

RALLY CHILE Neuville survives huge crash



AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

16 MAY 2019

How Hamilton stole Bottas's race

Lewis retakes title lead as 'disappointed' Ferrari struggles

'The cars are the same. It's how I drive it'

LEWIS HAMILTON



PLUS
FORMULA E
HITS MONACO



Antofagasta

CHILE

Santiago



A STRAIGHT FORWARD PODIUM IN CHILE

**Citroën on the podium.
For the 252nd time at Rally Chile.***

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

Inspired by Seb.

INSPIRÉ
PAR VOUS



*Subject to official publication of the results by FIA.





Who will be the first to defeat the Mercedes steamroller?

Back at the Barcelona circuit on which it had comfortably set the pace in pre-season testing, Ferrari was soundly beaten in the Spanish Grand Prix. As Edd Straw's report on page 16 shows, there can now be no doubt that Mercedes has made more progress and that the W10 is currently the fastest car in Formula 1.

While Mercedes must be congratulated for its excellence, its ongoing success is not good for F1. If Autosport's inbox is anything to go by, there is less patience with domination – which is hardly new in F1 – than there used to be. But what can be done? In the longer term, we must hope the rules change so that more than three teams have a hope of winning. Shorter term, it's down to Ferrari and Red Bull to take the fight to Mercedes, not Liberty.

As well as its lack of pace, Ferrari's decision-making wasn't fast enough last weekend. Allowing Charles Leclerc to pass the flat-spot-hindered Sebastian Vettel was the correct decision and so was the opposite switch later in the race. But both took too long to happen and each driver lost time stuck behind the other.

That helped Max Verstappen, who is driving superbly this year, to complete the podium. Given Honda's progress over the past couple of years, it could be Red Bull that ends up stopping the Mercedes run of titles (perhaps in 2020?). Red Bull's pace in Monaco last year was impressive, so Verstappen could get one of his best chances to win a 2019 GP later this month. Then again, Mercedes was very impressive through the final sector in Spain, which is often a good indicator of form for the Monte Carlo streets.

If Lewis Hamilton or Valtteri Bottas wins the Monaco GP, the other teams may start to think that they need a 2016 Spanish GP-style Mercedes wipeout to get back on top.



Kevin Turner
Editor

kevin.turner@autosport.com

NEXT WEEK
23 MAY

Can Alonso win at Indy?
Spanish ace is part of our
bumper preview of
the classic race



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Motorsport Images/Hone; @World

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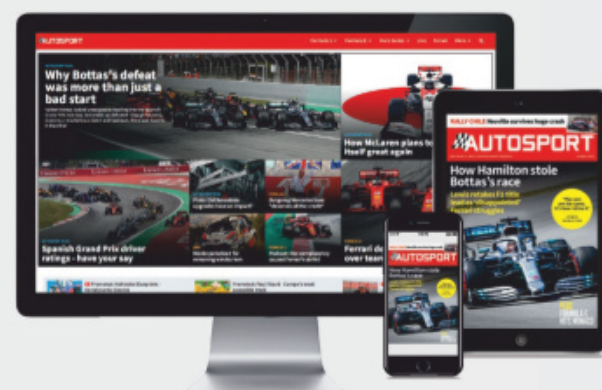
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ZANDVOORT IN AS INTERLAGOS

FORMULA 1

The Dutch Grand Prix will return to the Formula 1 calendar next year at Zandvoort, but several classic circuits could be dropped, with Brazilian track Interlagos joining the list of uncertain venues.

Zandvoort's return and the revival of the Dutch GP, last run in 1985, was confirmed on Tuesday. As expected, the race will take a May date next year. Zandvoort needs upgrading to be ready in time, but it is in a much stronger position than circuits that have been regular fixtures in recent years.

The loss of government funding has hit the Spanish and Mexican GPs hard, while Silverstone remains locked in negotiations to prevent this year's British GP being its last (for now). The Spanish GP has also felt the brunt of Fernando Alonso's exit from F1, while Hockenheim is without a long-term deal despite claiming that F1 "must" have a German Grand Prix given the rise of Mick Schumacher, son of seven-time world champion Michael.

Meanwhile, Brazil's controversial president Jair Bolsonaro announced last week in a press conference that the country's race would switch from Interlagos (above) to a new purpose-built venue, potentially named after Ayrton Senna, in Rio de Janeiro.

Such troubles, mixed with the attention on new races, means F1's schedule is in a state of flux. It could shift considerably next season and beyond, with a new race in Vietnam, Brazil's promise of a move to Rio and ongoing interest in a Miami GP.

Is Zandvoort worth loss of Barcelona?

Nothing has been agreed between F1 bosses and the Barcelona circuit regarding a contract extension, but the track's boss remains hopeful that things can get sorted as he lays out a summer deadline.

Vicens Aguilera told Autosport: "We are in the process of renewing our contract and we still have time to discuss it. We have to use the time we have. We don't have a deadline, but I know that we cannot arrive at the summer without a solution."

The prospect of losing the race, which has been held at Barcelona since 1991, was met with disappointment from drivers. Ferrari's Sebastian Vettel and Mercedes' Valtteri Bottas said it would be a "shame", while Carlos Sainz Jr — who is Spain's only F1 driver following the retirement of Alonso — said it would be a "big loss".

Dutch driver Max Verstappen, whose rise with Red Bull has triggered the push for a Zandvoort race, said it would not necessarily mean the end for Barcelona. "It's always sad to miss a grand prix," he said. "Maybe in the future it comes back again, you never know. It's the same with Zandvoort, isn't it? It's been away for a while and it will come back."

What about the rest?

F1 CEO Chase Carey has suggested that two current grands prix will lose their places for 2020 so that the schedule remains at 21 races as new venues arrive. It is not known which races will ultimately get the chop, but some appear to be

Indy starlet O'Ward joins Red Bull

FORMULA 1

Rookie IndyCar star Patricio O'Ward admits he is now targeting a move "straight into Formula 1" following his induction last week into the Red Bull junior programme.

O'Ward, who is contesting a part-time IndyCar schedule with Carlin after triumphing in feeder category Indy Lights in 2018, confirmed he believes an opportunity in grand prix racing could be on the cards.

"Things moved pretty fast," said the 20-year-old Mexican. "There might be a [F1] chance soon. I'm very proud of what I've managed, but I also want to thank Trevor Carlin because he opened the door to IndyCar for me, and that opened the door to F1. We know that if I get the results, I have what it takes to reach F1; arrive and succeed."

O'Ward, who has made just five IndyCar starts so far, says his eye-opening form was what led to him being contacted by Red Bull motorsport advisor Helmut Marko, who is in charge of the company's junior programme: "Everything happened because of Helmut Marko's interest. He called me mid-April, he wanted to know me. I met him, he asked me several questions, he wanted to sign me. They sent me a contract and basically they hired me. This is something big, and for now after the Indy 500 I only have road races in IndyCar, so we have to see what options come up from F1."

Should a space open up in F1, O'Ward would be rivalled for the chance by fellow Red Bull junior Dan Ticktum, who is testing with Red Bull's senior team in Barcelona this week.

Speaking to Sky Sports at the Spanish Grand Prix, Toro Rosso team boss Franz Tost clarified that there have been no talks over a free practice outing for O'Ward yet, and stressed that he did not believe he currently qualifies for a superlicence.

**VALENTIN KHOROUNZHIY
AND ADAM COOPER**

➔ **P16 THE LAST SPANISH GP?**

MOVES UNDER THREAT

in a better position than others.

Despite talk of a race in Greater London, British Grand Prix venue Silverstone (below) is the spiritual home of racing and F1 in the UK. More significantly, it topped F1's fan poll last year for best experience. It seems likely to stay.

Hockenheim is seeking a multi-year agreement at a lower cost than it was held to before its late reprieve for 2019, and believes Schumacher's future could make the race vital for F1.

The Mexican GP only rejoined the calendar in 2015, but it has established itself as one of the best of the season. The problem is that it has lost major government funding because of a controversial railway project by the new national authority.

That has put the race at serious risk.

The actions of a much-criticised populist president have also been met with scepticism in Brazil. Bolsonaro claimed that the new Rio circuit would be built this year and replace Interlagos in 2020, bringing an end to a run of Brazilian GPs at the Sao Paulo track that stretches back to 1990.

Sao Paulo's mayor has countered that the city will fight to keep the race at Interlagos, which had a deal to run until 2020. But that was always strengthened by ties to Bernie Ecclestone.

F1 has already changed considerably since the former supremo was last at the helm three years ago. It may look a lot more different in another three years.

SCOTT MITCHELL





Rally GB faces the axe if it can't move out of Welsh base

WRC

Rally GB needs to find a new home outside Wales if it is to retain the place on the World Rally Championship calendar it has held since 1973 (above).

WRC Promoter has told Autosport that moving out of Wales is “key” to Britain’s aspirations of remaining at rallying’s highest level. Any temptation to dismiss such talk as sabre-rattling would be dangerous, especially with two European rounds set to be dropped to make room for the returns of both Japan and Kenya in 2020.

The series promoter will deliver a proposed calendar to the WRC Commission in Geneva on Friday. Autosport understands that Corsica and Germany have been dropped from the schedule. Rally Japan is in, as is the Safari – but the African event’s presence is dependent on a successful candidate rally running in July.

The promoter’s favoured solution to keeping Rally GB on the calendar is to return the event to its nomadic roots, starting with a visit to Northern Ireland next season.

WRC Promoter’s Oliver Ciesla said: “Britain is one of the big markets where we would definitely like to be with the WRC. There’s a huge fanbase and lots of tradition. But we

are running this event not in the heart of the country where the fans are. We have been pushing for change and we are hopeful this can be achieved in the next year already.”

There has been growing speculation of a possible switch to Belfast for next season, and Ciesla said such a move would be vital for the rally’s future at the sport’s highest level.

He added: “Is a move to Northern Ireland key to GB’s future? Yes. I would say it is key. If you look in the long-term perspective, I do not see a calendar where we continue to go to Wales again and again.

“Maybe [there is] a model inside the UK moving from one location to another; it’s an idea that’s been circulated recently and it is very appealing to us.”

Rally GB clerk of the course Iain Campbell said the potential for rotating the event regionally around the UK is already under investigation. “We have been working with the Welsh Assembly, the WRC Promoter, Northern Ireland and Scotland about securing the UK’s long-term WRC future for some time,” said Campbell.

“The whole of the country offers a superb backdrop to the best rallying action in the world – through the stages, the heritage and passionate fans wherever it’s based.”

DAVID EVANS

D-day for hypercar concept this week

WORLD ENDURANCE CHAMPIONSHIP

It’s crunch time for the hypercar concept World Endurance Championship rules. The fate of a category due to come into force for the 2020-21 season could be decided today (Thursday) when the rulemakers ask for firm commitments from manufacturers.

The call will be made at a Technical Working Group meeting in Paris by the FIA and WEC promoter and Le Mans 24 Hours organiser the Automobile Club de l’Ouest. It follows their decision to backtrack on the original ideas for a category calling for lookalike prototypes to one also incorporating production-based hypercars. That came back in March at the behest of a group of manufacturers including Aston Martin.

But so far no one has said they are ready to join the party with a real hypercar. Worse still, the changes to the regulations necessary to allow road-based machinery to compete alongside prototypes is threatening to derail the plans of those who were working on cars designed to the original rules published last December.

What happens if the FIA and the ACO don’t get the commitments they are seeking isn’t clear. Reverting to the original hypercar-concept prototype rules is one option. There are projects out there, though Toyota is the only major manufacturer with a design on the blocks, and it has held back from committing to being on the grid come 2020.

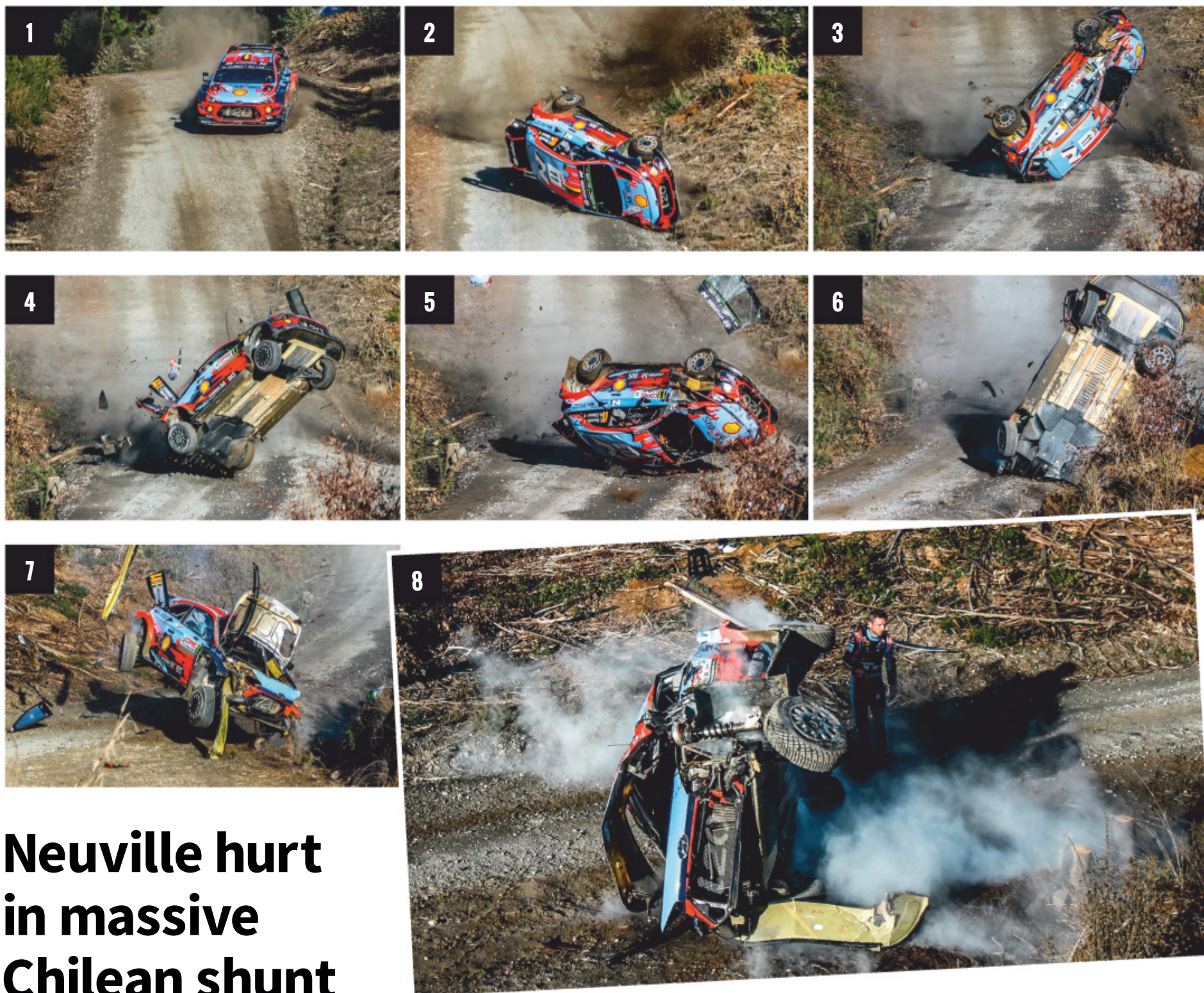
But has time run out with the first race for the new era of the WEC only 16 months away at Silverstone in September 2020? Could it be time for Plan B? Or is that Plan C or D?

In the background is an idea labelled GTE+. It appears that a concept involving more-powerful and lighter versions of current GTE machinery has barely been discussed, if at all, in the Technical Working Group, but there appear to be manufacturers lobbying in the background for this route.

The other alternatives would appear to be adopting IMSA’s Daytona Prototype international formula (below), which is set to incorporate hybrid technology from 2022, or delaying the new rules and thinking again. Or perhaps some combination of the two.

GARY WATKINS





ALL PHOTOGRAPHY: @WORLD

Neuville hurt in massive Chilean shunt

WORLD RALLY CHAMPIONSHIP

Thierry Neuville started last week's Rally Chile on a World Rally Championship hat-trick. And he ended it on crutches.

The service park held its breath when footage of the Belgian's terrifying, top-gear shunt appeared. His Hyundai i20 WRC rolled six times and briefly caught fire following the Saturday morning crash.

Despite the biggest shunt of his career and stitches in his left leg, Neuville is back testing this week. He is sure he'll be chasing back-to-back Rally Portugal wins in Matosinhos at the end of this month, and believes his drop from first to third in the standings could even help him.

"We will be fast in Portugal," he told Autosport. "We have seen on the last events we are constantly improving with the team and our car is getting faster and stronger. The speed will be there in Portugal as well. I am already looking forward to it."

"The situation [in Chile] is definitely not the one we wanted. But for the championship it's not the end of the world. If I could choose two rallies where I don't want to be

first on the road, it would be the next two in Portugal and Sardinia. It's more important to try to pull away from the others after Sardinia and Finland – but anyhow, this situation will equalise itself with the three drivers at the front. If you are first on the road, you will lose, then drop back and then catch back – it's always like this."

Neuville admitted a key to getting back up to full speed was understanding why the accident happened. "This time I was definitely too fast," he said. "It was nearly the fastest note I have. In the recce I was a little bit optimistic with my notes. We went through a slight right and flat over the crest. I went a little bit wide, hit the edge and immediately we rolled the car."

"The impacts were quite hard and there were quite a few of them... It was a big one, but I'm comfortable and safe in the car and when I test in Sardinia I can put this crash immediately from my mind."

Neuville, whose back-to-back wins in Corsica and Argentina had propelled him into the series lead, is 12 points adrift of Sebastien Ogier and two behind Ott Tanak.

DAVID EVANS

Q&A

NICOLAS GILSOUL NEUVILLE'S CO-DRIVER



McKLEIN

How are you?

I've been shaken like hell. We had a massive impact somewhere after the first or second roll, but I feel OK.

Was the crash a surprise?

I was already telling the next pacenote! When we hit the small bank I say, "F*****g hell!"

What was it like?

When your eyes are closed, it's clearly difficult to know where you are and what happened. There was smoke all around. It was a properly chaotic situation.

And straight after?

We chat both together: "Are you OK?" He was less OK than me, so I took the lead.

Tommy Sopwith 1932-2019



OBITUARY

The runner-up in the inaugural running in 1958 of what would become known as the British Touring Car Championship, Tommy Sopwith passed away last week. He was 86.

Sopwith was the son of Thomas Sopwith, a famous aviator, America's Cup yachting competitor and creator of the famous Sopwith Camel First World War biplane.

The younger Sopwith began his racing career at Goodwood in the early 1950s in a Jaguar XK120, following in the wheeltracks of his father, who had been one of the early pioneers at Brooklands.

Sopwith Jr was also a pioneer in his own right, building his own successful

sports-racer, the Sphinx, in 1954, and scoring many wins against the might of the prevalent C-type Jaguars in his Allard J2R-based machine. Sopwith formed his own squad – Equipe Endeavour, named after his father's America's Cup challenger – to run the Sphinx.

Sopwith progressed into a Cooper T39 fitted with a Coventry Climax engine and a Cooper-Jaguar T38. His passion developed along with his trophy cabinet, but a serious accident at Oulton Park in 1955 cut short his ambitions.

He returned in saloon car racing and was in the right place at the right time when the British Saloon Car Championship was announced in 1957. For the following season, Sopwith was on the grid with a Jaguar 3.4-litre

saloon, and won eight of the nine races. He finished the championship on equal points with Austin Westminster driver Jack Sears, who had also dominated his class, and the duo conducted two five-lap shootouts in Riley 1.5s at Brands Hatch at the end of the season, where Sears prevailed by 1.6 seconds.

Sopwith retired at the end of the season but Equipe Endeavour continued in the BSRC and in sportscar racing until it closed its doors in 1962.

Sopwith then raced in off-shore powerboats and was also one of the prime movers behind the inaugural London-Sydney marathon in 1968. He became a director and chairman of the British Racing Drivers' Club in 1993.

MATT JAMES

Dovizioso to make DTM debut with Audi

DTM

Audi has made a big signing for next month's DTM round at Misano in place of Pietro Fittipaldi – none other than MotoGP Ducati star Andrea Dovizioso.

This is huge news for the DTM, which failed to muster much of a crowd on its maiden visit to Misano in 2018. The track is right in Italy's MotoGP fanbase territory, and hosts the San

Marino Grand Prix, which Dovizioso won in 2018.

Dovizioso, who had his first run in the car at Audi's Neuberg test track last week, will get two days of testing at Misano before the race weekend on 8-9 June. It is not his first race on four wheels – he starred in the 2016 Lamborghini Super Trofeo World Final at Valencia, taking a Pro-Am class win in one race.

"The car is amazing, but

it's a different challenge and I need to get prepared, so I did many laps in the simulator," said Dovizioso. "Misano is a special track for every Italian driver so I'm very excited and thankful for this opportunity."

Fittipaldi won't be taking the wheel of his WRT-run privateer RS5 because he is on Haas Formula 1 reserve duty at the clashing Canadian Grand Prix.

MARCUS SIMMONS





Formula 2 to become tyre guinea pig for F1

FORMULA 2

The Formula 2 championship may have to retrofit power-steering to its cars after it was announced that the series would run 18-inch tyres in 2020, a year before Formula 1 makes the same switch.

It was revealed at last weekend's Spanish Grand Prix-supporting round that F2 will go to 18-inch Pirellis after a test car had run with the new wheels on the Wednesday before the action began at Barcelona.

Autosport sources say teams have been told that F2 will investigate the possibility of adding power-steering, while the series itself confirmed that changes could be made to the front of the car after extensive testing. Series boss Bruno Michel said: "The next step is an intensive development programme to ensure that everything is ready for next season, notably an upgrade kit for our 2018 cars to fit the new tyres."

Autosport understands that a redesign of the suspension pullrods and pushrods will likely be needed.

Prema Racing boss Rene Rosin said: "As a feeder series I think it's a good idea in preparation for Formula 1. We need to discuss internally with the engineers to see what will be the consequence in the car. In the future why not do it if we are moving there?"

"Now it will be important that

there will be a strong development programme with Formula 2 and Pirelli to make sure we will be ready for 2020, but I don't think it will be any issue for the teams, it will be OK."

Carlin driver Louis Deletraz believes that the new tyres – they currently run 13x12-inch front wheels and 13x13.7 at the rear – will change the cars fundamentally, and that a smaller sidewall will create a stiffer tyre, which would likely make generating heat more difficult.

"I think it will change a lot for the engineers in terms of set-up," said Deletraz. "It might renew the championship. Now to be in the temperature range is critical. In quali we didn't get it quite right and it can be half a second or more you lose. You set the whole car up to work for the tyre, so for sure everything will change."

Autosport sources pointed out that the move could add significant cost to the category, which introduced a new car last year. Currently, rims for the season for two cars cost around £80,000, while new suspension parts and power-steering could also add cost.

It is not known whether the F2 teams will have to shoulder all of that cost of the switch to the resized wheel, and how the move will be funded is yet to be communicated to the teams.

JACK BENYON

IN THE HEADLINES

SCHUMACHER FILM THIS YEAR

A documentary feature film called *Schumacher* is to be released later this year. The film, made by award-winning German director Michael Wech and Hanns-Bruno Kammertons, celebrates the career of Michael Schumacher (rather than Ralf), featuring interviews with his father Rolf, wife Corinna and children Mick and Gina, as well as unseen archive footage. It will be marketed at the Cannes Film Festival.

WOLFF NOT AT LIBERTY

Mercedes boss Toto Wolff says he has not contemplated a move away from his team despite emerging as a potential candidate to succeed Formula 1 boss Chase Carey. Autosport understands that Liberty Media is considering its long-term plan to bolster its F1 leadership, which has included Carey as CEO since the start of 2017. "I am in a super situation," said Wolff. "I'm a shareholder in the team, I love to be with the people, the relationships matter to me. I haven't contemplated any change beyond 2020."

YOUNG TALENTS IN F1 TEST

F1 teams were beginning a two-day post-Spanish Grand Prix test at Barcelona as Autosport went to press. Among the non-F1 racers getting a chance were Callum Ilott having his debut F1 test with Alfa Romeo, fellow Ferrari protege Antonio Fuoco in a Ferrari, BMW-contracted Nick Yelloly having his first F1 track outing for four years with Racing Point, Dan Ticktum and Jack Aitken with Red Bull and Renault respectively, Sergio Sette Camara at McLaren, Nicholas Latifi with Williams and Nikita Mazepin in a Mercedes.

BMW SORTS LE MANS LINE-UP

BMW has promoted DTM racer Philipp Eng and IMSA contender Jesse Krohn to its line-up for next month's Le Mans 24 Hours. Eng, who was part of BMW's Daytona 24 Hours class-winning line-up, joins Martin Tomczyk and Nicky Catsburg for his third start at Le Mans in one of the MTEK-run M8 GTes. Krohn makes his Le Mans debut alongside Augusto Farfus and Antonio Felix da Costa in the other car.

SIMMONS GETS ANOTHER F3 TASTE

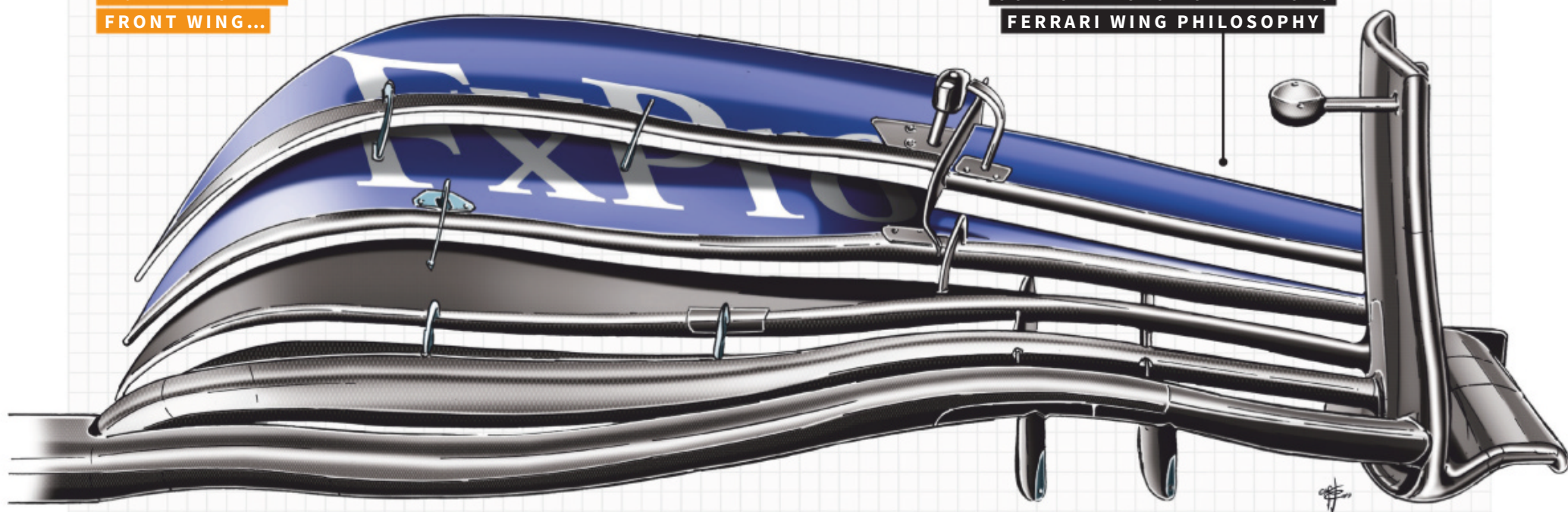
BRDC British Formula 3 title contender Ayrton Simmons made his debut in the Asian F3 Championship in last weekend's round at Buriram in Thailand. Simmons, who joined Pinnacle Motorsport for the event, claimed a fifth and two sixths. Ukyo Sasahara claimed two of the three races, with his Hitech GP team-mate Jack Doohan taking the other win. Sasahara holds a 14-point series lead over Doohan with two of the five rounds completed.

