcaster and former motorcycle racer Murray Walker, is the “greatest motorsport event in the world bar none”. It was first run in 1907 on a shorter course, and since 1911 this tiny island in the middle of the Irish Sea has welcomed the bravest and most daring riders to test themselves on the fearsome Snaefell Mountain Course — a 37.73-mile stretch of closed public roads offering up the mightiest of challenges and creating legends of all those who have conquered it.

The birthplace of the modern motorcycle grand prix world championship we now know as MotoGP in 1949, the TT lost

***“The Isle of Man TT is the greatest motorsport event in the world bar none”***  
**Murray Walker**

its world championship status in 1977. But this didn’t stop the event from continuing to be one of the most popular on the motorsport calendar, with over 40,000 people from all over the globe flocking to the island for last year’s races — 16,000 of them first-time visitors.

Those spectators were treated to a feast of action, with nine races taking place across

the six classes — Superbike, Superstock, Supersport, Lightweight, Electric, and Sidecar. And they witnessed history, as Peter Hickman made the TT the fastest road race in the world by lapping at an incredible average speed of 135.452mph on his Smiths Racing BMW Superbike on his way to victory in a thrilling Senior TT finale.

As a result, the island’s numbers are set to swell even more between 25 May and 7 June this year, with travel and accommodation for the event incredibly limited in availability now.

However, Duke Travel understands the demand to be at the world’s most exhilarating event is high. As the official



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Peter Hickman wheelies through Rhencullen as spectating dog looks on



Cummins clears the leaves as he blats through Milntown

travel partner of the Isle of Man TT, Duke Travel offers excellent and affordable accommodation and travel packages aimed at the first-time TT goer.

Securing accommodation for TT fortnight so close to the event can be an incredibly hard task. And the options remaining will be, if not quite Monaco GP prices, not far off. The TT 'homestay', an Airbnb-style service, offers an alternative to hotels. However, the cost of a room in a convenient location will be steep, not to mention the lack of privacy that comes with staying in a shared space. This means the only option left is pitching tent in one of the island's numerous campsites. Those with the means can upgrade to a 'glamping' option, and that comes at a premium. All of this can put off someone from making that dream TT trip.

This is where Duke Travel comes in. For 2019, Duke Travel has created a much-needed new third option to the accommodation search – the IOMTT Village. This £250,000 project is Duke Travel's answer to the question of where

to secure first-class, private, comfortable and cost-effective accommodation, while remaining close to the action. Situated a stone's throw away from the TT paddock and grandstand on the Glencrutchery Road – where the riders set off to face the 37.73-mile Mountain Course – the IOMTT Village is a pop-up hotel site, featuring 150 rooms set out in rows named after famous turns on the TT course.

This is not a new concept for the TT, but a pop-up hotel site has not been present at the event for the previous two years. The IOMTT Village brings this idea back, and vastly improves on the experience.

Each two-bedroom contains en-suite and toilet facilities, as well as heating. Free wi-fi is available, and there are charging points for your electronic devices, while a continental breakfast is included with the room. Each room is secured by a lockable steel door and shutter, and on-site security is present 24 hours a day.

The site itself has space for car and motorcycle parking, with hard ground

The IOMTT Village pop-up hotel site features 150 en-suite rooms with heating, free wi-fi, and car and motorcycle parking. Continental breakfast is included. Guests can watch the TT action on the big screen in the marquee lounge.

**DUKE**  
TRAVEL



Duke Travel's bespoke Senior TT package includes IOMTT Village accommodation and grandstand tickets for Wednesday's racing and the blue-riband Senior event on Friday.

spaces available for the latter. Guests can enjoy their breakfast and relax in the marquee lounge, where they will also be able to watch the TT action on a large screen. The village is within short walking distance of the local supermarket and petrol station, and can be easily accessed from Victoria Road. The Island's beautiful promenade is also just a 500m walk from the village.

Standalone grandstand tickets are all but gone for much of race week, but Duke Travel's bespoke Senior TT package includes IOMTT Village accommodation and grandstand tickets for Wednesday's racing and the blue-riband Senior event on Friday. Duke Travel has a number of other wide-ranging packages to cater for all race fans.

The TT is a sporting spectacle like no other in the world, and absolutely has to be experienced in the flesh. While availability for travel and accommodation is generally scarce at this time of year, Duke Travel's competitive and varied packages will still allow you to experience your dream TT holiday in 2019.

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# Frijns masters the rain of Paris in the spring

*Forget the gilets jaunes — this was proper drama befitting of Formula E. And it ended with a first victory for the Envision Virgin team's Dutch talent*

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport  
IMAGES

**L**ast weekend's ABB FIA Formula E Championship race in Paris was one of firsts. It was won by Envision Virgin Racing's Robin Frijns, who claimed his maiden category victory in his 30th FE start. That achievement meant Virgin became the first team to score victories with both its drivers in this campaign, as well as becoming the first squad to actually take a second win. It was also the first time a driver scored a second pole position this season — something that actually ended up happening twice, thanks to some post-qualifying disqualification fun. And it was FE's first wet race.

Technically, this season's Hong Kong race was declared wet by the FIA, which officially made it FE's first wet race, but most of the moisture there came from a pre-race shower and no rain fell during the action. In Paris, it was the first time the drivers had to cope with a proper deluge — which appeared to turn to hail at one point — while racing.

In three separate alternative universes, there are three other drivers who scored their first win of the season in Paris. But all three were thwarted.

The first was Mahindra Racing's Pascal Wehrlein, who appeared to have returned to the blistering form that netted him second place in Santiago and then pole and a near-win in Mexico City. Wehrlein was majestic in qualifying, finishing second to Oliver Rowland in the group running and then producing a tidy but utterly rapid lap in superpole to claim the top spot on the grid for the second time this season — the first driver to do so in 2018-19.

But that accolade ultimately went to Rowland, who set the fastest time of superpole in both the first and second sectors, but ultimately lost out to Wehrlein's superior pace in the middle sector. The reason pole did not stay with Wehrlein was that his car — and that of »









team-mate Jerome d'Ambrosio, who produced arguably the lap of the season so far to get through to superpole from the much-derided first qualifying group – was found to have been running tyre pressures below the minimum permitted levels.

Mahindra team manager Joan Orus explained that his squad's tyre-pressure calibration tool was to blame. "There is a big gap between the official one and the tool that we use," he said. "Just a mistake from our side."

With Wehrlein and d'Ambrosio put back to 22nd and 21st from pole and sixth, Nissan e.dams locked out the front row, with Rowland ahead of Sebastien Buemi.

A pre-race shower forced the FIA to cancel the usual standing start and make the pack get under way behind the safety car instead. This was because the trees that lined the right-hand side of the circuit on the run from Turns 2 to 3, where the offset starting grid was located, had prevented the asphalt below them from drying. The officials therefore decided that the only fair thing to do would be to enforce the safety car start, which seemed like overkill considering the Circuit des Invalides is notoriously hard to pass on, but was ultimately the right thing to do.

Rowland therefore easily led from the off and looked as if the race was his to lose. After all, Jean-Eric Vergne won from pole last year, easily withstanding pressure from behind. And the attack mode ultimately proved to be underwhelming (for a change).

But Rowland, like Wehrlein before him, became another to lose out on that first FE win he would have netted in his alternative universe. He had established a nice 0.9-second gap over Buemi when he locked up and hit the barriers at Turn 10 on the first proper lap. He was able to reverse away, and ended up 12th at the flag.

"It was a bit strange," Rowland said. "I couldn't stop and get around the corner, so



Winning was 'virgin'  
FE territory for Frijns.  
Not any more...

I was in the wall. All I'll say is it's unlike me to do something like that in that position. It's difficult to understand at the moment so I have to go through everything properly. But at the moment I have to take it as just my mistake and I need to learn from it."

Buemi, still searching for a first FE win since June 2017, then had the chance to run clear at the front. But he was being chased hard by Frijns, who took his first attack mode on lap six of what would be a 32-lap

contest. This was crucial to both of their races as Buemi felt the need to play the standard (and correct) tactic of taking his first activation on the following lap in a bid to negate Frijns's advantage.

But Buemi locked up slightly as he approached the right-hander preceding the attack-mode zone, therefore had to enter it from a wider line, and got hit by Frijns's nose as he came across. The contact occurred "exactly on the [tyre] valve", according to Buemi, and gave him a slow puncture. The tyre deflated over the next five laps and on lap 11 Buemi had to pull over and head to the pits for a new wheel, incurring a penalty for pitlane speeding.

And so it fell to Frijns to take his first victory. But it was no simple task.

Frijns's day had not started well. He crashed in FP1 – in the same spot where his team-mate Sam Bird would later crash in the same session – bringing out the red flags, and was "not super-happy about his car in the early morning", according to his team boss Sylvain Filippi.

But Frijns responded very well in qualifying. First he made it through to superpole for the first time this season, and then produced probably the most entertaining lap of that session. In typically aggressive style he threw his car between the walls from corner to corner, touching the wall at Turn 10, to wind up fourth – starting third thanks to Wehrlein's demotion.



Rowland started  
on pole, but his  
race unravelled

SBLOXHAM





Once he got into the race lead he had to work out if his front wing, which had been damaged in the clash with Buemi, would need replacing, and once he had established that it didn't the rain came.

From a third of the way through it was a nightmare for the drivers. As the wet weather caused the temperature to plummet (and it hadn't been high to begin with thanks to the cool spring climate in Paris) grip was almost impossible to find. This led to thrills, spills, many cars ending up in the barriers, four full-course yellows, and a full safety car period.

Frijns handled all this with aplomb. He held off DS Techeetah driver Andre Lotterer, who had managed to do some overtaking (rare, before the rain arrived) from sixth on the grid, to win by 1.373s. Completing the podium was the Audi of Daniel Abt, who put in the move of the race on Felipe Massa by jinking to the inside on the approach to Turn 3 during the early stages.

The key to his win, reckoned Frijns, was the progress he had made with his team in recent weeks when it came to his qualifying performances. Before the previous round in Rome, he had only qualified in the top 10 once this season, and in the Italian capital he had matched his previous season-best of eighth from Marrakech. "At the beginning of the season I wasn't the best qualifier and I really improved," he said. "The team helped me and I feel really comfortable." >>

## JAGUAR I-PACE ETROPHY



Bryan Sellers took the lead of the Jaguar I-PACE eTrophy with victory in Paris in blustery and changeable conditions that helped enforce an early end.

The narrow confines of the Paris circuit meant overtaking was at a premium, so Sellers's pole position should have been crucial. But it counted for little when Caca Bueno surged by around the outside of Turn 1 on the opening lap for the lead, moments before a full-course yellow was called for debris.

Bueno's race would unravel when he slid off the track, and the Brazilian would later cause an early end to the race when he picked up a puncture and crashed at Turn 1 with 11 minutes left on the clock. A safety car was called for the second time and it was swiftly converted into a race-ending red flag due to the amount of time need for barrier repairs.

Bueno's crash also collected Sellers's Rahal Letterman Lanigan Racing team-mate Katherine Legge, who continued after reversing around Bueno's stricken car to take 10th at the flag.

But Sellers rose above the chaos to record a win that made him the first driver to win two races in the 2018-19 season, and he now holds a lead of five points over Sergio Jimenez. "This is such a difficult series and you really have to be on it to win," said Sellers. "I started the series a little off the pace, so to be able to take my second win today feels incredible. We experienced tough conditions, but you take a win whenever you can get it because they don't come very often."

The TWR Techeetah retro-liveried Jaguar made it onto the podium, with Stefan Rzadzinski finishing second ahead of Jimenez, who had briefly fallen behind Legge at the start to run fifth.

VIP driver Archie Hamilton had shown promising pace, but his race was marred by midfield contact and he retired after a collision with local driver Celia Martin.

Simon Evans avoided the door-to-door contact and weather-influenced mistakes across the field to take fourth, but has now slipped to third in the title race.

**TOM ERRINGTON**





## IN THE HEADLINES

### PENALTIES FOR TRIO

Jerome d'Ambrosio, Edoardo Mortara and Oliver Rowland were all handed three-place grid penalties for the next race in Monte Carlo for causing collisions during the race in Paris. FE returns to Monaco after a one-year hiatus as part of its swap with the Monaco Historic Grand Prix.

### BIRD FLYING LOW

Sam Bird was left "sick of getting hit" following his clash with d'Ambrosio, which made it three races in a row in which the Envision Virgin ace has been involved in collisions with other drivers, all of whom have been blamed by the stewards. Bird recovered to finish 11th, but is now 27 points adrift of series-leading team-mate Robin Frijns.

### PAFFETT'S POINTS

Gary Paffett surged almost unnoticed through the chaos to secure his second points finish of the season for HWA. The reigning DTM champion rose from 17th on the grid to take eighth. "I stayed clear of all the problems and the pace was very good," he said. "The car behaved superbly, even on the wet track. It was a tough battle, but a fun one."

### SECURITY GETS UPPED

FE increased security for Paris because of recent disturbances caused by the 'gilets jaunes' protest movement. In addition to FE's standard security protocols for city-centre events, the series monitored potential flashpoints near the track, had more security personnel on-site, and stricter searches were enacted on arrival at the venue.

### MASSA DRIVES BLIND

Felipe Massa again starred in superpole to start fourth for Venturi, but had a tricky race and came home ninth. In addition to his spin and contact with Oliver Turvey, Massa (below) had to cope with "a lot of water coming in from the middle of my visor, which massively affected my visibility". The ex-Formula 1 driver said he had to "race with an open visor the whole time".



Filippi praised his driver's composed approach throughout the chaotic race: "Robin really drove superbly. The team was calm, which makes him calm. It was a virtuous cycle and worked out really well."

Behind Frijns, five drivers retired due to accidents stemming from the low-grip conditions. Following d'Ambrosio tipping Bird into a spin at Turn 3, seconds later Alexander Sims was hit by Rowland, which put the BMW Andretti driver out. Metres

behind this clash, Stoffel Vandoorne was hit by Jose Maria Lopez and had to retire too. D'Ambrosio was classified three laps down as he ultimately crashed out in the same place later on, when he hit the barriers while racing Antonio Felix da Costa over seventh place.

Mitch Evans was in the wars too, as were NIO drivers Oliver Turvey and Tom Dillmann (Turvey later hit Massa, who had spun by himself on the pit straight while running fourth). Evans's Jaguar team-mate



Wehrlein was given pole award – then had it taken away from him





Mortara speared  
Lynn's Jaguar  
into the barriers



Buemi was another  
in contention for the  
win before contact

STALEY

RESULTS ROUND 8/12, PARIS (FRA), 27 APRIL (32 LAPS – 39.134 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Robin Frijns (NLD)	Virgin Racing / Audi e-tron FE05	47m50.510s
2	Andre Lotterer (DEU)	DS Techeetah / DSE-Tense FE19	+1.373s
3	Daniel Abt (DEU)	Audi Sport Abt / Audi e-tron FE05	+3.175s
4	Lucas di Grassi (BRA)	Audi Sport Abt / Audi e-tron FE05	+3.666s
5	Maximilian Gunther (DEU)	Dragon Racing / Penske EV-3	+5.456s
6	Jean-Eric Vergne (FRA)	DS Techeetah / DSE-Tense FE19	+6.694s
7	Antonio Felix da Costa (PRT)	BMW / BMW iFE.18	+7.238s
8	Gary Paffett (GBR)	HWA / Venturi VFE-05	+7.901s
9	Felipe Massa (BRA)	Venturi / Venturi VFE-05	+10.522s
10	Pascal Wehrlein (DEU)	Mahindra Racing / Mahindra M5Electro	+10.998s
11	Sam Bird (GBR)	Virgin Racing / Audi e-tron FE05	+11.488s
12	Oliver Rowland (GBR)	Nissan e.Dams / Nissan IM01	+19.451s
13	Jose Maria Lopez (ARG)	Dragon Racing / Penske EV-3	+24.023s
14	Oliver Turvey (GBR)	NIO / NIO 004	+1m22.226s
15	Sebastien Buemi (CHE)	Nissan e.Dams / Nissan IM01	-1 lap
16	Mitch Evans (NZL)	Jaguar / Jaguar I-TYPE 3	-1 lap
17	Jerome d'Ambrosio (BEL)	Mahindra Racing / Mahindra M5Electro	29laps-DNF
R	Alex Lynn (GBR)	Jaguar / Jaguar I-TYPE 3	23laps-accident damage
R	Edoardo Mortara (ITA)	Venturi / Venturi VFE-05	23laps-accident damage
R	Stoffel Vandoorne (BEL)	HWA / Venturi VFE-05	18laps-accident damage
R	Alexander Sims (GBR)	BMW / BMW iFE.18	18laps-accident damage
R	Tom Dillmann (FRA)	NIO / NIO 004	17laps-accident damage

Winner's average speed 49.079mph. Fastest lap Dillmann 1m02.780s, 68.412mph.

**SUPERPOLE** 1 Rowland 1m00.535s; 2 Buemi 1m00.768s; 3 Frijns 1m00.793s; 4 Massa 1m01.217s; 21 d'Ambrosio 1m01.307s\*; 22 Wehrlein 1m00.383s\*. \* = excluded.