DRAWING BOARD

GIORGIO PIOLA

McLAREN'S NEW
FRONT WING...

OUTBOARD SECTION MIRRORS
FERRARI WING PHILOSOPHY



DID McLAREN'S NEW FRONT WING HIT THE MARK?

McLaren had many new parts at Barcelona, including a completely reshuffled bargeboard package linked up with a new set of turning vanes to optimise the wake pouring off the front tyres. But the most eye-catching element was the new front-wing package.

McLaren, having completed the first four rounds with a relatively conservative design, has now moved into the camp occupied by Ferrari and Alfa Romeo, creating an anhedral arrangement to boost the outwash profile of the front-wing flow. A small square cut-out has also been added to the endplates, linking up with the new flared lower section.

These changes are aimed at enhancing the outwash component produced by the new geometry, ring-fencing the tyre wake to ensure that the car benefits from a more efficient use of the underbody aerodynamics.

In Giorgio Piola's illustration the new design is presented above, with the old wing below.

The older specification used the outboard section a lot more to develop downforce and, while there is a visible difference between the two sections by the flap adjuster, it's nowhere near as aggressive in intent compared with the new design. In this, the mainplane has been changed to fold downwards at the end, sitting much lower on the endplate.

This means there's less scope to use the lip on the inside of the endplate to generate any outwardly moving vortices, placing the onus more on the footplate, which has also been reprofiled to better control those rotational flows underneath.

But that outwash effect is concentrated on the top side, where the wing elements on the outside are mounted closer together. This means that the inboard section has to create the lion's share of downforce, and the top three elements extend further down to redefine the vortex produced

by the tips. The flap adjuster and tyre sensor have also been moved.

Despite those upgrades, and the addition of a larger fin on top of the engine cover, Carlos Sainz pinpointed sector three as McLaren's weakest area of the track. He was still unable to find enough downforce in this low-speed sector. "I was struggling in the final sector with the rear end and the wind," he said.

"I had no feeling with the car at all, just complaining the whole race with the rear.

"We learned we need to improve in the low-speed in the final sector. We're not very strong there. Today I think the balance was not right in the car, so we need to check something massively. We need to find out why the pace was not there. But I congratulate everyone because we scored [points] today."

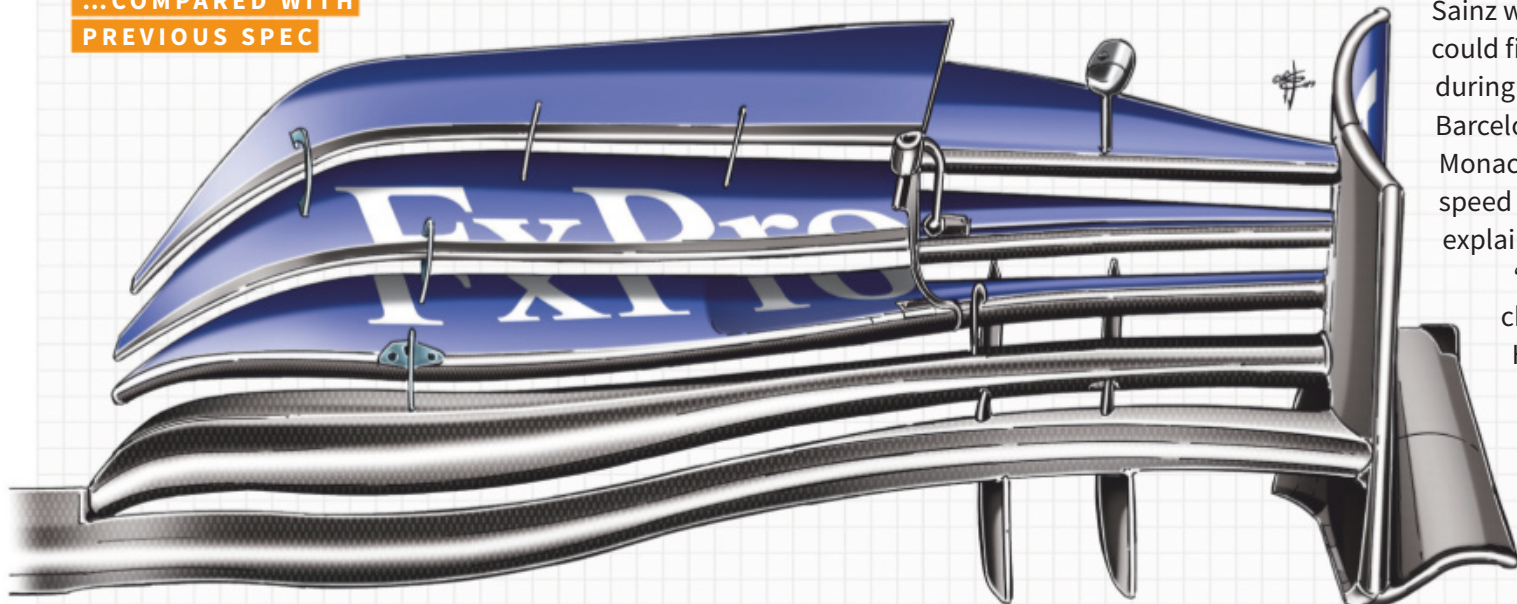
Since low-speed sections predominate in Monaco, specifically requiring immense amounts of traction, McLaren could have cause

for concern at the next round. But Sainz was confident that the team could find some extra performance during the imminent test in Barcelona. "I don't know [about Monaco], because in Baku low speed wasn't a problem," he explained. "It was only here.

"I think we will have our chances like we did here. Here we didn't find the right balance in the car for the last sector and basically that cost us in qualifying and race pace, but we will go back and analyse why."

JAKE BOXALL-LEGGE

...COMPARED WITH
PREVIOUS SPEC





Alonso's second chance

The two-time F1 champion is characteristically bullish in the run-up to this month's Indy 500, but a lot's changed since his first crack of the oval-racing whip in 2017

EDD STRAW

It will be easier the second time. That was Fernando Alonso's conclusion after his star turn in the 2017 Indianapolis 500, a race he was in the mix to win until his Honda engine gave up. But that's not necessarily the case.

From the perspective of Alonso himself knowing how the unique half-month of May works, clearly he is in much better shape. He's completed an Indy 500 (well, 447.5 miles of one), has experienced the vagaries of the track, the crosswinds, the grip changes, drafting, and has proved conclusively that he's able to cut it against the best oval racing has to offer. None of that was a surprise in 2017. Alonso is a driver with the ability and intellect to turn his hand successfully to any form of racing he chooses.

But The Brickyard is a harsh mistress; just ask the Andretti family that has notched up a grand total of one victory – Mario's in the Brawner Hawk back in 1969, despite consistently being contenders over the past half-century. But beyond the unique challenges of the race, the circumstances are different for Alonso.

In 2017, the McLaren-backed entry was run by the crack Andretti Autosport team, which was the quickest show in town. The team's Takuma Sato won the race, while Alonso suggested that he and team-mate Alexander Rossi would have been half a lap ahead had things gone purely based on pace. That may be an exaggeration, but the Andretti cars outclassed everyone.

“The first time they attempt a live pitstop will be when Alonso peels into the pits during the race”

This year, Alonso drives for a genuine McLaren team, albeit with assistance from Carlin. It's run by former Force India F1 deputy team principal Bob Fernley, a race-winning team boss in this form of racing in the mid-1980s and a canny operator. Alongside him is McLaren F1 sporting director Gil de Ferran, who worked with Alonso in 2017 to assist with adapting to Indy and won the race himself in 2003. So there is experience in the leadership.

Comprising a blend of McLaren personnel and established IndyCar crew, it has the raw materials to do well. But one thing is lacking: time for this collective to coalesce into a battle-hardened operation. The first time they attempt a live pitstop will be when Alonso peels into the pits during the race.

“Individually, everyone is extremely talented,” says McLaren Racing CEO Zak Brown. “It's going to be things like pitstops and

calling strategy – and if you do have some drama everyone being able to jump in on instinct. That's where lack of working together can catch you out. That's going to be the hardest part for us.”

Alonso can help the team pull together. He's a totemic driver, the ideal focal point, provided his and the team's views on how things should be done are aligned and, while being a single-car entry is a disadvantage, there will at least be no distractions for the team.

IndyCar has also changed since Alonso's last appearance. Gone are the manufacturer bodykits, meaning both Honda and Chevrolet-engined cars are the same save for the loud bit behind the driver. Chances are, this year there will be more packages strong enough to fight for victory. In 2017, while Helio Castroneves finished a strong second, Team Penske struggled, but IndyCar's current powerhouse team should be a serious threat this time.

Last year's race was also very different from the 2017 edition, producing a more processional 500-miler that poses a very difficult challenge in terms of dealing with traffic. This is thanks to the spec bodykit used by all teams. Changes have been made to the Dallara superspeedway kit to address this following negative fan feedback, while Firestone has also modified its tyres to better suit the current cars. Overall, the objective was to get downforce levels in line with what they had been in 2017. So that's at least something that will offer a familiar feel to Alonso.

Alonso was in the mix to win in 2017 before his Honda engine let him down. He took the lead for the first time just 37 laps into his oval-racing career and was running seventh, having just passed Tony Kanaan, when he ground to a halt. Chances are, he would have been in the final battle for victory – and perhaps could even have won it. To perform so strongly as a one-off entry, even in the powerhouse team, was remarkable.

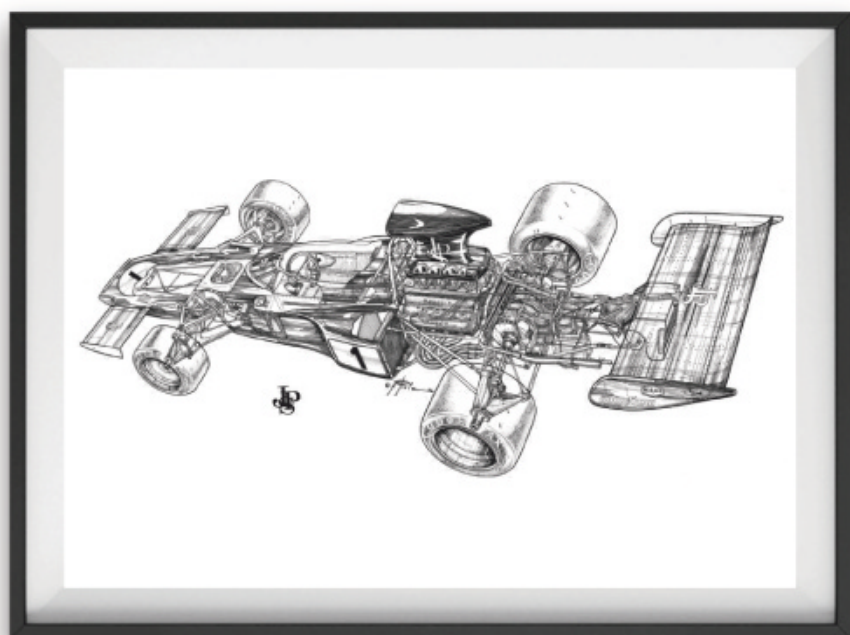
To do something similar in a scratch team, even one with accomplished personnel, would be an even greater achievement. As Alonso said himself after his first test for the team in April, he is undoubtedly ready, but what really matters is the equipment.

“This time the Indy 500 feels different for me, I know the race, and we should be a bit more ready, especially on the emotional side,” he said. “Now it's just about making sure the car is fast.”

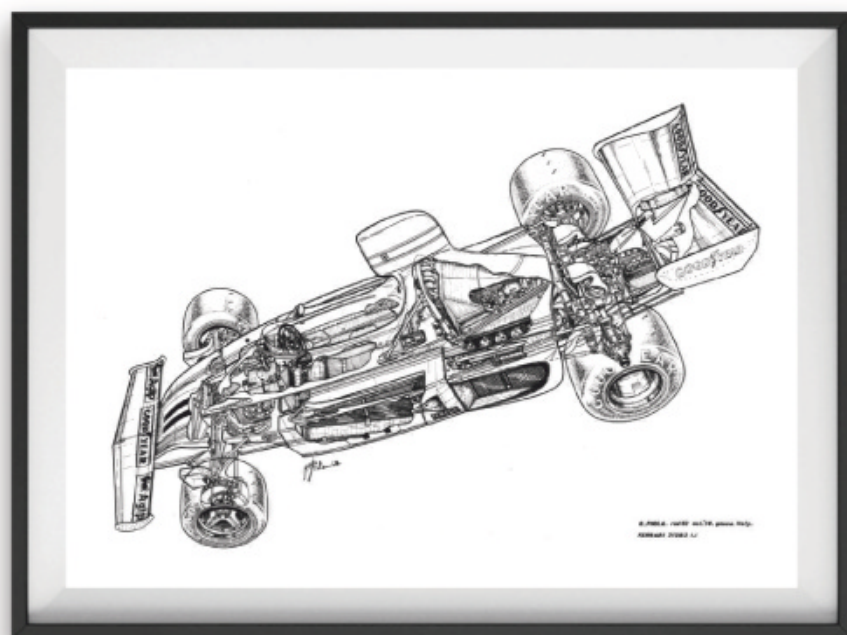
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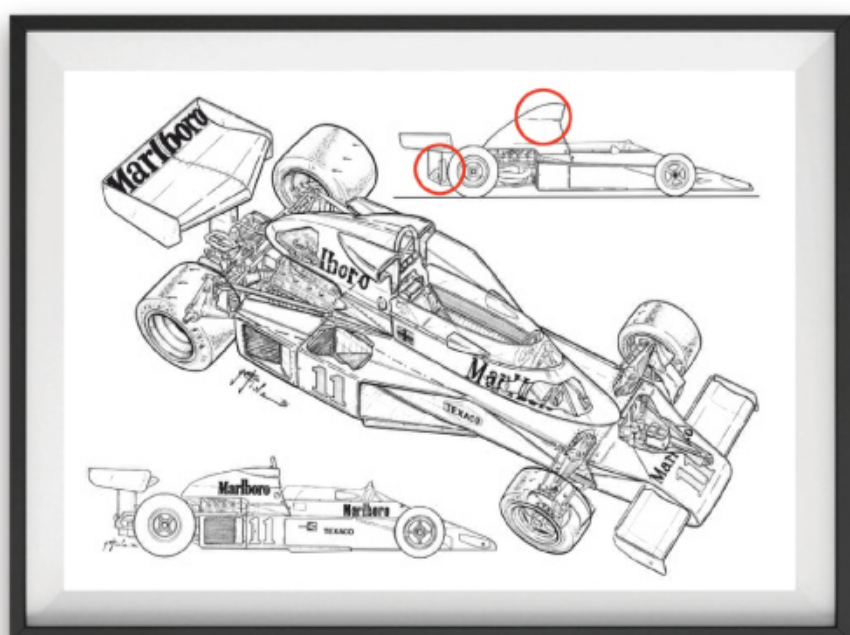
See our 36-page guide for all the insight and analysis you need ahead of the jewel in the crown of the IndyCar season.



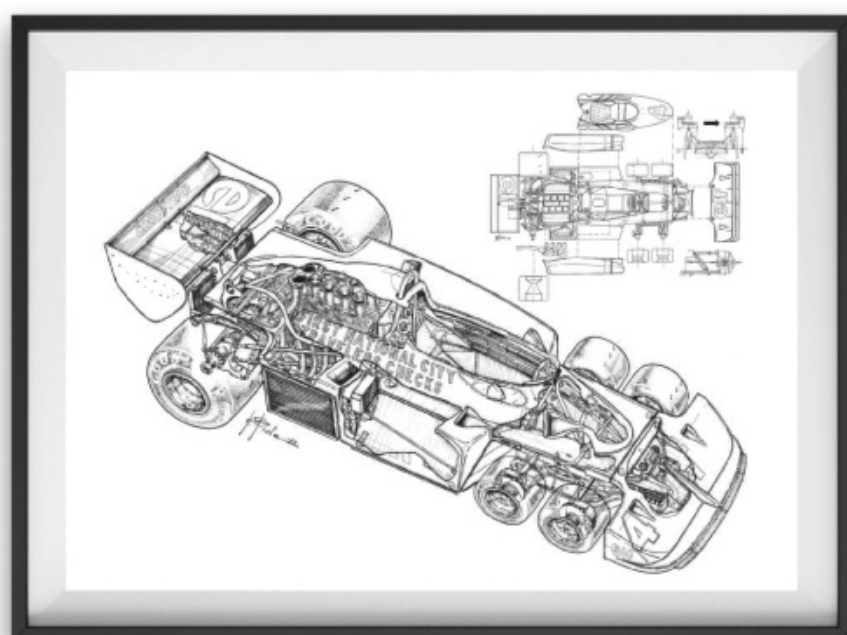
LOTUS 72 - 1971



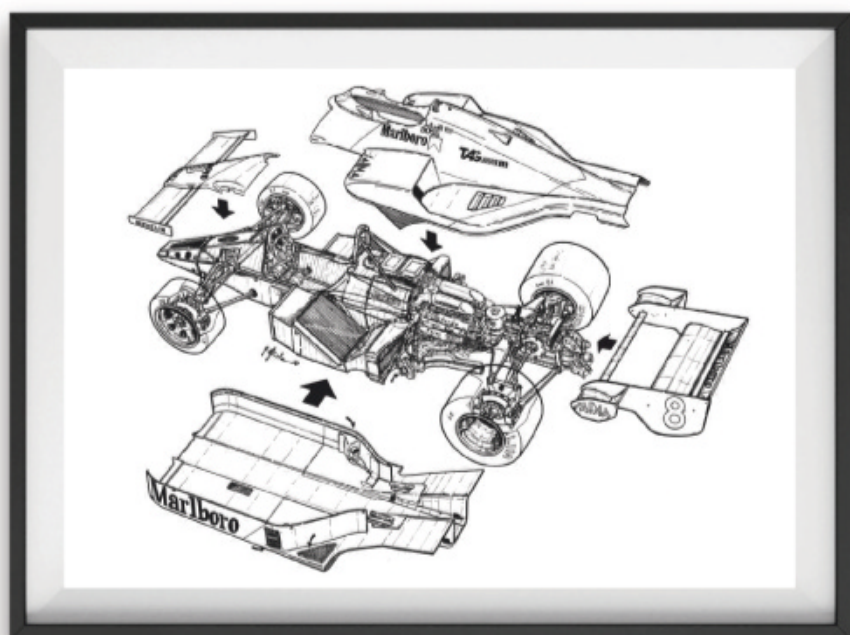
FERRARI 312B3 - 1974



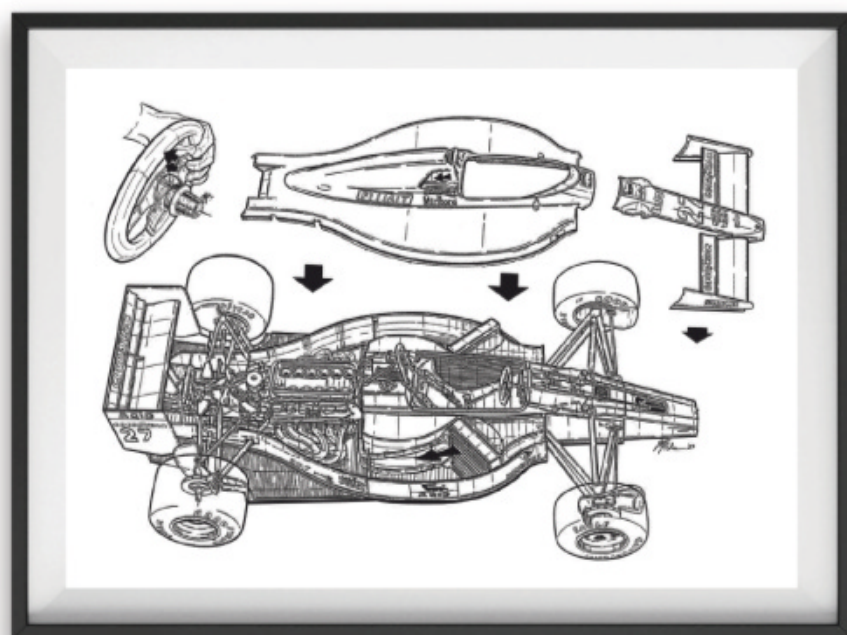
McLAREN M23 - 1976



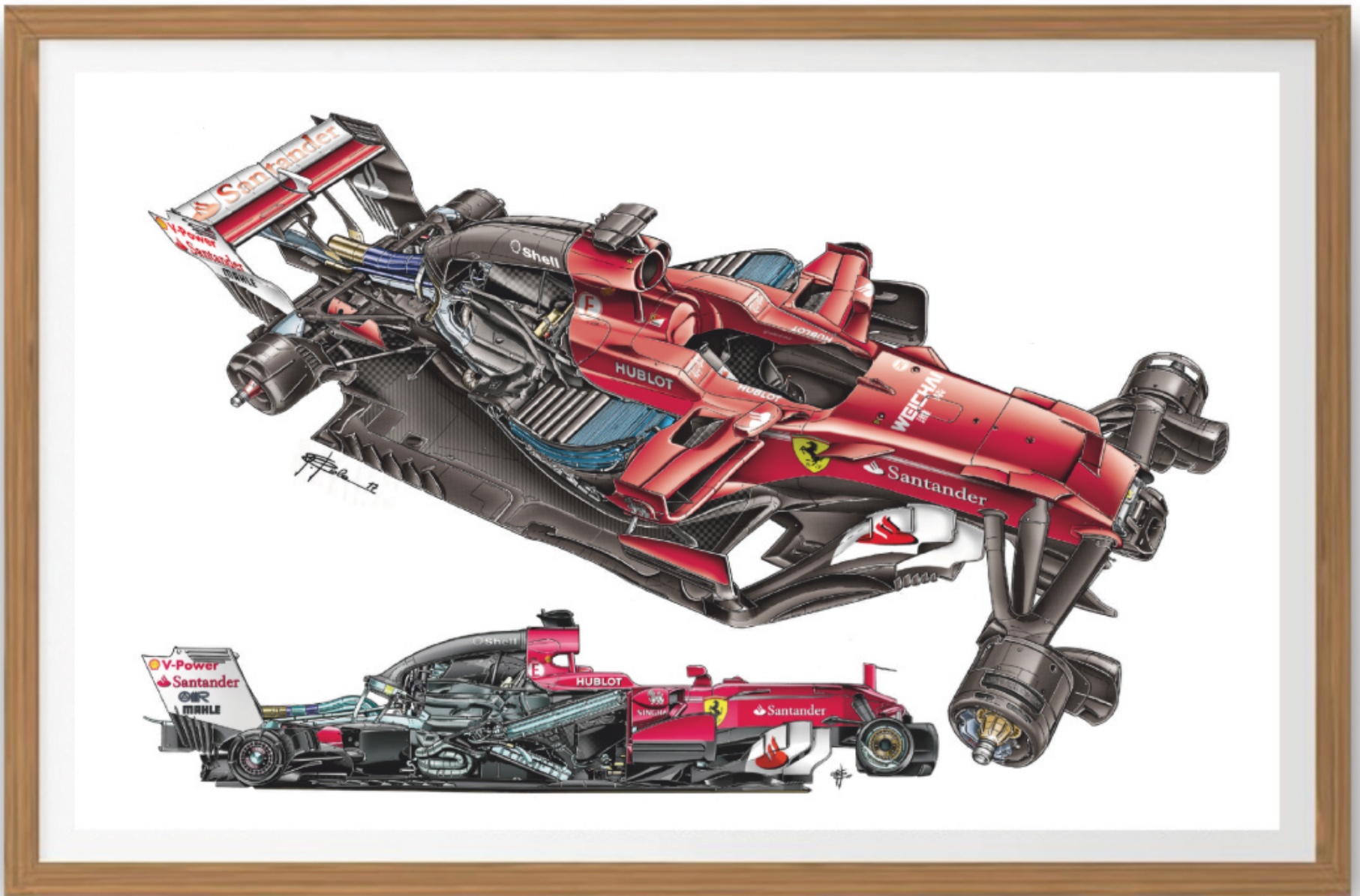
TYRRELL P34 - 1977



McLAREN MP4/2 - 1984



FERRARI 640 - 1989



FERRARI SF70H



THE ART OF RACING



Thirty is a magic number

FIA F3's packed grid made an impressive spectacle. And although that busy field brings its own problems, the bar has been set high for the rest of the season

JACK BENYON

It only dawns on you when you're walking down the grid and you see all 30 cars and the teams – not just the quality of drivers, the amount of top teams, it's really impressive."

That's Hitech Grand Prix boss Oliver Oakes talking about the new FIA Formula 3 Championship at Barcelona.

The defunct Formula 3 European Championship, in which Hitech competed from 2016-18, has merged with the GP3 Series to create the new FIA F3 format, with teams and drivers mixing from the two to create a sort of mega-grid, limited to three cars per team. It was a magnificent spectacle, with 30 cars fighting so closely. Some of the best teams and drivers at this level competing right under Formula 1 teams' noses.

But although the grid size and quality is the series' greatest positive, it also caused the biggest problem of the weekend. Admittedly, it wasn't the worst issue that FIA F3 could face, but it may become more of a problem at certain tracks through the year.

It's qualifying. In recent years, both European F3 (at Pau and the Norisring) and the Formula Renault Eurocup split the field into two groups to help give drivers a clearer track. FIA F3's current format is fairly traditional – anyone can go out at any time during the session. Most teams run one or two flying laps early, debrief, and then emerge at the end when track conditions are lush.

"The difficult thing for the rest of the year is going to be

"The difficult thing for the rest of the year is going to be qualifying, with 30 cars on track"

qualifying, with 30 cars on track," said Oakes. "There's talk from other teams that groups could be used in the future and I think that could be a good thing. We do want to make sure the right drivers start at the front."

At tracks like the Red Bull Ring and Hungaroring, qualifying groups could really help to make sure drivers aren't mired in the pack through no fault of their own. Red Bull-backed Juri Vips, who races for Hitech, was a victim of baulking in qualifying and started race one in 11th, fighting up to sixth before again battling through the field to second in race two. His race pace proved that he should have been fighting for wins in both races.

Vips confirmed that the new cars follow each other better in turbulent air than the old European F3 cars. But the DRS was less effective at Barcelona (a tough track to overtake on anyway) than

it will likely be at some other races due to the fact that most of the pack was bunched together and most drivers had the use of DRS, reducing its effectiveness.

Those who kept the troublesome Pirellis alive in the wake of another car were able to move forward – standout Barcelona star Robert Shwartzman proved as much. The Ferrari and SMP-Racing-backed Prema Racing driver won the feature race from pole – after a penalty for ART Grand Prix's Christian Lundgaard – and was able to come through from eighth to fourth in the sprint race. Jake Hughes made up 12 spots from the back of the grid in the feature race after he had a throttle issue in qualifying and started at the back. Overtaking is possible.

A neutral fan might have been hoping that new teams would come to the fore at Barcelona, but the adage that cream rises to the top held true, and Prema and ART were the standouts.

ART won eight of nine GP3 teams' titles, but Prema proved the most impressive in Spain. With the format of the championship, and the engine, gearbox and DRS being carried over from the old GP3 car to the new FIA F3 machine, ART should have had an edge over European F3 teams' champion Prema, which has no experience of GP3. But its three cars in the top four in qualifying and a worst finish of seventh across the two races shows just how well the team has adapted, with Shwartzman and team-mate Marcus Armstrong labelling its performance "exceptional". Even more impressive was the fact that two of ART's three drivers have at least one race weekend in GP3 under their belts, whereas only one of Prema's – sprint race winner Jehan Daruvala – does.

"I think we have a good line-up of drivers who are all really competitive," said Prema boss Rene Rosin. "With so little time and no experience in GP3, I think we did a good job. Of course we have some guys with experience in GP3, like our technical director. We have an amazing group of people that are working together and that I'm really proud of. The team did an amazing job in preparing everything here, to be ready and so competitive.

"The field is tough, 30 cars; whatever you say, it's difficult."