**QUALIFYING** Rowland 1m00.450s; Wehrlein 1m00.549s; Buemi 1m00.574s; Frijns 1m00.583s; d'Ambrosio 1m00.699s; Massa 1m00.709s; 5 Gunther 1m00.719s; 6 Lotterer 1m00.738s; 7 Abt 1m00.739s; 8 di Grassi 1m00.761s; 9 Dillmann 1m00.784s; 10 Mortara 1m00.801s; 11 Turvey 1m00.876s; 12 Vergne 1m00.886s; 13 Bird 1m00.928s; 14 da Costa 1m00.952s; 15 Lynn 1m01.012s; 16 Sims 1m01.037s; 17 Paffett 1m01.135s; 18 Evans 1m01.243s; 19 Vandoorne 1m01.471s; 20 Lopez 1m07.494s.

**CHAMPIONSHIP** 1 Frijns 81; 2 Lotterer 80; 3 da Costa 70; 4 di Grassi 70; 5 d'Ambrosio 65; 6 Vergne 62; 7 Evans 61; 8 Abt 59; 9 Bird 54; 10 Mortara 52.

Alex Lynn was taken out of the race by Venturi's Edoardo Mortara, who misjudged a move at Turn 13, not even an overtaking spot, and sent both cars into the barrier, triggering the safety car.

The all-weather tyre is a master-of-few-trades – neither the best for dry nor wet running – and the cars are heavy and hard to control on the many surface types at a typical FE street track. So incidents were understandable, but the race did feel farcical at times, with virtually each camera cut revealing another moment of mayhem.

Frijns's victory made him the eighth different race winner in eight races so far in 2018-19. That's a dream situation for FE CEO and promoter Alejandro Agag, but it does feel as if the season is missing a traditional title battle. That may change – Frijns and Lotterer have now broken slightly clear at the head of the table – but expect more magic madness next time out in Monaco. 🏁

NEXT REPORT

MONTE CARLO  
16 MAY ISSUE

This is a ridiculously unpredictable Formula E season, and the next round is in a city famous for its casino. Sounds appropriate to us...



# Neuville holds his nerve to extend lead

*The Toyotas were fast in Argentina but, for the second event in a row, it was the Hyundai star who came out on top*

DAVID EVANS  
PHOTOGRAPHY MCKLEIN









**T**wenty-three miles and a touch over half an hour is all it takes to be transported to another world. Thierry Neuville left the comforts of Hyundai's service park, headed south-west for a while, took the first exit from a roundabout signposted 'Copina', forked right onto gravel and ended up slap-bang in the middle of nowhere.

And he liked it.

Stepping from his i20 Coupe WRC, the Belgian stretched and blinked under a beautiful, blue South American sky dotted with some of the world's biggest flying birds surfing the thermals. Beneath the Condors and their 10-foot wingspans, there's nothing as far as the eye can see. This is the Sierras de Cordoba, a mountain range that transitions from pampas grasslands to the east into the foothills of the Andes to the west.

More precisely, this high plain is known as Las Ensenadas. As far as the World Rally Championship's concerned, it's the moon. And, as the crews moved up the gravel road ahead towards the next place of any kind of inhabitation – El Condor – the landscape would only serve to get more lunar.

"Beautiful," said Neuville, turning through 360 degrees. "This country is amazing."

Last Sunday morning, everything was beautiful for him. With 45 seconds in hand over his nearest rival, Neuville was looking forward to back-to-back WRC wins that would strengthen a series lead he'd established with a round-four victory in Corsica in March.

"It's a little bit different to two years ago here," he grinned, remembering 2017, when he stood in almost the same place, waiting to discover that he'd edged Elfyn Evans to the top step of the podium by 0.7 seconds.

He didn't expect any such issues today. His team-mate Andreas Mikkelsen was his nearest rival and Neuville didn't

see anything changing.

"He will stay second," he said, without a hint of arrogance or even the trace of a wry smile. Neuville knows his place right now. It's very firmly at the forefront of Hyundai's WRC assault. And at the top of the table.

Last time out in Corsica, he and co-driver Nicolas Gilsoul were elevated to the top step when Evans lost an 11s lead to a last-stage puncture. Similarly, but far less dramatically, Neuville's second win of the season came partly thanks to the failings of his fellow competitors. But that shouldn't in any way detract from what he and the team achieved in Villa Carlos Paz on Sunday.

Twenty-four hours earlier, Neuville was very much a hunted man. Toyota had dominated much of Friday's opening day, with Ott Tanak and Kris Meeke sharing the lead, but when various transmission problems slowed the two Finnish-built machines – damaged driveshaft joint for Tanak and loss of third gear as well as a broken anti-rollbar for Meeke – Neuville hit the front on Friday night.

After a stellar performance to win 10 of 18 stages on his way to an all-conquering South American performance last year, more of the same was expected from Tanak this time around. But Friday was an odd one.

It had rained for a week before the event and some of the stages were almost flooded on the opening morning. Just in the nick of time, the clouds kept their contents to themselves. The first shot at the 18.6-miler from Amboy to Yacanto was, however, lost to conditions – the organisers were concerned that, while the rally cars could cope, the ambulances and safety vehicles would struggle to make it through the mud in case of an emergency.

First on the road is usually a blessing on damp dirt, but Neuville arrived at the end of the opening gravel test wide-eyed and full of stories of aquaplaning. A few cars



back, Meeke agreed: "I was almost a passenger at times."

In a championship where tenths are traded in most stages, Friday's bigger gaps between the world's finest rally drivers told a tale of those with the best feeling. Neuville and Tanak were the obvious ones, with Meeke and Sebastien Ogier on it where their cars allowed.

"It's so hard to read the grip," added Meeke. "In some ways riding my enduro bike helps a little bit – you're constantly going into the mud feeling for the grip and not sure what you're going to get."

Neuville said: "So much of the time you are relying on your instinct in these conditions. You see the corner is full of mud, you feel the car go from under you because you don't have this in the notes. It's not like Monte where you have the ice, because you have an idea this can be there [because of the ice-note crew] and you have to throw the car at it and trust that it will come out of the other side. So far, we've been OK..."

The southern-most stages of Rally Argentina are always the ones to be worst affected by wet weather, with the sandy Santa Rosa de Calamuchita valley tests soaking up the rain to rut the roads and generally hinder the progress of the cars, which bog down in the quagmire and then carry more and more weight as mud sticks.

With no more rain, day two was a complete turnaround. Friday had demanded faith and massive self-confidence to make the car stick amid extraordinary shots of drivers going from lock to lock skating across deep mud. Saturday started fast



Powerstage win secured  
valuable points and got  
Ogier onto the podium





Tanak initially flew, but was hamstrung by car issues and a penalty

## “You have to throw the car at it and trust it’ll come out of the other side. So far, we’ve been OK...”

and got faster to deliver breathtaking, inch-perfect, top-gear 120mph slides. The dry conditions up on the Pampa de San Luis lent themselves to perfectly to letting rip on harder-surfaced stages around Los Gigantes.

Neuville was fastest out of the blocks, edging further ahead on the road out of Tanti. That was just a loosener for the two longer tests that followed. And in those, Tanak was the king once more. He slashed Neuville’s 13.8s lead to just 5.2s ahead of the superspecial on the outskirts of Villa Carlos Paz.

Neuville kept his cool. And laughed. “I’m doing what I can do,” he said, “but we know about the Toyotas. We know how fast they are – these roads are made for those cars. And when he [Tanak] is like that, then...”

He didn’t finish the sentence. He didn’t need to. When Tanak’s in the zone, second is the best you can hope for.

Unbeknown to everybody at that point, however, both Tanak and Meeke had been hit with a 10s penalty for deviating from the designated route, slotting right instead of left at what was a slightly confusing junction.

Worse, much worse, was to come for

Tanak. Heading out of service, the expectation was that he would be leading. And sooner rather than later. But into SS13, soon all was not well with the Yaris. A warning light lit up on the dash telling the Estonian he was running out of electrical charge.

One stage later and it ran out of juice. He pulled up at the side of the road.

“I kind of knew it was coming,” he said. “It’s tough. What can we say? This weekend, it’s a shame.”

Suddenly, Neuville was a man sporting a 50s lead over Mikkelsen. We’ve talked a lot about the pace and performance of the Toyota – especially the one with the blue, black and white flag on the side, but the prizes will always remain at the finish. Neuville’s ability to soak up the pressure coming from Tanak, to stay calm and drive his own rally, was superb. Earlier this year we saw him putting the i20 right on the ragged edge to try to keep pace with those around him, but not this time. Historically, the Hyundai has suited Argentina and Neuville played to that. “We knew the car worked better here than somewhere like Mexico,” he said. “And it really did work well. OK, Tanak was coming, but we held him off and we were still leading when he stopped. I’m happy. This is a good performance, it’s good points for the championship and I can feel the car is coming now.”

Andrea Adamo wasted no time in crediting his second win in charge of the Hyundai team to the crew. “We are still catching up from Monte Carlo,” he said. “I keep saying there are no miracles »

### IN THE HEADLINES

#### OGIER GRABS LATE POINTS

Sebastien Ogier’s powerstage win was the highlight of a tough event for Citroen. Not only did the Frenchman bag the five bonus points, but his efforts – allied to a puncture for Kris Meeke’s Toyota – meant he nicked the Northern Irishman’s hard-earned podium to take third.

#### FINNISH WOES

Argentina wasn’t a great event for the Finnish contingent. Esapekka Lappi crashed his Citroen and fellow second-timer in these parts Teemu Suninen struggled to find his confidence aboard a Ford Fiesta WRC that developed a nasty, misfire-inducing habit of gulping water at river crossings. He retired from day one, but made it back to finish seventh. Toyota man Jari-Matti Latvala saved the best until last as he passed Dani Sordo to finish his 200th WRC start in fifth place.

#### TO DONUT OR NOT TO DONUT

Donuts are becoming an increasingly hot topic in the WRC. Last time it was on the other side of the Atlantic, numerous drivers were fined for completing donuts ahead of Rally Mexico’s Guanajuato street stage in an effort to scrub their tyres. This time, there was an official bulletin advising drivers they could complete three donuts – and no more – ahead of the test through the centre of Villa Carlos Paz. Ad hoc donuts are, however, still unacceptable as a €1500-lighter Thierry Neuville found after a Sunday evening chat with the stewards.

#### GOING HELLER FOR LEATHER

Four of the six WRC 2 starters took a turn in the lead, but eventually it was Chilean Ford Fiesta R5 driver Pedro Heller who gave himself the perfect lead into his home nation’s maiden WRC round next with a first-class win.

#### CLASS WIN TO OSTBERG

Mads Ostberg (below) took a second WRC 2 Pro win in as many starts in his Citroen C3 R5. His path to glory was largely untroubled after Gus Greensmith suffered suspension failure on his Ford Fiesta R5.





coming, but those guys [Neuville and Gilsoul], they made the difference today. They filled the gap for us and we have to say thank you to them.”

Benched for the previous round, Mikkelsen relieved some of that pressure with a sensible drive to second. Back on the podium for the first time in more than a year, he said: “It feels like a win, I’ve got to be honest. I am very, very happy with this.”

And Hyundai’s first 1-2 since Poland two years ago (with Neuville and Hayden Paddon) meant a big leap forward in the manufacturers’ championship. The cheer from the light blues – led by Adamo – rang loud and clear around the service park.

The win means everything, but undoubtedly there were certain members of the Hyundai team whose joy went deeper into the next week than a Sunday night victory celebration.

Ten days from Sunday, Hyundai – like its competitors – has to present its factory entries to the Rally Chile scrutineers. In that time, the cars have to be prepared, the service park dismantled and the whole show shipped 1000 miles from the Atlantic to the Pacific side of the longest continental mountain range in the world.

The last thing any of the teams wanted was any significant accidents. Significant accidents like the one Citroen’s Esapekka Lappi suffered, for example.

Once Lappi and co-driver Janne Ferm were confirmed fit and well, thoughts immediately turned to the car. How bad was it? Major rollcage or chassis damage was the biggest concern. Engine and transmission could be dealt with on site – spares are carried around the world. But a twisted chassis or major rollcage damage would mean pushing the button and implementing the sort of Plan B nobody wanted.

The day after Lappi’s crash, Citroen team principal Pierre Budar admitted they’d pushed that button the previous



evening. Citroen Racing’s Versailles factory staff had been mobilised and a replacement C3 WRC was airfreighted to arrive in Santiago on Monday.

“We had a car ready for just this kind of situation,” said Budar. “Of course, it’s not optimal to have to use it, but if we want to compete in Chile then we have to do this.”

It was the same story across the way at M-Sport when Evans’s seemingly endless slide was interrupted by the only boulder of any significance for miles. The front of the Ford Fiesta WRC whacked a rock half the size of the car itself and rolled.

“I was fractionally too quick into the corner,” said Evans. “I saw we weren’t

**“Nine times out of 10 you get away with it, but I just couldn’t get this one pulled straight”**

going to make the corner and I could see it was slippery in the corner, so I gave it a big chuck. Nine times out of 10 you get away with that, but I just couldn’t get this one pulled straight.”

M-Sport team principal Rich Millener had his finger hovering over the button when the replays of the crash started. “We could see the cracks in the corner of the windscreen,” he said, “and that’s usually bad news – that’s normally an indication that the chassis has been twisted, stressing and cracking the screen. But actually, the screen damage came from the roll.

“We’ll know more once the boys get it stripped. The good news is that the rock moved – in fact, the rock was still moving after the car had come to rest. That’s good. We’ve seen what happens when the rocks don’t move – so much of the energy from the crash goes back through the car and does more damage.”

The race against time began. The first decision for M-Sport was to can any considerations of trying to get the car back for some Sunday superallying. The focus was firmly on Chile.

Sunday morning dawned with welding



Evans lost battle with a boulder, but his Fiesta was at least not a write-off





Neuville and Gilsoul  
celebrate victory and  
extended points lead

sparks lighting up an empty engine bay. M-Sport’s button remained untouched. “It was a fairly close call,” said M-Sport managing director Malcolm Wilson. “But once we got the car stripped down, we could see it would be OK. It’ll take some work, but the chassis will be straight. We can do all of that work ourselves here in Argentina. OK, it’ll not be absolutely perfect like we’d done a brand-new car back in the factory, but he’ll not notice.

“The front-right corner took the brunt of the impact, but we can sort all of that. There was no damage to the cage. In fairness, we had the car prepared and ready in M-Sport; we were ready to get it on the plane, but there’s no need.”

Despite easing the potential financial burden, you got the feeling Wilson was only half-joking when he told Evans there was a pair of overalls waiting for him to join the technicians in the unexpected hard yards.

Evans’s response was complete commitment to dirtying his hands, mixed with modesty. “I think I’d probably be more of a hindrance than anything,” he smiled thinly, typically understating his acknowledged ability with the spanners.

And so began the shortest longhaul turnaround since 2006, when the WRC went from Perth, Western Australia to Hamilton, New Zealand in 19 days. Having celebrated a second Argentina win in three years on Sunday, Neuville will be back behind the wheel of his i20 next week.

The step into the unknown that is the second half of the WRC’s maiden South American double-header can’t come soon enough. 🏆

RESULTS ROUND 5/14, RALLY ARGENTINA, 25-28 APRIL

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	<b>Thierry Neuville</b> (BEL) <b>Nicolas Gilsoul</b> (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	3h20m54.6s
2	<b>Andreas Mikkelsen</b> (NOR) <b>Anders Jager</b> (NOR)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+48.4s
3	<b>Sebastien Ogier</b> (FRA) <b>Julien Ingrassia</b> (FRA)	Citroen Total WRT / Citroen C3 WRC	+1m04.8s
4	<b>Kris Meeke</b> (GBR) <b>Seb Marshall</b> (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+1m06.2s
5	<b>Jari-Matti Latvala</b> (FIN) <b>Miikka Anttila</b> (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+1m21.1s
6	<b>Dani Sordo</b> (ESP) <b>Carlos del Barrio</b> (ESP)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+1m26.7s
7	<b>Teemu Suninen</b> (FIN) <b>Marko Salminen</b> (FIN)	M-Sport Ford WRT / Ford Fiesta WRC	+4m57.3s
8	<b>Ott Tanak</b> (EST) <b>Martin Jarveoja</b> (EST)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+14m24.8s
9	<b>Mads Ostberg</b> (NOR) <b>Torstein Eriksen</b> (NOR)	Citroen Total / Citroen C3 R5	+14m28.5s
10	<b>Pedro Heller</b> (CHL) <b>Marc Marti</b> (ESP)	Pedro Heller / Ford Fiesta R5	+20m14.5s

OTHERS

R	<b>Esapekka Lappi</b> (FIN) <b>Janne Ferm</b> (FIN)	Citroen Total WRT / Citroen C3 WRC	SS8-accident
R	<b>Elfyn Evans</b> (GBR) <b>Scott Martin</b> (GBR)	M-Sport Ford WRT / Ford Fiesta WRC	SS10-accident

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 <b>Villa Carlos Paz</b> (1.18 miles)	Tanak 1m58.6s	<b>Tanak</b>	Ogier+1.6s
SS2 <b>Las Bajadas / Villa del Dique 1</b> (10.35 miles)	Meeke 9m19.1s	<b>Tanak</b>	Meeke+0.7s
SS3 <b>Amboy / Yacanto 1</b> (18.55 miles)	Stage cancelled		
SS4 <b>Santa Rosa / San Agustin 1</b> (14.56 miles)	Neuville 14m05.5s	<b>Meeke</b>	Tanak+7.0s
SS5 <b>Parque Tematico 1</b> (2 Laps) (3.75 miles)	Mikkelsen 4m45.4s	<b>Meeke</b>	Neuville+5.4s
SS6 <b>Las Bajadas / Villa del Dique 2</b> (10.35 miles)	Tanak 9m09.7s	<b>Meeke</b>	Tanak+0.7s
SS7 <b>Amboy / Yacanto 2</b> (18.55 miles)	Tanak 17m38.5s	<b>Tanak</b>	Neuville+11.4s
SS8 <b>Santa Rosa / San Agustin 2</b> (14.56 miles)	Neuville 13m47.6s	<b>Neuville</b>	Ogier+11.9s
SS9 <b>Tanti - Mataderos 1</b> (8.65 miles)	Neuville 9m08.1s	<b>Neuville</b>	Tanak+13.8s
SS10 <b>Mataderos - Cuchilla Nevada 1</b> (14.09 miles)	Tanak 11m56.1s	<b>Neuville</b>	Tanak+11.3s
SS11 <b>Cuchilla Nevada - Characato 1</b> (20.91 miles)	Tanak 19m45.8s	<b>Neuville</b>	Tanak+5.2s
SS12 <b>Parque Tematico 2</b> (2 Laps) (3.75 miles)	Mikkelsen 4m41.3s	<b>Neuville</b>	Tanak+6.4s*
SS13 <b>Tanti - Mataderos 2</b> (8.65 miles)	Ogier 8m59.9s	<b>Neuville</b>	Tanak+11.0s*
SS14 <b>Mataderos - Cuchilla Nevada 2</b> (14.09 miles)	Ogier 11m44.4s	<b>Neuville</b>	Mikkelsen+50.4s
SS15 <b>Cuchilla Nevada - Characato 2</b> (20.91 miles)	Mikkelsen 19m34.5s	<b>Neuville</b>	Mikkelsen+45.7s
SS16 <b>Copina - El Condor</b> (10.21 miles)	Meeke 13m08.2s	<b>Neuville</b>	Mikkelsen+36.6s
SS17 <b>Mina Clavero - Giulio Cesare</b> (12.61 miles)	Neuville 17m02.6s	<b>Neuville</b>	Mikkelsen+40.2s
SS18 <b>El Condor (powerstage)</b> (10.21 miles)	Ogier 13m02.1s	<b>Neuville</b>	Mikkelsen+48.4s

\* 10-second penalty subsequently applied – not included on these times

**DRIVERS’ CHAMPIONSHIP** 1 Neuville 110; 2 Ogier 100; 3 Tanak 82; 4 Meeke 54; 5 Evans 43; 6 Mikkelsen 30; 7 Latvala 29; 8 Lappi 26; 9 Sordo 26; 10 Loeb 22.

**MANUFACTURERS’ CHAMPIONSHIP** 1 Hyundai Shell Mobis WRT 157; 2 Toyota Gazoo Racing WRT 120; 3 Citroen Total WRT 117; 4 M-Sport Ford WRT 78.



NEXT EVENT

RALLY CHILE  
16 MAY ISSUE

Can anyone stop  
Neuville running away  
in the championship  
chase as a new event  
joins the calendar?





# Turkington already one up on title win tally

*The BMW star scored only one win on his way to title number three in 2018, but he took two last weekend alone. It's an ominous sign for the rest*

MATT KEW

PHOTOGRAPHY JEP



motorsport  
IMAGES

**R**

ewind 12 months, to when Colin Turkington emerged from Donington Park with only one points-scoring finish from the three races.

A water pump failure cooked his engine in race two before further powertrain troubles reared their head in the finale. Yet he would go on to claim the 2018 crown despite taking just one victory.

It was a very different — and ominous — picture at the same circuit last weekend: Turkington was untouchable. A dominant pole position, two victories and 51 points lifted him from 13th to third in the standings.

If round one at Brands Hatch became a story of how his WSR team had delivered

the all-new BMW 330i M Sport with box-fresh speed, then Donington Park was the chapter where Turkington unequivocally showed that this could be the season he matches Andy Rouse as the British Touring Car Championship's most successful driver and earn a fourth title.

It is, of course, still early days. Ashley Sutton departed as the points leader, Josh Cook continued his strong start to the season, and Tom Chilton turned in another consistent run. But Turkington was a class above for the emphatic nature of his weekend-long performance.

The top 13 cars on the Brands grid qualified within 0.6 seconds of polesitter Sutton. At Donington, Turkington was the

same margin clear of second-starting Cook in a rain-affected session. Even he was taken aback by the comfortable gap that merited his first pole since 2016.

"It didn't feel like a pole lap because there was a lot of understeer in the car," said Turkington. "I was surprised first of all when I saw the time."

But he carried that pace through the first races, which he won in remarkably similar fashion. Unchallenged off the line, he took two safety-car restarts early to lead by 0.5s at the startline. That allowed him to control the pace to a brace of two-second victories, despite the fact that he was laden with the maximum 54kg of success ballast in the second encounter.





Huge shunt in opening encounter put Andrew Jordan in hospital

“It’s been, on the whole, a good start to the season with [team-mate] Andy [Jordan] taking his win at Brands,” Turkington added. “With a new car you never quite know how it’s going to come out of the box with gremlins. There could be some, but the guys have worked incredibly hard. It’s not by chance that we’re fast. This car is an evolution of the 1 Series so it was supposed to be better! Thankfully, it is.”

As Tom Ingram netted the first win for the new Toyota Corolla in race three (see right), Turkington climbed a place to ninth. Starting 10th on the partially reversed grid, shod on the unfancied hard-compound tyres and with the full ballast again, he relegated pre-race points leader Chilton to consolidate his haul. And it was that result that gave most satisfaction.

“As much as two wins is nice,” he said, “you need to close the day out with three points-scoring finishes. It was tough in race three starting in the pack on the hard tyre. That’s the first time I’ve been with the full weight on the hards so it’s not easy to get it on point.

“I had reliability issues here last year – parts outside our control – so it’s nice to start the season on the front foot. To get the first win is a nice box to tick but two wins is a special day that doesn’t come around often. It’s nice to feel fast and to be able to lead races, attack and go forwards. We weren’t able to do much of that last year.”

That said, it was far from a perfect weekend for WSR. In the week that Jordan announced his partnership with long-term backer Pirtek will come to an end at the close of the season, he was then hospitalised after a sizeable opening-race shunt.

Following a strong start from 16th on the grid, Jordan passed Aiden Moffat and Ollie Jackson, but on the approach to the Old Hairpin on the first lap Rob Collard dived his Vauxhall Astra up the inside.

The pair touched and, as Jordan attempted to gather a rear-end slide, he spun across the circuit. An unsighted Adam Morgan shunted heavily into the driver’s door of the left-hand drive BMW, before Stephen Jelley unwittingly added a second blow in the melee.

Damage to the rollcage proved terminal for the 3 Series as Jordan suffered what he called “the biggest hit” of his career, leaving him “very sore” and suffering chest pains, meaning the 2013 champion was forced out of races two and three. It was a bitter blow for a driver who felt, after his first test in the car, that he had the machinery to win this year’s crown.

It’s Sutton who, on paper at least, is closest to doing just that, sitting three points clear of Cook to head the standings after two podiums at Donington. For the past two years, the Subaru Levorg has taken its time to come out fighting. In his title-winning 2017 season Sutton >>

## TOYOTA’S NEW DAWN



The BMW 330i M Sport had three wins under its belt heading into the final Donington Park race, but it was time for the other new car on the grid – the Toyota Corolla – to make its mark.

In front of 4500 Toyota employees, Tom Ingram gave Speedworks its first British Touring Car Championship win as a manufacturer-backed team.

Steady progress in the opener returned fifth place, before a battle with the hard tyres meant he slid to 10th in the second encounter. The flipside was a relatively light (6kg of ballast) machine and soft rubber to start from pole.

Like Turkington before him, Ingram looked unflappable while running at the front. While the timing screens showed that Rob Collard ate 1.5 seconds out of the 2018 runner-up’s lead, that was a conscious decision from Ingram to conserve his tyres should there have been a safety car.

“We knew that after we came testing here the car felt really strong – we were really excited,” he said. “We knew after Brands that Donington was going to suit us a little bit more – we had a little bit more data on the car. It just worked really well. We can look back at this weekend with a huge amount of pride. It was almost the perfect story.”

The Corolla was built in the UK and had rolled off the nearby Burnaston production line just a few months ago.

Marvin Cooke, the managing director of Toyota manufacturing in the UK, added: “Today was a bit of a celebration. Everyone’s been working hard to produce the first cars for the public and getting a win at the end – what else would you want? Happy days.”



Two podium finishes meant Sutton took the championship lead





sat in 11th after the opening two rounds. In 2018 he was fifth. But the Team BMR driver isn't clear on where the extra performance has been found.

"Don't ask me how I'm top of the points," he said. "I wasn't expecting that. Overall, it's a good weekend. It was just a case of collecting the points and that's got us to where we are. I think the difference is that we've actually had a bit of Lady Luck. Both qualifying sessions have been wet and it's allowed us to put ourselves towards the front end of the grid, and all we've done is maximise the points around us."

As such, Sutton remained coy about whether this challenge can go the distance given Turkington showed he could pull away by 0.2s per lap en route to the race two spoils. "I don't think we've got much more left in the tank from a team/driver point of view," he added. "We are operating at 100% capacity at the minute."

If that's the case, Sutton will need to make the most of any opportunity when it's presented. He was once again incisive on track, and nowhere was that more apparent than his pass on Tom Oliphant.

The new WSR BMW driver has exceeded expectations and collected a well-deserved podium in the opener, having enjoyed a convincing six-place rise. But in race two, following another stellar launch, Oliphant left half a gap on turn-in at the Old Hairpin. That was enough for Sutton, who shot down the inside to claim the position – after some minor doorbanging.

Oliphant's race would get a lot worse. A puncture after contact with Cook in race one, followed by a tyre delamination, dropped Cook to the back of the grid for the second run. Metronomic progress through the pack left the BTC Racing Honda man in a battle for eighth with a hard-shod Oliphant. Cook then tried to get a run up the inside into Redgate, later claiming that Oliphant had left the space during his efforts to defend the position from the AmD Tuning Honda Civic Type R of Rory Butcher. But as Oliphant swung back across to take his apex, he was nerfed by Cook and sent spinning down to an eventual 17th.

The beneficiaries were the Power Maxed Racing cars of Jason Plato and Collard. The Vauxhall Astra has shown flashes of pace,

but largely only in the wet. A series of incremental changes between each race, combined with Oliphant and Cook coming to blows, resulted in sixth for Plato ahead of Collard in the second race.

Despite a wealth of experience, Collard didn't hide that it had taken him time to adjust to a front-wheel-drive powertrain after years of rear-driven BMWs. But he looked well accustomed on his way to second in the finale. He lined up fourth on the grid in a gaggle of cars who, unlike him, were on the harder option rubber.

A good launch meant he offered second-starting Jake Hill a firm challenge into Redgate before settling ahead of Cook. As Hill struggled on his tyres, Collard was there to take the runner-up spot. Quite the turnaround following his incident with ex-WSR team-mate Jordan, which Collard reckoned he "couldn't do anything to avoid".

The Team Dynamics cars, the same FK8 Honda Civic Type R model in which Cook showed good pace, had to be satisfied with a best result of second in race two. That was netted by Matt Neal, who often runs well at Donington – he's enjoyed eight victories there, including depriving series boss Alan Gow of a £250,000 prize for the first win for an independent 20 years ago.

But where the factory-backed cars struggled compared with the BTC Racing entries of Cook and Chris Smiley, that balance may well shift on a round-by-round basis. The new-shaped Civic has the raw pace, possibly only second to the BMW 3 Series. But whereas its FK2 predecessor was a forgiving machine, the later car has a very narrow operating window.

The Civics have historically been rapid at Thruxton, where the series heads next. But after that comes more RWD territory in the shape of Croft. That'll leave Turkington relishing the opportunity to take an assertive championship lead. 🏆





RESULTS ROUND 2/10, DONINGTON PARK, 28 APRIL RACE 1 (19 LAPS – 37.563 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Colin Turkington (GBR)	WSR / BMW 330i M Sport	27m52.990s
2	Ash Sutton (GBR)	BMR Racing / Subaru Levorg (18kg)	+2.254s
3	Tom Oliphant (GBR)	WSR / BMW 330i M Sport	+6.402s
4	Matt Neal (GBR)	Team Dynamics / Honda Civic Type R (6kg)	+8.543s
5	Tom Ingram (GBR)	Speedworks Motorsport / Toyota Corolla GT	+9.027s
6	Dan Cammish (GBR)	Team Dynamics / Honda Civic Type R	+9.480s
7	Chris Smiley (GBR)	BTC Racing / Honda Civic Type R	+9.862s
8	Tom Chilton (GBR)	Motorbase Performance / Ford Focus RS (48kg)	+10.899s
9	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+12.267s
10	Rob Collard (GBR)	Power Maxed Racing / Vauxhall Astra	+12.488s
11	Rory Butcher (GBR)	AmD Tuning / Honda Civic Type R (36kg)	+12.722s
12	Senna Proctor (GBR)	BMR Racing / Subaru Levorg	+13.166s
13	Sam Tordoff (GBR)	AmD Tuning / Honda Civic Type R	+20.103s
14	Aiden Moffat (GBR)	Laser Tools Racing / Mercedes A-Class	+20.370s
15	Jack Goff (GBR)	Team Hard / Volkswagen CC	+21.317s
16	Rob Smith (GBR)	Excelr8 Motorsport / MG6	+25.972s
17	Stephen Jelley (GBR)	Team Parker Racing / BMW 125i M Sport (42kg)	+26.652s
18	Bobby Thompson (GBR)	Team Hard / Volkswagen CC	+27.156s
19	Daniel Rowbottom (GBR)	Ciceley Motorsport / Mercedes A-Class	+29.120s
20	Carl Boardley (GBR)	Team Hard / Volkswagen CC	+33.106s
21	Michael Crees (GBR)	Team Hard / Volkswagen CC	+34.276s
22	Sam Osborne (GBR)	Excelr8 Motorsport / MG6	+35.186s
23	Mark Blundell (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon	+35.888s
24	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (54kg)	-1 lap
R	Nicolas Hamilton (GBR)	Motorbase Performance / Ford Focus RS	7 laps-accident
R	Matt Simpson (GBR)	Simpson Racing / Honda Civic Type R	1 lap-accident damage
R	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus RS	0 laps-accident
R	Adam Morgan (GBR)	Ciceley Motorsport / Mercedes A-Class (30kg)	0 laps-accident
R	Andrew Jordan (GBR)	WSR / BMW 330i M Sport (12kg)	0 laps-accident
R	Jake Hill (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon (24kg)	0 laps-accident

Winner’s average speed 80.83mph. Fastest lap Turkington 1m09.646s, 102.29mph.

QUALIFYING

1 Turkington 1m09.871s; 2 Cook 1m10.515s; 3 Sutton 1m10.535s; 4 Smiley 1m10.638s; 5 Tordoff 1m10.650s; 6 Ingram 1m10.691s; 7 Cammish 1m10.700s; 8 Neal 1m10.713s; 9 Oliphant 1m10.773s; 10 Collard 1m10.868s; 11 Jackson 1m10.891s; 12 Plato 1m10.905s; 13 Chilton 1m11.015s; 14 Morgan 1m11.019s; 15 Moffat 1m11.131s; 16 Jordan 1m11.246s; 17 Jelley 1m11.283s; 18 Simpson 1m11.509s; 19 Butcher 1m11.554s; 20 Goff 1m11.618s; 21 Proctor 1m11.663s; 22 Hill 1m11.677s; 23 Smith 1m11.694s; 24 Crees 1m11.860s; 25 Boardley 1m11.932s; 26 Hamilton 1m12.759s; 27 Rowbottom 1m12.867s; 28 Osborne 1m13.162s; 29 Blundell 1m15.573s; 30 Thompson no time.



NEXT REPORT

THRUXTON  
19 MAY ISSUE

Can the Honda Civics bounce back at the Hampshire speedbowl, a track at which they’ve been dominant during seasons past?



GRID RACE 2 Decided by result of Race 1.

RACE 2 (19 LAPS – 37.563 MILES)

1 Turkington (54kg) 27m00.899s; 2 Neal (36kg) +2.151s; 3 Sutton (48kg) +2.528s; 4 Chilton (12kg) +2.825s; 5 Butcher +3.061s; 6 Plato (6kg) +4.326s; 7 Collard (6kg) +7.110s; 8 Cook +7.338s; 9 Hill +7.925s; 10 Ingram (30kg) +9.475s; 11 Jackson +10.062s; 12 Morgan +10.717s; 13 Cammish (24kg) +11.415s; 14 Tordoff +11.565s; 15 Boardley +12.641s; 16 Crees +14.580s; 17 Oliphant (42kg) +16.190s; 18 Smith +18.343s; 19 Hamilton +18.779s; 20 Proctor -1 lap; 21 Rowbottom -2 laps; R Simpson 16 laps-loose turbo pipe; R Goff 14 laps-accident damage; R Moffat 12 laps-throttle body; R Smiley (18kg) 11 laps-suspension damage; R Jelley 10 laps-accident damage; R Thompson 9 laps-accident damage; R Osborne 2 laps-accident; R Blundell 1 lap-accident.

Winner’s average speed 83.43mph. Fastest lap Butcher 1m09.588s, 102.38mph.

GRID RACE 3 Decided by result of Race 2, with top 10 reversed.