'Difficult' is the word. Of course, the tyres are the key. Drivers don't have access to data during sessions on a race weekend, so tyre preparation and managing longevity is all done on feel, which takes time to learn. Shwartzman, Lundgaard and Vips all stood out in this aspect and no doubt they are the early favourites to fight for the title. But there are another six or seven drivers who are capable of joining the fray at the front later in the season.

All in all, it was a strong debut for the new FIA F3 Championship. And if qualifying can be sorted for future rounds, things could become even more exciting. 🏁

P48 BARCELONA REPORT

YOUR SAY

I would like to see Autosport err on the side of giving the W Series more coverage, and help promote female role models rather than keep women as a footnote

YVONNE MARCEAU

Help level the playing field

I was disappointed that the magazine gave so little coverage to the inaugural race of the W Series (Autosport, 9 May). I understand the arguments for and against a series with only female drivers competing, but am definitely of the opinion it is worth a try. As the adage goes, 'insanity is doing the same thing over and over again and expecting different results'.

When I grew up in the 1960s and '70s I loved motorsport. I'd rush home from junior school to watch the scrambling on the television, loved the weekend coverage of Minis and saloon cars, and once I was old enough travelled as often as I could to Brands Hatch to see Formula 5000 or whatever was being staged. Nonetheless, never once did it cross my mind that there was any sort of career in motorsport for a girl with my background. Maybe for ex-Olympic skiers like Divina Galica – but not for someone like me.

As it turns out, I have spent my whole working life in a career which is predominantly male. Fortunately the overt sexism of the 1980s has gone – I no longer have my breast grabbed or am in meetings where the director is more interested in his *Penthouse* centrefold – but there are still plenty of subtle ways of marginalising and excluding women.

As long as motorsport is populated by unhelpful men, the playing field will never be level. Sadly, decent men so often do not see the insidious exclusion going on around them.

I would like to see Autosport err on the side of giving the W Series more coverage, and help promote female role models. Channel 4, David Coulthard and Ted Kravitz should be applauded for sticking their heads above the parapet on this one.

Yvonne Marceau

By email

We agree with many of your well-made points, but one note on the report. Most Formula 3-level series get less than a page – FIA F3 and BRDC F3 are the exceptions and get one page (see p48 in this issue). We will follow W Series with interest and more content will follow. An edition of the Autosport Podcast was also dedicated to the W Series opener at Hockenheim: [autosport.com/podcast](https://www.autosport.com/podcast) – ed



Hopes for a classic F1 season dashed

I hoped in vain that this was to be a classic F1 season, with Ferrari, Mercedes and Red Bull trading wins. While I applaud the remarkable efforts of the Mercedes team in securing a 1-2 finish in every race, in truth the death knell is sounding for F1 racing. We have all tolerated predictable race results in the past by appreciating the speed, sound and energy of an F1 car, but even that is missing now – the visceral pleasure of seeing an F1 car driven on the edge is absent even from qualifying.

I fear legions of long-standing fans are falling out of love with F1, and unless some radical changes emerge for 2020 the audience numbers will plummet and the sport will implode. The sooner the Formula One Group wakes up the better, as without fans there will be no Formula 1 for them to promote.

Jim Newton

Oxford

Great racing, but who's who?

Note to FIA and Liberty, can you add F2 and F3 competitors' numbers to the name and car colour on the screen-side graphic on TV – great racing, but you have no idea who's who on quick cuts between battles in the race. These guys (and hopefully more girls soon) need the better visibility.


Gary Sinclair

Westmuir, Scotland

HAVE YOUR SAY, GET IN TOUCH


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

@
E-mail
autosport@autosport.com


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HAMILTON SPOILS THE BOTTAS PARTY

An emphatic pole lap set Bottas up for victory at a track where passing is difficult, but Hamilton pounced early to take the points lead

EDD STRAW

PHOTOGRAPHY  **motorsport
IMAGES**

This was Valtteri Bottas's weekend, or so it seemed. From the start of practice until the moment the lights went out for the start of the Spanish Grand Prix, he was the faster Mercedes driver and had illustrious team-mate Lewis Hamilton emphatically covered. Then, in a reverse of the start of the Australian Grand Prix, Hamilton made the better getaway from second on the grid and led all but the first 400 metres of the race to head a remarkable fifth consecutive one-two finish for Mercedes.

But despite the Circuit de Barcelona-Catalunya being notoriously difficult to overtake at, there was a little more to this than Hamilton turning the tables by getting ahead and then parking in front of Bottas. In race conditions, Hamilton showed no signs of the kind of deficit to Bottas that existed in practice and qualifying, even if you consider that the 0.634-second gap in qualifying was an exaggerated shortfall thanks to Hamilton's preparation for the lap being compromised.

It added up to a crushing win for Hamilton. Not only did he defeat Bottas, but he also spearheaded a Mercedes team that annihilated Ferrari and Red Bull, despite the usual raft of upgrades that many hoped might enable those teams to threaten the supremacy of the Silver Arrows.

The start was critical for Hamilton, although a more complex confluence of factors in the early seconds gave him the lead. First of those was Bottas making a poor initial getaway thanks to a clutch problem, which he emphasised was very different to the wheelspin over the startline that cost him the advantage at the start of last month's Chinese GP.

"China was a bit more my own fault and I definitely could have done something better there," said Bottas. "Here, if I could do it again, I wouldn't do anything different. We can definitely see the vibration on the clutch and the abnormal behaviour, which cost me that few crucial metres on the way to Turn 1." >>



Bottas described the feeling as that of the clutch rapidly engaging and disengaging. The team has yet to explain what caused the problem, although often this is a consequence of the clutch being too cool.

But this only allowed Hamilton to do part of the job of getting ahead. In the early moments of the race his front axle drew alongside Bottas, but the Finn did still have an advantage heading into the braking zone. Even though Hamilton had the inside line, there was still a move to be completed on the brakes — which is where things became complicated.

Sebastian Vettel, who started his Ferrari third, initially picked up the tow from Bottas, then moved to his outside on the run to the Turn 1 right-hander. While Hamilton was outbraking Bottas on the inside line, Vettel tried to go the long way round. He left his braking late, too late, and locked up the inside-front.

“I wanted to brake latest, which I think I did,” said Vettel. “Obviously Valtteri was also quite late and I could not really get in, and I couldn’t see him but I knew he was there. He was also braking quite late and if I just turned in, which I think I could have managed, then he would have had nowhere to go and I would go the other way. It didn’t work. In the end, obviously I did Lewis a favour because I distracted Valtteri. It was clear that I couldn’t win the race at the first corner but I saw there was something to try.”

Remarkably, the three made it round with Vettel only briefly straying beyond the extremities of the track. Bottas was in an awful position between the two, but drove brilliantly — and respectfully — to avoid contact. Vettel was briefly ahead but was wide, and Bottas caught the rear as it snapped while he went past the Ferrari to reclaim second place.

The real winner in all this was Max Verstappen, who had watched the first corner unfold and briefly slipped behind the Ferrari of Charles Leclerc, having had to go conservative into Turn 1 when confronted with a wall of three cars in front. When Vettel rejoined after his brief wide moment, he ran deep into the Turn 2 right-hander and forced Leclerc wide, allowing Verstappen to move back up to fourth. Then when Vettel

“BOTTAS WAS IN AN AWFUL POSITION BETWEEN THE TWO, BUT DROVE BRILLIANTLY TO AVOID CONTACT. VETTEL WAS BRIEFLY AHEAD BUT WAS WIDE, AND BOTTAS CAUGHT THE REAR AS IT SNAPPED”

had a wobble into Turn 3, Verstappen went around him to take third.

As the first stint progressed, it became clear that Bottas didn’t have the pace to stay close to Hamilton. Early on, after dropping two seconds on the first lap, Bottas didn’t stray too far from the leader’s wake. The time loss was mild, and by the start of lap 19 of the 66 the gap had grown to 3.965s — not close enough for Bottas, even though the negative effect of turbulent air at this track can still just about affect a car that far back, but only a loss of 0.104s per lap on average since the opening lap. By Barcelona standards, he was still in the game. But with tyres ageing and backmarkers coming into play, things then got away from him.

On lap 19 Hamilton took half a second out of Bottas, but the killer was lap 20, on which he was almost two seconds faster thanks to banging in the early fastest lap of the race while Bottas cleared Antonio Giovinazzi’s Alfa Romeo and Robert Kubica’s Williams. That stretched the gap to 6.349s. Over the next five laps, Hamilton was 0.774s per lap quicker than Bottas, who was 10.221s behind at the start of his in-lap. Game over.

“I had to go through some of the slower cars and, at the same time, my tyres started to drop off,” said Bottas. “With less surface on the tyre I lost a bit of temperature, so my tyres were finished much earlier than Lewis’s. That’s why the gap became better. Probably I was sliding the car more during the first stint and he made a gap there.”

This was an old Bottas weakness re-emerging, one that has been largely mitigated this year by the thinner-tread Pirelli tyres. In his previous two seasons at Mercedes, he has often struggled to keep the tyres alive for as long as Hamilton, and this played a part in any vague



hope he had nurtured of being able to get back ahead into the lead being eliminated. There's little doubt that he would have held the lead had he stayed ahead at the start but, while accelerated tyre use while in Hamilton's wake did contribute to his struggles at the end of the stint, history suggests it wasn't the sole factor.

Fortunately for Bottas, there was no real pressure from behind. Verstappen held third place, and while he hadn't vanished he didn't show any hints of the pace needed to attack the Mercedes drivers. Red Bull knew its battle was with Ferrari, so its attention was focused on the two red cars behind.

The front-right flatspot Vettel picked up was hurting both him and team-mate Leclerc, who was stuck behind him. It took too long for Ferrari to make the switch, which Vettel agreed to and executed at the start of lap 12, by which time the gap to Verstappen had grown from 1.337s at the end of lap one to almost six seconds. Leclerc, once in free air, did

start chipping away at Verstappen but only by a tenth of second per lap. This ensured he was well out of undercut range.

Vettel dropped back from Leclerc by three quarters of a second per lap and complained constantly over the radio about his tyres. Such was his desperation to get new boots that he insisted he was happy to be dropped into traffic if Ferrari could not find him a gap.

Vettel eventually stopped at the end of lap 19 to switch from softs to mediums and, although Plan A was still not to pit again, realistically a second visit was likely. A cross-threaded left-rear wheelnut didn't help, ensuring Vettel's pitstop took twice as long as it should have done. He rejoined behind the Toro Rossos of Daniil Kvyat and Alex Albon down in 10th place, although with the pitstops following thick and fast he didn't lose much time and was back up in fifth by lap 26.

This led Red Bull to pit Verstappen, opting for a second set of softs and committing to a two-stop strategy, coming in a lap later. Leclerc followed >>



The Ferraris tripped over each other as the team reacted slowly



“FERRARI OPTED TO PIT LECLERC, WHO REJOINED FIFTH, MEANING VERSTAPPEN MOVED UP TO THIRD PLACE WITH VETTEL IN TOW”

five laps later and took hards — also with a double-time pitstop thanks to a crossthread on the left-rear. By now it was clear that Vettel was also two-stopping, and after Leclerc’s visit to the pits we once again had a faster Ferrari behind a slower one. Vettel followed Leclerc for an inexplicable 10 laps before finally being let through on lap 36. Vettel eventually pitted on lap 40, having been the fastest car on track once in clear air and lapping eight tenths faster than Leclerc.

The pitstop timing at least was a good move, since it gave Red Bull something to think about. Verstappen then made his second stop for mediums on lap 43 at a point where the team knew he would likely have to catch and pass Leclerc while still ensuring he had a decent margin over Vettel, who was six seconds behind after the stops. Leclerc had an advantage of a little over four seconds, and Verstappen hacked three seconds out of that on lap 45 alone before the safety car intervened.

This was thanks to McLaren driver Lando Norris’s ill-fated attempt

to pass Lance Stroll’s Racing Point for 14th at Turn 1. Stroll defended the inside, Norris tried to hang on around the outside but found himself squeezed at the exit. He tried to back out, couldn’t, and they made contact, both retiring. The stewards’ verdict: racing incident.

By this stage of the race, Mercedes had already decided to cash in its advantage to take a ‘free’ second stop with both drivers. Bottas had just come in from second place on a stint where he was actually fractionally quicker — by 0.162s per lap — than Hamilton, but still 7.5s behind. The race leader, whose right-rear was not in a great condition, was due to come in a lap later and he did, but by then under safety-car conditions. Ferrari opted to pit Leclerc, who rejoined fifth ahead of Pierre Gasly’s Red Bull, meaning Verstappen moved up to third with Vettel in tow.

When the race restarted with 14 laps remaining, the top six remained unchanged — only Gasly’s initial attack on Leclerc hinted at a possible switch. During this phase, with nothing left to fight for, Hamilton



Norris and Stroll came to blows as the McLaren driver attempted to pass

MAUGER



was on average just over two tenths per lap quicker than Bottas (disregarding the last lap, on which he slowed) and crossed the line four seconds to the good. On the way, both drivers had a tilt at fastest lap, which went to Hamilton by a quarter of a second.

Hamilton was delighted to have taken the victory, and was much happier with his performance in the race than over a single lap. When asked to explain the swing from Saturday to Sunday, and whether set-up differences played a part both in that and the fact that he is able to eke more life out of the tyres than Bottas, he confirmed the cars were similar despite last-minute tweaks to his to improve the balance.

“The cars are pretty much set the same, so that [extending the tyre life] is how I drive the car,” said Hamilton. “I drive the tyres slightly differently in the race, and often I’m able to eke them out a little bit more.

“The car is obviously great, but I’ve generally struggled with the car since Australia. Valtteri has settled nicely into the car, he’s quite happy. There are definitely areas I’ll continue to focus on at the factory and this week, so I’ll be dialling in to try to really understand.”

But what’s clear is that Mercedes is ahead, emphatically. With aggressive car upgrades to come and its own engine update still to arrive, there’s no reason to expect this run of success to let up any time soon. As for Ferrari, it needs to take a long, hard look at its car concept and ask whether the trade-offs it’s made in terms of where it’s generating downforce are the right ones. Mercedes is looking stronger as the season progresses, not weaker, and such is the team’s advantage and operational effectiveness that it’s hard to see where the first non-Silver Arrows win will come from. Verstappen, who many would legitimately have tipped as favourite for the upcoming race in Monaco next week, certainly isn’t confident, having described the Mercedes as superior to the Red Bull in all types of corner.

“Back in Baku was pretty strong, but people come here with upgrades and clearly we lost out a bit to Mercedes – but it seems that we did catch up to Ferrari,” said Verstappen. “For Monaco, looking at the low-speed >>

QUALIFYING

Bottas was sublime on Saturday and romped to pole by 0.6s



GALLOWAY

Valtteri Bottas’s ninth Formula 1 pole position was probably his best and undoubtedly his most emphatic, since it represented an advantage of 0.634s over Lewis Hamilton. The margin flattered Bottas, but he was undoubtedly the faster Mercedes driver in Spain.

The reason for Hamilton’s heavy defeat is to be found in the final moments of Q2. While on a push lap at the end of the session, he hit a yellow flag caused by Carlos Sainz’s off and Hamilton aborted to the pits. That meant he headed out for the decisive first runs in Q3 without a fully charged battery. This is because the battery cannot be charged in the pits, and must be done on track. As a result, Mercedes sent him out at the front of the queue to give him the space to push and build up the battery charge on his out-lap.

With the wind picking up and conditions deteriorating, none of the frontrunners improved on their second runs. But while there’s no doubt that the gap would have closed, there was nothing to suggest that Hamilton could have challenged Bottas, who was faster in every session except FP3. Even on those slower second runs, Hamilton was 0.279s behind his team-mate’s reduced pace.

Despite engine and aerodynamic upgrades, Ferrari wasn’t in the game and Sebastian Vettel ended up 0.846s down. Charles Leclerc, meanwhile, ran wide exiting the fast Campsa right-hander on his first Q2 run. This led to a double penalty, since it forced him to run again in Q2, costing him his second set of fresh softs for Q3, and gave him minor floor damage.

His one run netted fifth, splitting the Red Bulls of Max Verstappen and Pierre Gasly.

Haas bossed the ‘Class B’ battle, with Romain Grosjean seventh and Kevin Magnussen eighth, and the upgraded machine well ahead of the rest. The following group was headed by the Toro Rosso of Daniil Kvyat, whose Q2 lap he rated as one of his best, with Daniel Ricciardo’s Renault completing the top 10 – although the Australian carried a three-place grid penalty into the race.

Alexander Albon would have made Q3 but for a mistake at Turn 5, while Nico Hulkenberg was the big casualty in Q1 after crunching his nose in a Turn 4 off, then having to use an old-spec front wing for his second run. Since Renault did not inform the FIA of the spec change when it requested permission to replace the wing, Hulkenberg was condemned to start from the pitlane.

EDD STRAW

“THE 0.6s MARGIN FLATTERED BOTTAS BUT HE WAS UNDOUBTEDLY THE FASTER OF THE TWO MERCEDES”



TRACKSIDE VIEW

Fast corners attract most of the hype and excitement in Formula 1, but proportionally speaking there is far more time to be gained or lost in the slow stuff. Barcelona's chicane, added to the track in 2007 in a largely fruitless attempt to increase overtaking, is as slow as it gets. But during FP1, when set-ups are less refined, upgrade experiments are ongoing and the circuit is low-grip, it's spectacular.

Nestling inside the main part of the kerb at the first apex is a towering yellow step, one capable of launching the car dramatically. Early on, Valtteri Bottas hits this hard, although the Mercedes brilliantly absorbs the hard landing and the compromise isn't as big as it might be. But the prize for altitude reached goes to Lance Stroll shortly before the 40-minute cut-off for the first set of tyres, thumping this ramp and launching his way through the middle of the corner.

Right from the start of the weekend, Bottas is clearly the more comfortable of the Mercedes drivers. Hamilton often excels through this chicane, braking late, then rotating the rear aggressively on entry, but the car isn't responding so well. Bottas turns in a little earlier, perhaps a little too early when he clatters the kerb, and early in the session there are



a couple of less dramatic leaps. But as he settles down, the leaps are even smaller, the rear end squirms in the corner and at the exit is calm, and he looks impressive. Hamilton doesn't look bad, but on a few occasions the rear appears to overrotate as if it doesn't quite offer the controllability required of his default style, perhaps because the front end isn't strong enough to pivot the car as he would like.

As always in the lower-speed stuff, the Red Bull looks superb and rides the kerbs beautifully. Max Verstappen is able to cruise serenely through lap after lap,

while Pierre Gasly makes big improvements after starting off braking a little too late and struggling to rotate the car.

Ferrari's pace in the final sector of the lap is disappointing, but at the chicane there's little evidence of a fundamental balance problem that causes this. Neither Charles Leclerc nor Sebastian Vettel can quite match the speed carried by the Mercedes drivers through here, laying bare the car's relative low-speed weakness.

By far the biggest error of the sessions is Carlos Sainz Jr's in the right-hander preceding the

chicane. The rear steps out, forcing him to run off the track in a vague approximation of the old pre-chicane configuration, missing the left-right entirely.

The other striking thing is that even in FP1, traffic jams are a problem as drivers back up before a push lap: cars crawling at the chicane are caught rapidly by those travelling quickly. Bottas incurs the ire of Verstappen at one stage, with the Red Bull driver attempting to pass the dawdling Mercedes in the chicane, then waving his arm in frustration.

EDD STRAW



Mercedes chief Dieter Zetsche's last race before retiring. And it's all-smiles for now...



performance in the last sector, we are clearly not the favourite and I don't expect it to be like last year when we were super-strong in Monaco."

Ferrari team principal Mattia Binotto will have been disappointed to have seen Mercedes pull away. This weekend was the acid test of his team's prospects, particularly given engine upgrades tend to give the biggest single performance gains – and Ferrari fell short.

"We are disappointed with the performance in the weekend," said Binotto. "We brought here some upgrades, aero and engine, and we were expecting to be in the fight but that has not been the case. The upgrades worked well. I think power-wise and on straightline speed we are good enough, but certainly we have some weaknesses on the

"THIS WEEKEND WAS THE ACID TEST OF FERRARI'S PROSPECTS, PARTICULARLY GIVEN ENGINE UPGRADES TEND TO GIVE BIG GAINS - AND IT FELL SHORT"

car that were highlighted this weekend. It is up to us to try to understand, to work, to assess and to improve in the future."

But while the car has weaknesses, they aren't overt. There's no fundamental balance problem, even if Vettel isn't completely happy with the feel of the car, and engine performance is a real strength – yet the lap times just aren't good enough. In the slow stuff, in particular, the Ferrari simply can't carry the speed the Mercedes does.

This season is looking more and more like 2016, when Mercedes dominated and the title fight was an exclusively intra-team affair. 

NEXT F1 REPORT

MONACO GRAND PRIX 30 MAY ISSUE

Will Mercedes continue its staggering 100% record of 1-2 finishes in 2019, or can Max Verstappen respond at a venue where Red Bull traditionally threatens?

...unlike his 2016 intra-team title fighters Rosberg and Hamilton



Toro Rosso's double-stack disaster

Toro Rosso lost a double points finish after a radio miscommunication led to both drivers losing positions when they pitted for a double-stack pitstop.

Daniil Kvyat and Alex Albon were running eighth and 10th, separated by the Haas of Kevin Magnussen, when the safety car was deployed after Lando Norris and Lance Stroll collided. Kvyat's tyres were not ready, meaning his stop took 11 seconds longer than it should have done, while Albon lost 15s waiting behind him.

"We lost everything because of a radio miscommunication between the pitwall and the mechanics," said team principal Franz Tost. "Dany pitted first, although the mechanics understood it was Alex. Therefore we had troubles with the correct tyres and lost a lot of time."

Kvyat rejoined ninth after losing a place to Magnussen, with Albon 11th after slipping behind Carlos Sainz Jr. The McLaren driver passed Kvyat at the restart, but both then overtook the Haas of Romain Grosjean. This meant Kvyat crossed the line in ninth place.

Albon pressured Grosjean in the closing stages, but could not grab 10th place despite coming close on the run to Turn 1. "I had to back out of it because I thought I might have had an incident when we both decided to go right at the same time," said Albon.

"I had to hit the brakes and lost the momentum into Turn 1."



Norris and Stroll escape punishment after shunt

Lando Norris and Lance Stroll escaped punishment after stewards ruled their clash during the Spanish Grand Prix to be a racing incident.

Stroll and Norris came together while battling over 14th position with 21 laps to go, an incident that forced both to retire on the spot and prompted a safety car. Norris had attempted a move around the outside of Stroll into the Turn 1 right-hander and remained to Stroll's left – which was now the inside line into the left-handed Turn 2 – when the Racing Point driver turned in.

The stewards felt that the collision did not satisfy the criteria of one driver being "wholly or predominantly to blame" that would prompt a sanction under F1 rules. Their statement read: "The driver of car #4 [Norris] believed that he had the right to be allowed 'racing room' into Turn 2 whereas the driver of car #18 [Stroll] stated that he was on the racing line in Turn 1 and had to take Turn 2 by remaining on the racing line.

"He stated he was not aware at that point of the location of car #4. The stewards believe that the driver of car #4 could have backed

out of the attempted overtake into Turn 2 and also that the driver of car #18 might have been more aware of the possibility that car #4 could be on his inside."

Asked by Autosport before the stewards' hearing whether he had considered backing out of the move, Norris said: "He knew I was there on the entry to Turn 1. I don't know what he was thinking after that. I was still on the outside, I had a decent part of my car on the outside for Turn 2. But as soon as he started to turn in to the left, I could tell that he either thought that I completely backed out of it, or I disappeared, or I don't know what.

"At a point I knew he was just going to turn in and not give me enough room, I had to try and back out and do what I could, but I didn't have enough time."

Stroll said there was not enough room for Norris to go around the outside. "I have to make the corner, so I turned in, and there was not really much I could do," he said.

"I braked on the inside and went deep into the first corner, and then I had to turn into the next corner and unfortunately there was just not enough space for both cars."



Grosjean falls back after late clash with Magnussen

Romain Grosjean led the 'Class B' pack for Haas throughout practice and qualifying and for much of the race before slipping from seventh to 10th in the final 14 laps.

Grosjean qualified seventh, just ahead of team-mate Kevin Magnussen, and held the position at the start. Magnussen fell back to ninth after being passed by Daniil Kvyat in the middle stint, but Toro Rosso's double-stack pitstop disaster dropped Kvyat back behind.

Magnussen then attacked on the restart lap, moving to the inside into Turn 1. He made the pass up the inside, but Grosjean attempted to hang on around the outside. Magnussen's left-rear made contact with Grosjean's front-right, sending Grosjean onto the runoff. Although he only lost one place, he was subsequently passed by both Carlos Sainz Jr and Daniil Kvyat, holding on to the final point by keeping Alex Albon behind.

"We were comfortably P7 before the safety car, so that was

good, the pace was there, I was enjoying driving the car," said Grosjean, who would not be drawn on the incident. "The last few laps [were] a bit more complicated, but it's racing."

Haas was on course for 10 points for seventh and eighth before Grosjean fell back and reduced that by three points. Had he not dropped back, Haas would now be fifth in the constructors' championship, two points behind McLaren.

Haas did not run the Ferrari engine upgrade used by the works team, but did bring an aerodynamic package that included a new floor, front wing, bargeboard and mirrors. Grosjean evaluated the package during Friday practice, with Magnussen using it from Saturday onwards.

The team returned to the pace it produced early in the season before tyre troubles started to hold it back, a problem that was not specifically solved by the upgrades – meaning Haas could face the same trouble in future.

Q & A

GUNTHER STEINER HAAS TEAM PRINCIPAL

After his drivers hit each other during the closing stages of the race, Haas team boss Gunther Steiner spoke to both to ensure there is no repeat in the future.



Did they accept your position?

They accept it. We looked eye to eye, and we agreed. We are over it, we cleared the air, that's fine. We move on like we were before.

Did you give them radio calls during the race to tell them to calm down?

No, I didn't call them. After the second one, [we told them] 'stop it'. I didn't want them to be unclear that it was getting out of hand. I tell the race engineers to tell them it comes from me, otherwise they get confused who is speaking, and there's enough confusion.

Was Romain's car damaged?

A little bit with the tyres – he had to bring them back up to temperature, and then the car got quicker again as you saw. But there was some damage on the floor.

Do you have rules of engagement for a safety car restart?

No, you cannot make rules there. Because you don't know, you cannot say, "If the guy who is in front has got a bad start, then the other one has to stay behind." We need to let them go.

How difficult was the debrief?

The debrief wasn't difficult. I spoke with both drivers straight after the race, I wanted to clear the air, we cleared the air, we are OK. I told them I'm not sitting here until midnight to look at videos for whose fault it is, we need to learn out of this and move forward. We were quite lucky even if we lost some points. They have a good relationship and I wanted to make sure that there is nothing said by one of them which upsets the other one, so I got them both straight after the race. We talked it through, maybe for 15 minutes.

You had a similar talk with them after Silverstone last season?

Yeah. I think it looked worse than it was, the whole scenario.

Renault underachieves with no points



Daniel Ricciardo claims that Renault "underachieved" by failing to score any points in Barcelona.

Ricciardo started 13th owing to a grid penalty for reversing into Daniil Kvyat in the Azerbaijan GP, and spent the opening portion of the Barcelona race in 12th, behind the McLaren of Carlos Sainz Jr.

Ricciardo did overtake Sainz for position before the pair pitted at the end of lap 24, but emerged on hard tyres and

was soon repassed by the McLaren, which now had mediums. Sainz rose to eighth after the safety car, but Ricciardo made no further progress and finished 12th.

"I'm frustrated to be honest with that," said Ricciardo. "I see Carlos was eighth – we had him at the end of the first stint and then we fitted a hard, he fitted a medium and he passed us on the out-lap. And obviously, look at where he finished and what he did with his pace."