RACE 3 (19 LAPS – 37.563 MILES)

1 Ingram (6kg) 26m04.472s; 2 Collard (18kg) +1.092s; 3 Cook (12kg) +4.730s; 4 Butcher (30kg) +10.087s; 5 Sutton (42kg) +12.649s; 6 Hill (6kg) +13.367s; 7 Plato (24kg) +13.933s; 8 Morgan +14.328s; 9 Turkington (54kg) +14.899s; 10 Cammish +15.314s; 11 Smiley +17.413s; 12 Chilton (36kg) +18.316s; 13 Oliphant +18.734s; 14 Moffat +20.872s; 15 Tordoff +21.637s; 16 Jackson +23.366s; 17 Rowbottom +23.709s; 18 Neal (48kg) +23.985s; 19 Smith +25.129s; 20 Jelley +28.921s; 21 Proctor +28.999s; 22 Blundell +29.907s; 23 Osborne +30.446s; R Hamilton 13 laps-accident damage; R Thompson 12 laps-engine warning light; R Simpson 11 laps-transmission; R Goff 1 lap-accident damage; R Boardley 0 laps-accident damage; R Crees 0 laps-spin.

Winner’s average speed 86.43mph. Fastest lap Collard 1m09.668s, 102.26mph.

CHAMPIONSHIP

1 Sutton 70; 2 Cook 67; 3 Turkington 65; 4 Chilton 65; 5 Butcher 64; 6 Ingram 58; 7 Neal 52; 8 Hill 47; 9 Morgan 43; 10 Jelley 35.



## WORLD OF SPORT

# Aitken's off-season risk repays Renault F1 faith



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**FORMULA 2**  
**BAKU (AZE)**  
**27-28 APRIL**  
**ROUND 2/12**

While Renault and Ferrari endured nightmare Formula 1 weekends in Baku, junior team drivers Jack Aitken and Mick Schumacher respectively delivered the kind of comeback stories to get any heart racing.

Schumacher's was more a short-term recovery after a spin in the Saturday feature race, which was won by a resurgent Aitken.

Aitken has had to face all sorts of questions after a tough year at ART Grand Prix in which his team-mate George Russell romped to the title and F1, while Aitken was mired in 11th. A switch to Campos, which didn't win in 2018, didn't look like a show of promise for 2019 either.

But the fact that Renault stuck by Aitken after a poor year shows its underlying faith in the British-Korean driver. And is there any higher praise than an F1 team sticking by a junior in tough times?

"The last 12 months were very difficult at times because you're looking everywhere for an answer and that means you're looking at the team, luck, yourself — of course I looked at a lot of things on my side," said Aitken.

"It's not as if because I've won this weekend, all of those questions have been put to bed. It's not that simple, it never is. But it's a step in the right direction."

Aitken's belief that Campos had the

potential wasn't really reflected in the results at a tricky Bahrain season opener. But now he's settled in the team, Aitken was on flying form in Baku, a track he excels at, and where he took a maiden F2 podium after stalling on the formation lap last year.

A broken roll bar meant an eighth-place qualifying slot, but he rose quickly at the start and was in position to jump his ART replacement Nyck de Vries after the stops. The latter led the race by six seconds before the pitstops, but a sticking front-left wheelnut cost him and Aitken pounced.

Against a background of some of the leading drivers criticising others for not knowing the safety car rules, Aitken

managed two restarts — de Vries nailed one too — to take a popular victory ahead of de Vries and the returning Jordan King. Despite falling back at the start, King remained patient and picked his way through the pack as the usual Baku carnage ensued, nailing a great result for MP Motorsport.

No doubt Schumacher would have been sniffing around the podium had he not spun at Turn 16 just after the pitstops — a simple mistake, but one that impacts negatively on perceptions. He promised he could "save" the weekend, and boy did he deliver.

Starting Sunday's sprint race from 19th, Schumacher was on the verge of the top 10 in the first two laps, and a safety car period



Schumacher recovered  
14 spots after earlier spin





Latifi climbed from fourth to win race two



Ace safety car restart helped de Vries to second in race one

bunched the field later on. At the restart he passed team-mate Sean Gelael to take a remarkable fifth.

Gelael led early on, but a brake-bias issue proved disastrous in the heavy braking zones. It wasn't long before Williams junior Nicholas Latifi – who was disappointed with his performance on Saturday when he took fourth, despite earning the points lead – stole a march and managed the gap through more safety car restarts.

Aitken also impressed in the Sunday race, and, although he was hit from behind while trying to take second towards the end of the race, he passed de Vries in the closing stages to secure a double podium.

Ahead of him was Alfa Romeo reserve driver Juan Manuel Correa. After two seasons of F4 and a season of GP3, he's straight in at the deep end with the Sauber Junior Team in F2.

It was his first weekend at a proper street circuit, and despite losing reversed-grid pole through penalties in the order, he started second and defended sensationally to score a brilliant second in as many weekends in the series.

Two pre-season favourites had nightmares. Luca Ghiotto was penalised for taking out Sergio Sette Camara on a Saturday safety car restart and lost the points lead. He then crashed in the sprint.

McLaren's Sette Camara recovered to sixth from the back in the sprint race.

JACK BENYON

RESULTS ROUND 2/12, BAKU, 27-28 APRIL RACE 1 (26 LAPS – 96.918 MILES)

POS	DRIVER	TEAM	TIME
1	Jack Aitken (GBR)	Campos Racing	1h02m27.628s
2	Nyck de Vries (NLD)	ART Grand Prix	+2.221s
3	Jordan King (GBR)	MP Motorsport	+4.134s
4	Nicholas Latifi (CAN)	DAMS	+4.604s
5	Dorian Boccia (FRA)	Campos Racing	+9.499s
6	Sean Gelael (IDN)	Prema Racing	+12.313s
7	Juan Manuel Correa (USA)	Sauber Junior Team by Charouz	+13.154s
8	Nikita Mazepin (RUS)	ART Grand Prix	+13.676s
9	Luca Ghiotto (ITA)	Virtuosi Racing	+14.613s
10	Anthoine Hubert (FRA)	Arden	+18.200s
11	Mahaveer Raghunathan (IND)	MP Motorsport	+29.798s
12	Ralph Boschung (CHE)	Trident	+1m00.507s
13	Nobuharu Matsushita (JPN)	Carlin	-1 lap
R	Sergio Sette Camara (BRA)	DAMS	19 laps-accident damage
R	Louis Deletraz (CHE)	Carlin	19 laps-accident damage
R	Callum Iltott (GBR)	Sauber Junior Team by Charouz	18 laps-electrical
R	Tatiana Calderon (COL)	Arden	16 laps-alternator
R	Guanyu Zhou (CHN)	Virtuosi Racing	16 laps-accident
R	Mick Schumacher (DEU)	Prema Racing	7 laps-stall
R	Giuliano Alesi (FRA)	Trident	0 laps-stall

Winner's average speed 93.099mph. Fastest lap Matsushita 1m56.778s, 114.990mph.

QUALIFYING 1 Matsushita 1m54.555s; 2 de Vries 1m54.999s; 3 Ghiotto 1m55.037s; 4 Camara 1m55.677s; 5 King 1m55.704s; 6 Schumacher 1m55.797s; 7 Latifi 1m55.835s; 8 Aitken 1m55.949s; 9 Hubert 1m56.138s; 10 Boschung 1m56.153s; 11 Iltott 1m56.215s; 12 Deletraz 1m56.326s; 13 Zhou 1m56.454s; 14 Alesi 1m56.555s; 15 Mazepin 1m56.568s; 16 Boccia 1m56.653s; 17 Correa 1m56.936s; 18 Calderon 1m58.164s; 19 Gelael; 20 Raghunathan 2m00.747s\*. \* = required to start from pitlane for failing to stop for the official weight check.

RACE 2 (19 LAPS – 70.807 MILES)

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

1 Latifi 48m43.284s; 2 Correa +0.961s; 3 Aitken +1.521s; 4 de Vries +2.602s; 5 Schumacher +3.247s; 6 Camara +4.060s; 7 Boccia +6.503s; 8 Gelael +7.724s; 9 Iltott +7.729s; 10 Zhou +9.293s; 11 Hubert +11.074s; 12 Matsushita +11.235s; 13 Raghunathan +22.584s; R Ghiotto 12 laps-accident; R King 12 laps-accident; R Mazepin 12 laps-accident; R Alesi 8 laps-accident; R Boschung 0 laps-accident; R Deletraz 0 laps-accident; R Calderon 0 laps-accident.

Winner's average speed 87.198mph. Fastest lap Ghiotto 1m57.757s, 114.034mph.

CHAMPIONSHIP 1 Latifi 62; 2 Aitken 43; 3 Ghiotto 39; 4 de Vries 38; 5 Camara 33; 6 Correa 18; 7 King 16; 8 Deletraz 16; 9 Schumacher 14; 10 Hubert 13.



Correa's first time on a proper street circuit earned him a P2





# Girolami double puts Honda centre stage

**WTCR**  
**HUNGARORING (HUN)**  
**27-28 APRIL**  
**ROUND 2/10**

Honda has never quite cracked touring cars' world stage, but 2019 could be the year that changes. There's strong evidence from the opening two WTCR rounds, with Nestor Girolami's Hungaroring double vaulting him to the head of a drivers' standings 1-2 for the firm's customer, Munnich Motorsport.

The nature of Girolami's wins might have been entirely different but, unlike in Marrakech where the leading models looked close, the Civic Type R (Munnich's two, anyway) appeared the class of the field – something Girolami exploited fully by banking 66 points.

The hard work for his first victory was done in qualifying, then at the start of a processional Saturday race. Girolami struck late in qualifying to deny Yvan Muller's

Lynk & Co 03 a first pole, and later got what he described as "one of the best starts of my life" to head Muller off before the first corner.

His run to victory thereafter was comfortable, with Muller sealing his first podium of 2019 and denying a Munnich 1-2 in the process, as Esteban Guerrieri completed the top three.

Girolami's second win was largely down to expert judgement in tricky conditions. Spots of water wouldn't have scared anyone at the nearby aquapark, but the rain that arrived on Sunday was enough to produce a wild race.

Not that Girolami saw much of that action. Starting sixth, he cut through the pack and was second coming out of Turn 3, then set after Daniel Haglof. The PWR Cupra proved easy enough prey for Girolami, who had the lead by the Turn 12 right-hander towards the end of the lap. Easy.

Polesitter Jean-Karl Vernay gave Girolami something to think about late on, but then

backed off and consolidated second. Haglof beat team-mate Mikel Azcona to lead a fine 3-4, well clear of Guerrieri, who was fifth, but only after coming through an almighty midfield scrap.

Girolami looked likely to become the first driver to win all three WTCR races in one weekend, but had his Sunday qualifying shootout time scrubbed for a track limits infringement. His effort would have given him pole by two tenths.

That instead went to Norbert Michelisz, who stormed to the top spot in his BRC Racing Hyundai. Keen to banish memories from 2018, when he was beaten by team-mate Gabriele Tarquini, Michelisz vowed to get away better this time. Sadly, for his army of Hungarian supporters, he couldn't.

Guerrieri looked ready to complete a Munnich clean sweep, having beaten Michelisz (who was also overtaken by Tarquini) into the first corner, but an electrical glitch cost him momentum and allowed Tarquini and Michelisz to nip ahead into the Turn 6/7 chicane.

Things went from bad to worse for Guerrieri, who later crashed from third, with just over three of the planned 15 laps remaining, when his steering arm broke – prompting a safety car. That all but guaranteed Tarquini victory ahead of Michelisz, and a second safety car period before the finish made sure of it.

Girolami finished a tamer sixth in race three, but there's no doubt he is a different animal from the driver dropped by Volvo before the end of the 2017 WTCC season. And given the strength of his and Guerrieri's relationship, the pair are certainly among this year's early favourites.

**JACK COZENS**



Inaugural WTCR champ  
 Tarquini delivered the  
 goods in the finale



# Hansen flies high in Spanish fightback

**WORLD RALLYCROSS**  
**BARCELONA (ESP)**  
**28 APRIL**  
**ROUND 2/10**

On at least two occasions in Q1 at the Spanish round of the World Rallycross Championship, Timmy Hansen rotated his Peugeot 208 too late. He missed the apex as the loose section returns to the Formula 1 asphalt into the final corner of the rallycross layout and lost a couple of tenths.

Aside from that, it's difficult to pick holes in the Swede's performance. He dominated the second round of the series to claim a sixth career victory and drag himself back up the points table after a disastrous season-opener in Abu Dhabi.

Hansen had led that event until his car was hit hard in the driver's door by Andreas Bakkerud's Audi S1, forcing his immediate retirement. But in Spain, Hansen and his ex-works 208, which had undergone significant structural repairs, were

immediately back in the groove.

Q1 was the only time Hansen didn't start from pole position all weekend. Having tried to tuck up the inside of Guerlain Chicherit out of Turn 1 in the first qualifier, Hansen had to use an early joker-lap strategy to gain track position and went on to set the fastest time.

He repeated the feat with progressively faster race times to be top in every qualifying session, then won semi-final one to secure pole position for the final, where he was joined on the front row by his younger brother. Championship leader Kevin Hansen had been second on the opening day and finished second in qualifying, then also won his semi

with a better time than Timmy.

The Hansens gave each other space at Turn 1 of the final as Bakkerud snuck up the inside of Niclas Gronholm for third. For the next five laps, Kevin had to fend off Bakkerud as Timmy pulled away. Taking a lap-five joker, the younger Hansen maintained track position when Bakkerud took his extra route on lap six and followed his brother over the line for a Team Hansen MJP 1-2.

Gronholm took an early joker, but got delayed behind Janis Baumanis and missed a second career podium in fourth, while Cyril Raymond scored a career best result in fifth.

**HAL RIDGE**



Hansen bounced back from Abu Dhabi pain to earn sixth WRX win

# Chevys dominate Talladega

**NASCAR CUP**  
**TALLADEGA (USA)**  
**28 APRIL**  
**ROUND 10/36**

As the NASCAR Cup headed to Alabama, one of the major talking points was to what extent manufacturer and team collaboration would factor into the result.

This strategy was employed effectively during last October's playoff round, where the Stewart-Haas Ford quartet ran 1-2-3-4 and Aric Almirola claimed victory. It was the route Chevrolet, Ford and Toyota needed to take for the series' first 2019 race at the superspeedway, and

it handed Chevy a 1-2-3, with Chase Elliott scooping his, the marque's and Hendrick Motorsports' first victory of the season.

Elliott's rise from 11th was built on the green-flag pit strategy of the Chevrolet runners in the second stage. Having climbed to fourth by the end of stage one (won by Ty Dillion), Elliott led the charge to pitroad on lap 84, with Ford not responding for seven tours. By the time it did, it was too late as the Chevrolet runners had cycled to the front.

After a frightening accident for Chris Buescher and Matt DiBenedetto, Elliott hit the front with three laps to go. Victory was secured with a final-lap caution for Kyle Larson's somersaulting Chip Ganassi Camaro.

Alex Bowman was second behind his team-mate, as rookie Ryan Preece took a maiden top-three finish. Joey Logano was the highest Ford finisher in fourth.

Toyota largely removed itself from the equation, as the Joe Gibbs Racing contingent was forced to start at the back after minor modifications to the Camry's air hoses.

**JAKE NICHOL**



Elliott (9) headed a Chevy Camaro podium lockout

## WEEKEND WINNERS

- WTCR**  
**HUNGARORING (HUN)**  
**Race 1** Nestor Girolami  
Munnich Motorsport (Honda Civic Type R)  
**Race 2** Nestor Girolami  
Munnich Motorsport (Honda Civic Type R)  
**Race 3** Gabriele Tarquini  
BRC Racing (Hyundai i30 N)

- WORLD RALLYCROSS**  
**BARCELONA (ESP)**  
Timmy Hansen  
Team Hansen MJP (Peugeot 208)

- NASCAR CUP**  
**TALLADEGA (USA)**  
Chase Elliott  
Hendrick Motorsports (Chevrolet Camaro)

- NASCAR XFINITY SERIES**  
**TALLADEGA (USA)**  
Tyler Reddick  
Richard Childress Racing (Chevrolet Camaro)

- SUPER TC2000**  
**GENERAL ROCA (ARG)**  
Leonel Pernia  
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Webster won on his Porsche Carrera Cup return at Donington

BATHIE

## TITLE BID STILL POSSIBLE SAYS RETURNEE WEBSTER

### PORSCHE CARRERA CUP GB

Former Porsche Carrera Cup GB champion Josh Webster believes a title challenge is still possible after making a surprise return to the category at Donington Park last weekend.

Webster, the 2014 champion and a former Porsche Scholar, has competed in the Formula 1-supporting Porsche Supercup for the past two years.

He wasn't expecting to be racing this season and was at the opening Carrera Cup round at Brands Hatch as a driver coach for Team Parker. But the 25-year-old is now set to complete the rest of the season with the squad that powered him to third in the 2015 standings.

Despite driving a brand new car that had completed almost no running, Webster qualified on pole by just three thousandths of a second after a wet qualifying, before finishing third in the opener and winning race two.

"Three days ago [Thursday] I didn't know I would be driving, so it was pretty unbelievable to get pole," said Webster.

"It all came through [Team Parker driver]

Peter Mangion dropping out, which left a space in the team available.

"Big thanks have to go to Team Parker Racing and James MacNaughton at Porsche for sourcing a brand new car. I shook it down at Bruntingthorpe on Friday.

"I think the title is still possible – Dan Harper [points leader] believes it's still possible for me. It's now about remaining consistent."

After Donington, Webster is fourth in the standings and trails Harper by 19 points, with 26 available per weekend.

Harper says it's great to have a driver of Webster's calibre join the championship.

"It's fantastic to have Josh – the entries are a bit lower this year, so it's great to have a former champion and Scholar," he said. "It's good for me as well as it's another guy for me to beat! But he's got lots of experience."

Another addition to the Carrera Cup grid was team boss and former Ginetta GT4 Supercup driver Rob Boston. He was entered in the Pro-Am class and took a best result of 12th overall.

STEPHEN LICKORISH



BATHIE



Webster has Porsche Supercup pedigree

BATHIE



# Rivett impresses with Brands podium hat-trick

## TRUCK RACING

Four-time Renault UK Clio Cup champion Paul Rivett feels there is more performance to come from his MAN TGA truck after taking three podiums in the British Truck Racing Championship opener, despite a difficult start to the meeting.

Rivett was unable to test his truck before the first weekend of the season at Brands Hatch over Easter and suffered technical troubles during qualifying. But he still claimed a second place and two thirds from the four Division 2 truck races.

"I tried not to have any expectations because there were just so many unknowns – we didn't know what the new engine would be like in the truck," explained Rivett.

"On the Friday we didn't get to test at all as we had a problem with the steering box and couldn't turn the steering wheel at all without giving it maximum revs.

"Dave Jenkins was a massive help as he found a steering block for us in the



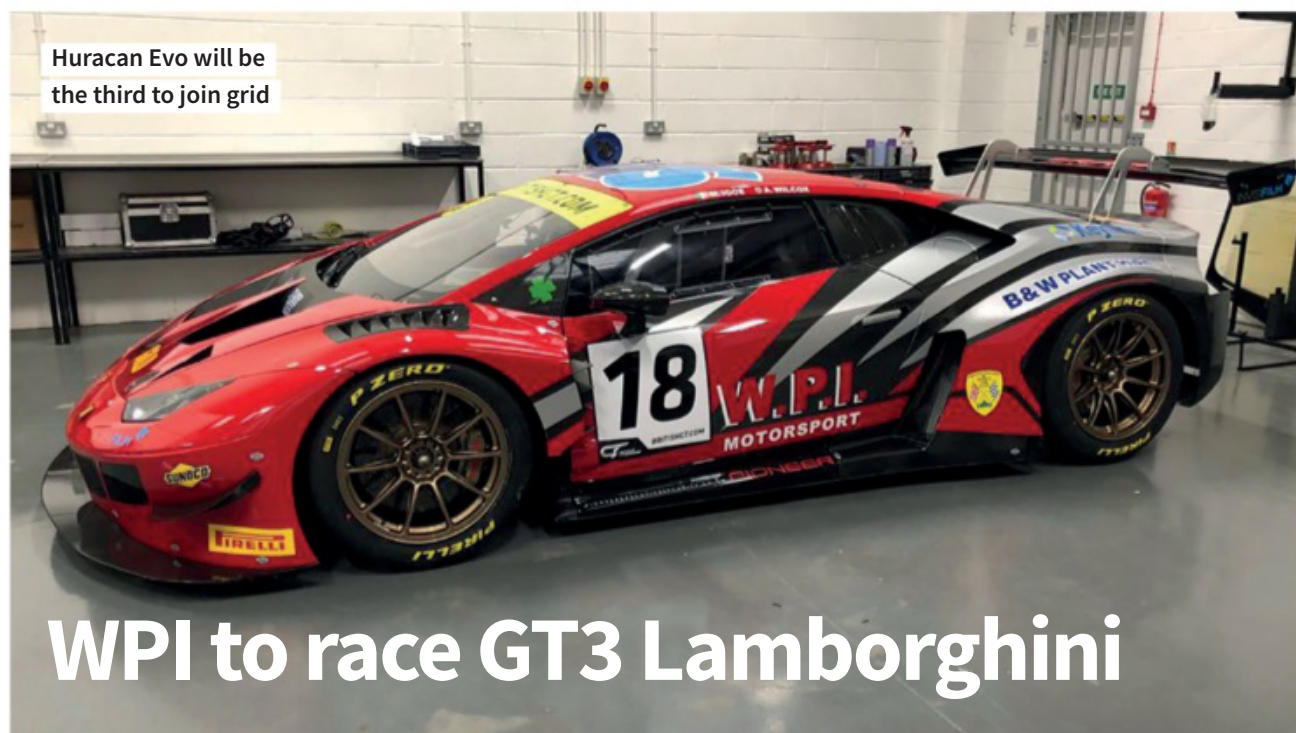
A second and two thirds for Rivett

HAWKINS

Midlands. I drove up there on Saturday and we got that on the truck on Saturday night. So the first time I drove it was in qualifying on Sunday and I only did three or four slow laps because the intercooler hose came off.

"Considering we were on the backfoot, it was a fantastic weekend. There were so many things we were finding with the truck to make it better."

STEPHEN LICKORISH



Huracan Evo will be the third to join grid

## WPI to race GT3 Lamborghini

## BRITISH GT

British GT outfit WPI Motorsport will step up to the GT3 class for the rest of the season after trading its GTC-spec Porsche 911 for a new-for-2019 Lamborghini Huracan Evo.

Adam Wilcox and Michael Igoe benefited from attrition to manage a best finish of eighth at Oulton Park in the Porsche, which although faster than the GT4 cars was unable to match the GT3 pack.

WPI will become the third Huracan entrant on the grid, joining two entered by current championship leader Barwell

Motorsport with Jonny Cocker and Sam De Haan.

"When we originally lodged the entry we expected to race the Porsche full-time, but that plan evolved fairly rapidly and we soon agreed internally to switch to GT3," said Igoe.

"We looked at several options but eventually settled on the new Lamborghini. The original Huracan enjoyed much success in British GT and obviously the new Evo version has just won first time out at Oulton Park, so the omens are good!"

JAMES NEWBOLD

# Invictus Jag praised by George

## BRITISH GT

Matt George paid tribute to the Invictus Games Racing Jaguar operation after scoring its first outright podium finish and Pro-Am victories in British GT at Oulton Park.

The David Appleby Engineering-run team scaled back to one Jaguar F-Type SVR GT4 over the off-season after a trying first season for the car last year.

But a comprehensive testing programme over the winter meant George (below, right) and team-mate Steve McCulley, a former marine who was injured in an IED attack in Afghanistan in 2011, were a competitive force in Cheshire, and George qualified a best-ever sixth for race two.

He passed Pro-Am rival Martin Plowman's Beechdean AMR Aston Martin into Island Bend to take an emotional first class win in race one. Then, after George had moved up to third in race two, McCulley briefly ran second and claimed the final spot on the podium when Plowman's team-mate Kelvin Fletcher spun on the final lap.

"From when we rocked up at the first round here last year in the wet and were nine seconds off the pace, the hard work that the team and everyone has put in to get to this point is absolutely amazing," George said.

"When I went out of the pits in second [in class], they said just to sit there, but for all these boys I really pulled out something that I wasn't even sure I had in myself.

"I'm really over the moon for everyone."

JAMES NEWBOLD



JEP





## Drivers lucky to avoid serious injury in smash

### GINETTA GT4 SUPERCUP

Four drivers escaped serious injury in a nasty crash during race three of the Ginetta GT4 Supercup at Donington Park last weekend.

Ginetta Junior graduate Fin Green spun onto the start/finish straight after attempting to overtake Carl Shield around the outside of the final chicane. While several cars behind him avoided immediate contact, Green was hit by Nathan Heathcote and then by Paul Taylor.

Colin White tried to avoid the incident but was collected by the ricocheting Taylor, slamming head on into the tyre wall.

Taylor, Heathcote and White were able to walk away, while Green was taken to hospital. As Autosport went to press he remained in the Nottingham Queen's Medical Centre having suffered a severe concussion and heavy bruising to his ribs, back, groin, neck and spine, but was expected to be discharged soon.

Both Green (inset, above) and Taylor's cars were write-offs.

"I didn't see it until I was through the chicane," said White. "There's some big tyre stacks on the corner and the yellows hadn't come out yet so I saw a stranded car at the last minute."

"Luckily no one was seriously hurt. It goes to show how well made the cars are and the crash boxes did exactly what they were supposed to do."

"I've got a bit of damage to the manifold, but we've dealt with front-end damage like this before."

**DOM D'ANGELILLO**

## Ladell moves up with Ginetta G55

### VLN

Ginetta GT4 Supercup champion Charlie Ladell will race a Ginetta G55 in VLN this year alongside fellow Ginetta regulars Charlie Robertson and Jac Constable.

The trio will drive for the KKramer Racing squad as Ginetta looks to increase its presence in Germany by competing in the Nordschleife-based series.

"It's something really

different for me and it's exciting to see how that pans out," said Ladell.

"I'm driving with Charlie Robertson and Jac Constable so we all know the car very well. Ginetta has never done much at the Nordschleife and we're trying to develop the car for it."

Ladell says racing in VLN could open up new opportunities for the future.

He had looked to race in the Porsche Carrera Cup GB this

season with Rob Boston Racing, but was unable to raise sufficient budget to complete the full campaign.

Instead he plans to make selected appearances later in the season.

"We're definitely trying to get into the Carrera Cup at some point in this year," Ladell added.

"I would like to do a proper season in Carrera Cup next year."

**STEPHEN LICKORISH**



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# Endurance race planned to help boost Porsche numbers

## BRSCC PORSCHEs

The British Racing and Sports Car Club Porsche Championship will introduce a longer race, with optional driver changes, at its Croft round in July as part of a push to increase competitor numbers.

The one-off change will replace two of the usual three 20-minute races with a 40-minute race in which pitstops will be mandatory, with competitors able to drive solo or share their car. The series has struggled for entries so far this year, with a record low of nine cars competing at Snetterton last month.

“We know plenty of people who’ve raced with us before and, for various reasons, they don’t have cars,” said

championship coordinator John Broadley.

“But if they can share the cost of an entry, all of a sudden it becomes very viable.”

The championship will also invite Boxsters from other series to compete in an invitational class at its final two meetings at Silverstone and Donington Park in October, and is taking a firmer stance on driving standards.

“We’ve really stamped down on that,” said Broadley. “Any avoidable contact is going to be penalised.”

Porsche Racing Drivers Association chairman Nick Hull, a leading competitor in the series, added: “It is affordable racing. You can buy them at a reasonable price. They are reasonably bulletproof if they’re looked after properly. They’re a powerful, quick car.”

**MARK PAULSON**

## POSITIVE DEBUT FOR NEW MSVT SERIES

### MSVT SUPERCUP

Drivers have praised the new MotorSport Vision SuperCup series, which held its first race at Donington Park last month, attracting a grid of 15 cars.

The SuperCup has been formed using the three fastest classes from the Trackday Championship, including classes S, A and B.

MSVT championship manager Stuart Garland said: “With the Trackday Championship reaching capacity and having a lot of entries, the split needed to happen somewhere.

“It wasn’t just a case of us doing it anywhere, though, we did it in consultation with all the drivers and there was a fair

amount of work and research.”

The winner of the race was Darren Goes in a SEAT Leon. Six more rounds are planned, including a visit to Zandvoort.

“Even in this we still had traffic to contend with, but sometimes with the slower cars before, we just worked our way through, it was hardly racing,” said Goes. “We just need more cars in our class, [it was a] good start and now hopefully more will come out.”

Class A driver Martyn Culley added: “We had more cars in our class than usual, so plenty to race against. They need more in Class S though, the quicker cars, but we’ll see how it goes during the year.”

**PETER SCHERER**

## IN THE HEADLINES

### SENSATIONAL START

Red Bull junior Jonny Edgar made his single-seater debut last weekend in Spanish Formula 4, taking two poles and three podiums. The 15-year-old Briton will contest Italian F4 this year, which uses the same Tatuus chassis, and Jenzer Motorsport gave him an early debut to aid his learning. “The first time I drove a car was the end of 2018,” Edgar said. “I did Paul Ricard to get used to the data, racing and format before [Italian F4] this weekend.”

### WOMEN MAKE HISTORY

There was a historic British motorsport moment at the Aston Martin Owners Club meeting at Donington Park on April 20. For the first time, the entire scrutineering team was made up of female members, headed by chief scrutineer Sue Bateman. Each member was given a commemorative trophy from AMOC to mark the occasion.

### BRDC BRITISH F3 CORRECTION

Chris Dittmann Racing driver Ayrton Simmons retired from the second BRDC British Formula 3 race at Oulton Park due to a wheelnut failure, not a loose wheelnut as reported last week. Autosport apologises for the error.

### SCHOLARSHIP RETURNS

Team Hard will run its scholarship contest again this year, with the winner receiving a fully funded season in the GT Cup in 2020. The scholarship is open to drivers with and without a racing licence; applicants will have their driving ability, fitness and media skills tested before the best 10 will take part in a final shootout. The winner will race one of the team’s Ginetta G55s (below) in the GT Cup next year.





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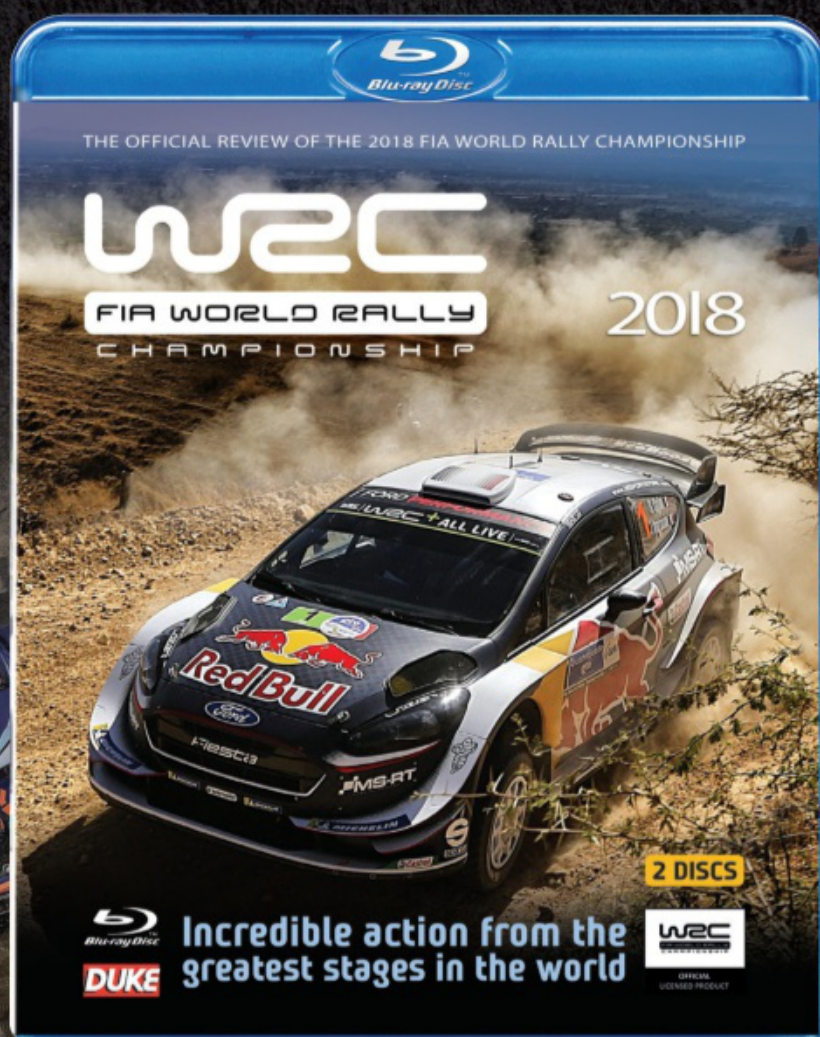


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**FIRST-LAP ACCIDENT** A crash heading into Druids on the opening lap of Saturday's CMMC Production race at Brands Hatch left Martyn Scott's BMW E30 GTR and Marcus Bicknell's Citroen Saxo VTR extensively damaged. Scott's BMW speared into the left-hand barrier, collecting the Citroen. Both drivers escaped injury, but the BMW's chassis legs were twisted. Officials declared it a racing incident. **Photographs by Gary Hawkins**

## Promising grid in Super Saloons

### SUPER SALOONS

The Classic and Modern Motorsport Club's inaugural modified saloon car series, which began at Silverstone last month and invokes the popular Super Saloon title of the mid-1970s, continued last Sunday with a promising double-header on Brands Hatch's Indy circuit.

"I was surprised when Motorsport UK suggested the Super Saloon title, but the mix of cars, from big V8s to nimbler two-litre cars, is a bit like the original fields," said Brands stalwart and series prime mover Rod Birley.

"Hopefully it will become a full championship next season."

Alex Sidwell, driving one of his 650bhp Holden Commodores – the car in which Kiwis Greg Murphy and the late Jason Richards finished second in the 2008 Bathurst 1000 – narrowly beat Birley's Ford Escort WRC in both races.

A total of 18 cars took part in the two races during the weekend, with a number of different manufacturers



represented, including BMW, Renault and Vauxhall.

Having missed qualifying, Ian Hales starred in his spaceframe Vauxhall Tigra, setting a best lap of 49.966s (87.03mph) while catching the leaders from the back in the opener. He was excluded for a flag infringement but kept third in race two.

The battle for fourth place in the event finale between the well-matched BMW M3s of Gavin Dunn, Niall Bradley and Castle Combe regular Kevin Bird, plus the diversity of well-prepared machinery, augur well for the competition's future.

**MARCUS PYE**

## Wildcat series on hold until later in year

### WILDCAT

The third element of Sonny Howard's 'Power of Three' package – for US-style Wildcat sprint cars – has been put on hold while he focuses on his other categories.