20 Hulkenberg #27
1m18.404s

18 Giovinazzi #99
1m18.664s

16 Stroll #18
1m18.471s

14 Raikkonen #7
1m17.788s

12 Sainz #55
1m17.599s

19 Russell #63
1m19.072s

17 Kubica #88
1m20.254s

15 Perez #11
1m17.886s

13 Ricciardo #3
1m18.106s

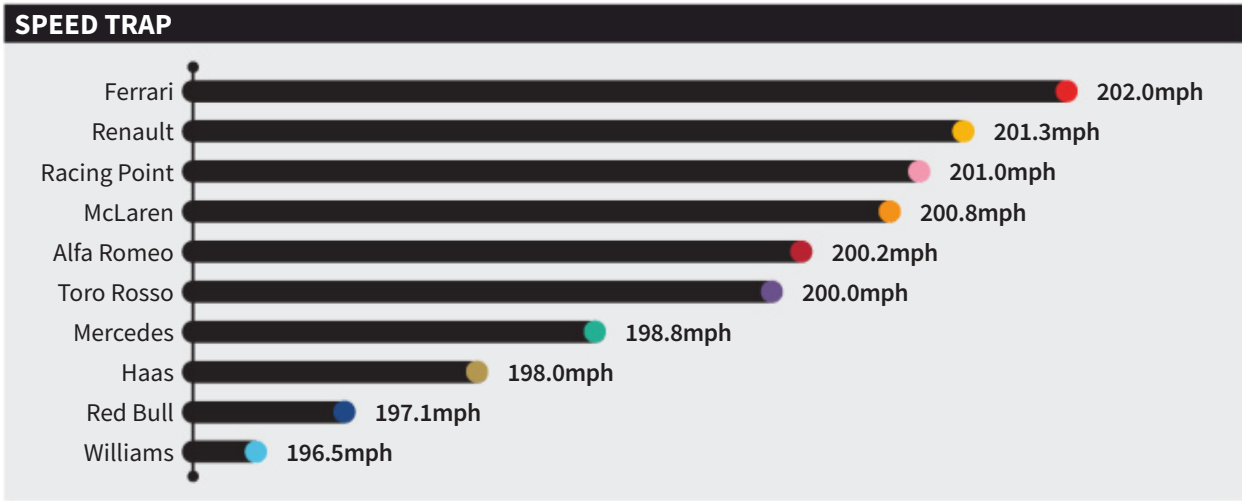
11 Albon #23
1m17.445s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m17.951s	1	Bottas	1m17.284s	1	Hamilton	1m16.568s
2	Vettel	1m18.066s	2	Hamilton	1m17.333s	2	Leclerc	1m17.099s
3	Leclerc	1m18.172s	3	Leclerc	1m17.585s	3	Bottas	1m17.123s
4	Hamilton	1m18.575s	4	Vettel	1m17.673s	4	Vettel	1m17.172s
5	Grosjean	1m18.943s	5	Verstappen	1m18.035s	5	Grosjean	1m17.192s
6	Sainz	1m19.155s	6	Grosjean	1m18.153s	6	Magnussen	1m17.530s
7	Magnussen	1m19.180s	7	Gasly	1m18.238s	7	Verstappen	1m17.558s
8	Gasly	1m19.285s	8	Magnussen	1m18.355s	8	Albon	1m17.864s
9	Kvyat	1m19.364s	9	Sainz	1m18.658s	9	Raikkonen	1m17.969s
10	Hulkenberg	1m19.450s	10	Kvyat	1m18.722s	10	Sainz	1m18.003s
11	Ricciardo	1m19.511s	11	Raikkonen	1m18.727s	11	Kvyat	1m18.105s
12	Verstappen	1m19.844s	12	Albon	1m18.779s	12	Hulkenberg	1m18.350s
13	Stroll	1m19.855s	13	Stroll	1m18.839s	13	Perez	1m18.656s
14	Giovinazzi	1m20.021s	14	Hulkenberg	1m18.861s	14	Gasly	1m18.693s
15	Albon	1m20.030s	15	Ricciardo	1m18.934s	15	Stroll	1m18.734s
16	Norris	1m20.066s	16	Norris	1m19.041s	16	Giovinazzi	1m18.740s
17	Perez	1m20.459s	17	Giovinazzi	1m19.427s	17	Ricciardo	1m18.974s
18	Raikkonen	1m20.591s	18	Perez	1m19.448s	18	Norris	1m19.007s
19	Kubica	1m20.889s	19	Russell	1m20.191s	19	Russell	1m19.421s
20	Russell	1m20.990s	20	Kubica	1m20.781s	20	Kubica	1m20.570s

WEATHER 23C, sunny

WEATHER 24C, sunny

WEATHER 23C, sunny



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m16.979s	1	Bottas	1m15.924s	1	Bottas	1m15.406s
2	Verstappen	1m17.244s	2	Hamilton	1m16.038s	2	Hamilton	1m16.040s
3	Hamilton	1m17.292s	3	Vettel	1m16.667s	3	Vettel	1m16.272s
4	Leclerc	1m17.388s	4	Leclerc	1m16.714s	4	Verstappen	1m16.357s
5	Vettel	1m17.425s	5	Verstappen	1m16.726s	5	Leclerc	1m16.588s
6	Norris	1m17.611s	6	Gasly	1m16.932s	6	Gasly	1m16.708s
7	Magnussen	1m17.669s	7	Grosjean	1m17.066s	7	Grosjean	1m16.911s
8	Sainz	1m17.760s	8	Kvyat	1m17.243s	8	Magnussen	1m16.922s
9	Albon	1m17.796s	9	Magnussen	1m17.272s	9	Kvyat	1m17.573s
10	Gasly	1m17.862s	10	Ricciardo	1m17.299s	10	Ricciardo	1m18.106s
11	Kvyat	1m17.914s	11	Norris	1m17.338s			
12	Grosjean	1m18.042s	12	Albon	1m17.445s			
13	Raikkonen	1m18.132s	13	Sainz	1m17.599s			
14	Perez	1m18.286s	14	Raikkonen	1m17.788s			
15	Ricciardo	1m18.385s	15	Perez	1m17.886s			
16	Hulkenberg	1m18.404s						
17	Stroll	1m18.471s						
18	Giovinazzi	1m18.664s						
19	Russell	1m19.072s						
20	Kubica	1m20.254s						

WEATHER 22C, sunny

NEXT RACE

26 MAY

MONACO GP

Monte Carlo

SEASON STATS

DRIVERS' CHAMPIONSHIP

PTS

BEST FINISH

BEST QUAL

1	Hamilton	112	1	1
2	Bottas	105	1	1
3	Verstappen	66	3	4
4	Vettel	64	3	2
5	Leclerc	57	3	1
6	Gasly	21	6	6
7	Magnussen	14	6	6
8	Perez	13	6	5
9	Raikkonen	13	7	9
10	Norris	12	6	7
11	Sainz	10	7	7
12	Ricciardo	6	7	7
13	Hulkenberg	6	7	8
14	Stroll	4	9	15
15	Albon	3	9	12
16	Kvyat	3	9	6
17	Grosjean	1	10	6
18	Giovinazzi	0	11	8
19	Russell	0	15	17
20	Kubica	0	16	18

CONSTRUCTORS' CHAMPIONSHIP

1	Mercedes	217
2	Ferrari	121
3	Red Bull	87
4	McLaren	22
5	Racing Point	17
6	Haas	15
7	Alfa Romeo	13
8	Renault	12
9	Toro Rosso	6
10	Williams	0

QUALIFYING BATTLE

Hamilton	2	3	Bottas
Vettel	4	1	Leclerc
Gasly	0	4	Verstappen
Ricciardo	3	1	Hulkenberg
Grosjean	2	3	Magnussen
Norris	3	2	Sainz
Perez	5	0	Stroll
Raikkonen	3	1	Giovinazzi
Albon	1	2	Kvyat
Russell	5	0	Kubica

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

WINS

Hamilton	3
Bottas	2

POLE POSITIONS

Bottas	3
Hamilton	1
Leclerc	1

FASTEST LAPS

Leclerc	2
Bottas	1
Gasly	1
Hamilton	1



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STARTING GRID

10 Norris #4 1m17.338s	8 Magnussen #20 1m16.922s	6 Gasly #10 1m16.708s	4 Verstappen #33 1m16.357s	2 Hamilton #44 1m16.040s
9 Kvyat #26 1m17.573s	7 Grosjean #8 1m16.911s	5 Leclerc #16 1m16.588s	3 Vettel #5 1m16.272s	1 Bottas #77 1m15.406s

RACE RESULTS ROUND 5/21 (66 LAPS - 190.83 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h35m50.443s	66	Su, Mn, Su
2	Valtteri Bottas (FIN)	Mercedes	+4.074s		Su, Mn, Su
3	Max Verstappen (NLD)	Red Bull-Honda	+7.679s		Su, Sn, Mn
4	Sebastian Vettel (DEU)	Ferrari	+9.167s		Su, Mn, Mn
5	Charles Leclerc (MCO)	Ferrari	+13.361s		Su, Hn, Mn
6	Pierre Gasly (FRA)	Red Bull-Honda	+19.576s		Su, Mn, Su
7	Kevin Magnussen (DNK)	Haas-Ferrari	+28.159s		Su, Mn, Su
8	Carlos Sainz Jr (ESP)	McLaren-Renault	+32.342s		Sn, Mn, Su
9	Daniil Kvyat (RUS)	Toro Rosso-Honda	+33.056s		Su, Mn, Mn
10	Romain Grosjean (FRA)	Haas-Ferrari	+34.641s		Su, Mn, Su
11	Alexander Albon (THA)	Toro Rosso-Honda	+35.445s		Sn, Mn, Mn
12	Daniel Ricciardo (AUS)	Renault	+36.758s		Su, Hn, Mn
13	Nico Hulkenberg (DEU)	Renault	+39.241s		Mn, Sn
14	Kimi Raikonen (FIN)	Alfa Romeo-Ferrari	+41.803s		Mn, Hn, Sn
15	Sergio Perez (MEX)	Racing Point-Mercedes	+46.877s		Sn, Mn, Su
16	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	+47.691s		Sn, Hn, Sn
17	George Russell (GBR)	Williams-Mercedes	-1 lap		Mn, Sn, Mn
18	Robert Kubica (POL)	Williams-Mercedes	-1 lap		Mn, Sn, Mn
R	Lance Stroll (CAN)	Racing Point-Mercedes	44 laps-collision		Mn, Sn
R	Lando Norris (GBR)	McLaren-Renault	44 laps-collision		Sn, Mn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m18.492s	-	54
2	Bottas	1m18.737s	+0.245s	55
3	Verstappen	1m19.769s	+1.277s	57
4	Vettel	1m19.820s	+1.328s	64
5	Leclerc	1m20.002s	+1.510s	57
6	Gasly	1m20.536s	+2.044s	57
7	Ricciardo	1m20.615s	+2.123s	56
8	Kvyat	1m20.726s	+2.234s	64
9	Magnussen	1m20.770s	+2.278s	66
10	Sainz	1m20.859s	+2.367s	59
11	Albon	1m21.028s	+2.536s	65
12	Grosjean	1m21.057s	+2.565s	64
13	Hulkenberg	1m21.282s	+2.790s	65
14	Raikonen	1m21.382s	+2.890s	66
15	Giovinazzi	1m21.833s	+3.341s	64
16	Perez	1m21.859s	+3.367s	65
17	Russell	1m22.382s	+3.890s	64
18	Norris	1m22.561s	+4.069s	28
19	Kubica	1m23.202s	+4.710s	65
20	Stroll	1m23.226s	+4.734s	28

WEATHER 20C, sunny

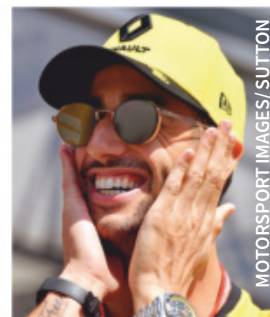
WINNER'S AVERAGE SPEED 119.47mph FASTEST LAP AVERAGE SPEED 132.67mph

TYRES

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



RACE BRIEFING

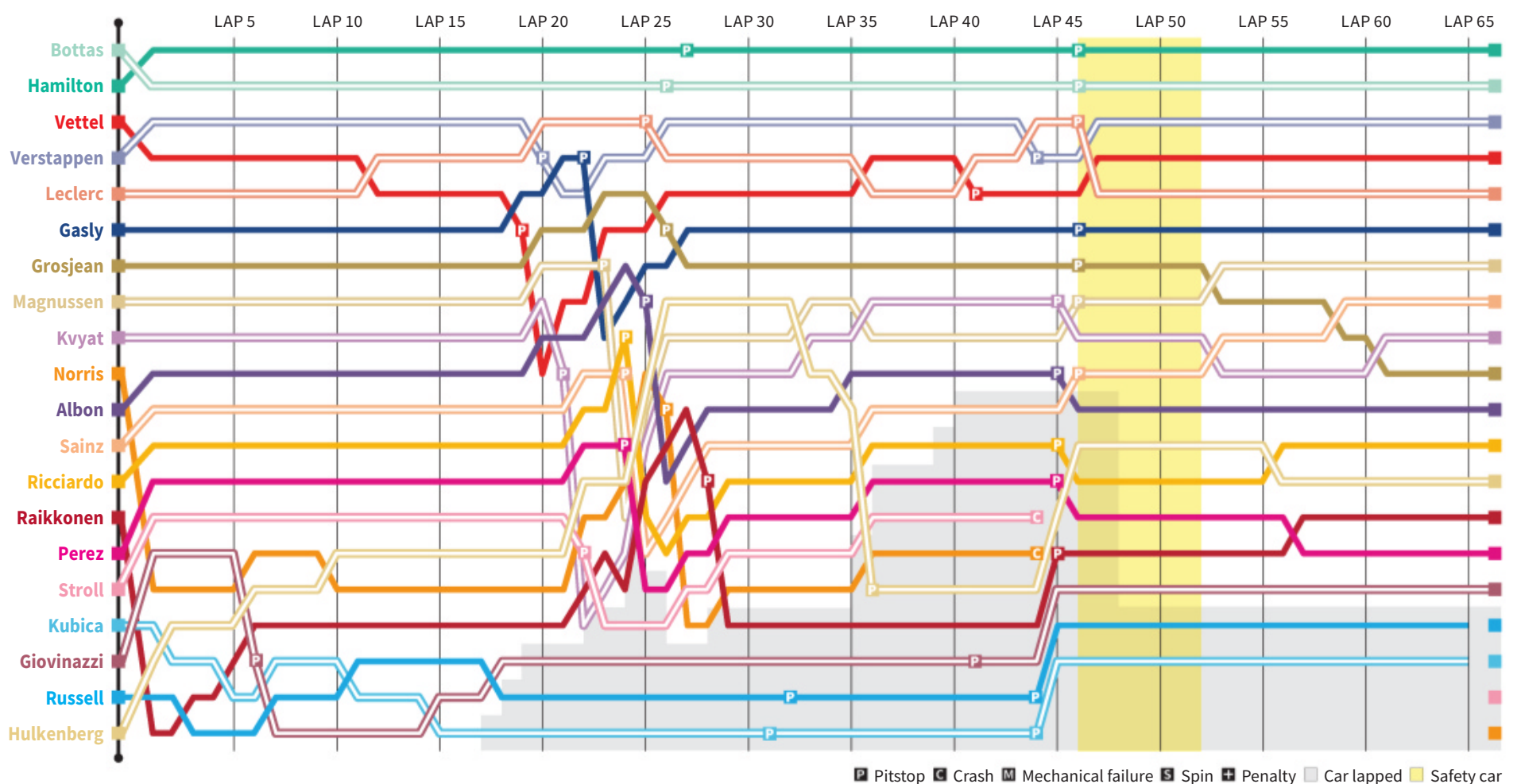


MOTORSPORT IMAGES/SUTTON

GRID PENALTIES

RICCIARDO Three-place penalty for causing a collision at the Azerbaijan GP**RUSSELL** Five-place penalty for replacement gearbox**GIOVINAZZI** Five-place penalty for replacement gearbox**HULKENBERG** Required to start from pitlane - change of front wing, additional power unit elements used, car modified while under parc ferme conditions

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty Car lapped Safety car

VERSTAPPEN AND KVIAT OUTSHINE NOT-QUITE-PERFECT HAMILTON

It was a winning performance by the five-time champion, but Red Bull and Toro Rosso both had drivers who maximised every opportunity over the Barcelona weekend

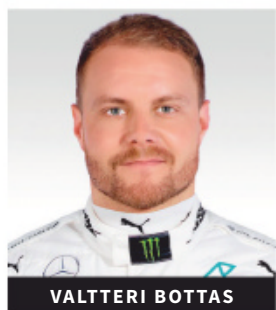
EDD STRAW

MERCEDES



LEWIS HAMILTON

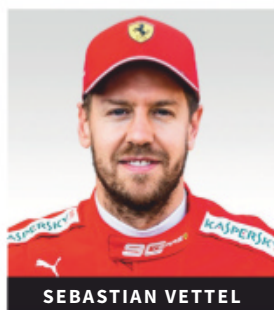
9 Hamilton wasn't as happy with his car in one-lap trim as Bottas, although on Friday his race pace looked bang on. It was no surprise he ended up second in qualifying, though the gap (six tenths) was disproportionately because of a battery technicality. Once ahead at the start, he dominated.



VALTTERI BOTTAS

8 Friday and Saturday went brilliantly for Bottas, save for a Turn 5 spin into the gravel in FP3, and his first-run pace gave him pole position in Q3. The start was critical as a clutch oscillation cost him in the launch. Fell out of touch with Hamilton late in the first stint on his way to second place.

FERRARI



SEBASTIAN VETTEL

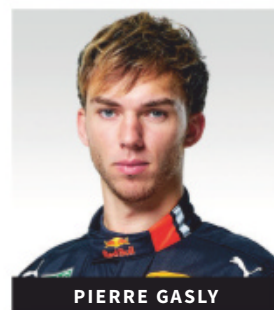
7 Did what he could in quali to take third place, although his audacious bid to go around the outside of Bottas at the first corner led to both Ferraris falling behind Verstappen. The resulting flatspot compromised his race, as did the 10 laps he spent stuck behind hard-shod Leclerc.



CHARLES LECLERC

7 Leclerc might have had the pace to defeat Vettel, although it was close, until things went wrong in Q2. He damaged the underfloor of his car, reducing him to only one Q3 run. Briefly held third in the race before being forced wide by Vettel, and showed good pace on a tricky strategy.

RED BULL



PIERRE GASLY

6 Gasly had perhaps his most straightforward weekend of the season and is happier with the car, although he was 0.351s off Verstappen in quali. Other than spirited attempts to pass Leclerc for fifth, both at the start and the restart, Gasly was resoundingly sixth for the whole race.



MAX VERSTAPPEN

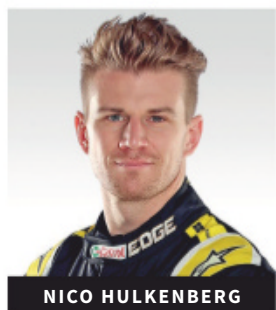
10 Verstappen knew the Ferrari was quicker in qualifying trim, but was able to split them thanks to Leclerc's problems. He beat both in the race despite slipping to fifth at the start very briefly. Late safety car meant he didn't have to pass Leclerc on track for third.

RENAULT



DANIEL RICCIARDO

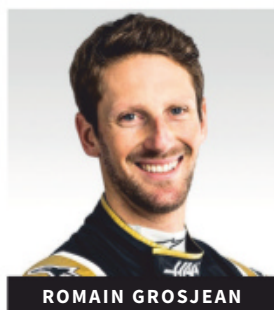
7 Ricciardo looked to be struggling with the tardy Renault, but as qualifying progressed picked up speed and did well to make it to Q3. It was in vain thanks to a penalty for Baku. He was in the mix for points, but losing a place to Sainz and then getting stuck behind Hulkenberg didn't help his cause.



NICO HULKENBERG

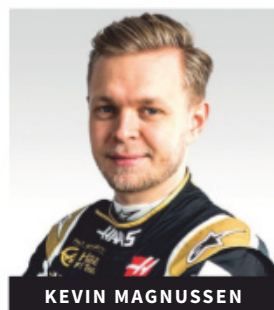
5 Hulkenberg put himself firmly on the back foot by crashing in Q1, which meant he had to revert to the old-spec front wing. The failure of the team to disclose that when it requested the change led to him being condemned to a pitlane start. From there, he didn't have a chance on a one-stop strategy.

HAAS



ROMAIN GROSJEAN

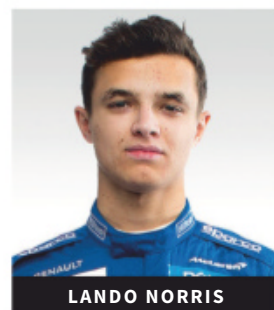
9 Grosjean ran the Haas upgrade package from the start of practice and found it to his liking, meaning he led the way in the battle for best of the rest throughout. Drove superbly in the race and was on for seventh, but after the clash with Magnussen slipped down to 10th.



KEVIN MAGNUSSEN

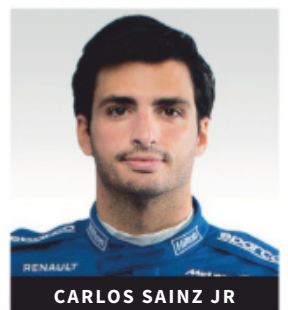
8 Spent Friday running the old spec as a benchmark for the upgrades, but had the new parts on Saturday and was only just pipped by Grosjean in qualifying. He slipped behind Kvyat in the second stint, reclaiming the place in the safety-car pitstops, before passing Grosjean at the restart.

MCLAREN



LANDO NORRIS

5 A tricky weekend for Norris, although he did a good job in qualifying to end up 10th on the grid after Ricciardo's penalty. He slipped to 16th on the first lap after running wide at Turn 3, which was unfortunate. Was fighting a losing battle when he clashed with Stroll.

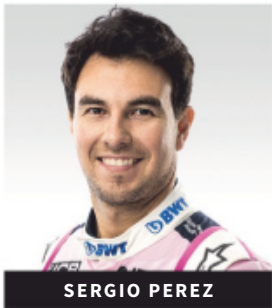


CARLOS SAINZ JR

9 Sainz looked hard-pressed to keep up his record of always scoring points in the Spanish GP given McLaren's struggles. But after qualifying 12th he hung in there, passed Ricciardo, capitalised on Toro Rosso's pitstop error to jump Albon, then passed Grosjean to pick up ninth place.



RACING POINT



SERGIO PEREZ

7 A difficult weekend for Perez as upgrades failed to deliver a major performance step. He might have beaten Raikkonen in qualifying without Sainz's Q2 incident, but in the race all he could do was try to hang on to the periphery of the points positions.



LANCE STROLL

6 Again fell in Q1, although the gap to Perez was the smallest it has been since Australia, and he admitted he fell short. He fell back from Perez in the first stint, although was on harder rubber and was in much the same position when Norris tried to pass him. The resulting collision put both out.

ALFA ROMEO



KIMI RAIKKONEN

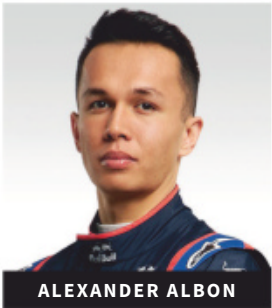
6 With Alfa Romeo struggling for pace and finding it difficult to chase evolving track conditions, he made Q2 but could do no better than 14th. A poor start dropped him to 17th. He passed the two Williams drivers, and jumped early stopper Giovinazzi, before passing Perez late on for 14th.



ANTONIO GIOVINAZZI

6 Complained about braking difficulties throughout the weekend and was well off Raikkonen's pace as he fell in Q1. In the race, a very early stop put him on an out-of-synch two-stopper, which didn't help, and all he could do was finish ahead of the two Williams drivers.

TORO ROSSO



ALEXANDER ALBON

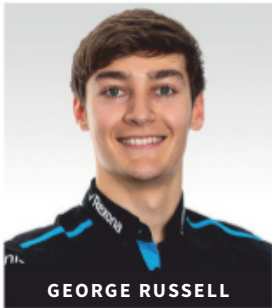
7 Should have made it to Q3 but just missed out. He then ran 10th early on but the delay at his final pitstop under the safety car, thanks to Toro Rosso's blundered double-stack, dropped him behind Sainz. He came close, but couldn't pass Grosjean for a point late on.



DANIIL KVIAT

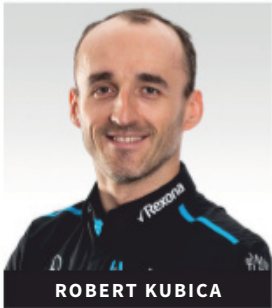
10 Showed very encouraging turn of pace throughout qualifying and nailed a superb Q2 lap on his way to ninth on the grid. Held that early on, then overtook Magnussen in the second stint and was set to finish eighth until the team botched his pitstop under the safety car.

WILLIAMS



GEORGE RUSSELL

9 Hauled the Williams to its strongest qualifying performance of the year in pace, lapping just four tenths off the back of the pack. A gearbox penalty, self-inflicted after his FP3 shunt, put him behind Kubica for the first 10 laps, but once past he was a good four tenths a lap faster.

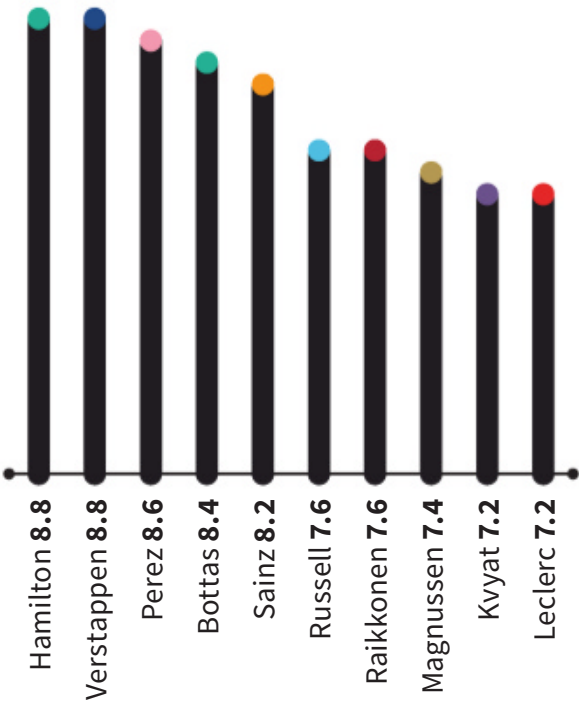


ROBERT KUBICA

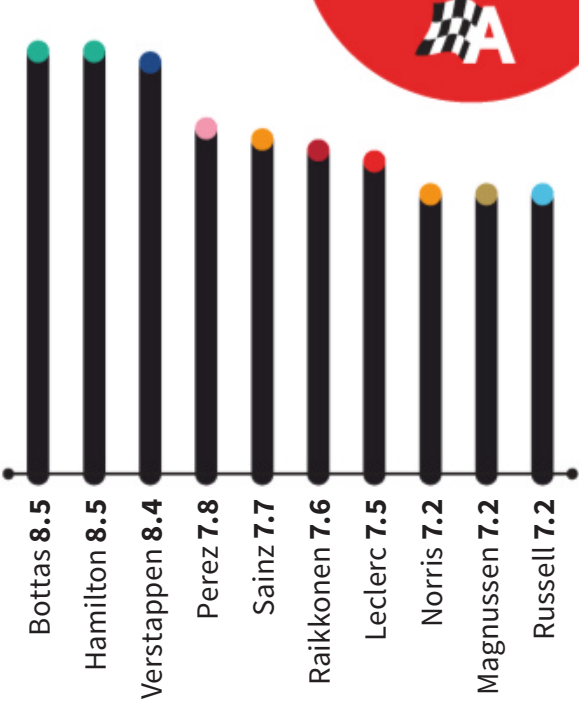
5 Kubica was happy with the car at the start of the weekend, but increasingly struggled for feel as it progressed – to the point where, conditions-adjusted, he reckoned his FP1 time was quicker than his qualifying pace. Led Russell early on but dropped back after being passed.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING
AFTER ROUND 5



READERS' RATING
AFTER ROUND 5



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Vergne's victory sets up tantalising title fight

In becoming FE's first repeat winner of the 2018-19 season, the DS Techeetah star has — for now — turned the championship narrative towards a battle with team-mate Lotterer

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES



When Jean-Eric Vergne crossed the line to win last weekend's ABB FIA Formula E Championship race, he cemented a few pieces of history. Not only did he become the second FE winner in Monaco – Sebastien Buemi had triumphed in the championship's first two races in the principality – but he had never finished on the podium there in his career. He also became the first repeat winner of the 2018-19 FE season.