Howard's company SHP Promotions also took on the running of the Super Silhouette championship (formerly Intermarque) at the end of 2018, and will be running it alongside the well-established Pickup Truck series.

"There are two sprint cars complete and another half dozen well on the way, so we decided to wait until we're properly ready before launching," explained Howard.

**BRIAN PHILLIPS**



## TOCA SUPPORTS DONINGTON PARK 27-28 APRIL



## Webster begins pursuit of Harper with a victory

### PORSCHE CARRERA CUP GB

Porsche Junior Dan Harper again proved to be the driver to beat in the Carrera Cup at Donington Park, but he has a new rival on his hands. The 2014 champion, Josh Webster, made a surprise return to the series and was instantly on the pace.

Harper, who normally performs well in qualifying, went into the first race on the back foot after setting only the fourth fastest time in a session with changing weather conditions, as Webster pipped George Gamble to pole by just three thousandths of a second.

“Qualifying was a messy session with the conditions,” explained Harper. “I was quickest until four or five minutes to go, but I made up for it in the race.”

He certainly did. He jumped Lewis

Plato straight away and climbed to second when Webster ran slightly wide at Old Hairpin. But Gamble had a significant lead after passing Webster around the outside at the first corner.

That proved no barrier to Harper, who started to reel Gamble in as the rain returned. On lap nine of 23 Harper dived up the inside at Redgate and didn’t look back, making it a successful day for the JTR squad as team boss Nick Tandy also won in VLN.

Gamble briefly dropped behind Plato, but the Motorbase driver later ran wide at Old Hairpin and fell back, so Gamble and Webster completed the podium.

“The start was brilliant and I got a gap,” said Gamble. “But the circuit was dry and then wet so you couldn’t get any consistency. When it’s like that you’ve got to just bring the car back.”

Jack McCarthy was on pole for the partially reversed-grid second contest but Dan Vaughan led the early stages from Webster before a lengthy safety car after Jamie Orton and Rob Boston collided.

It only took Webster one lap on the restart to pass Vaughan at Coppice before pulling clear. Vaughan did his best to keep the squabbling pack behind, but Plato, Harper and Gamble got ahead.

A delighted Webster said: “I woke up this morning and thought we would get a podium again [rather than win]. I struggled in the dry quite a lot yesterday but we managed to rectify that – as the car is new, the dampers take a while to settle.”

Harper is now seven points clear of Plato, but all eyes will be on Webster to see if he can erode his 19-point deficit.

**STEPHEN LICKORISH**

## Foster grabs points advantage after F4 thrillers

### BRITISH FORMULA 4

Normally it’s Thruxton that hosts the best British Formula 4 action of the season. But this year, three thrilling races were provided a round early at Donington Park.

Louis Foster triumphed twice, despite only leading a handful of laps over the weekend. The Double R driver was on pole for the opener, but was soon squabbling with team-mate and points leader Sebastian Alvarez, allowing Josh Skelton to pounce at the chicane on the opening lap.

A collision between Zane Maloney and Alvarez at Redgate then gave Skelton a two-second lead, but Foster hunted him down and grabbed the advantage back at McLeans with a third of the race to go.

Foster also lost out to Alvarez at the start of race three, but spent the majority



of the race desperately trying to find a way back ahead. Late on, Alvarez ran wide at Coppice, but Joe Turney passed the pair of them. His lead didn’t last long, however, as Foster retook the place at the chicane and Turney’s bid to fight back ended with him in the Redgate gravel after clipping the rear of Foster.

Arden’s Bart Horsten took a maiden



win in the twice red-flagged second race, despite briefly losing out to Carter Williams before diving back ahead at McLeans with an excellent move.

“I knew he [Williams] was going to defend, so I waited to the last minute,” said Horsten. “I qualified eighth and 10th, so to get two podiums is great.”

**STEPHEN LICKORISH**



# Hedley head and shoulders ahead

## GINETTA JUNIOR

Heading into the weekend, all that eluded Elite Motorsport's James Hedley was a win in 2019. Two podiums at Brands Hatch had left the 15-year-old topping the championship table and all talk was about taking home a solid haul of points.

A narrow second in the first race behind rookie Roman Bilinski may have been true to form, but Hedley admitted he thought this was the race where he'd get his first victory in the series.

Those words rang true, as Bilinski was later disqualified from the race following a technical infringement,

promoting Hedley to the win.

It was a similarly close affair in race two when a photo finish declared championship rival James Taylor the winner, leaving Hedley to wonder when that race win on track would ever arrive.

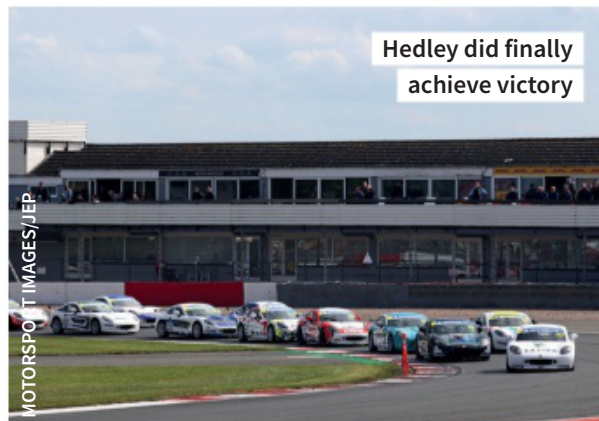
But when it did, he did it in style, leaving poleman Taylor and eventual second-place finisher Zak O'Sullivan behind to scrap among themselves, cruising to a victory by more than 20 seconds in race three.

"I'm really happy with the weekend, and glad I finally got a chance to win on track!" he beamed. "Not only that, but it's solid points in the championship, too."

## DOM D'ANGELILLO



Taylor just pips Hedley to the line



Hedley did finally achieve victory

## WEEKEND WINNERS

### PORSCHE CARRERA CUP GB

**Race 1 (both 23 laps) 1 Daniel Harper;** 2 George Gamble +2.366s; 3 Josh Webster; 4 Lewis Plato; 5 Dan Vaughan; 6 Jack McCarthy. **Fastest lap** Harper 1m07.005s (106.33mph). **Pole** Webster. **Starters** 16. **Race 2 1 Webster;** 2 Plato +5.025s; 3 Harper; 4 Gamble; 5 Vaughan; 6 Seb Perez. **FL** Webster 1m06.659s (106.88mph). **P** McCarthy. **S** 16. **Points 1 Harper 40;** 2 Plato 33; 3 Gamble 31; 4 Webster 21; 5 Perez 15; 6 Tom Roche 14.

### BRITISH F4

**Race 1 (18 laps) 1 Louis Foster;** 2 Josh Skelton +0.946s; 3 Bart Horsten; 4 Joe Turney; 5 Alex Connor; 6 Roberto Faria. **FL** Tommy Foster 1m08.473s (104.05mph). **P** Foster. **S** 13. **Race 2 (9 laps) 1 Horsten;** 2 Turney +0.389s; 3 Foster; 4 Connor; 5 Sebastian Alvarez; 6 Zane Maloney. **FL** Foster 1m08.543s (103.94mph). **P** Faria. **S** 13. **Race 3 (15 laps) 1 Foster;** 2 Alvarez +0.638s; 3 Luke Browning; 4 Skelton; 5 Connor; 6 Maloney. **FL** Turney 1m08.187s (104.48mph). **P** Foster. **S** 13. **Points 1 Foster 108;** 2 Alvarez 91; 3 Browning 63; 4 Horsten 62; 5 Maloney 59; 6 Turney 52.

### GINETTA JUNIOR

**Race 1 (8 laps) 1 James Hedley;** 2 Zak O'Sullivan +5.449s; 3 Theo Edgerton; 4 James Taylor; 5 Gustav Burton; 6 Joshua Rattican. **FL** Hedley 1m25.327s (83.50mph). **P** Roman Bilinski. **S** 24. **Race 2 (12 laps) 1 Taylor;** 2 Hedley +0.024s; 3 Burton; 4 Edgerton; 5 Will Martin; 6 Lorcan Hanafin. **FL** Hedley 1m25.510s (83.32mph). **P** Bilinski. **S** 25. **Race 3 (12 laps) 1 Hedley;** 2 O'Sullivan +20.305s; 3 Taylor; 4 Hanafin; 5 Burton; 6 Ethan Hawkey. **FL** Hedley 1m24.990s (83.83mph). **P** Taylor. **S** 25. **Points 1 Hedley 161;** 2 Taylor 119; 3 O'Sullivan 116; 4 Hanafin 92; 5 Edgerton 83; 6 Burton 80.

### RENAULT UK CLIO CUP

**Race 1 (15 laps) 1 Jack Young;** 2 Brett Lidsey +3.769s; 3 Ben Colburn; 4 Jamie Bond; 5 Ethan Hammerton; 6 Jade Edwards. **FL** Bond 1m16.856s (92.70mph). **P** Young. **S** 10. **Race 2 (14 laps) 1 Young;** 2 Lidsey +9.614s; 3 Max Coates; 4 Colburn; 5 Aaron Thompson; 6 Finlay Robinson. **FL** Young 1m16.739s (92.84mph). **P** Young. **S** 10. **Points 1 Young 99;** 2 Lidsey 84; 3 Coates 76; 4 Edwards 55; 5 Hammerton 55; 6 Thompson 47.

### GINETTA GT4 SUPERCUP

**Race 1 (12 laps) 1 Harry King;** 2 Reece Somerfield +2.687s; 3 Will Burns; 4 Carl Shield; 5 Dan Kirby; 6 Paul Taylor. **FL** Burns 1m12.447s (98.34mph). **P** Burns. **S** 20. **Race 2 (18 laps) 1 Burns;** 2 Michael Epps +0.964s; 3 Tom Hibbert; 4 Colin White; 5 Darron Lewis; 6 Jack Oliphant. **FL** Burns 1m09.915s (101.90mph). **P** King. **S** 20. **Race 3 (8 laps) 1 Hibbert;** 2 Somerfield +2.273s; 3 Epps; 4 King; 5 Lewis; 6 Burns. **FL** King 1m09.617s (102.34mph). **P** Carlito Miracco. **S** 20. **Points 1 Somerfield 172;** 2 King 155; 3 Burns 140; 4 Hibbert 129; 5 Epps 126; 6 Shield 74.

For full results visit: [tsl-timing.com](http://tsl-timing.com)

# Woe for Coates as Young stars

## RENAULT UK CLIO CUP

Max Coates will want to forget all about his Donington Park weekend, while title rival Jack Young was delighted to take his maiden wins.

Coates narrowly missed out on pole to Young but, along with his Team Hard team-mates Jade Edwards and debutant Jamie Bond, was excluded from qualifying and handed a 10-second start delay after a BARC scrutineer noticed the roof air vents on the cars were taped up. Rules state this cannot be done when slick tyres are used.

The trio started the races from the pitlane, although Coates recovered

to third by the middle of the opener before his Clio ground to a halt.

He fought back to third place in race two, but has dropped to third in the standings — 23 points behind the impressive Young.

"We salvaged something from a disappointing weekend," said Coates. "We think it was a stone flicked up by another car that snapped the auxiliary belt and did quite a lot of damage."

Young was untroubled in both races, leading home MRM team-mate Brett Lidsey each time, while Ben Colburn claimed his maiden podium in the opener.

## STEPHEN LICKORISH



Young impressed with two wins



TOCA SUPPORTS DONINGTON PARK 27-28 APRIL



## King, Burns and Hibbert take the spoils in eventful GT4 contests

### GINETTA GT4 SUPERCUP

There's a cliched phrase often bandied around motorsport that states 'to finish first, first you must finish'. While true, based on the GT4 Supercup action over the weekend, it's perhaps more fitting to add 'but before you finish you must start'.

Qualifying for race one left a tantalising front three of Will Burns, Mike Epps and Harry King. But before he'd even fully left

his grid slot Epps was forced to stop, having lost drive during the final stages of the green-flag lap.

The clear space in front of third-placed King allowed the former Ginetta Junior driver to sneak ahead of Burns into the first corner and hold on until the end.

This was made somewhat easier due to two lengthy safety car periods, which third-placed Burns admitted left him "struggling for heat and any rhythm".

King was looking like the man to beat over the weekend but then became another victim of a broken driveshaft while warming up for race two. This time around Burns was in prime position to take advantage, although it was far from easy for the 2016 runner-up, summing up his race as a "lottery". While Burns narrowly held off Epps for the win, it had been a race-long scrap with both Reece Somerfield and Tom Hibbert too; Somerfield ended up in 12th after his tyres lost performance and he had a small coming-together with Fin Green.

Burns's weekend took a turn in the final race when he became the victim of yet another driveshaft breakage during the warm-up lap. This created a four-way duel between Hibbert, Somerfield, Epps and King before a huge mid-pack accident (see page 64).

While no one was hurt, the time it took the marshals to clear up gave Burns and his Rob Boston Racing team ample opportunity to repair the car and get him back out.

While winner Hibbert was buoyant to get his first race win of the season, holding off both Somerfield and Epps, it was Burns who was most philosophical following his recovery to sixth.

"I'm happy with that, I was ready to get out of the car but my team told me to get back in and get ready," he said. "We ended up with a decent haul of points this weekend because of it."

**DOM D'ANGELILLO**

### HOW HEATHCOTE'S GONE FROM HANDBRAKE TURNS TO PERFECT LINES

Handbrake turns, joker laps and power slides. That's where Nathan Heathcote is usually most comfortable, but for the 2019 season, the 2017 British Rallycross champion is trading mud and gravel for asphalt and slicks in the Ginetta GT4 Supercup.

The 22-year-old champion admits he never really planned to go into either discipline when growing up, but confesses he always thought rallycross looked like a lot of "fun".

"I was pretty late starting to know what I wanted to do in racing and I didn't really have a clue," he said. "It [rallycross] was on a massive up when I joined in 2015. They'd just started the World Championship and if there was going to be a spot anywhere it was going to be in rallycross."

His decision to move into GT racing wasn't made lightly, though. Heathcote had to seriously consider further investment in rallycross, a discipline he sees as "plateauing", or look for an alternative racing discipline.

"They're completely different," he says of the transition to GT racing. "In rallycross you come into the corner, pull the handbrake and come in sideways, whereas this, if you're coming in sideways, you're going to spin it."

Based on the advice of some friends, the TOCA GT4 package looked like the best value for money and offers everything needed to – as he puts it – "build up the Nathan Heathcote brand and build up a bit of a following".

Although this is his first time in circuit racing, Heathcote has started his Ginetta GT4 Supercup campaign in sublime fashion. He took two class wins in the opening races at Brands Hatch, and followed up that with a third in the first contest at Donington, a result which Heathcote puts down to two key factors: starts and car control.

"A lot of people have told me so far that my starts are pretty mega and that's down to rallycross because that is 100% down to your starts," he says. "My car control is up there with



most people too and at Brands and here [Donington] the conditions have been pretty tricky. Put me in a situation like that and I'll be a bit better than most people."

Even so, he still has some learning to do: Heathcote was seventh in class in race two and posted a retirement in the finale after being involved in a dramatic four-car collision.

**DOM D'ANGELILLO**



Citroen C1s:  
Largest starting grid  
in British motorsport  
history



# Citroen 24-hour goes to the wire

**SILVERSTONE**  
**BARC**  
**26-28 APRIL**

A terrific last-lap finale decided the outcome of the Citroen C1 24-hour race as McAttack Racing's Simon Walker-Hansell snatched victory from Circuit Pro's Simon Harrison after 406 laps of the Silverstone Grand Prix circuit.

With 99 starters for the first of this year's C1 24-hour races, it became the largest starting grid in British motorsport history.

The race started in dramatic fashion when first-hour leader Rob Baker managed to roll his Area Motorsport car at Copse, which left Viking to duel with Team C'Est La Vie for supremacy. But as he prepared to pit to hand to Robin Welsh, C'Est La Vie's Chris Chadwick was clipped and rolled at Copse in the eighth hour. After Viking was given a six-lap penalty when Dean Tompkins spun under yellow flags, the Circuit Pro trio of Harrison/Tim Hartland/Patrick Watts started to take command.

After 13 hours however, McAttack was into the top 10 and three hours later in a podium place behind Circuit Pro and MSAR Old Hat Motorsport.

Safety car periods and driver changes continued to change the order, but Circuit Pro stayed in front, with Old Hat, Team Merlin International, C-Tron Racing and

McAttack all in contention too. In the final changes Watts handed over to Harrison to see Circuit Pro to the finish, while McAttack exchanged Joe Wiggin for Walker-Hansell.

Harrison crossed the line to start the last lap with only two seconds remaining. It cost him dear as he set off for one last tour. Harrison was conserving fuel massively and, as they entered Vale for the final time, Walker-Hansell made his move to record a third 24-hour race win for himself, Wiggin and Declan McDonnell – even though the trio started last after failing post-qualifying scrutineering for being underweight. Harrison finished 7.219 seconds down, while Old Hat's Daniel Bruce, James Keepin and Tony and Callum Hutchings completed the podium.

Fourth-placed C-Tron's Chris Nylan/Adam Burgess/Darren Beckly spent most of the weekend in the top 10, while the podium hopes of Merlin's all-female team of Katie Milner/Alice Hughes/Sami Bowler/Jemima Hepworth were dashed when they lost a lap with a puncture.

The Praga of Alastair Boulton and Tim Gray was still a comfortable winner in the first Britcar Endurance race, despite starting from the back of the grid after a spin on the green-flag lap and making an extra pitstop. Ross Wylie had built a huge lead before handing his Ferrari 488 Challenge over to

## SILVERSTONE WEEKEND WINNERS

### CITROEN C1 CHALLENGE 24 HOURS

**Team McAttack Racing**  
Declan McDonnell/Joe Wiggin/  
Simon Walker-Hansell

### BRITCAR ENDURANCE

**Race 1** Alastair Boulton/Tim Gray (Praga R1T)  
**Race 2** Wayne Marrs/Charlie Hollings  
(Ferrari 488 Challenge)

### BARC SALOONS, HONDA VTEC CHALLENGE, CLASSIC VW

**Races 1 & 2** Craig Rainer  
(Ford Escort RS2000 Turbo)

### SPORTS PROTOTYPE CUP

**Race 1** Rob Wheldon (Radical SR3)  
**Race 2** Bruce Crawley (Radical SR3, below)

For full results visit:  
[tsl-timing.com](http://tsl-timing.com)



Boulton/Gray lead in  
Praga R1T during  
Britcar race



David Mason for the run to the flag, but Gray went by with seven laps to go.

Andy Schulz took over Paul Bailey's Ferrari 488 and sealed a late second, while Charlie Hollings took the final podium place in Wayne Marrs's similar car. The Saker of David Brise and Alan Purbrick was fourth, while Mason came home as the last unlapped runner in fifth.

Chris Hart's Saker had the initial race two lead before Wylie took charge, but once Mason took over he was easy pickings for Hollings, who won from Bailey/Schulz.

Boulton/Gray had climbed to second, but retired with a loose rear wing, which left Mason/Wylie to retain a comfortable third.

**PETER SCHERER**





Cole came out on top  
in frenetic second  
MG Trophy race

HAWKINS

# Spin and win for Cole in MG Trophy encounters

**BRANDS HATCH**  
**MGCC**  
**27-28 APRIL**

A stunning MG Trophy encounter in which Doug Cole staved off three ZR 190 rivals throughout – and just 0.783 seconds separated them at the chequered flag – topped a cracking MG Car Club weekend.

The frenetic Indy circuit event showcased sportscars from the marque's infancy in Oxford to a Chinese-built MG3, via hordes of MGBs, entertaining members and enthusiasts royally. Twice a spinner in the opener – narrowly won by champion Graham Ross from Chris Bray after leader Ross Makar retired – Cole had to dig deep to stem the omnipresent threat from Makar, Bray and Ross.

Class B ZR 170 fortunes were a rollercoaster. Richard Marsh drove a blinder to defeat Samuel Johnston first time out. Sam Kirkpatrick shaded Paul Luti later after

Marsh's mount took a whack at Clearways.

Mike Williams won both MG Cup races in his potent ZR-engined Metro, chased by Richard Buckley's Rover 220 Turbo and Metro Cup section victor Jack Ashton. Corner-skittering veteran Dick Trevett carved through the pack, terrorising Tomcats, to be Ashton's runner-up on both days.

Four strong Equipe GTS races, in which two tranches of competitors ran twice, some subscribing to them all, provided superb entertainment. Saturday's pair followed similar patterns: the TVR Grantura MkIII of Dr Mark Ashworth and son Simon charged from mid-grid to deny the MGs of Tim Greenhill (B Roadster) and early leader Tom Grindall (Midget coupe) respectively.

Brian White's beautiful Triumph SLR evocation led the chase. Ashworth Sr had to work harder to pip Greenhill on Sunday, with David Keers-Trafford (MGB) in close attendance. Ollie Neaves's MGB threat fizzled out during a safety car period.

Simon Ashworth looked confident of a family 'red and bluewash' until he spun at Surtees in drizzle in the finale. Following Saturday problems, Rob Cull made it a TVR clean sweep, though, slicing his silver Grantura from 30th to lead well, then working hard to repel the fast-closing Jon Payne in White's fishtailing SLR and Keers-Trafford as the track dried. Just 0.826s separated them at the chequer.

The Equipe Pre-'63 races were equally enthralling, with big Healeys to the fore.

Bill Rawles managed to keep Mark Holme behind on day one, with MGB ace Tom Smith third in an MGA, albeit 17s off the back of the leading duo.

Sometime Ginetta Junior racer Jack Rawles took over his dad's 3000 on Sunday and was leading after 14 of the 24 laps from the back. Holme again came closest, but nine more Healeys – among them the pretty 100Ms of Richard Knight and Andrew Williams – ganged up behind them, with David Wenman's Morgan +4 in their midst. Simon Parry Williams wriggled free for third.

Sunday's MG BCV8 rounds were drama-laced. After a shower anointed the track, Jonnie Wheeler's BGT V8 snapped into a spin under braking for Paddock, clipping Russell McCarthy's, which spun into the gravel and rolled gracefully onto its side. Both drove back to the paddock. Neil Fowler won the restart by a whisker from Ian Prior, with Spencer McCarthy (MGB) a brilliant third from the back after a fuse blew in practice.

McCarthy's brother Russell was leading race two when a front wheel bearing failure forced retirement. A head gasket change between races enabled James Wheeler to prevail over Fowler and Prior.

Pressed by Stephen Watkins on Saturday, Steve Collier scored a Midget and Sprite double. Watkins collided with Richard Perry while lapping him on Sunday, when David Morrison was bumped from second to fourth behind Richard Wildman and



Charteris won both  
Clubmans races

HAWKINS



## BRANDS HATCH WEEKEND WINNERS

### MG TROPHY

**Race 1** Graham Ross (ZR 190)

**Race 2** Doug Cole (ZR 190)

### MG CUP/METRO CUP

**Races 1 & 2** Mike Williams (Rover Metro GTI)

### EQUIPE GTS A

**Races 1 & 2** Mark Ashworth (TVR Grantura MkIII)

### EQUIPE GTS B

**Race 1** Simon Ashworth (TVR Grantura MkIII)

**Race 2** Rob Cull (TVR Grantura MkIII)

### EQUIPE PRE-'63

**Race 1** Bill Rawles (Austin-Healey 3000)

**Race 2** Jack Rawles (Austin-Healey 3000)

### MG BCV8

**Race 1** Neil Fowler (B GT V8)

**Race 2** James Wheeler (B GT V8)

### MG MIDGET & SPRITE CHALLENGE

**Races 1 & 2** Steve Collier (Midget)

### MORGAN CHALLENGE

**Race 1** Philip Goddard (+8)

**Race 2** Keith Ahlers (+8)

### CLASSIC CLUBMANS

**Races 1 & 2** Mark Charteris (Mallock Mk20/21)

### SUPER SALOONS

**Races 1 & 2** Alex Sidwell  
(Holden Commodore VE/F)

### PRODUCTION SALOONS

Jonathan Bevan/Rod Birley (Honda Integra DC5)

### TRIPLE-M RACING CHALLENGE

**Race 1 & 2** Harry Painter (MG PA)

For full results visit:  
[tsl-timing.com](http://tsl-timing.com)

Andrew McGee for overtaking before the green after the clear-up. Robin Lackford (Frogeye Sprite) grabbed the competitive Class E, still on the winner's lap.

Andrew Thompson hurtled from row two to lead both busy Morgan Challenges, but his Ford V6-engined Roadster was overpowered by the mighty +8s of poleman Philip Goddard and Keith Ahlers respectively.

Mark Charteris and Barry Webb topped their respective classes in disappointingly thin Classic Clubmans encounters.

Alex Sidwell drove his ex-Greg Murphy Holden Commodore beautifully to a brace of audience-pleasing Classic and Modern Motorsport Club Super Saloon wins, with Rod Birley's Ford Escort WRC breathing down his neck and Ian Hales streaking from the back to challenge in his tubeframe Vauxhall Tigra in race two.

Birley anchored Jonathan Bevan's Honda Integra to Prodsaloon honours after first past the post Paul Restall (Ford Sapphire Cosworth) was excluded for failing to heed black flags for speeding in the pits.

**MARCUS PYE**



**BACK ON TRACK** In the early 1960s, Triumph racer Neil Dangerfield's TR4 was rebodied to Sprinzel Lawrencetune Racing specification to resemble the three Morgan +4s of Chris Lawrence, Pip Arnold and Gordon Spice. Frazer Nash/BMW and TR2 racer Brian White then commissioned Nottinghamshire Triumph specialist TR Enterprises to build an evocation. The sensational aluminium-shelled aerodyne 2.1-litre coupe flew at Brands in White and Jon Payne's hands.



**BLAST FROM THE PAST** A crowd of 27 Triple-M Register cars formed two wonderfully evocative and photogenic grids. Australian John Gillett's ex-Bira K3 and Simon Jackson's PB – Alan Hutchinson's 1936 Limerick GP winner – were the star cars in the colourful field that included the Dutch racing orange machines of Thijs de Groot (PA Special) and Onno Konemann (D-type). There was no stopping young Harry Painter (PA Special, above), who took both wins.



**A NEW ERA** There's a place for anything bearing the MG badge within the Car Club family, from the sporty marque-founding brainchildren of Cecil Kimber to the latest model made in China by the SAIC Motor Corporation, relaunched of the brand in 2006. Having found a home for SAIC's 1500cc MG3 saloon within the MG Cup series, Piers Prior twice finished second in Class A, to the ZR 160s of Aaron Ross and Dale Reet.





Dramatic tin-tops and  
1950s sports-racers (below)  
will help provide the action

# 10 REASONS TO GO TO THE DONINGTON HISTORIC FESTIVAL

*Highlights from the 14 grids and nine decades of motorsport covered  
in the ninth running of the circuit's flagship historic event*

MATT KEW AND MARCUS PYE





## GRAND PRIX SHOWCASE

There's nowhere better in Britain to showcase early front-engined grand prix cars than Donington Park, home of 'road racing' in the pre-1940 era. The Historic Grand Prix Cars Association has curated events since 1980, with members cherishing the opportunity to be in the limelight and away from later rear-engined machinery as they chase the Nuvolari Trophy. Paul Grist's supercharged straight-eight Alfa Romeo P3 heads the stellar entry. Other treasures include a trio of ERAs: Charles McCabe's ex-Bira R5B 'Remus', Nick Topliss's R4A and Paddins Dowling's R10B.

Of the post-war cars, the Rettenmaier brothers' V12 OSCA and extraordinary CTA Arsenal – like the Scarabs, unique TecMec and Aston Martin DBR4 – were period failures yet are important to motorsport's fabric. All will chase Philip Walker's rapid Lotus 16 in the Ascari Trophy split. Glorious Maserati 250Fs also feature, and a cracking Cooper-Bristol versus Alta tussle among the two-litre GP cars of 1952-53 is guaranteed.



## CELEBRATING 'MAD JACK'

Aviator and racer Richard Shuttleworth – known to his friends as 'Mad Jack' – typified an era of pecunious enthusiasts who thrived on derring-do. The 1935 Donington GP winner stopped racing following a crash in South Africa, only for a flying accident to end his life in 1940, aged 31. His legacy is the wonderful Shuttleworth Collection of aircraft and cars at Old Warden in Bedfordshire.

Motor Racing Legends' splendid pre-war race remembers Shuttleworth, evoking the spirit and look of the period. It's a David versus Goliath contest in which Aston Martin, Bentley, Bugatti and Maserati machines make all the right noises. But the twitchy chain gang Frazer Nash Super Sports of American Fred Wakeman and Patrick Blakeney-Edwards could win again. In Bentley's centenary year, Ewen Getley's three-litre and the 3/4½ of Richard Hudson/Stuart Morley should be well-matched. Watch too for Sue Darbyshire's Morgan 'trike', modern racer Richard Bradley's Aston Martin Ulster, Trevor Swete's Invicta and Tom Hardman's extraordinary supercharged MG Bellevue Special.

## LESSER-SPOTTED BIG CATS

Although 18 were originally commissioned, just 12 Jaguar E-type Lightweights were ever built. Out went the steel bodywork to be replaced by aluminium among myriad other developments, but six chassis numbers were never delivered. That was until 2015, when Jaguar decided to build continuation examples.

But competing on Saturday in the Jaguar Classic Challenge 60-minute race is Carlos Monteverde's genuine 1962 Lightweight – pedigree that was worth £6.2million when it was sold in 2017. He and co-driver Gary Pearson will be mixing it on track with D-types and XK150s, which are confirmed on the entry list. Don't be surprised to see the likes of C-types or even the Mk1 saloon join also. Among the favourites for the Historic Sports Car Club race is the perennially fast pairing of Julian Thomas and Calum Lockie. In Thomas's low-drag E-type, expect them to carry the advantage down Starkey's Straight and repeat their victory from 12 months ago.



## THE USUAL SUSPECTS

It's a reoccurring theme in historic racing that grids tend to form around a particular flavour. When it comes to the pre-1966 grid for Under Two-Litre Touring Cars, that flavour usually resembles a Mk1 Ford Cortina.

Early entry lists for the U2TC point to no fewer than 10 of the Lotus-tuned cars on the grid. But as any fans of the Goodwood Revival St Mary's Trophy race will attest, a lack of diversity does not come at the cost of great racing. More so when the iconic red and gold colours of Alan Mann Racing will be on track – thanks to son Henry – and competing alongside British Touring Car star Andrew Jordan. He's back sharing with Pete Chambers, who suffered an enormous crash in his Cortina at Goodwood, rolling several times.

Away from the Fords is the BMW 1800Ti of German brothers Jakob and Stephan Rettenmaier, plus a cluster of Alfa Romeos. Lawrence Warr will be representing the front-wheel-drive runners in his Mini Cooper S as the iconic car celebrates its 60th anniversary.



LITTLE 'N' LARGE TOURING CARS

The Historic Festival runs on Donington Park’s National configuration, missing out the Melbourne hairpin. Some might despair at the removal of a massive stop, tight hairpin and then off-camber apex at the final corner. But watching last year’s pre-1991 field of British and European tin-tops from the Historic Touring Car Challenge and Tony Dron Trophy tackling the right-left of the final chicane provided a spectacle that more than made up for that.

The likes of BMW M3 E30 pairing Nick and Harry Whale carry such speed over the kerbs that it’s an excellent spot to see the cars pitch and fall over Donington’s natural crests as they battle a loose rear end.

Additional highlights include the well-known ‘Faberge’ Ford Capri, and ex-Peugeot Super Touring driver Patrick Watts in an MG Metro Turbo. But he’ll be dwarfed on track, in terms of size at least, by the big hitters such as Ken Clarke’s 3.5-litre Rover Vitesse, Phil Perryman’s Volvo 242 Turbo – an unlikely period star – and Julian Thomas and Calum Lockie in a flame-spitting Andy Rouse Engineering Ford Sierra Cosworth RS500.



THE GRAND PRIZES

Even out of their natural habitat, there’s something uniquely evocative about 1950s sports-racing cars. Donington lay dormant through this epoch, but its undulations and flowing nature complement the machines perfectly, enabling top drivers to exploit chassis poise, encouraged by a wonderful soundtrack.

The Royal Automobile Club Woodcote Trophy race stars Jaguar C and D-types, reminding us of the marque’s Le Mans pre-eminence – albeit the white D of Carlos Monteverde/Gary Pearson was raced nationally by Jim Clark – but the Cooper-Jaguar T39 has beaten the best. Maserati is represented by the lithe 250S of Richard Wilson/Martin Stretton and the massive 450S of Josef Otto Rettenmaier. Wolfgang Friedrichs’ DB3S flies Aston Martin’s flag, while the curious RGS-Atalanta is rapid with Tony Wood/Will Nuthall.

Lotus 15s and Cooper Monaco T49s square up to more powerful Lister-Jaguars in the younger Stirling Moss Trophy pack, tracing the transition from front to rear-engine dynamics. Expect giant-slaying antics within a strong small-capacity set of Lotus, Lola, Elva and Rejo chassis.

MOVING UP THE LADDER

Conceived by Italian nobleman, journalist and racer Count ‘Johnny’ Lurani ostensibly to nurture a new generation of Italian racers, Formula Junior became the training ground for future grand prix stars. Jim Clark, John Surtees (fleetingly) and Denny Hulme all graced the 1100cc production-engine category, which superseded 500cc F3 and became the F2 and F3 of 1958-63.

Like the weekend’s HGPCA races, Donington’s FJ grid focuses on the early front-engined cars, powered by BMC, Ford, Fiat and (in the case of Richard Bishop-Miller’s Canadian Autosport) Triumph engines. Up front, expect a fight between the Lola Mk2s (‘mini Vanwalls’) of champion drivers Peter de la Roche, Jonathon Hughes and Michael Hibberd, Irish FFord ace Niall Murray (Elva 100), the draught-headed Terrier of Chris Drake and Alex Morton’s Condor.

Two Canadian Sadlers, shapely Geminis from Graham Warner’s Chequered Flag Garage in West London, plus unique Moorland and Alexis chassis colour the field in which Iain Rowley (Taraschi) takes on Roger Woodbridge (Volpini) in the Italian class.