That final footnote really matters. But first let's establish how Vergne and his DS Techeetah squad won the race. Monaco, perhaps more than any other FE event,

is all about qualifying. The track is actually quite wide by FE standards, even if it looks restrictive when the Formula 1 beasts are in town. The flowing nature of the corners on the shorter FE track, which turns sharply right at Ste Devote and heads down to the harbour to join the traditional grand prix layout facing the wrong way at the chicane-turned-Turn-5-hairpin, also means it's easy for drivers to defend against attack. Overtaking is therefore tricky, even with an energy advantage – and the risk of contact is high.

It was therefore crucial that Vergne started from pole, although he didn't top qualifying. That honour went to rookie FE

sensation Oliver Rowland, who shot to the top of the superpole standings for Nissan e.dams with an attacking lap, beating Vergne to top spot by just 0.021 seconds. But Rowland was never going to start at the head of the order as he had a three-place grid penalty hanging over him for clouting Alexander Sims in the wet-weather chaos last time out in Paris.

So pole fell to Vergne by default and he duly made the most of it, leading from lights to flag. But it was a pretty tense affair, even if the battle for first failed to feature any overtaking.

Vergne defended against his fellow front-row starter Pascal Wehrlein on the »



run to Ste Devote and settled into a slender early lead. He'd extended this advantage to 1.157s on lap 10 of what would be a 51-lap race – the high number due to the track's short nature and high average speed – when Wehrlein locked up at the first corner.

As the Mahindra man battled to keep his car out of the barriers at the exit of the right-hander, Rowland – who had started third after Mitch Evans lost second place on the grid for racking up a third reprimand of the season in qualifying (see page 34) – and Venturi's Felipe Massa nipped by.

"I've never raced here in Formula E, but I should not have taken so many risks when I was in P2 because it was hard to get past [after that]," Wehrlein reflected.

Rowland set off in pursuit of Vergne, who had edged to a 2.040s advantage thanks to Wehrlein's mistake. That gap fluctuated and reached a maximum of 2.357s over the next 19 laps before a full-course yellow shrunk that to just over half a second. The intervention was triggered by Alex Lynn losing his right-front wheel cover following a clash with Stoffel Vandoorne, and Maximilian Gunther stopping at the final corner after he was involved in an incident with Edoardo Mortara, with Gunther and Mortara retiring shortly afterwards.

Vergne, wary of picking up a penalty by speeding under the FCY, took a cautious approach, but his gap was gone. His earlier advantage had meant he was able to take his first attack mode – again not much of a factor, but this was largely thanks to the challenge of passing and the activation zone being placed on the straight run to Tabac, meaning little time loss – while clear of Rowland, who had taken his first activation in the early stages.

When the race restarted after a brief interruption of under a minute, Vergne, Rowland and Massa were tightly grouped, with Wehrlein making it a four-way scrap over the next few laps.

Vergne again edged away into a small lead, playing the perfect tactical defence

Di Grassi and Frijns battle ahead of Bird in the race's frantic early stages



against Rowland taking his second attack mode with seven laps to go by activating his own higher-power setting on the next tour.

The four drivers came together again in the closing stages to set up a grandstand finish. But, much like the 2011 Monaco Grand Prix, where Sebastian Vettel held on to win against the hard-charging Fernando Alonso and Jenson Button, there were no last-gasp overtakes or heroics – if you don't count Vergne placing his car perfectly to secure a seventh FE victory by 0.201s.

"My first win in Monaco and I'm extremely happy, it's an incredible feeling," he said. "The race was pretty much under

control – when I wanted to push I could create a big enough gap, and then my engineer was telling me the gap to Oliver and, depending on how close it was, I could keep to the [energy] target. At the end, we were very close, but it was just a question of staying on track, finishing the race. I knew that if I closed the door at the right time, he would not pass me. I was feeling pretty confident. The team was a bit stressed, but everything from inside the car was fine."

The stress at Techeetah was probably increased by its video screens not working at times during the race, which was a rare energy-efficiency test in the 2018-19 season. Things were so tight that Massa ran out of energy and "lost everything" 150m before the line. But that was not enough to allow Wehrlein to deny the ex-F1 driver his first FE podium in what has been an up-and-down debut season.

Rowland, now on two second places this campaign, reckoned Monaco was "probably my first good race, especially as it's quite a big saving track – I've struggled a lot on the saving tracks [before] and I've made a good step up on my driving and energy management". He was therefore "overall, very positive and very happy", despite his grid penalty costing him an even better shot at the win.

Behind the top four, there weren't many cars that made it to the finish without some sort of drama. Buemi had challenged

Frijns's attempt to get past Sims ended his race – and earned a penalty next time out





Massa during the early laps, but fell away from the leaders as he had “over-consumed to try to pass Felipe”.

“The problem,” he continued, “was that I was [then] out of sync, because the others started to have the attack mode – I had over-consumed and used the attack mode much earlier. So, to keep them behind, I had to over-consume again and again – [it was] like shooting your own foot.”

But the Nissan racer rallied and, despite having run to a slower pace to get back on his energy targets – which caused him to head a huge train of cars at various stages – held on to take fifth.

Behind him at the flag came Antonio Felix da Costa, Evans, Daniel Abt, Andre Lotterer and Lynn, who had made it through a series of clashes that left debris strewn over the track.

When the FCY was activated, Abt hit Oliver Turvey, ending the NIO driver’s race, and the Audi man was later given a 33s penalty in lieu of a drivethrough. He fell to 15th in the final reckoning.

Sims then knocked Lucas di Grassi out of the race as they fought with Sam Bird over seventh place. The trio had caught the warring Buemi and da Costa – who would lose his sixth place to a post-race penalty (see page 34) – and on the run to Turn 5 an unsighted Sims (BMW) moved over on di Grassi, sending the Audi into the barriers. Sims was handed a five-place grid penalty for the next round in Berlin >>

JAGUAR I-PACE ETROPHY

Jaguar Racing Brazil took its first one-two finish in the Jaguar I-PACE eTrophy series, as Caca Bueno dominated the Monaco weekend.

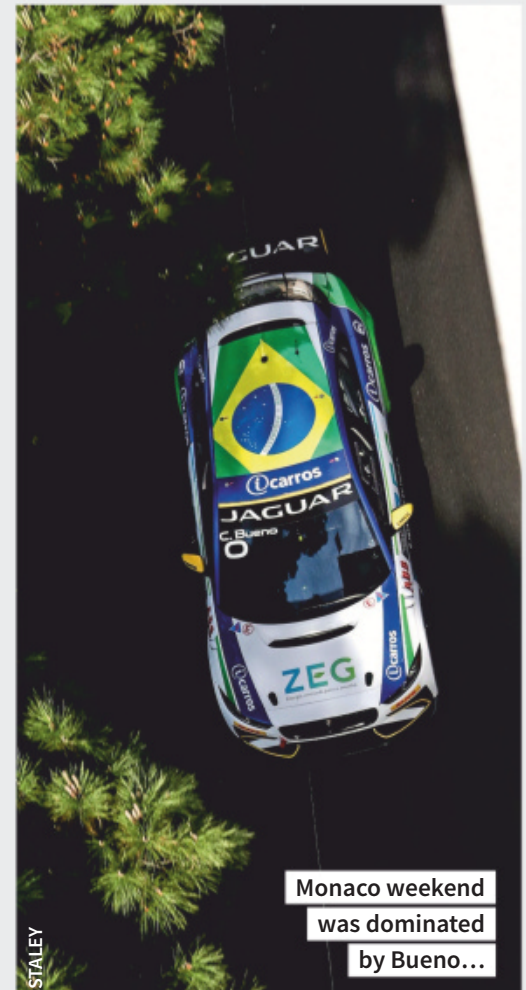
Bueno took his third pole of the season and that would prove to be crucial considering the bizarre start to the race. On the run to Ste Devote, Stefan Rzadzinski was caught up in a door-to-door battle with Rahal Letterman Lanigan Racing’s Bryan Sellers, and Rzadzinski then slammed Sellers’s team-mate Katherine Legge into the wall on the exit of the corner.

“I just got hit by Rzadzinski,” a furious Legge said. “There are no words really for when you’re racing and trying to race clean and you just get hit from behind and spun around. To me it’s unacceptable.”

The sizeable impact caused a lengthy red flag to clear the stricken car, but when racing resumed there was simply a train of cars running, with all appearing to have virtually no hope of overtaking.

Celia Martin was one of the more ambitious drivers and attempted a move on Anthony Beltoise, the race’s VIP driver and son of 1972 Monaco Grand Prix winner Jean-Pierre. Beltoise got nudged at the exit of Turn 3 but held the inside line at Turn 4 before the run to Tabac. Beltoise ended up finishing seventh overall, two places down on Pro-Am winner Yaqi Zhang, who looks increasingly certain to win his class title.

Far ahead, Bueno was followed by team-mate Sergio Jimenez to sweep the weekend and keep his slim title hopes



Monaco weekend
was dominated
by Bueno...

alive after a costly retirement in Paris.

“I’m so happy,” said Bueno. “I always watch Monaco races on TV and see it as a very special venue, so to win here is fantastic. I needed the win because there was a gap building in the championship and these points keep me in the battle.”

Jaguar Brazil’s strong showing has heaped pressure on standings leader Sellers; Jimenez is now just one point behind the RLLR driver with three races remaining.

TOM ERRINGTON



...who was “so
happy” to keep
title hopes alive

IN THE HEADLINES

EVANS LOSES FRONT ROW

Mitch Evans lost his front-row spot alongside Jean-Eric Vergne after he was handed a third reprimand of the season. His infraction in Monaco was for switching to maximum power too early on his warm-up lap in superpole. This did not earn a sporting penalty, but the third reprimand did trigger what Evans later called a “harsh” and “horrible” 10-place grid-drop. Jaguar team boss James Barclay said: “The penalty did not fit the crime in my opinion.”

DA COSTA DISQUALIFIED

Antonio Felix da Costa was disqualified from sixth place after running in a higher power mode than the standard race 200kW during the final two laps. Da Costa said a collision with Evans at the Turn 5 hairpin meant he “lost the steering wheel and hit the power rotary and went to the 225 mode” accidentally. The BMW driver lost eight points as a result but remains fourth in the standings.

BIRD PUNCTURE EXPLAINED

Video evidence seen by Autosport but not broadcast on the world TV feed appeared to show that a moment before Evans collided with da Costa, he touched the rear of Sam Bird’s Virgin Audi and caused the late puncture that eventually led to the Briton’s late stoppage. Bird hasn’t scored in four races after being hit from behind in all of those events.

MAHINDRA PROTESTS FAIL

Mahindra Racing (whose driver Pascal Wehrlein is pictured below) protested the results of Jean-Eric Vergne and Oliver Rowland after the race, alleging that their post-race tyre pressures were not above the 1.4bar mandated by FE tyre supplier Michelin. The protests were thrown out as they were “not addressed to the chairman of the stewards” and were “lodged against a driver and not against a competitor” per the relevant FIA bulletins.



for causing the incident.

Then, with just three minutes plus a lap left to run, Paris winner and pre-race championship leader Robin Frijns, who had made it into the points from 11th on the grid in his Envision Virgin Audi, attacked Sims at Ste Devote. They collided and Frijns was out on the spot, later picking up his own five-place grid penalty for Berlin. After spinning, Sims ending up 15th at the line and 13th in the final classification. The post-race penalties also elevated Vandoorne and Jose Maria Lopez to the final two points-scoring places.

There was last-lap drama too, as Bird’s Virgin Audi stopped at Rascasse with damage. He’d struck the barriers after

picking up a puncture in what appeared to be a touch with Evans (see panel, left). It was a bitter end to what had been a brilliant race for Bird, who had made it to sixth from 14th on the grid with a series of brave passes. Di Grassi had followed him up the order for a time with his own series of dazzling moves — particularly a pair around the outside of the Turn 5 hairpin.

That Vergne became the first repeat winner of the 2018-19 season matters precisely because it ended a streak of eight different victors from the first eight races. While FE itself was understandably delighted with that run, and it should be noted that it was entertaining and wonderfully unpredictable, the season had



Lynn’s wheelcover was left flapping after clash with Vandoorne



Vergne and Techeetah kingpin
Xavier Mestelan Pinon celebrate
with Rowland and Massa

lacked a tantalising title fight.

Now it has one. Although a host of drivers remain in contention – and all of them are mathematically in play – Vergne now heads DS Techeetah team-mate Lotterer in the standings. Lotterer’s poor lap in group-one qualifying condemned him to 20th on the grid, but he surfed up the order superbly to grab another six points with seventh in what has been a consistent and worthy campaign.

Lotterer, though, is still missing a win while Vergne has two. But they get on famously, and Vergne said in the post-event press conference that “we share everything, and there is no reason to change anything from that point of view. And everything can change so quickly in Formula E – we may not even be in the championship at the final race, you never know.”

So, this is what the 2018-19 title battle now possesses – a narrative that remains fluid, but right now is about the defending champion leading his consistent team-mate, who is hunting a breakthrough win. Gripping stuff. 🏆

NEXT WEEK

WILL PORSCHE RULE FORMULA E? 23 MAY ISSUE

The German motorsport giant is used to bossing pretty much everything it turns its hand to. But FE presents a formidable challenge when it joins next season.



Massa took maiden
FE podium despite
last-gasp loss of power

BATHIE

RESULTS ROUND 9/12, MONTE CARLO (MCO), 11 MAY (51 LAPS – 55.933 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Jean-Eric Vergne (FRA)	DS Techeetah / DSE-Tense FE19	46m05.547s
2	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM01	+0.201s
3	Felipe Massa (BRA)	Venturi / Venturi VFE-05	+1.261s
4	Pascal Wehrlein (DEU)	Mahindra Racing / Mahindra M5Electro	+1.439s
5	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM01	+6.215s
6	Mitch Evans (NZL)	Jaguar / Jaguar I-TYPE 3	+16.213s
7	Andre Lotterer (DEU)	DS Techeetah / DSE-Tense FE19	+16.848s
8	Alex Lynn (GBR)	Jaguar / Jaguar I-TYPE 3	+18.112s
9	Stoffel Vandoorne (BEL)	HWA / Venturi VFE-05	+18.551s
10	Jose Maria Lopez (ARG)	Dragon Racing / Penske EV-3	+18.860s
11	Jerome d'Ambrosio (BEL)	Mahindra Racing / Mahindra M5Electro	+21.488s
12	Gary Paffett (GBR)	HWA / Venturi VFE-05	+21.853s
13	Alexander Sims (GBR)	BMW / BMW iFE.18	+26.934s
14	Tom Dillmann (FRA)	NIO / NIO 004	+31.861s
15	Daniel Abt (DEU)	Audi Sport Abt / Audi e-tron FE05	+49.400s
16	Sam Bird (GBR)	Virgin Racing / Audi e-tron FE05	50 laps-not running
17	Robin Frijns (NLD)	Virgin Racing / Audi e-tron FE05	46 laps-not running
EX	Antonio Felix da Costa (PRT)	BMW / BMW iFE.18	+15.956s
R	Oliver Turvey (GBR)	NIO / NIO 004	32 laps – accident damage
R	Lucas di Grassi (BRA)	Audi Sport Abt / Audi e-tron FE05	31 laps – accident damage
R	Edoardo Mortara (ITA)	Venturi / Venturi VFE-05	29 laps – accident damage
R	Maximilian Gunther (DEU)	Dragon Racing / Penske EV-3	29 laps – accident damage

Winner's average speed 72.809mph. **Fastest lap** Wehrlein 52.385s, 75.368mph.

SUPER POLE 1 Vergne 50.042s; 2 Wehrlein 50.128s; 3 Rowland 50.021s*; 4 Massa 50.218s; 5 Buemi 50.234s; 12 Evans 50.112s*.

QUALIFYING Vergne 50.048s; Wehrlein 50.058s; Massa 50.090s; Buemi 50.140s; Rowland 50.161s; Evans 50.247s; 6 Sims 50.351s; 7 Lynn 50.370s; 8 da Costa 50.375s; 9 Lopez 50.432s; 10 Vandoorne 50.451s; 11 Frijns 50.498s; 13 di Grassi 50.502s; 14 Bird 50.526s; 15 Turvey 50.578s; 16 Abt 50.602s; 17 Paffett 50.664s; 18 Dillmann 50.811s; 19 d'Ambrosio 50.601s*; 20 Lotterer 51.018s; 21 Mortara 50.618s*; 22 Gunther 50.514s*. * = grid penalty.

CHAMPIONSHIP 1 Vergne 87; 2 Lotterer 86; 3 Frijns 81; 4 da Costa 70; 5 di Grassi 70; 6 Evans 69; 7 d'Ambrosio 65; 8 Rowland 59; 9 Abt 59; 10 Bird 54.

Tanak rediscovers spellbinding speed

Ogier may have departed new venue Chile top of the points, but it was the Toyota man who found an Andes affinity

DAVID EVANS

PHOTOGRAPHY MCKLEIN

Ott Tanak's not one for overblown emotion. He doesn't see the point. But crossing the line of the final Rally Chile stage on Sunday, he allowed himself a small fist pump. It wouldn't be too much of a stretch to suggest that he could have won every round run so far this year. But, for one reason or another, he hasn't.

Last week was some return on the spellbinding speed he's shown so far. Last week, everything worked.

Having threaded its way through the Andes from Argentina, the World Rally Championship landed on the Pacific coast. But when the rain stopped and the clouds lifted, and they had long enough to peer beneath the murk, the crews didn't find themselves a whole new world. There were elements of Wales, the narrow twists of Japan, parts of Australia and New Zealand and the high-speed stretches from Finland.

The pre-event weather only served to heighten Chile's resemblance to Rally GB. But after the rain came celebration and the ceremony of the start. Concepcion's Plaza de la Independencia might not be the biggest central square on the WRC's 14-stop circuit, but it was certainly the busiest. It was packed. And it was a proper party.

Instead of just following the lead from previous events, the Chilean organisers broke the mould and introduced the locals to rallying's highest level on a team-by-team basis. Each car gathered before the fans, and the crews got out of their machinery to throw caps and T-shirts into the crowd.

The reception was exceptional; not since ceremonial starts in Obihiro, Japan – complete with the near-fanatical zeal and nicely painted pictures of the drivers and their machines – have such scenes been witnessed in the WRC.

Tanak's not normally one for such moments, but the Estonian got it on Thursday night. "It was quite special, eh?" he grinned. "Lot of people and a good welcome."

Twelve hours later and such moments were cast far from the mind. On Friday

morning, the fog was back.

The smiles were gone, replaced by uncompromising race faces, which gave nothing away. Around the service park drivers and co-drivers surrounded themselves with engineers, looking to wrap up warm in a data-rich comfort blanket.

Unfortunately, there was no data. Friday morning was a step into the unknown.

El Pinar, then El Puma, then Epigado – the opening stages were complete unknowns, all of them. Worse still, those roads had been blanketed in thick cloud when the crews passed over them days earlier, making the pacenotes they'd be relying on so heavily in the next few hours out of date.

The one thing everybody was agreed on was Michelin's medium tyre – everybody, except M-Sport tyre engineer George Black. He knows everything there is to know about tyres and an awful lot about this part of the world. "It's colder than people think out there," he said. "The soft tyre would have been the one for here. We're a long, long way down country here. Bloody Antarctica's not far away!"

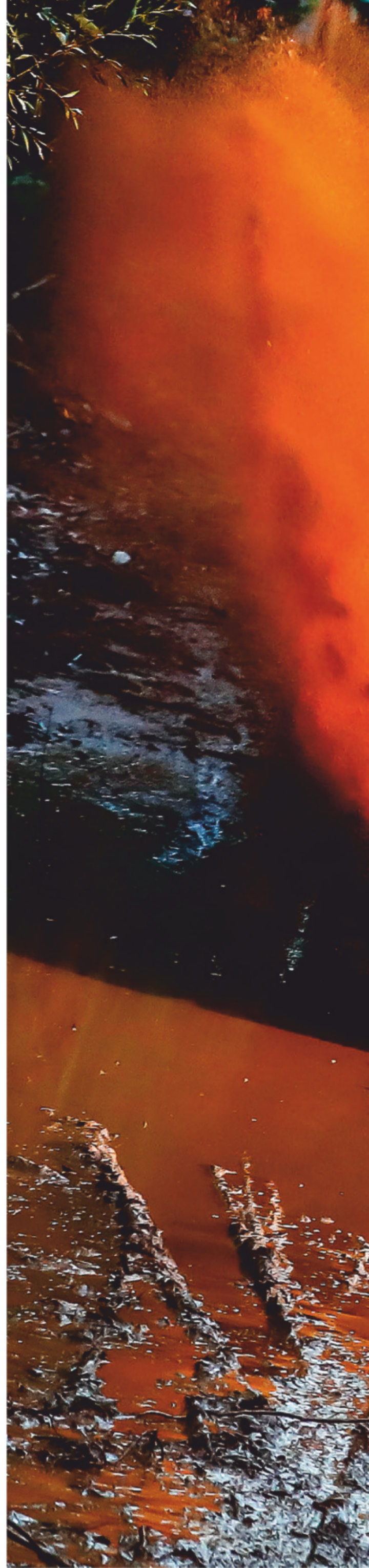
But the soft wasn't an option. Despite this being a Southern Hemisphere winter, medium and hard compounds were the options.

Just as there had been a commonality in the approach as to which boots to bolt on, there was a similar uniform response to end-of-stage questions. There was, apparently, not a sniff of grip to be had about the place.

Waiting for the start of the second stage, Tanak scuffed the surface with his shoe. "Too hard," he said. "There's no mechanical grip."

Part of the reason for that was the lack of compound grip to help generate it. "The tyres are too hard," said Black. "They're just sitting on top of the surface generating wheelspin. The mechanical grip comes from the blocks in the tyre cutting down through the pollution or the sandy surface and actually biting into the surface."

Black's theory was confirmed when »





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Stunning scenery
can be added to WRC
stages greatest hits

temperatures rose throughout the afternoon. As grip levels increased, the medium compound worked and the tyres came back, with comparatively less wear than the morning.

Rarely has a morning provided such an enormous leveller as last Friday did for the WRC regulars. Not only were the roads brand new, but the two practice runs on the recce had been completed in thick fog. The key to a solid run through Friday morning was confidence. It's one thing being on the crest of a wave, but it's moments like the opening loop that demand full control of the board beneath you.

Tanak was unshakeable. Unshakeable, that is, once he'd overcome a small mistake at the start of SS1 and then fiddled with the suspension of his Toyota to bring better chassis balance ahead of stage two.

"No balance means understeer in some places and oversteer in others," he said. "I changed that balance on the road section. It's tough here, really. It's fast, it's slow, all the time the grip is changing and then we

"Rarely has a morning provided such an enormous leveller as Friday did for the regulars"

have the sun coming through the trees straight into the face. It's a big challenge." Indeed, asking drivers if they'd had moments was a little bit like asking them if they'd had breakfast.

Kris Meeke, Elfyn Evans and Jari-Matti Latvala were at the top of the table after SS1. Momentarily it looked like the Brits and the WRC's most experienced campaigner were going to be the masters. Then they started hesitating, and time and places were lost.

"I told you," said Latvala, between mouthfuls of lunch and hard stares at data and telemetry traces. "Did you see

the times drop away? The road was cleaning all the time. Cleaning and polishing. It was exactly like Myherin [on Rally GB] — you lose that top layer of mud, then it's less and less grip for every car.

"You know the moments are coming. The key is to know that, accept that, take them, deal with them, and move on. Don't keep them in your mind."

Tanak's mind was entirely free and focused only on going faster in the afternoon. For the 70-mile road trip back south to the stages, co-driver Martin Jarveoja took the wheel of the Toyota Yaris WRC. Tanak hunkered down in the right-hand seat, took out his pal's pacenote book and read it while watching the afternoon's onboards on his phone. The result? A stormer through El Puma 2 — almost 10 seconds faster than anybody.

"That's good," said Tanak. "I have more confidence in the car now and the notes were working better."

The perfect storm was coming for his rivals. Tanak had found the Yaris WRC's sweet spot in terms of balance and there was more and more grip coming from a drying road.

That was Tanak's cue to do one. So he did. Fastest again in the next stage left him 23.1s ahead of his nearest rival after the day-one dirt was done.

The team had seen this all before. A fortnight earlier he'd whipped 7.8s out of everybody on Argentina's Amboy stage, only for his Toyota to succumb to an electrical fault 24 hours later.

Asked if he was surprised at Tanak's Chilean charge, Toyota sporting director Kaj Lindstrom smiled and pondered the question briefly. "No..." he said, "not really. When you look at the splits and see them >>



Tanak racked up his
second win of the
season in Chile

LOEB RETURNS TO SAVE HYUNDAI'S BLUSHES



Hyundai relied on its resident part-time, nine-time world champion Sebastien Loeb to save its blushes on an event that had promised much. Loeb struggled to find his feet at shakedown, took his time to come to terms with the conditions on Friday morning, and was simply superb thereafter. He got to within a second of Ogier's second place on Sunday morning, but third was as good as it got for him.

Andreas Mikkelsen was miles away (4m39s behind Tanak) and, given that he wasn't worthy of a mention in team principal Andrea Adamo's quote on Hyundai's post-event press release, there's not really much more to be said.

Kris Meeke enjoyed unwanted attention after rolling his Toyota Yaris WRC on SS7 – he was forced to drive the remainder of Saturday morning without a windscreen. He did it brilliantly, containing the time loss despite being barely able to see or breathe once he got the Toyota into top gear. Meeke's team-mate Jari-Matti Latvala was odds-on for a podium when he clattered a rock and removed a front corner.

M-Sport Ford pair Elfyn Evans and Teemu Suninen were fourth and fifth. Evans's run was a touch inconsistent, but there were signs of solid pace – second quickest on Pelun 2 was a highlight, a heart-stopping moment on Rio Lia the absolute opposite. Suninen struggled to find his feet, but sped up when the roads got quicker.

Eighteen-year-old Kalle Rovanpera (below) scored his maiden WRC 2 Pro win in Chile. The Skoda driver and his Citroen rival Mads Ostberg squared up for an interesting fight, only for brake problems aboard the C3 R5 to spoil their fun – not to mention the Norwegian's hopes of a win. Ostberg was second.



Consistency and pace carried Ogier to the top of the standings

coming you know, 'OK, he's doing it.'

But what about the worry that the lights might go out again? What about the alternator-related issues? "Don't worry, we fixed it," said Lindstrom, breezily.

Tanak's smile widened further when conversation moved towards the nature of the weekend's roads. "They are faster," the leader said. "And there's more grip. Our car likes the fast places with high grip... The engineers did a really good job with the car, and it was the work on the notes – and the driving was good too. But the notes are really important in there; there are so many blind crests in these stages and you have to have the car in the right place on the road. The trouble is, the right place and the right line on the road isn't always where you expect it to be."

The record will show that Tanak made just three more fastest times on the remaining 10 stages. Across the spread of Saturday, he was only second fastest. Sunday? Only third. But when it mattered, when it came to the points-paying powerstage, he was right back on it, adding five points to his 25 score to make the perfect event.

Six seconds ahead of Sebastien Ogier's Citroen on Friday morning, Tanak destroyed everybody on Friday afternoon, then controlled the event through Saturday and Sunday. Job done.

As much as anything, there was relief from Tanak and Toyota. A broken rim had spoiled the party in Corsica, and that electrical glitch killed the moment in Argentina, but nothing could and

"When it mattered, when it came to the points-paying powerstage, Tanak was right back on it"

nobody would stand in his way in Chile.

"This was a tough event," he said. "We haven't been on the limit all the time, but it's taken a lot of energy and a lot of focus for this result. We've had a couple of setbacks, but we take it, make it and, if we keep fighting, we can do it."

One driver who never stopped fighting was Ogier. Understanding his Citroen's reluctance to follow his lead in the slippery stuff, he must have feared the worst as he watched the rain fall leading up to the event. In the days between Argentina and Chile the team had, however, found a solution with the suspension and geometry that just about worked.

That temporary fix, allied to Ogier's experience, patience and pace, kept him at the sharp end on a damp Friday. As conditions dried, the roads quickened and the C3 WRC showed its penchant for understeer at high speed – followed by oversteer at sometimes even higher speed. "I think it's clear I wasn't always so comfortable in the car this weekend," said Ogier with a wry smile.

And, just when things were starting



to get really lively aboard the #1 car, Ogier's old mucker Sebastien Loeb hit a purple patch. He rocketed up the order to land on his countryman's bumper just in time to set up the sort of final-day scrap that Ogier didn't need.

Loeb's Hyundai took first blood on Friday's opener, but Ogier led the way thereafter. Ogier was frustrated at his own hesitancy as he sought greater command over the car beneath him, but not even a fire extinguisher depositing its contents over him and co-driver Julien Ingrassia near the end of the powerstage could keep them out of second – a result that took Ogier back to the top of the table.

The only downside, as we well know, is the penalty that such success brings. Ogier will open the road and run in the slippiest of conditions in Portugal later this month. Citroen has ways of making the car better, but only time will tell if it has the means.

Tanak starts Portugal one car behind and Thierry Neuville, championship leader coming into Chile, is third on the road following the Belgian's spectacular departure from part two of the WRC's South American adventure (see page 7).

Tanak, Toyota and Thierry made the headlines from this part of the world, but across the two rallies it was Ogier who made the most points, with 42 from a possible 60.

The Andes adventure may be done, but Portugal beckons next. The world won't have long to wait to see what Tanak can do to the rivals he put firmly on the ropes beside the Pacific last week. ❧

RESULTS ROUND 6/14, RALLY CHILE, 9-12 MAY

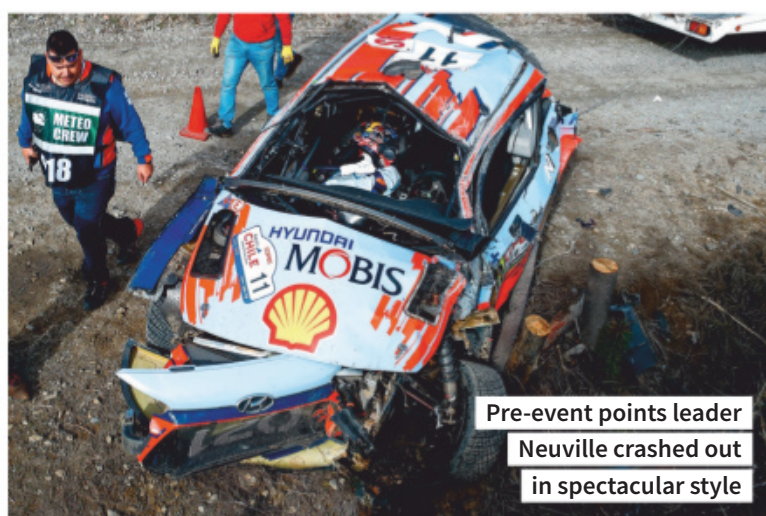
POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	Ott Tanak (EST) Martin Jarveoja (EST)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	3h15m53.8s
2	Sebastien Ogier (FRA) Julien Ingrassia (FRA)	Citroen Total WRT / Citroen C3 WRC	+23.1s
3	Sebastien Loeb (FRA) Daniel Elena (MCO)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+30.2s
4	Elfyn Evans (GBR) Scott Martin (GBR)	M-Sport Ford WRT / Ford Fiesta WRC	+1m36.7s
5	Teemu Suninen (FIN) Marko Salminen (FIN)	M-Sport Ford WRT / Ford Fiesta WRC	+3m15.6s
6	Esapekka Lappi (FIN) Janne Ferm (FIN)	Citroen Total WRT / Citroen C3 WRC	+3m45.4s
7	Andreas Mikkelsen (NOR) Anders Jager (NOR)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+4m39.0s
8	Kalle Rovanpera (FIN) Jonne Halttunen (FIN)	Skoda Motorsport / Skoda Fabia R5	+7m52.5s
9	Mads Ostberg (NOR) Torstein Eriksen (NOR)	Citroen Total / Citroen C3 R5	+8m16.1s
10	Kris Meeke (GBR) Sebastian Marshall (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+8m33.4s
OTHERS			
11	Jari-Matti Latvala (FIN) Miikka Anttila (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+10m59.2s
13	Lorenzo Bertelli (ITA) Simone Scattolin (ITA)	M-Sport Ford WRT / Ford Fiesta WRC	+11m45.1s
R	Thierry Neuville (BEL) Nicolas Gilsoul (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	SS8-accident

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 El Pinar 1 (10.63 miles)	Meeke & Latvala 11m35.9s	Meeke & Latvala	-
SS2 El Puma 1 (19.09 miles)	Tanak 21m10.4s	Tanak	Ogier+2.9s
SS3 Espigado 1 (13.83 miles)	Neuville 14m23.7s	Tanak	Ogier+6.1s
SS4 El Puma 2 (19.09 miles)	Tanak 20m46.0s	Tanak	Ogier+17.3s
SS5 Espigado 2 (13.83 miles)	Tanak 14m03.4s	Tanak	Ogier+23.1s
SS6 Concepcion-Bicentenario (1.37 miles)	Loeb 2m06.9s	Tanak	Ogier+22.4s
SS7 Rio Lia 1 (12.99 miles)	Neuville 13m55.1s	Tanak	Ogier+27.7s
SS8 Maria Las Cruces 1 (14.35 miles)	Loeb 14m28.3s	Tanak	Ogier+30.8s
SS9 Pelun 1 (10.31 miles)	Tanak 10m08.9s	Tanak	Ogier+34.6s
SS10 Rio Lia 2 (12.99 miles)	Ogier 13m45.1s	Tanak	Ogier+30.1s
SS11 Maria Las Cruces 2 (14.35 miles)	Tanak 14m14.7s	Tanak	Ogier+33.2s
SS12 Pelun 2 (10.31 miles)	Loeb 10m00.6s	Tanak	Ogier+30.3s
SS13 Bio Bio 1 (7.78 miles)	Meeke 8m14.5s	Tanak	Ogier+29.8s
SS14 Lircay (11.22 miles)	Ogier 10m13.5s	Tanak	Ogier+24.6s
SS15 San Nicolas (9.49 miles)	Loeb 8m08.6s	Tanak	Ogier+21.8s
SS16 Bio Bio 2 (powerstage) (7.78 miles)	Tanak 7m57.3s	Tanak	Ogier+23.1s

DRIVERS' CHAMPIONSHIP 1 Ogier 122; 2 Tanak 112; 3 Neuville 110; 4 Meeke 56; 5 Evans 55; 6 Loeb 39; 7 Mikkelsen 36; 8 Lappi 34; 9 Latvala 32; 10 Suninen 30.

MANUFACTURERS' CHAMPIONSHIP 1 Hyundai Shell Mobis WRT 178; 2 Toyota Gazoo Racing WRT 149; 3 Citroen Total WRT 143; 4 M-Sport Ford WRT 100.



Pre-event points leader
Neuville crashed out
in spectacular style

NEXT EVENT

RALLY PORTUGAL 6 JUNE ISSUE

Can Thierry Neuville recover from his Chile crash and close the points gap at a venue where he earned victory last season?

Pagenaud's redemption as he crosses the yard of bricks for victory



Pagenaud is Penske powerhorse in the wet

The 2016 champion has had a miserable time lately, but when rain began to fall at Indianapolis he charged up the order to snatch victory from Dixon

DAVID MALSHER

PHOTOGRAPHY  motorsport
IMAGES

Being Simon Pagenaud in 2018 was immensely frustrating. Along with Team Penske engineer Ben Bretzman, he'd found strong set-ups with the manufacturer aerokits of 2015-17 for the IndyCar Series' wide variety of tracks, set-ups that were 'comfortable' for Pagenaud and also more efficient in terms of speed, grip and tyre preservation than those of his rivals, even his team-mates. In 2016 Pagenaud was often imperious and, even when he didn't win, he usually accrued plenty of points and won the IndyCar title quite comfortably. When Josef Newgarden blew in to replace Juan Pablo Montoya, he had the ballsy bravery of youth and beat

Pagenaud to the 2017 crown, but still Simon was usually a force to be reckoned with.

Then for 2018, the downforce was stripped away as IndyCar reverted to spec Dallara aerokits. Suddenly the cars were a real handful again as power regained prominence over grip, and Pagenaud struggled. He showed flashes of his previous form, but scored just two podium finishes as team-mates Will Power and Newgarden amassed three wins apiece and, while generally fine in the races, Pagenaud couldn't find the security he needed in the new car's more wayward rear end when taking it to the edge of adhesion in qualifying. With IndyCar's new race director Kyle Novak endeavouring to make the series more 'pure' and not use

full-course cautions when a local yellow would suffice, and in a series where an improving average standard of driver meant fewer yellow-inducing mistakes, Pagenaud was left with too much work in the races.

Roger Penske and team president Tim Cindric eventually gave free rein to Bretzman and Penske engineers to investigate alternative shock absorber and damper set-ups to find the settled feeling Pagenaud craved, and in last season's finale at Sonoma he felt a breakthrough had been made.

Yet circumstances outside his control made the start of the 2019 season even worse for Pagenaud – he was fast but couldn't show it! In qualifying for the opening two races, he hadn't set a representative time



before the red flag was shown and he was consigned to mid-grid while, in the third round at Barber Motorsports Park, Team Penske as a whole was way off the pace. At Long Beach, Pagnaud made the Fast Six, but that had been one of the few tracks in 2018 where he had been quick. Last Friday's qualifying session – the IndyCar Grand Prix on the 2.439-mile Indianapolis Motor Speedway road course is compressed into two days – was also inconclusive. Pagnaud failed to graduate by 0.0746 seconds to the Fast Six, but the day had been odd, with temperatures failing to get above 13C, leaving all teams puzzling over how to extract the best from Firestone's new alternate-compound (softer) tyres.

Chip Ganassi Racing got it just right, with rookie Felix Rosenqvist beating team-mate Scott Dixon to pole position by half a tenth, as Jack Harvey sent Meyer Shank Racing with Arrow SPM into third, and Colton Herta – far quicker than his semi-team-mates at Andretti Autosport – took fourth for Harding Steinbrenner Racing. Ed Jones's Ed Carpenter Racing machine was fifth as fastest Chevrolet runner behind the Honda machines, while Power led the Penske charge in sixth.

There were four of The Captain's cars racing last Saturday: Helio Castroneves, as in 2018, had been brought in early to help prepare him for another attempt at a fourth Indy 500 crown. The Penske quartet shared a common sentiment – the cars felt fine, they

just weren't fast enough – leaving Power slightly puzzled, Pagnaud reasonably happy, Newgarden utterly bemused (starting 13th) and Castroneves slightly ring-rusty in 15th.

At the start of the race, Rosenqvist caught his team-mate on the back foot and charged into the lead, and Harvey slipped around the outside of Dixon at Turn 1 to claim second. Further back, Andretti Autosport's nightmarish weekend – the quartet had qualified between 16th and 23rd – got worse when Alexander Rossi sustained suspension damage as a result of Patricio O'Ward driving into him. O'Ward would receive a drivethrough penalty.

At this stage Pagnaud showed little sign that he would win the race. Down the front straight on lap two, Spencer Pigot passed Pagnaud for eighth and next time by he was also past Power. Running used alternate-compound Firestones in this opening stint, three-time Indy GP race winner Power found his car increasingly wayward. He would lose eighth to Pagnaud, and then came under pressure from Marcus Ericsson's Arrow Schmidt Peterson Motorsports car.

With rain lightly sprinkling here and there, Ericsson lost it at Turn 14 on lap 10 and struck the wall, bringing out a full-course caution during which the drivers who had started on the harder, primary tyres decided to make their first stops.

Dixon was ready to pounce on Harvey for second on the restart and, when Rosenqvist locked up his fronts and skated way >>

HARVEY SCORES HIS MAIDEN PODIUM



Jack Harvey, the 2012 British Formula 3 champion and two-time runner-up in the Indy Lights championship for Schmidt Peterson Motorsports, has for too long been proof that the IndyCar Series is simply too densely packed for teams or drivers to concede any ground to their rivals. In 2017, Harvey made his IndyCar debut driving for Michael Shank Racing in partnership with Andretti Autosport in the Indy 500. It ended in a crash not of his making. Later in the year he rejoined Sam Schmidt and Ric Peterson for two races to replace Mikhail Aleshin, and he looked convincingly close to temporary team-mate James Hinchcliffe; with a bit more experience, he could make strides.

Last year Shank – with new partner Jim Meyer – entered six IndyCar races in a technical partnership with SPM, and Harvey showed flashes of promise, but still the gaps between races were hurting him in comparison with his full-time peers. But with 10 races confirmed for 2019, including the first six, Harvey's confidence has built.

After his third-place finish at IMS, he said: "From last year at Sonoma to today, we haven't missed any testing, we've not missed any practice. The momentum and confidence I've been able to gain just by being in the car has been great. It's really helpful for the team as well: our pitstops looked pretty solid today... the whole team is gelling and are in sync."

Throughout last weekend Harvey (with Shank, below) looked a step ahead of his semi-team-mates Hinchcliffe and Marcus Ericsson. He contended for pole, and in the race – dry, damp and wet conditions – he was outstanding. It will remain one of the heartwarming results of the 2019 IndyCar season.





LEVITT

beyond Turn 1's apex, the five-time champion was through and into the lead. When Harvey turned in, his right-rear made contact with Herta's left-front, Jones appeared to tap the rear of the HSR car, and the rookie spun. As Herta sat motionless, James Hinchcliffe outbraked himself and thumped Ryan Hunter-Reay into a spin, so RHR clipped Herta's stricken car too. Hinchcliffe would serve a drivethrough penalty, and a yellow was thrown again to bumpstart Herta.

At the next restart Dixon sprinted away and Harvey went around Rosenqvist through Turns 1 and 2, but Jones had already overtaken the pair of them to claim second. Next came Graham Rahal, who muscled past Pagnaud, who in turn had deposed Pigot.

While those who had started the race on softer tyres tried to coincide their first

pitstops with a change to wet-weather rubber — the threatened rain had still not arrived — the majority of drivers were attempting to eke life from their original set of slicks, including Power, whose car was now behaving so badly he was wondering if it was damaged, as he dropped to 15th before pitting. After this pitstop cycle, Dixon led the charge of the 'on-sequence' stoppers in sixth, ahead of Jones, Harvey, Rosenqvist and Pigot. Up front were Newgarden and O'Ward, who had been among those to stop under yellow.

When the off-sequence drivers stopped for a second time, Dixon was back in front but was now running used reds, while Harvey, who had got around Jones, slashed into the Ganassi driver's lead and was threatening to hit the front. Meantime, Pagnaud was catching the pair of them.

Jones and Rosenqvist, struggling on used

reds, pitted early, while the leading quartet stopped together, Penske jumping Pagnaud ahead of Harvey. Still the track conditions weren't quite bad enough for wets, and they would emerge behind the still off-sequence Newgarden, O'Ward and Hinchcliffe.

When Castroneves pitted 11 laps later, Penske decided to roll the dice and put him onto wet tyres. Rosenqvist was next in and, for the second time in the race, his car caught fire in the pitlane due to a refuelling-hose spillage. As Castroneves exited the pits, he spun and couldn't quite get back on the asphalt before stalling. Race director Novak allowed everyone to pit before throwing the third full-course caution.

Under this peculiarly elongated caution period, the rain started falling harder so that all those who had remained on slicks needed to duck back in again for wet tyres. Unfortunately, Newgarden's crew let a wheel roll across the pitlane and as a penalty he would be put to the back of the field for the restart. There he would join team-mate Castroneves, who'd been punished for returning to the pitlane post-spin while the pits were still supposed to be closed.

Dixon checked out on the restart with 18 laps to go, as Harvey held off Pigot, who was then demoted to sixth by the end of the lap. Two laps later, Dixon was 4s in front of Harvey who was now being pressured by AJ Foyt Racing's Matheus Leist, as Pagnaud grabbed fourth ahead of Jones.

Pagnaud was the fastest driver by around 1s per lap as he closed on Leist and Harvey, and he passed the Foyt driver into Turn 1 with 11 laps to go. Dixon held a 5.6s lead, but Pagnaud used his last 3s of push-to-



Leist leads Jones.
Both took surprise
top-six finishes

MILLER



Rosenqvist took pole, but
lost the lead by locking up
under pressure from Dixon

pass boost while slipstreaming Harvey with six laps to go and he outbraked the MSR car by a country mile into Turn 1.

Still 4s behind Dixon with five laps to go, Pagnaud set to work. Dixon's front tyres were dead and, while he could use his push-to-pass boost to squirt out of turns onto the two straights, that didn't match Pagnaud's huge gains under braking for slow corners. On the penultimate lap, when Dixon understeered wide through Turn 7 at the end of the back straight, Pagnaud drew alongside and elegantly but forcefully passed him around the outside of Turn 8 to grab the lead. The win was his, and deservedly so: Pagnaud had shown all the tenacity and aggression we remembered from 2016.

So while plaudits must be sent the way of Harvey for his first podium finish (see panel, p43), Leist for delivering Foyt's best finish in almost four years, Ed Carpenter Racing for nailing two top-six finishes with Pigot and Jones, and Power and Rosenqvist for hanging tough in the dry and then excelling in the wet to demote Rahal from seventh to ninth on the final lap, the real story of the day was Pagnaud's return to form. 🏆

NEXT WEEK

INDY 500 PREVIEW 23 MAY ISSUE

We bring you our 36-page guide to 'The Greatest Spectacle in Racing', plus news of this weekend's qualifying before the big race happens on 26 May.



Castroneves returned,
and caused final caution

RESULTS ROUND 5/16, INDIANAPOLIS (USA), 11 MAY (85 LAPS – 207.315 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Simon Pagnaud (FRA)	Team Penske / Dallara-Chevrolet	2h00m28.1166s
2	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+2.0469s
3	Jack Harvey (GBR)	Meyer Shank Racing with Arrow SPM / Dallara-Honda	+3.7683s
4	Matheus Leist (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+5.4378s
5	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+6.0938s
6	Ed Jones (ARE)	Ed Carpenter Racing Scuderia Corsa / Dallara-Chevrolet	+7.1027s
7	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+7.5853s
8	Felix Rosenqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	+8.7080s
9	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+9.1802s
10	Santino Ferrucci (USA)	Dale Coyne Racing / Dallara-Honda	+12.7201s
11	Sebastien Bourdais (FRA)	Dale Coyne Racing / Dallara-Honda	+16.6131s
12	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	+19.6145s
13	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	+26.9994s
14	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	+28.0345s
15	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+28.4598s
16	James Hinchcliffe (CAN)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	+28.6403s
17	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+29.1217s
18	Max Chilton (GBR)	Carlin / Dallara-Chevrolet	+32.0458s
19	Patricio O'Ward (MEX)	Carlin / Dallara-Chevrolet	+1m12.0400s
20	Tony Kanaan (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
21	Helio Castroneves (BRA)	Team Penske / Dallara-Chevrolet	-2 laps
22	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	-4 laps
23	Colton Herta (USA)	Harding Steinbrenner Racing / Dallara-Honda	15 laps-accident
24	Marcus Ericsson (SWE)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	11 laps-accident

Winner's average speed 103.254mph. **Fastest lap** O'Ward 1m09.7962s, 125.801mph.

Q3 1 Rosenqvist 1m08.2785s; 2 Dixon 1m08.2979s; 3 Harvey 1m08.3238s; 4 Herta 1m08.3743s; 5 Jones 1m08.4609s; 6 Power 1m08.7901s.

Q2 Herta 1m07.8887s; Rosenqvist 1m08.0188s; Harvey 1m08.1101s; Power 1m08.1521s; Dixon 1m08.1563s; Jones 1m08.1700s; 7 Rahal 1m08.2153s; 8 Pagnaud 1m08.2445s; 9 Ericsson 1m08.2497s; 10 Bourdais 1m08.2998s; 11 Sato 1m08.3300s; 12 Pigot 1m08.4697s.

Q1 – GROUP 1 Herta 1m08.1921s; Dixon 1m08.2483s; Ericsson 1m08.2677s; Rahal 1m08.2893s; Pagnaud 1m08.3362s; Pigot 1m08.3730s; 14 Ferrucci 1m08.4499s; 16 Hunter-Reay 1m08.6235s; 18 Hinchcliffe 1m08.7710s;

20 Veach 1m08.8170s; 22 Chilton 1m08.9572s; 24 Kanaan 1m09.1230s.

Q1 – GROUP 2 Sato 1m08.0663s; Bourdais 1m08.2670s; Rosenqvist 1m08.3014s; Harvey 1m08.3481s; Jones 1m08.4681s; Power 1m08.6030s; 13 Newgarden 1m08.6240s; 15 Castroneves 1m08.6497s; 17 Rossi 1m08.6994s; 19 O'Ward 1m08.7487s; 21 Leist 1m08.7751s; 23 Andretti 1m08.8995s.

CHAMPIONSHIP

1 Newgarden 182; **2** Dixon 176; **3** Rossi 146; **4** Pagnaud 138; **5** Sato 132; **6** Power 119; **7** Rahal 113; **8** Bourdais 111; **9** Hunter-Reay 109; **10** Hinchcliffe 107.

Latifi leads from
de Vries. Each
won a race



Starring Ghiotto foiled as Latifi wins again

FORMULA 2
BARCELONA (ESP)
11-12 MAY
ROUND 3/12

It's rare for a driver to say he is "afraid" of his own pace, but Luca Ghiotto is not alone in that – the other teams and drivers in Formula 2 will be wondering how he does it. When Ghiotto and his Virtuosi Racing team finally hook everything up from a good starting spot, domination will surely ensue.

Barcelona's F2 feature race was the second-best dry race since the series introduced a new car for last year – nothing has matched Monza 2018 yet, but what we saw on Saturday had a bit of everything.

Ghiotto, forever struggling for budget, has landed the best car in F2 so far this year, and is delivering on the Esteban Ocon-beating potential he showed in the 2015 GP3 season. And he has had to do it in the face of adversity. In the Bahrain season opener, a clutch issue dropped him from pole to seventh before he fought back to second, and then won the sprint race from fifth on the grid. In Baku he received a penalty for hitting Sergio Sette Camara under a safety-car restart when the field concertinaed, and was caught up in another person's crash in the sprint race.

Barcelona looked good though. He topped practice, but in qualifying the controller that changes the brake bias broke and then he hit a kerb, which caused a misfire and gearbox

issues. And then he still took pole anyway. As he had in Bahrain, Ghiotto struggled with his clutch again and dropped down the order at the start, before being hit by Dorian Boccolacci at Turn 10. His front wing was broken and repairs needed in the pits. He couldn't catch the safety car and was stone last. It looked like another weekend over.

But from then on, Ghiotto was almost a second per lap quicker than anyone for the remainder of the race, despite being on the same strategy as the leading runners. He said he was "afraid" because he thought he was grating the problematic Pirelli tyres to mush, but his conservation, allied to a car easy on its rubber, meant he stormed through the field to finish just four seconds off the eventual winner, in fourth place.

That winner was Nicholas Latifi, who has

won three of six races with DAMS this year – including two feature races – as he proves to be the driver able to combine speed and consistency. But it was far from an easy win.

Ghiotto's stand-out team-mate, rookie Guan Yu Zhou, launched into the lead from third on the grid at the start and held a comfortable gap to Latifi. After an early safety car, both Zhou and Latifi ditched the soft tyre for the hard, and that meant a number of drivers jumped ahead, having tried the alternative strategy.

The best of those was another brilliant rookie, GP3 champion Anthoine Hubert. His Arden team was second to last in the standings last year, but Hubert has been in the top six in two of the first three feature races, starting from 11th and 15th respectively. The Frenchman managed his

Ghiotto was the star turn
on pace, but couldn't
take victory





pace brilliantly to Zhou, who came under pressure from Latifi when the race was on the line. Latifi’s experience of managing the Pirellis was key, and he fought past Zhou with six laps remaining.

Hubert pitted with five to go, but a slow stop brought him out at the back end of the top 10 and he had to fight his way back on his new, soft rubber to sixth.

Jack Aitken (Campos Racing) maintained his good race pace for a third consecutive podium, taking second ahead of fellow Renault F1 protege Zhou and Ghiotto.

The sprint race belonged to Nyck de Vries, who admitted to having no sleep the night before as he tried to work out why he was losing so much pace to Ghiotto.

Hubert jumped to an early lead, but de Vries was soon on his tail and the ART Grand Prix driver made a move on lap eight of 26, taking a lead he wouldn’t give up. Behind, a brilliant recovery from slow-starting polesitter Callum Ilott looked to have delivered second, but comeback maestro Ghiotto was there again to ruin the day and take the runner-up slot. Still, a first F2 podium for rookie Ilott was a great catch ahead of his F1 testing debut with Alfa Romeo this week.

There will be some head-scratching going on to match Ghiotto’s pace next time out in Monaco, but Latifi is comfortably close and deserves as much credit for consistently maximising his weekends so far this year.

JACK BENYON

RESULTS ROUND 3/12, BARCELONA (ESP), 11-12 MAY RACE 1 (37 LAPS – 106.944 MILES)			
POS	DRIVER	TEAM	TIME
1	Nicholas Latifi (CAN)	DAMS	1h01m10.688s
2	Jack Aitken (GBR)	Campos Racing	+1.935s
3	Guanyu Zhou (CHN)	Virtuosi Racing	+3.325s
4	Luca Ghiotto (ITA)	Virtuosi Racing	+4.361s
5	Nyck de Vries (NLD)	ART Grand Prix	+9.468s
6	Anthoine Hubert (FRA)	Arden	+12.489s
7	Jordan King (GBR)	MP Motorsport	+14.277s
8	Callum Ilott (GBR)	Sauber Junior Team by Charouz	+17.385s
9	Sean Gelael (IDN)	Prema Racing	+19.072s
10	Ralph Boschung (CHE)	Trident	+25.722s
11	Nobuharu Matsushita (JPN)	Carlin	+33.602s
12	Louis Deletraz (CHE)	Carlin	+38.546s
13	Tatiana Calderon (COL)	Arden	+45.789s
14	Dorian Boccolacci (FRA)	Campos Racing	+47.649s
15	Mick Schumacher (DEU)	Prema Racing	+1m11.994s
16	Mahaveer Raghunathan (IND)	MP Motorsport	+1m33.773s
17	Nikita Mazepin (RUS)	ART Grand Prix	-4 laps
NC	Sergio Sette Camara (BRA)	DAMS	28 laps-electrical
R	Juan Manuel Correa (USA)	Sauber Junior Team by Charouz	24 laps-accident
R	Giuliano Alesi (FRA)	Trident	0 laps-spun off

Winner’s average speed 104.884mph. Fastest lap King 1m32.266s, 112.857mph.

QUALIFYING 1 Ghiotto 1m28.031s; 2 Latifi 1m28.212s; 3 Zhou 1m28.249s; 4 de Vries 1m28.266s; 5 Ilott 1m28.470s; 6 Camara 1m28.550s; 7 Boschung 1m28.580s; 8 Aitken 1m28.355s*; 9 Schumacher 1m28.605s; 10 Matsushita 1m28.683s; 11 Mazepin 1m28.758s; 12 Boccolacci 1m28.581s*; 13 Gelael 1m28.761s; 14 Deletraz 1m28.869s; 15 Hubert 1m28.980s; 16 King 1m29.023s; 17 Alesi 1m29.346s; 18 Correa 1m30.171s; 19 Raghunathan 1m30.691s; 20 Calderon 1m29.590s*. *=grid penalty.