TIMETABLE	
SATURDAY 4 MAY	
0910	<b>Race 1</b> FJHRA/HSCC Formula Junior for front-engined cars
0945	<b>R2</b> Jaguar Classic Challenge for pre-1966 Jaguars
1100	<b>R3</b> Nuvolari & Ascari Trophies for pre-1961 front-engined grand prix cars
1135	<b>R4</b> RAC Woodcote Trophy
1325	<b>R5</b> U2TC for pre-1966 under-two-litre touring cars
1440	<b>R6</b> FJHRA/HSCC Formula Junior for rear-engined cars
1515	<b>R7</b> Mad Jack for pre-war sportscars
1610	<b>R8</b> HRDC Touring Greats for pre-1960 touring cars
1710	<b>R9</b> GT & Sports Car Cup for pre-1966 GT and pre-1963 sportscars
SUNDAY 5 MAY	
0910	<b>R10</b> HRDC Allstars for pre-1966 sports, GT and touring cars
1010	<b>R11</b> FJHRA/HSCC Formula Junior for front-engined cars
1045	<b>R12</b> Historic Touring Car Challenge with Tony Dron Trophy
1200	<b>R13</b> FJHRA/HSCC Formula Junior for rear-engined cars
1320	<b>R14</b> Pre-1963 GT
1435	<b>R15</b> Nuvolari & Ascari Trophies for pre-1961 front-engined grand prix cars
1510	<b>R16</b> Stirling Moss Trophy for pre-1961 sportscars
1625	<b>R16</b> HRDC Coys Trophy for 1958-66 touring cars





JEP

## ALLSTARS MIX IT UP

Julius Thorgood's Historic Racing Drivers Club will preside over no fewer than three grids. Making its first appearance at the Historic Festival is the Allstars race for pre-1966 sports, GT and touring cars. Its aim is to evoke a previous era of national racing with an eclectic mix on the grid.

Proof enough, among the entry list is the Bill Thomas Cheetah sporting no less than 5400cc. By comparison the 4.7-litre Shelby Cobra Coupe, which will have Simon Hadfield at the wheel, is somewhat modest. A little further down the order, rock and blues star Chris Rea will pilot his Morris Minor police car.

As well as the Coys Trophy for 1958 to 1966 touring cars, the final HRDC grid – Touring Greats – is for pre-1960 tin-tops. It presents the classic cat-and-mouse dynamic, with Grant Williams confirmed in his 3.4-litre Jaguar Mk1 but up against a raft of Austin A35s and A40s. Edging ahead, however, will be the Austin 'GT40' (left) of father and son duo Mike and Andrew Jordan. Upped to 130bhp, more than three times that of the standard machine, its developments have knocked 35 seconds off its Donington lap time.

## STAR-STUDDED GTs

A line-up of Ferraris, Aston Martins, Porsches, Jaguars and more make the Pre-1963 GT field one of the most evocative on the timetable. British Touring Car ace Sam Tordoff will be circuit sharp, with the Historic Festival rolling in just a week after the venue hosted the tin-top series. He's back behind the wheel of the rapid Porsche 356, looking to improve on last year's retirement.

Carlos Monteverde and Gary Pearson are, once again, worth watching in their replica Ferrari 250 GTO, as is the 250 GT Berlinetta SWB of Belgian pairing Christian Dumolin and Pierre-Alain Thibault. Alongside the fabulous Aston Martin DB4 GT of Wolfgang Friedrichs – which won this race last year – the British cars are headed up by the Minshaw-entered Jaguar E-type. Jon Minshaw has long enjoyed success in British GT and in this roadster in historics, and will be joined by son and ex-Ginetta GT4 Supercup racer Jack.

The GT & Sports Car Cup for pre-1966 GT cars and pre-1963 sports-racing cars of a type that raced in the world sportscar championship will feature a similarly valuable collection.



ROBERTS

## FORMULA 1 ON DISPLAY

The line-up of Formula 1 machinery for both static and on-track displays adds real intrigue. The 308E was Hesketh's last grand prix challenger before the team folded in 1978. It'll be joined by a 1991 Dallara F191 and Alastair Davidson's ex-Ayrton Senna Toleman-Hart TG184 (left) – both of which enjoy regular exposure at various UK events.

The inclusion of a Benetton B190 and Honda R8 '1082' are more left-field. Penned by F1 design powerhouses Rory Byrne and John Barnard, the brightly coloured Benetton won twice during its life – Nelson Piquet earning the spoils in the final two rounds at Japan and Australia in 1990. Now owned by John Reaks, its public appearances have been rarer in recent years.

The R8 '1082' is arguably the headline act, however. It was Honda's test mule to develop its KERS system ahead of 2009, before the global financial crash and the manufacturer's subsequent withdrawal from F1. This car, which went through the Brawn and Mercedes teams to wear a silver livery, is believed to be a one-off.



JEP

## OFF-TRACK ENTERTAINMENT

Since it was taken in by Jonathan Palmer's MotorSport Vision stable, Donington Park has received plenty of revisions. A redeveloped entrance, providing easier access to the Melbourne Loop, will lead into a wealth of car club displays. A mass of Porsches, Marcos cars, Sunbeams and more will undertake on-track parades during the lunchbreaks. Also included is the British Historic Kart Club, which will throw back to the 1980s karting grands prix held at the venue.

Up above, scheduled for 1300 on Saturday is the Battle of Britain Memorial Flight, with a Spitfire and one of only 12 remaining flying Hurricanes adding a welcome change to the usual East Midlands Airport traffic in the skies. On Sunday, it's the turn of a Douglas C-47 Dakota – more recognisable by its DC-3 moniker in civil aviation.



ROBERTS



McKLEIN/REINHARD KLEIN/COLIN MCMASTER



## RALLYING OBSESSION



**BOOK  
REVIEW**  
**RALLYING  
1977**  
**RRP €119.90**

Ever had the urge to learn about almost every

significant event that happened in rallying during 1977? It's a bit of a niche subject, even for the most hardened of rallying fans, but McKlein Publishing has catered for the itch should it ever arise.

As detailed in the foreword of *Rallying 1977* by author and legendary British Leyland team boss John Davenport, the book intends to outline the who, why, when and where of those 12 months.

At more than 500 pages it certainly feels like it does the job, and it's sure to keep hardcore fans or even those new to rallying engrossed for hours. No fewer than 39 rallies are documented, from the Dean Rally in January until the Rally Bandama Cote d'Ivoire in December.

Each one contains a brief report, in both English and German, on how the main protagonists fared, as well as covering the talking points in the world of rallying at that point in time.

By far the book's most impressive aspect, though, are the hundreds of images displayed throughout, many by Reinhard Klein himself – who considers 1977 to be his first season of covering the World Rally Championship.

Roger Clark getting some air in his Ford Escort RS1800 on the Acropolis Rally, Sandro Munari enjoying some food at the Monte and a selection of crash pictures are among the artistic highlights.

The book perfectly captures the highs and lows, the drama and the downtime during that period

when access to the sport's stars and locations was less of an issue than it is today.

Cars that competed in 1977 are also covered off in the book, whether it be the Lancia Stratos, Ford Escort 1800 or Saab 99 EMS.

But it's not just photographs that are the main focus. Included are entry lists, scanned copies from the original programmes and documents – often including scribbled notes and corrections.

What's perhaps even more impressive is the route maps, giving a real sense of the vast stages that defined rallies in that era. Thoughtfulness permeates this book: a picture of John Lyall's mud-covered recce notes from the Safari Rally, for instance, conveys a more genuine feel of grittiness and authenticity than if it had been reproduced in a table. Throughout the book you get a real sense of being transported to a different era.

Perhaps the only criticism that can be made of the book is that the reports on each rally are lacking in minute detail, which the most die-hard of fans might find disappointing. But this is hardly surprising when almost 40 rallies are covered off. Instead, each one has a broad base of information, certainly enough to appease most rallying fans, and it's easily accessible.

Pictures are at the forefront of another book from McKlein, *Ford Escort: A Winner's Car*.

Countless books have been produced on rallying's most successful car but this latest release is up with the best of them. Again the work of Davenport and Klein, the book charts the history of the legendary Escort, speaking with those who were integral to its history.

Whether you're already a rallying aficionado or not, both of these books would make fine additions to your collection.

**STEFAN MACKLEY**




[youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)


Autosport explains how Alfa Romeo failed a test designed to prevent cars' front wings from flexing too much. The outcome could serve as a warning shot to the teams as F1 adapts to a new era following the death of Charlie Whiting. Go to <http://bit.ly/KimiWingFail>


[autosport.com/podcast](https://autosport.com/podcast)


To mark the 25th anniversary of the death of Ayrton Senna in the 1994 San Marino Grand Prix, Autosport's Kevin Turner, Edd Straw and Glenn Freeman attempt to separate the fact from the myth in a bid to understand more about the three-time Formula 1 champion.

## WHAT'S ON

## INTERNATIONAL MOTORSPORT

## World Endurance Championship

## Round 7/8

Spa, Belgium

## 4 May

**TV Live** Eurosport 2, Saturday 1215, 1730

**Livestream** Motorsport.TV, Sunday 1200

## DTM

## Round 1/9

Hockenheim, Germany

## 4-5 May

**TV Live** FreeSports, Saturday 1315, Sunday 1315

## W Series

## Round 1/6

Hockenheim, Germany

## 4 May

**TV Live** Channel 4, Saturday 1445

## Australian Supercars

## Round 5/15

Barbagallo, Australia

## 3-4 May

**TV Live** BT Sport ESPN, Friday 1115

## MotoGP

## Round 4/19

Jerez, Spain

## 5 May

**TV Live** BT Sport 2, Sunday 1230

**TV Highlights** BT Sport 1, Sunday 1000

## NASCAR Cup

## Round 11/36

Dover, Delaware, USA

## 5 May

**TV Live** Premier Sports 2, Sunday 1830

## UK MOTORSPORT

## Brands Hatch MSVR

## 4-5 May

Blancpain GT World Challenge: Blancpain, GT4, Porsche Club, 7 Series

**Livestream** Motorsport.TV, Saturday 1500, Sunday 1500

## Donington Park MSVR

## 3-5 May

Donington Historic Festival: HGPCA, GTSCC, Formula Junior, Historic Touring Cars, Pre-'63 GT, Pre-War Sports, U2TC, Woodcote Trophy, Stirling Moss Trophy, HRDC Allstars, HRDC Coys Trophy, HRDC Touring Greats, Jaguar Classic Challenge

## Croft BRSCC

## 4-5 May

Caterham 420Rs, 310Rs, 270Rs, Roadsports, ST-XR Challenge, Production GTi

## Silverstone National 750MC

## 4 May

Formula 1000, Type-R Trophy, Toyota MR2s, RGB Sports 1000, Bikesports, Bernie's Sports Racing and V8s

## Silverstone International CSCC

## 4-5 May

Jaguar Saloon/GTs, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Turbo Tin Tops

## Knockhill SMRC

## 5 May

Ford Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends, Sports and Saloons, C1 Cup, Mini Cooper Cup

## Mallory Park 750MC

## 5 May

Renault Clio 182s, Formula Vee, 750 Formula, Historic 750 Formula, Classic Stock Hatch

## Snetterton BARC

## 5-6 May

Caterham Graduate, Clubmans, Junior Saloons, Pre-'66 Touring Cars, Pre-'83 Group 1 Touring Cars, Pre-'93 Touring Cars, Pre-'03 Touring Cars, Pre-'05 Production Saloon Cars, Blue Oval Saloon Series, Classic and Historic Thunder Saloons, Karts

## Castle Combe CCRC

## 6 May

FF1600, GT, TVRs, TVR Tuscan, Classic TVRs, Saloons, Hot Hatches, Track Attack Racing, Dave Allan Trophy



Blancpain GT at Brands Hatch

 Available to livestream **motorsport.tv**



## FINISHING STRAIGHT



### FROM THE ARCHIVE

Blue flags are waved [readers of a certain age may recall Ted Lowe's epic snooker quote, "And for those of you who are watching in black and white, the pink

is next to the green" – ed] as Richard Attwood (BRM P126) prepares to pass Jo Siffert (Rob Walker Lotus-Ford 49) through the fug of rain and spray during the 1968 Dutch Grand Prix at Zandvoort.

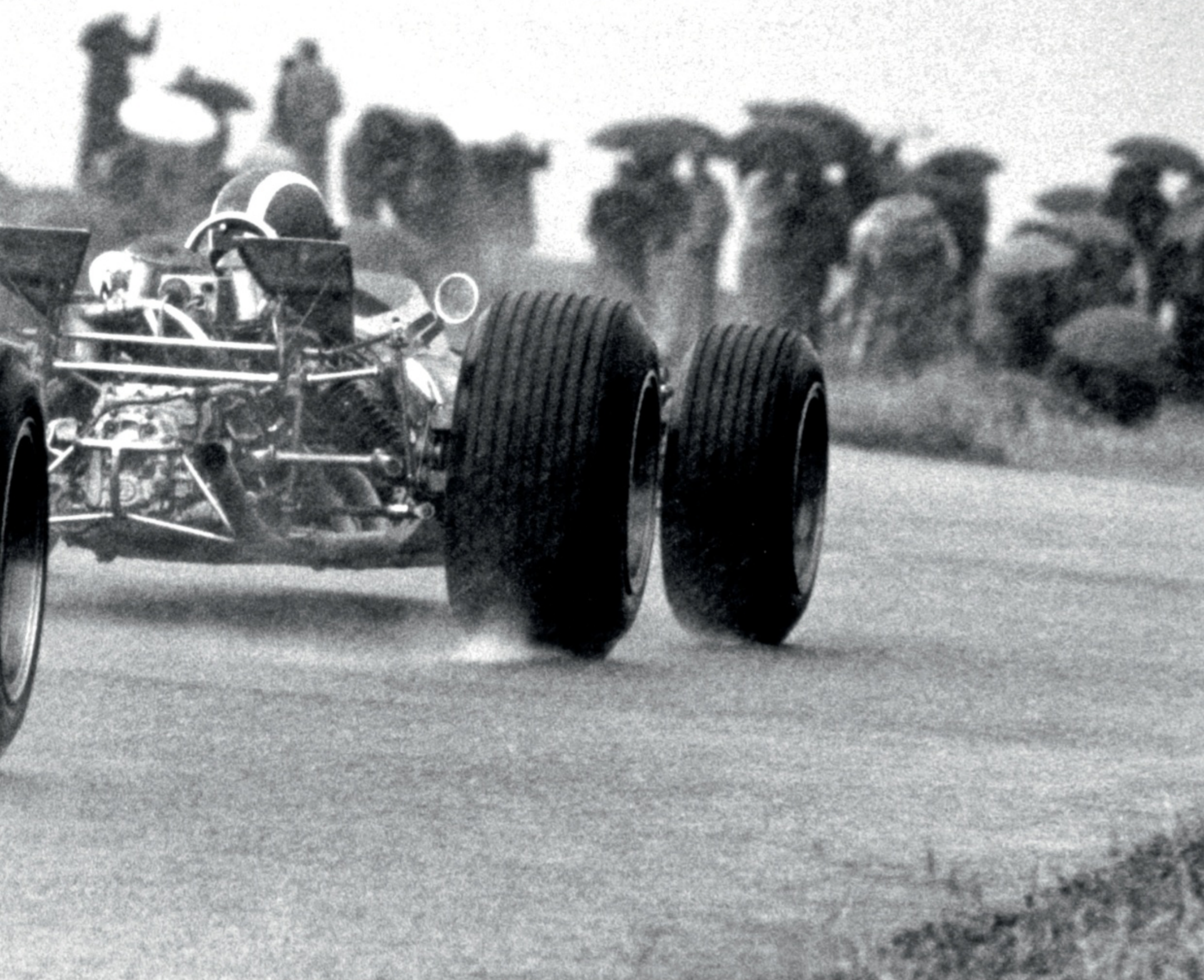
Attwood, who had qualified 15th, finished seventh, five laps down on the winning Matra-Ford MS10 of Jackie Stewart. Siffert started 13th on the grid and retired on lap 56 of 90 with a broken gearbox.



For a download telling the story of the Dutch GP head to [bit.ly/ZandvoortStory](https://bit.ly/ZandvoortStory)



FINISHING STRAIGHT







## QUIZ

### WHO, WHAT, WHERE, WHEN?

#### WHO IS THIS?

This mercurial talent may have outstayed his welcome, but was always one to watch on his day.

From a rocky start it was the presence of a supernatural being that allowed him to make a breakthrough into the second tier. He was shaken and not stirred as he lost out to a future team-mate, but went one better next time around and stuck with them as they made a failed attempt to step up.

A move to a faltering legend was just an interim step to his true calling, where once the car stopped breaking he became an irregular contender for victory.

The arrival of a future great brought unbearable tensions and led to him prancing away to a potential shot at the title and an ignominious end. The spirits came to his salvation again as he won the loto. There were flashes of pace but by now time had caught up with him.

**LAST WEEK'S ANSWERS** Who, what, where, when? Lewis Hamilton, British F3 Manor Motorsport Dallara F303, Brands Hatch, 28 September 2003. **Who is this?** Fernando Alonso. **On this day** 1) Teo Fabi, Riccardo Paletti. 2) Tyrrell, Ferrari, Larrousse, Arrows, Footwork, Scuderia Italia, Minardi. 3) Jenson Button. 4) Julien Jousse. 5) Turkey, 2006. **Name the helmet** Heikki Kovalainen.

#### ON THIS DAY

**1** Which driver claimed his first Formula 1 points with a podium on this day in the 1976 Spanish GP?

**2** Which famous F1 car made its debut in that Spanish race?

**3** It's Robb Gravett's birthday. In what year did he win the British Touring Car title?

**4** Buzz Calkins was born on this day in 1971. At which venue did he claim his only IRL win?

**5** On this day in 1999, Mika Salo started the first of three F1 races for which team?

#### NAME THE HELMET



#### IN NEXT WEEK'S ISSUE



# Which young gun will win the race to replace Hamilton?

# AUTOSPORT

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A woman with long brown hair, looking off to the side, wearing a tan racing suit with a red collar and a blue and red striped scarf. She is holding a light blue and white racing helmet with the brand name 'Modena' on it. The background is a blurred outdoor setting with a red structure.

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