RACE 2 (26 LAPS – 75.126 MILES)

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

1 de Vries 42m25.916s; 2 Ghiotto +2.399s; 3 Ilott +4.382s; 4 Zhou +11.183s; 5 Hubert +12.567s; 6 Latifi +13.088s; 7 King +21.419s; 8 Aitken +26.644s; 9 Gelael +27.445s; 10 Boschung +28.169s; 11 Deletraz +28.535s; 12 Schumacher +30.908s; 13 Calderon +32.269s; 14 Mazepin +35.061s; 15 Correa +37.852s; 16 Alesi +40.394s; 17 Camara +40.538s; 18 Boccolacci +44.210s; 19 Raghunathan +1m08.701s; R Matsushita 0 laps-engine fire.

Winner’s average speed 106.230mph. Fastest lap Latifi 1m32.444s, 112.640mph.

CHAMPIONSHIP 1 Latifi 93; 2 Ghiotto 67; 3 de Vries 63; 4 Aitken 62; 5 Zhou 34; 6 Camara 33; 7 Hubert 27; 8 King 26; 9 Correa 18; 10 Deletraz 16.





Left to right:
Armstrong, Lundgaard
and Shwartzman lead
the field into Turn 1

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Shwartzman inherits victory

FORMULA 3
BARCELONA (GBR)
12 MAY
ROUND 1/8

With the same format as the old GP3 Series, the new FIA Formula 3 Championship was never going to feel like a completely different category to its predecessor on a race weekend. But the influx of quality teams and drivers delivered an ultra-impressive grid for its inaugural event at Barcelona.

A new Dallara spec car meant learning for the whole field, with the engine and gearbox, Pirelli tyres and DRS from the old GP3 machine, and added downforce reminiscent of the old F3 weapon.

Traffic was an issue in qualifying with 30 cars on track, but it was no surprise to see Prema Racing and ART Grand Prix – the dominators of the old F3 European Championship and GP3 respectively – at the front. Prema put three cars in the top

four with Ferrari juniors Robert Shwartzman and Marcus Armstrong first and third, ahead of Jehan Daruvala. ART looked a bit at sea, with Christian Lundgaard in second, David Beckmann seventh after hitting Fabio Scherer, and reigning Formula Renault Eurocup champion Max Fewtrell in eighth.

The race proved to be stronger for ART, and Lundgaard lunged into the lead at Turn 1. With everyone having the same machinery, and the Barcelona track notoriously difficult to overtake on, this was never going to be the most exciting race. Indeed, Renault F1 protege Lundgaard cleared the one-second DRS buffer, and looked dominant. That was until a late virtual safety car caught him out.

Lundgaard “knew straight away” that he was going to get a penalty for exceeding the VSC limit, and pushed hard to extend a gap. But with only two laps to pull out the five seconds he would be penalised, it was going to be tough. Shwartzman inherited the win



That's my boy! Daruvala
gets a hug from his dad

WEEKEND WINNERS

FORMULA 3

BARCELONA (ESP)

Race 1 Robert Shwartzman
Prema Racing

Race 2 Jehan Daruvala
Prema Racing

BLANCPAIN ENDURANCE SERIES

SILVERSTONE (GBR)

Aleshin/Molina/Rigon
SMP Racing (Ferrari 488 GT3)

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after holding off team-mate Armstrong in the early stages. That was key to the victory, and Armstrong admitted he was too conservative on the Pirellis that are new to the drivers migrating from Euro F3.

Daruvala dropped back at the start, but took seventh. That translated to second on the reversed grid – another new fad for the Euro F3 influx – behind Niko Kari. It took a while for Daruvala to find a way through, but once he did he survived a truncated race to deliver Prema's second win.

Red Bull junior Juri Vips was the only non-Prema or ART-run driver in the top seven in the feature race, and his race pace proved rapid. He had to pass Fewtrell, Armstrong and Kari to reach his eventual second in the sprint race, in a weekend where his Hitech team-mates were out of position with various issues. Leonardo Pulcini was the worst hit with a best finish of 20th.

Kari held off a late-charging Shwartzman for the podium. The Russian looks like the class of the field in 2019 so far, and full of confidence in the new car. He struggled to adapt to the European F3 car on his debut last year. No such story this time.

JACK BENYON

Ferrari returns to Blancpain winning ways at Silverstone

**BLANCPAIN ENDURANCE SERIES
SILVERSTONE (GBR)
12 MAY
ROUND 1/5**

Ferrari hadn't won a Blancpain GT Series Endurance Cup round for six years when it arrived at Silverstone. And like Porsche at Monza last month, the Italian marque ended its victory drought from a long way down the grid.

SMP Racing trio Mikhail Aleshin, Miguel Molina and Davide Rigon snatched the win, Ferrari's first since Monza 2013, with 15 minutes left. The AF Corse-run Ferrari 488 GT3 emerged from the final pitstops a couple of seconds behind race leader Giovanni Venturini's FFF Lamborghini Huracan GT3 Evo, spent 20 minutes or so glued to its tail, and then made it past with a neat move into Luffield.

Rigon had the benefit of a fresh set of Pirellis, and it ultimately told. Tyre degradation was a big issue on the much-talked-about Silverstone track surface, more so than 12 months ago. Fresh rubber allowed the Ferrari to catch and pass the leader, though not to entirely drop the Lambo. The winning margin was just 2.6 seconds after the three hours.

The Ferrari had qualified 10th after Aleshin struggled to put a lap together in the second segment of the three-part qualifying session. SMP needed some luck and it came when Aleshin pitted late, his stop coinciding with a full-course virtual safety car.



Aleshin had been only ninth when the pitstop cycle started, but Molina emerged in third behind the FFF Lambo that Venturini shared with Phil Keen and Franck Perera and the WRT Audi R8 LMS of Ezequiel Perez Companc. That quickly became second before Molina lost out to the second of the FFF team's Huracans with Andrea Caldarelli driving. The Ferrari was back in second when the Lambo squad made a hash of its second stops.

It brought the two cars in together, which required some pitlane shuffling. The leader lost little more than a second, but the Huracan Caldarelli shared with Dennis Lind and Marco Mapelli squandered about six.

That dropped Mapelli to fifth, though he quickly made it past Dries Vanthoor in the Audi. He had more trouble with Jack Hawksworth in the Strakka Mercedes-AMG GT3 that had vaulted up to third at the final stops; Hawksworth appeared to have Mapelli's



measure, until the Lambo driver tapped him into a spin at Club with a couple of laps to go in what the British driver described as an "optimistic manoeuvre".

The penalty point that the stewards surprisingly added to Hawksworth's licence only added to Strakka's disappointment. The Merc had started 41st after Hawksworth had failed to post a timed lap courtesy of two red flags in the opening qualifying period.

Dev Gore made up 20-odd places in the opening stint, before a stop under yellows jumped the car to 12th. Lewis Williamson subsequently propelled the car into sixth before the second stops.

Mapelli damaged the Lambo's oil cooler in the clash. That allowed Vanthoor, who shared the Audi with Perez Companc and Alex Riberas, the Rowe Porsche 911 GT3-R driven by Romain Dumas, Sven Muller and Mathieu Jaminet, and Hawksworth to pass before the chequered flag.

Mirko Bortolotti had led the opening 22 laps from the two FFF cars before sustaining a puncture.

GARY WATKINS



Alfa Romeo's Giulietta Veloce has come on leaps and bounds this season



Veni, vidi, vici, Veloce

WORLD TOURING CAR CUP
SLOVAKIA RING (SVK)
12 MAY
ROUND 3/10

The World Touring Car Cup's Slovakia Ring round was, at first glance, a fine example of how to dominate without making the most of it. Hyundais headed both practice and both qualifying sessions, yet not once did an i30 N cross the line first.

That assessment may be unfair, though, as the i30 N wasn't leaps and bounds clear of the rest. So, if the Hyundais couldn't maximise their potential, perhaps instead this was a weekend that demonstrated just how far the Alfa Romeo operation has come.

Team Mulsanne — the name under which car builder Romeo Ferraris races — headed

to last year's Slovakia meeting in a spot of strife. Five rounds into the 2018 WTCR season and it had yet to score a point, and had just hired GP2 race winner Kevin Ceccon, without prior tin-top experience, to replace Gianni Morbidelli.

Ceccon and his then team-mate, Fabrizio Giovanardi, scored their first points that weekend, and the Giulietta would become a race winner before the end of the year. But Mulsanne — equipped with a 'new' car, the Giulietta Veloce — is a far more competitive force in 2019, and came closer than anyone else to stamping authority on the event.

Having qualified third, Ma Qing Hua propelled himself into the lead of a greasy opener with a rocket-like launch and while he couldn't resist Comtoy's Frederic Vervisch — who claimed Audi's first win of

2019 — Ma defended from Norbert Michelisz's Hyundai to score his first podium since the 2015 World Touring Car Championship season finale in Qatar.

There was better yet to come, though, as Ma repeated his strong start in race three to take the lead, then kept Michelisz at bay to seal victory — a dream result for Mulsanne, as Ceccon came home third. The Alfa won't be a title contender anytime soon, as its performance peaks and troughs are still too great, but this was the best indicator yet that the team has earned its place.

Things might have been different had Nicky Catsburg had the rub of the green, but the Hyundai driver twice had issues from pole. Contact put paid to his chances in the opener, and an engine misfire struck while he was running second in the finale.

In the title race, Munnich Motorsport Honda duo Nestor Girolami and Esteban Guerrieri could conceivably have achieved bigger points hauls, but they will still look back on the weekend favourably after outscoring their main rivals.

Girolami said "damage limitation" was his aim as the Civic Type R was 90kg heavier than its lightest rival (the Alfa). Although his car went through plenty of scrapes, a win — his third of 2019, after unseating polesitter Rob Huff — in the reversed-grid race two provided points that satisfied that criteria. Guerrieri was second for good measure, and two more precious points finishes brought him two shy of his team-mate.

JACK COZENS



Team-mates Girolami and Guerrieri celebrate 1-2 finish in race two

Maiden WRX success for Timerzyanov

WORLD RALLYCROSS

SPA (BEL)

11-12 MAY

ROUND 3/10



Three-time European Rallycross champion Timur Timerzyanov scored his maiden win in the World championship on the series' first visit to the new track at Spa.

With wet conditions affecting the running, Andreas Bakkerud started the final from pole. Winless since November 2016, Bakkerud had steered his Audi – run by the EKS team of Mattias Ekstrom – to victory in the first semi-final, ahead of Timerzyanov, whose Hyundai is run by the GRX squad of Marcus Gronholm.

Bakkerud had also saved a set of new tyres for the final, but he didn't make the perfect getaway. Then he ran wide into the first corner and forced Joni Wiman – in the sister Gronholm-run Hyundai to Timerzyanov's – into the wall on the

outside. The moment allowed Timerzyanov to sneak through on the inside in a similar vein to the way he had executed a number of impressive overtakes in the qualifying heats.

From then on, Timerzyanov was never headed, taking his joker on the final lap on his way to a popular victory.

Bakkerud ran second for the duration and scored his second podium in a row, while Wiman, on his return to WRX, climbed from last to third to make it a double podium for Gronholm's squad.

Round two winner Timmy Hansen had a turbulent weekend and wound up fourth from Janis Baumanis and Liam Doran. Points leader Kevin Hansen and the returning Ekstrom went out in the semi-finals.

HAL RIDGE

Andlauer draws first blood

PORSCHE SUPERCUP

BARCELONA (ESP)

12 MAY

ROUND 1/9

Julien Andlauer opened his Porsche Supercup account with a comprehensive victory at Barcelona, crossing the line 3.2 seconds clear of series rookie Ayhan Guven to kick off the 2019 season.

Andlauer got a clean break from pole position, but Guven hustled the leader on the run down to the first corner. The two traded paint, but Andlauer had the upper hand and steamed into an early lead, although Guven followed him closely in the early stages.

As Andlauer absorbed the early pressure, the fight for the lead abated with the emergence of a safety car –

called for the beached Clement Mateu, who took evasive action at Turn 3 after Michael Verhagen spun.

Guven attempted a move on Andlauer at the restart, but the Lechner Racing driver held him off before charging into an unassailable lead. Reigning champion Michael Ammermuller finished third.

JAKE BOXALL-LEGGE



Piastrri extends R-ace streak

FORMULA RENAULT EURO CUP

SILVERSTONE (GBR)

11-12 MAY

ROUND 2/10

The French R-ace GP squad extended its Silverstone winning streak in the Formula Renault Eurocup to three years and six races. Oscar Piastrri did the double for the team, winning one of the two 30-minute races through good fortune and the other at a canter.

Australian Piastrri notched up a maiden Eurocup victory on Saturday when team-mate Alex Smolyar retired after eight of the 16 laps. A suspension link had broken on

the Russian's SMP Racing-backed R-ace Tatuus-built Renault FR-19, possibly the result of a kerb strike.

Smolyar looked in control after outdragging his pole-winning team-mate at the start and then fending him off over the course of a frantic opening lap in which the cars were side by side most of the way. A day later, Piastrri converted the top spot in qualifying into the race lead and drove away from his stablemate.

Piastrri had put a second between himself and Smolyar by the end of lap two and doubled that advantage after six. It had tripled by the chequered flag.

GARY WATKINS

WEEKEND WINNERS

WTCR

SLOVAKIA RING (SVK)

Race 1 Frederic Vervisch
Comtoyou
(Audi RS 3 LMS)

Race 2 Nestor Girolami
Munnich Motorsport
(Honda Civic Type R)

Race 3 Ma Qing Hua
Team Mulsanne
(Alfa Romeo Giulietta)

WORLD RALLYCROSS

SPA (BEL)

Timur Timerzyanov
GRX Taneco Team Hyundai i20

PORCHE SUPERCUP

BARCELONA (ESP)

Julien Andlauer
Lechner Racing

FORMULA RENAULT EURO CUP

SILVERSTONE (GBR)

Race 1 Oscar Piastrri
R-ace GP

Race 2 Oscar Piastrri
R-ace GP

NASCAR CUP

KANSAS (USA)

Brad Keselowski
Team Penske (Ford Mustang)

EUROPEAN LE MANS SERIES

MONZA (ITA)

Norman Nato/Job van Uitert/Roman Rusinov
G-Drive Racing (ORECA 07)

LMP3 Mikkel Jensen/Jens Petersen
EuroInternational (Ligier JSP3)

GTE Matteo Cairoli/Riccardo Pera/
Christian Ried
Dempsey-Proton (Porsche 911 RSR)



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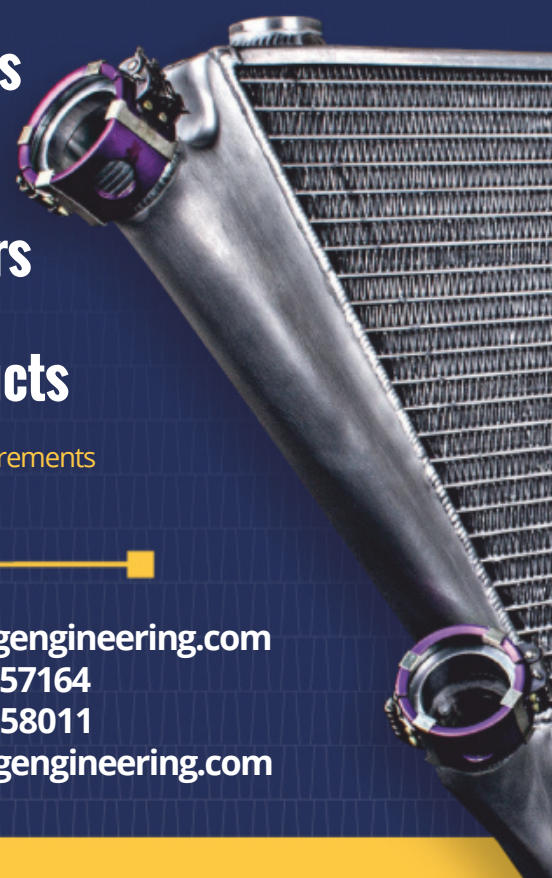
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Just seven cars, four of which were TCR machines, took part in Oulton Park opener

MORE CARS SET TO JOIN THE AILING TOURING CAR TROPHY

TOURING CAR TROPHY

Touring Car Trophy chiefs are confident the new series, which incorporates TCR UK, will grow after a shaky start at Oulton Park last Saturday.

Only seven cars contested the two races after Lewis Kent's Hyundai i30 N was sidelined by engine problems and Darrelle Wilson was forced to withdraw his Vauxhall Astra in the run up to the event.

The clashing Britcar meeting at Brands Hatch meant registered TCT driver Tim Docker was missing from Oulton, while ECU problems on Richard Woods's Super 2000-spec Ford Focus delayed his anticipated TCT campaign.

"We've got some more cars that are coming for the next round," said Stewart Lines, whose Maximum Motorsport operation runs the series on behalf of TCR founder WSC. "If we can get to 15 by the end of the year that'll be fantastic and, on paper, that's easily realistic."

Lines is positioning TCT as both a feeder for the British Touring Car Championship

and somewhere to race touring car machinery in a less pressurised environment. He reported that he has been in contact with a number of drivers who were waiting to see the series come to fruition before committing to it.

"If they see this as a positive thing and the TV show looks good, they'll think, 'Let's go and have a go,'" he said. "I'm not interested in taking on the BTCC in any way or form. This isn't about putting Gordon Shedden or Mat Jackson in the car — we don't want to put people off. I just want to provide somewhere people can learn how to drive a touring car and have a bit of fun."

"It's going to cost me a bit of money this year but I'd be disappointed after all the effort we've put in if something positive didn't come out of it."

WSC's David Sonenscher added: "There are not enough cars here, we're very realistic about that, but there's a lot of interest in the background. Stewart is leading it and we're behind it. We've got full commitment to

BRSCC 'fully behind' Fiesta Jr

FIESTA JUNIOR

The British Racing and Sports Car Club says it is determined to increase Fiesta Junior grids after just six competed in the opening three events of the season.

The category has a number of noteworthy graduates, such as British Touring Car driver Aiden Moffat, while Isaac Smith, straight out of juniors, took a win and a third place at the Silverstone senior Fiestas opener.

"BRSCC is fully behind Fiesta Juniors," said club chairman Peter Daly. "We want to work as hard as we can to bolster the grids, because there's a lot of credibility when you're beating 15 or 20 people."

"We want to try and put on some taster days, we have a good coordination team. They've been very good at organising things with outsiders. It's not just about racing."

In addition to the competition the Fiesta Junior championship provides a 'complete driver programme' of lessons on a variety of subjects such as PR and car set-up, while Neil Riddiford from iZone Performance



JONES

attended Silverstone to teach drivers about physical preparation.

"What can we do to bolster the grids? We need to try and make sure people out there know of the value-adds the BRSCC can put in place," Daly continued.

"All of our championships have had quiet spells [in terms of grid numbers]; motorsport goes through ups and downs."

Oliver Turner, who has won five of the opening six races, said: "[The small grid is] a bit of a shame but there's no reason the grid can't be the same level of high-quality racing. I'm sure it's going to be competitive like it always is."

GRAHAM KEILLOH



WALKER



Sonenscher is
"realistic" about
TCR UK grid size

MOTORSPORT IMAGES/MAUGER

him and the project. If he's successful then he's the right partner for us, so there would be no reason not to extend the relationship with him."

The grid was bolstered by late entries from 2018 TCR UK runner-up Ollie Taylor and Guy Colclough. Taylor won the second race in Maximum's Cupra TCR, while Colclough piloted the Cupra he usually campaigns alongside Clio regular Max Coates in Britcar.

"We wanted to support the championship and it's a bit of seat time for me," said Taylor, who had not planned a full campaign, since he has just started a new business and is building a new house. "There's a fresh team of people behind the championship that have got every best interest in making it work. I want to see it do well but I don't think we'll be doing the whole year."

MARK PAULSON

Middleton/Bartholomew win

LAMBORGHINI SUPER TROFEO

Former British GT4 champion Stuart Middleton made a winning debut alongside ex-BRDC F4 driver Jack Bartholomew as the Lamborghini Super Trofeo Europe season kicked off at Silverstone last weekend.

Bartholomew started the race from fourth and kept that position until handing over to Middleton at the driver-change pitstop.

Middleton then profited from contact between Karol Basz and Kikko Galbiati with three minutes

remaining to claim victory for Bonaldi Motorsport.

"It was a bit of a lucky win, but we still had to be there to capitalise in the end," said Middleton. "I was catching the two guys in front and I knew they would fight at some point. I am thoroughly happy with the start we've made."

Middleton and Bartholomew added a third place in the second race as Basz stayed out of trouble to take victory alongside co-driver Bartosz Paziewski.

STEPHEN BRUNSDON



British pair won series
opener on home soil

RAM boss: GT title bid still on despite Loggie bike injury

MOTORSPORT IMAGES/JEP



Loggie led opener until suffering Bentley hit

BRITISH GT

RAM Racing team principal Dan Shufflebottom says the team's British GT Championship title hopes are not over despite a shoulder injury for Ian Loggie that has forced it to pull its Mercedes out of this weekend's Snetterton round.

A cycling accident caused the injury,

which has ruled Loggie out of the two one-hour races. Shufflebottom told Autosport that RAM had considered finding another Bronze-rated driver to join Callum Macleod, who has partnered Loggie since 2015, but ran out of time.

Loggie is expected to be back for the three-hour race at Silverstone next month and is currently undergoing

physiotherapy to return to fitness.

Loggie and Macleod are 10th in the standings after a disappointing opening weekend at Oulton Park, where Loggie's first British GT pole in race one came to naught after he was hit by Ryan Ratcliffe's Bentley. Loggie was then on course for a podium in race two before a mistake trying to pass Richard Neary dropped him back to seventh.

"Especially as Oulton didn't end up being the results we were hoping to get based on our qualifying, we needed to go to all races for the rest of the season and be very strong," said Shufflebottom.

"It is a blow, but I don't think it's over. On the pace we've got, we've got some really good results to come. We tested at Silverstone pre-season and [Loggie] was very good there, so we're confident that, if he can get himself healed in time, then we can go there and show again the pace we had at Oulton."

• British GT leader Sam de Haan says he feels "more relaxed" in his second year in the series. Sharing Barwell's Lamborghini Huracan Evo with Jonny Cocker, the 23-year-old took his first overall win in car racing at Oulton Park. "The difference this year is I'm just more comfortable in the car, slightly more relaxed, there's less effort for me now at the speed I want to drive," he said.

JAMES NEWBOLD

Former *X Factor* contestant makes racing debut

BERNIE'S V8s

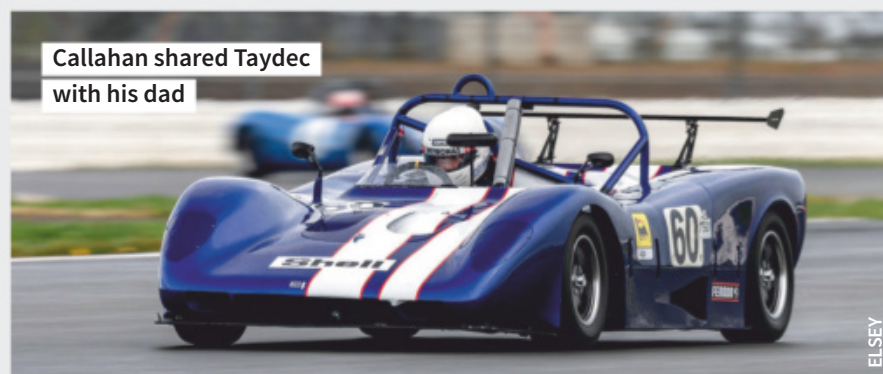
Former *X Factor* contestant Sam Callahan plans to contest the majority of the Bernie's Sports Racing and V8s season after making his racing debut in the series at Silverstone earlier this month.

Callahan, who reached the live finals of the TV show in 2013, is the son of versatile club racer Neil. The duo shared a Taydec Mk3, qualifying 12th. Callahan Jr was running as high as fifth before handing the car to his father, but it later suffered a driveshaft failure.

"This is the beginning for me, it's something I've always wanted to do," said Callahan. "My dad has inspired me — we used to watch Formula 1 and British Touring Car races together — so to be doing it with him is amazing."

Callahan was thrown into the deep end when it began raining just before the start.

"I've always hated driving in the rain, right back from when I was karting — and I had never driven this car in the rain," he said. "I was sat on the grid and the heavens opened! I did pass two cars on the first lap but



Callahan shared Taydec with his dad

then I had a little spin."

Callahan received some advice and coaching from ex-F1 driver Perry McCarthy and British GT driver Ben Green ahead of his debut.

The race was won by Steve

Ough's Crossle after a thrilling contest. He passed Cheng Lim's RAM SC in the closing stages but Simon Cripps, Hal Catherwood and Mark Hobbs were all in close attendance.

STEPHEN LICKORISH

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Rivett will partner
Macleod in RAW entry

Rivett adds a Fun Cup campaign to his 2019 race programme

FUN CUP

Four-time Renault UK Clio Cup champion Paul Rivett has added a Fun Cup campaign to the rest of his 2019 schedule.

Rivett decided to move away from the Clio Cup this year as it enters its final season and has instead been competing in the British Truck Racing Championship.

His new Fun Cup programme begins with the Croft race this weekend, where Rivett will be sharing the RAW Motorsports car with Alex Macleod in place of Macleod's brother John, who is competing in the Radical Challenge. Rivett has worked as a driver coach for the duo but has only contested one endurance race before, the 2CV 24 hours.

"It's something different with it being

endurance racing," said Rivett. "I've always helped John and Alex with a bit of driver coaching and they're very good friends of mine as well. I've never driven the car at all. The first time I drive one will be at the Friday test of the Croft meeting this weekend. I'll then be straight into a five-hour race.

"Alex is very much new to it so my goal is to help Alex as much as possible and see where we can get ourselves. Moving away from Clios so far has been a fantastic decision. There's a part of me that misses the Clios as it was my home for so long, but it's a pleasure to race some different things. I'm lucky to have the opportunity to go and do this."

Rivett took his maiden Division 2 truck victory at Pembrey last weekend.

STEPHEN LICKORISH

Bumper entry for Miglias/Se7ens

MINI 7 RACING CLUB

The Mini Se7en and Miglia categories have received bumper entries for when they join the British Touring Car Championship support package at Thruxton this weekend.



Both Mini series will race
alongside BTCC

There will be two races for each of the Mini 7 Racing Club series in Hampshire. Grids of around 30 cars were expected for both series as Autosport closed for press.

Along with the category regulars, Historic Formula 1 ace Nick Padmore will be competing in the Miglia category.

The club's commercial manager Colin Peacock says he's delighted with the interest in the Thruxton races. "It's amazing how many drivers have come out of the woodwork," he said.

Neither the Porsche Carrera Cup GB nor the Renault UK Clio Cup will compete at Thruxton this weekend, allowing the two Mini series to join the support bill. The Ginetta GT4 Supercup also skips Thruxton, with the marque's GT5 Challenge taking its place.

STEPHEN LICKORISH

IN THE HEADLINES

NEW MUSTANG DRIVERS

Multimatic Motorsports will change both its drivers in its second Mustang GT4 at this weekend's British GT round at Snetterton. After American duo Chad McCumbee and Jade Buford impressed at Oulton Park, Multimatic has drafted in experienced sportscar hand Ben Devlin and a yet-to-be-announced second driver. Gold-rated Devlin was a regular in the IMSA SportsCar series with SpeedSource Mazda until 2016.

COOK FAILS IN PITLANE BID

British Touring Car title contender Josh Cook made a guest appearance in the Focus Cup at Snetterton last weekend and won the first race. He started from the pitlane in race two, and was into third when the race was stopped early. "It was a bit of gameplay to see if I could win still, but I was robbed as they put the flag out early," said Cook.

CLERK HANDED PENALTY

JCW Mini Challenge clerk of the course Andy Ringland made his racing debut at Snetterton in the Am class of the Cooper race. He had qualified second but his times were disallowed when the car was found to be underweight. Starting from the back in race one, he took sixth and was seventh in race two.

TIN TOP ENTRIES COLLAPSE

The British Automobile Racing Club's struggling new Tin Tops series sank to only two entries at Brands Hatch (below), down from seven at the Easter meeting. Three cars qualified, but David Packham's Suzuki had a cv joint failure en route to the assembly area. Steve Rothery, winner of the two Easter races, decided there was little point entering his TCR Peugeot again and hopes to race in Britcar.



Interest high in Anglesey Atlantic date

FORMULA ATLANTIC

The first Formula Atlantic races in the United Kingdom for more than 30 years are set to draw a good grid to Anglesey's Tom Pryce Memorial Race Meeting on 13-14 July.

A representative grid of Formula Atlantics is being assembled for two races, run as part of the Historic Sports Car Club's first meeting at the Welsh track.

The meeting will honour Pryce with a programme that includes the inaugural standalone races for Formula Atlantic as a historic category. Pryce was a star of Atlantic during his early career.

"We've had such a good response," said Iain Rowley, the man behind the idea. "We're getting inquiries from drivers with cars that have not raced for some time. We've had interest from all over the world and we're hoping to get some cars from Ireland."

Among the cars confirmed is the March 722 owned by Formula Junior racer Bob Birrell. The car came back to the UK late last year and arrived in excellent condition from North America. "I'm very excited about it," said Birrell. "It's never been raced in Europe and I'll definitely do the Anglesey races."

Others cars due on the grid are the Marches of Matt Wrigley and Rowley (below), while category enthusiast Steve Worrall will also be there with his Chevron.

PAUL LAWRENCE



Ex-F1 driver had hoped to race a Mini this year

Montoya targets 2020 Revival debut after missing out this year

GOODWOOD REVIVAL

Ex-McLaren and Williams Formula 1 driver Juan Pablo Montoya will not compete at this year's Goodwood Revival due to a clashing IMSA test, but is hoping to be invited back in 2020.

Seven-time grand prix winner Montoya is competing in the IMSA SportsCar Championship in the US with Team Penske, and the series has organised a set of tests on the same date as the Revival. Goodwood had announced that Montoya would attend the event on 13-15 September last week.

"I was going to [compete], but they actually organised a test so I'm screwed," Montoya told Autosport. "I was going to

do the Revival, I was really looking forward to it. I wanted to see if they could get me a Mini or something like that.

"I was actually really keen on it and I've never been invited before. I made sure to say yes. If I get invited again, for sure, I will do it.

"I remember last time I went [to Goodwood, for the Festival of Speed] I was in F1 so everybody wanted pictures and everything. But I had a great time. I'm a big fan of all the old bikes and things as well."

Montoya's fellow American racing legend Jeff Gordon was also announced as attending the Revival. The four-time NASCAR Cup champion is set to take part in demonstration runs.

JACK BENYON

BILLY GOWDY 1941-2019

OBITUARY

Packing your young wife into a furniture lorry and setting off from Northern Ireland to continental Europe with a second-hand Formula 3 Brabham BT21 in the back was not conventional in 1969. But it was typical of Billy Gowdy, whose adventurous life cancer ended last week.

He and Joy lived the dream, competing against future F1 stars. Tenth place on the Reims road circuit was a remarkable achievement for privateers running under Swiss team owner Jurg Dubler's wing.

Through the 1970s he was a stalwart

of the colourful Irish Formula Atlantic scene, before later racing a Crossle 12F in the 1990s. He then moved to the F2 18F in which he and buddy Arnie Black competed in Historic Sports Car Club events. When Black bought the Crossle Car Company, Gowdy bought a 9S retro-sportscar.

"Billy was my neighbour for 30 years and the most mischievous person I've known," said Black. "He was tireless, always dreaming up pranks and doing things for others."

Autosport extends sincere condolences to Joy and daughter Tracey.

MARCUS PYE



Paths of glory

The Scottish Motor Racing Club is on the road to recovery after a challenging few seasons – and this summer could be a spectacular one

STEPHEN BRUNSDON

“Do they not race those BMW Compacts here anymore?” was an unexpected enquiry I fielded from an unfamiliar face in the Knockhill paddock during the opening round of the Scottish Motor Racing Club season last month. “Afraid not,” I said. “That’s a shame,” he replied. “I remember when you couldn’t move for BMWs...”

The man I was speaking to was making his first trip to an SMRC meeting for nearly five years and it got me thinking about just how much the club has changed in such a short space of time.

First, his observation was pretty accurate. There was once a time where a 30-plus grid of BMW Compact Cup cars was the norm. The racing was some of the finest on the bill and often put other championships in the shade.

Uncertainty over entry numbers and the availability of the technical regulations ahead of the new season were just some of the reasons that the championship ultimately collapsed on the eve of the 2018 season amid mutual recriminations between SMRC chairman Sandy Denham and the competitors. But this somewhat unfortunate public argument was just one manifestation of some of the club’s more pressing problems.

Frosty competitor relations, limited promotion, high entry fees and disagreements over away rounds: the club knew it needed to act, and act it did. It has brought in former

“The 50th anniversary of Formula Ford in Scotland will be celebrated this year”

British GT Championship driver Rory Bryant as its new business development manager to turn things around. And while it is still very much in a rebuilding phase, even the most casual fan can now sense a change in atmosphere around Knockhill now.

The SMRC’s masterstroke has undoubtedly been the new-for-2019 Scottish Citroen C1 Cup, which has been a revelation this season already. The championship, promoted extensively since its launch last August, attracted 14 entries a fortnight ago and produced close, exciting racing. Exactly what it was intended to achieve.

Another reason the C1s are proving popular is the opportunity to develop talent – whether that’s on track, via the likes of racing novices Kyle Grant and Glenn Alcock, or off track through the SMRC-funded college programmes that give mechanical

engineering students from Edinburgh and Glasgow the chance to gain valuable race-preparation experience each weekend.

Among the challenges facing the SMRC in recent years was that its offerings seldom had much in the way of fan appeal, which is beginning to change. The introduction of the lunchtime public grid walks is a huge success, as is the expert commentary team of Dr Robert Johnston, David Christie and Duncan Vincent. And despite dwindling grid sizes in some notable categories such as Formula Ford 1600 and Ford Fiestas, the SMRC is certainly back on the right path.

It has often been said that without a large grid of cars, you’re unlikely to see ‘proper’ racing, whatever that means. The fact that Scottish FF1600 had just seven cars turn out earlier this month, with only five finishing each of the two races, is desperately disappointing. But that isn’t to say that the racing suffered. If anything, the fight for second behind runaway victor Jordan Gronkowski’s Van Diemen was some of the closest the championship has produced in the two and a half years I’ve been covering the SMRC for Autosport.

The optimism goes further. While Graham Brunton Racing’s chances of adding yet another title to its books seem unlikely in 2019, the team has on its roster a pair of exciting up-and-coming teenagers keen to follow in the footsteps of Ross Martin, Neil MacLennan, Jamie Thorburn, Adam McKay and Ciaran Haggerty.

Arden Young Driver Academy member Logan Hannah scored her maiden podium finishes a fortnight ago in just her fourth race weekend in FF1600, and miraculously – though Scottish weather sceptics may scoff – her first in completely dry conditions at Knockhill. And, while GBR’s other rookie driver Cameron Thomson struggled to put together a complete weekend performance on the frankly baffling reverse configuration of the Fife circuit, the signs are certainly pointing to a competitive end to the season.

Yes, the grid may be poor, but the racing is most definitely not, and that is what Bryant and competitions director Steve Burns will be keeping in mind when they try to attract some of the biggest names in FF1600 for the annual David Leslie Trophy meeting in July. The 50th anniversary of Formula Ford in Scotland will be celebrated this year, and it is hoped that a grid of 20-plus cars will grace Knockhill to pay tribute not only to the category, but to the legend of Leslie in spectacular fashion.

Part of what makes club racing in the UK so special is its dedicated followers – not just the spectators, but the members, organisers and competitors. While the SMRC has gone through the wringer over the past couple of years, on present evidence it seems that the light at the end of the tunnel is now just that bit brighter. ✽

Seale and Stanley double up for victory

SNETTERTON

MSVR

11-12 MAY

Jamie Stanley was on form to take the Lamborghini Huracan GT3 he shares with John Seale to the front and victory in the two endurance counters for the GT Cup.

Bonamy Grimes won the sprint opener from pole in his FF Corse-run Ferrari 458 Challenge, though the race was red-flagged after an embarrassment at Riches: Richard Chamberlain made a bid to pass Grimes for the lead in his newly rebuilt Porsche 935 on the third lap, it failed, and they collided.

A five-lap sprint ensued after the restart, and Seale led the chase of Grimes until Tom Webb's Super Trofeo Huracan caught him and went by on the outside at Riches. But Seale reclaimed second when Webb spun at Hamilton on the last lap, while third-placed Graham de Zille (Ferrari) was less than a second in arrears.

Webb was in control until the pitstops in the first endurance race as Seale and Grimes disputed second place. Johnny Mowlem assumed the lead in the Grimes Ferrari, but it was a brief tenure as Stanley, now in the Lambo, went around the outside at Coram. By the flag Stanley had increased his lead to 49 seconds from Mowlem, while Adam Carroll brought Laki Christoforou's Ferrari home third, demoting Webb on the last lap.

Chamberlain was back for the next sprint and took charge from the opening lap, leaving Seale and Webb duelling for second.



Poole (49) and Dalglish (91) shared the Mini Challenge Cooper wins

ALL PHOTOGRAPHY: STYLES

Seale finally made his move at Murrays, leaving Webb to fend off a late threat from Grimes for third.

Chamberlain lost his early lead in the second endurance race to Gareth Downing's Mosler, but reclaimed it as the Mosler faltered with gearbox problems. Chamberlain retained the lead through the stops, before Stanley closed in and went by at Williams four laps from home. He stretched out the gap to 8.2s, while third-placed Mowlem was a further 37.6s down.

The first Mini Challenge Cooper race came down to a dash from the last corner. It was shortened to a three-lap sprint after Am class racers Lee Pearce and Josh Porter clashed at the start, and Toby Goodman initially led Robbie Dalglish and Martin Poole. Dalglish led into Murrays on lap two, as Goodman went over the grass, bounced heavily off the Armco, spun and rejoined. Poole snatched the lead, but Dalglish was

alongside as they exited Murrays on the last lap, before powering ahead to take the win. It was a lights-to-flag win for Poole in race two, in which he finally consolidated his lead as Dalglish successfully defended second from Goodman.

Jerome de Sadeleer led the opening laps of the first Radical Challenge race, with debutant Marcus Clutton edging out reigning champion Dominik Jackson for second after taking the first corner side-by-side. Jac Constable and Brian Caudwell made it an even spread among the top five, before Caudwell had to pit to change his steering wheel. Jackson was first in when the pitstop window opened, but his success penalty left him trailing Clutton.

Constable later spun at the Bombhole after contact with Jackson, and Clutton proved uncatchable, leaving de Sadeleer 2.4s down at the flag, with Jackson and John Macleod completing the top four.



Richard Chamberlain's attempt to take the lead from Bonamy Grimes in the GT Cup didn't succeed

SNETTERTON WEEKEND WINNERS

GT CUP

Race 1 Bonamy Grimes (Ferrari 458 Challenge)

Races 2 & 4 John Seale/Jamie Stanley
(Lamborghini Huracan GT3)

Race 3 Richard Chamberlain (Porsche 935)

MINI CHALLENGE – COOPER

Race 1 Robbie Dalgleish

Race 2 Martin Poole

RADICAL CHALLENGE

Races 1 & 2 Marcus Clutton (SR3)

Race 3 Jerome de Sadeleer (SR3)

FOCUS CUP

Race 1 Josh Cook

Race 2 Andy Wilmot

F3 CUP

Races 1 & 3 Stefano Leaney (Dallara F317)

Race 2 Cian Carey (Dallara F311)

MINI CHALLENGE – COOPER S

Race 1 Daniel Butcher-Lord

Race 2 Rob Austin

TRACKDAY CHAMPIONSHIP

Ben Davis (Renault Clio)

MSVT SUPER CUP

Hugh Gurney/Colin Tester (BMW M3)

For full results visit:
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Jackson led the first seven laps of race two, but a broken rear upright robbed him of victory. Clutton overtook Constable for second through Turn 3 on the opening lap and went on to take a second comfortable victory when Jackson fell by the wayside. Constable retained second, but had de Sadeleer closing in, after he recovered from an early grassy moment at Turn 3.

De Sadeleer was never seriously challenged in the third race, with Constable an equally clear second. Caudwell completed the podium, holding off Jackson, who had handling issues after first-lap contact.

Josh Cook qualified on pole by an emphatic 2.4s in the first Focus Cup encounter and was equally dominant in the race, with David Rowe second. Andy Wilmot won the battle for third with Mark Holme but lost it afterwards with a track-limits penalty. Wilmot led race two from the opening lap, while Holme was second with Cook third, from a pitlane start.

Stefano Leaney's Invitation class Dallara won the first F3 Cup race, powering ahead of Cian Carey into Riches on lap three of the nine. George Line just held off Chris Dittmann and Shane Kelly for third. Carey was never headed in race two, but had Dittmann shadowing him. Leaney claimed a late third, recovering from a spin, and won the final race from Carey and Dittmann.

PETER SCHERER

RILEY'S MIGHTY MOSLER MT900R



Kevin Riley and Gareth Downing
drove the “eye-watering” Mosler

Kevin Riley has been a longtime supporter of the Mosler, having run the US-originated chassis in various championships for 13 years. The current car replaced an earlier one destroyed by a fire in an accident in 2011 and has since raced in the Dutch Supercar Challenge and Britcar. It appeared in the GT Cup at Snetterton last weekend.

The Mosler was originally run by Riley's KRM Motorsport team, and Riley then became allied with Staffs University before forming the National Motorsport Academy team in 2015. In 2018, sharing the driving with his race technician Gareth Downing, they were GT Cup GTO class champions with 11 wins.

“During the time we've run the car we've spent a lot of time developing the engine, as Kevin came to us looking for reliability,” said director of motorsport Kieran Reeves.

“We've now run the same capacity engine for two years – 7-litre – but made changes to the camshaft. It took away some top-end power but made it less aggressive, and with that more reliable.” The engine is currently an LS7 Chevrolet 6.3-litre with a multi-throttle body. “And it lasts a whole season,” Reeves added.

But what is the attraction of such a beast of a V8 for the septuagenarian Riley, who was a Formula Ford 1600

and 2000 racer in his youth?

“The biggest challenge is mastering it and that alone makes you feel really good,” Riley said. “It's very satisfying when the car and driver are behaving together, but there's a fine line and it's so easy to spin.”

As the race technician and co-driver, Downing is keen to keep the process going. “We've been continually looking for development and are currently looking at changes to the bodywork,” he said.

Downing joined Riley about five years ago and had worked on the car when it was suggested he drove it in a test; Riley had been unaware Downing was a Ford Fiesta champion when it was a BTCC support formula and was duly impressed with his pace. “The first time I drove it was an eye-watering experience, albeit in a very good way, but I didn't like the way Kevin had it set up,” Downing added. “We've now managed to reach a compromise which suits us both.”

The Mosler is also a platform for the National Motorsport Academy students to get hands-on experience of working with a race team on a race weekend.

Although the engine reliability is now proven, the team was plagued with a gear-selection problem for most of the Snetterton weekend. “It's OK for a while but then we start to lose pressure to enable us to change gear,” Downing explained. “Out of the corners you could change gear but then the pressure goes and you can't change down again.”

After Riley finished seventh in the first race, the pair were ninth in race two. Riley then struggled in race three, but Downing led the finale until the problems returned. He stayed in the car and still managed to finish eighth.

PETER SCHERER

The Mosler was part of
a GT Cup grid featuring
several Ferraris





Clio champion Rivett secures unlikely Pembrey truck win

Rivett overcame a variety of woes to take Pembrey victory

**PEMBREY
BARC
11-12 MAY**

Paul Rivett arrived in sun-drenched south Wales for the Spring Truckfest at Pembrey having never raced at the circuit nestled in the Carmarthenshire hills.

Moreover, his MAN TGA ride in Division 2 of the British Truck Racing Championship was beset with gremlins

that had lasted throughout pre-season and the Brands Hatch opener: limited testing, gearbox worries and concerns about the top-end grunt of his machine. So an understated weekend for the four-time Renault UK Clio Cup champion would have been forgiven. But there was not a chance of that happening.

From fourth on the grid for Division 2's second race of the weekend, Rivett made the perfect getaway to dance around the

outside of those ahead at Hatchets Hairpin and pull a five-second gap on the field on the way to an unlikely win. He was aided by Luke Garrett – who won races one and three in his MAN TGX – finding traffic difficult to clear as he made his way from eighth in the reversed-grid encounter to take third.

Due to Division 1's sparsely populated grids (with as few as four trucks taking the start), the finale for both divisions

Bailey and Schulz make slick work in Britcar Brands double

**BRANDS HATCH
BARC
11-12 MAY**

Paul Bailey and Andy Schulz were twice victorious in their Ferrari 488 on Britcar's return to Brands Hatch.

In a chaotic first race, they were rewarded for Bailey staying out on slicks during a cloudburst until the pit window opened. This meant a single stop, while early leaders Ross Wylie/David Mason (Ferrari 488) and Paul Rose (Saker) made four pit visits each for tyres, driver changes and drivethrough penalties on their way to fifth and second respectively.

Bailey and Schulz beat Rose by half a minute, and the rest were at least a lap behind, with third going to family pairing Sam and Richard Neary (BMW M3). Wylie's attempted fightback was

hampered by a caution period to remove the Alastair Boulton/Grant Williams Praga, off at Paddock following a clash with Rose.

The Praga was in the wars again in race two, with Williams pitting to check for damage after brushing the Ben Dimmack/Steve Burgess Ginetta while passing it for second place. He emerged to finish seventh.

Burgess didn't stop and beat the Lee Frost G55 to second on the road, but a penalty for one of the drivers spending too much time at the wheel reversed these places. Rose lost many laps with a jammed throttle.

Unbeaten in 2019, Garrie Whittaker recorded wins five and six in the Kumho BMW Championship. Whittaker set his pole time on the last lap of a drying session and chased Lucky Khera until lap five of the first race before passing him and heading into the distance. Khera came under pressure in second,



Leading Ferrari stayed on slicks in wet to win

but stayed in front of Jason West, Darren Fielding and James Card.

Whittaker drove a long way clear in race two before easing off to beat Khera by almost 17s. The highlight of this race was a duel over sixth featuring Matthew Fielding and Ian Crisp in their 1 Series cars.

Lee Sullivan led most of the first MGOC Championship round before spinning on his ZR's oil at Graham Hill Bend. This caused a good deal of confusion and brought out the red flag. Will Sharpe in another ZR inherited the win, and was a little worried because his new engine came from the same source as Sullivan's.

Sharpe was right to be concerned, but



was combined. Division 2 set off seconds after its more powerful cousin, setting off car alarms as it did so.

Steven Powell (MAN TGX) was made to work for the win by Garrett, who carved chunks of time out of the leader on the final of what turned out to be 13 laps. Garrett fell just 0.2 seconds short of taking the win, with Rivett third.

Meanwhile, in Division 1, it was business as usual for Ryan Smith. The reigning champion, level on 57 points with David Jenkins after Brands, promised he was “going to smoke” the competition – which is exactly what he did in race one as he took victory by 24.4s.

Only Jenkins’s race-two efforts prevented Smith – who also took races three and four – from making it a clean sweep. Jenkins expertly defended and blocked Smith’s attempts at a pass to take the chequered flag by less than a second after a thrilling battle.

The Super Silhouettes impressed in their second race meeting since being rebranded, despite Vauxhall Tigra exponent Malcolm Blackman taking a hat-trick of wins.

Blackman started eighth in all three races (due to championship rules reversing the top eight in races) and was into the lead by the third lap of the opener, although fellow Tigra runner Chris Brockhurst made a race of it.

A late-race move in the finale on long-time leader Steve Burrows’s Tigra at Spitfires brought Blackman the hat-trick, following an attrition-filled, red-flagged second race. In that one, leader Brockhurst had pulled off at Diben with a puncture, triggering the safety car, before Ricky Hunn Jr’s engine failure caused the race to be abandoned. Upon exiting his Mazda, Hunn was overcome by fumes and collapsed. Quick attention by the medics ensured no lasting damage was done.

Pickup Truck honours were evenly spread, with Paul Tompkins, Reece Jones and Dale Gent picking up a win apiece, with Jones’s victory the pick of the bunch. George Turiccki had led a gaggle of cars for the entire race until the final corner, when Jones nipped up the inside to take the spoils by 0.183s.

JAKE NICHOL



for different reasons, as he damaged his car on the race-two green-flag lap against the back of poleman Simon Kendrick’s MGF. Sullivan’s rapidly refettled car was in front from laps five to 17 before his engine erupted again in the same place, promoting Kendrick to victory despite gear-selection problems.

The two Michelin Clio Cup points-scoring races went to Simon Freeman ahead of Ronan Pearson. Freeman was in front for all but the opening lap of race one, but the second outing was a different story. Freeman applied huge pressure from second place on leader Pearson and grabbed the advantage



going through Clearways at three-quarters distance. Pearson stayed with him and returned the compliment with a brave lunge into the last corner. Briefly in front, he ran wide and saw Freeman power past to win by 0.038s. Paul Bell was third both times.

Tyler Lidsey fitted slicks to his Sport-class car to win a depleted non-points race three ahead of Bell. The race was enlivened by Chris Whiteman’s rapid Honda Civic from the Tin Tops entry, which threatened the leading bunch until gearbox gremlins intervened.

BRIAN PHILLIPS

WEEKEND WINNERS



PEMBREY

BRITISH TRUCK RACING CHAMPIONSHIP

Division 1 Races 1, 3 & 4 Ryan Smith (MAN TGA)

Division 1 Race 2 David Jenkins (MAN TGX)

Division 2 Races 1 & 3 Luke Garrett (MAN TGX)

Division 2 Race 2 Paul Rivett (MAN TGA)

Division 2 Race 4 Steven Powell (MAN TGX)

SUPER SILHOUETTES

Races 1, 2 & 3 Malcolm Blackman (Vauxhall Tigra)

PICKUP TRUCKS

Race 1 Paul Tompkins

Race 2 Reece Jones (above)

Race 3 Dale Gent

MAX5 CHAMPIONSHIP

Races 1 & 2 Paul Roddison (Mk4)

WELSH SPORTS AND SALOONS

Races 1 & 2 Keith Butcher (Audi R8 GT3)

BARC SALOONS, HONDA VTEC CHALLENGE & CLASSIC VWs

Race 1 William Casswell (Honda Civic)

Race 2 Ashley Shelswell (Ford Sierra XR4i)

BRANDS HATCH

BRITCAR ENDURANCE CHAMPIONSHIP

Races 1 & 2 Paul Bailey/Andy Schulz (Ferrari 488)

KUMHO BMW CHAMPIONSHIP

Races 1 & 2 Garrie Whittaker (M3 E36)

MGOC CHAMPIONSHIP

Race 1 William Sharpe (ZR)

Race 2 Simon Kendrick (F, below)

MICHELIN CLIO CUP

Races 1 & 2 Simon Freeman

Race 3 Tyler Lidsey

TIN TOPS

Race 1 Chris Whiteman (Honda Civic)

Race 2 Terry Stephens (Renault Clio)



For full results visit:
tsl-timing.com

O'Connell bosses Bishopscourt single-seater challenges

**BISHOPSCOURT
BARC
11-12 MAY**

Like Christmas, motor racing at Bishopscourt comes but once a year – and the County Down circuit, used predominantly for motorcycles, presented a unique challenge to those more used to the tighter confines of Kirkistown and Mondello Park.

Its combination of ultra-fast sweepers in the first part of the lap, and a sprinkling of challenging chicanes on the return leg – complete with ever-welcoming gravel traps – proved popular, even if not everybody got it right every time.

One who did, though, was Paul O'Connell, whose Nissan V6-powered Dallara took both BOSS Ireland races,

setting a new outright lap record for cars along the way with an impressive 103.310mph average.

His wins were not without difficulty. Sam Mansfield and his Radical SR8 kept the hillclimb specialist honest in race one, which came to a premature halt after Niall O'Flynn – running in the concurrent Formula Sheane race – reduced his steed to its component parts, bringing out the red flags and earning himself a trip to hospital, from which he later returned.

An unsuccessful attempt at a restart eventually led to a result being declared after just eight laps.

Race two was enlivened by a lightning start by Eamon Matheson – whose Jade Honda's launch control was seemingly inspired by NASA – and he led the first lap.

This race was also red-flagged when another Sheane went off to explore



Bishopscourt's hinterland. Matheson was absent from the restart, and this allowed both O'Connell and Mansfield to gallop away at the head of the field.

Mansfield kept in touch until he coasted to a halt after 10 of the 12 laps, leaving Fergus Faherty's F3 Dallara secure second ahead of the Hayabusa-powered Dallara of Michael Roche. Of the surviving Sheanes, Richard Kearney's proved the best of the bunch in both races.

Among the tin-tops, Erik Holstein dominated both Fiesta ST races ahead of the occasionally spectacular Alex Denning, while the Irish and Northern



Nye gets Fiesta season in gear with double win

**CADWELL PARK
BRSCC
11-12 MAY**

David Nye got his 2019 Fiesta Championship effort into gear at Cadwell Park by winning two of the three races at Cadwell.

Isaac Smith was first on the road in the drizzly opener, but was disqualified post hoc for contact with James Waite. Zachary Lucas inherited the win, with

Nye classified third.

Nye then claimed two imperious wins. The first was set up when he emerged with a clear lead after entering the opening turn on the inside line three-abreast with Lucas and Waite.

Nye then won race three from pole. Waite finished second in all three races and takes the championship lead from Smith. "It's just an amazing feeling," Waite said. "Bringing the car home wins championships."

Nye added: "It's a good haul. I've had

a rubbish start to the season. The engine just wasn't right; I couldn't find out what was wrong with it and that was Silverstone [round one] out – I just fell backwards. I borrowed a car for Pembrey, and that helped a bit. Now we're on form, clawing it back. It's the original car with another engine; now we're all right."

In the Mazda MX-5 Championship, reigning double champion Will Blackwell-Chambers had a similar tale to Nye, winning two out of three to put a patchy



Ireland Touring Cars provided Andrew Armstrong's BMW and Ciaran Denvir's Honda Civic with a win apiece.

Other double winners included Jackie Cochrane (Sunbeam Tiger) in Historics, Shane Murphy among the SEAT Leons, and Greg Kelly, who took a brace of Stryker victories ahead of Stephen Ross.

Newcomer Gareth Thompson (Toyota Celica) also took a brace of wins in Super Future Classics. The 'normal' Future Classic class went to Gary Duggan and Jimmy Kilbride in a Fiat Punto and Peugeot 106 respectively.

In Formula Vee, Leastone constructor Paul Heavey beat the Sheanes of Anthony Cross and Jack Byrne by a nose in race one, but a spin down the order in race two allowed Cross to take the win by a tiny margin from Byrne.

Fiesta Zetec honours were split between William Kellett in race one and Stanislaw Ukleja in race two. The second race ended early after championship sponsor Dan Keelan fell foul of one of the chicanes, ending his day with a spectacular roll from which he emerged unscathed.

RICHARD YOUNG

season start behind him. All three races featured close battles between Blackwell-Chambers, John Langridge and Brian Trott. Blackwell-Chambers held the pair off from pole in the first two, then in race three Langridge got ahead at the start for a lead he kept, and Trott demoted Blackwell-Chambers to third on lap three.

"Not a bad weekend," said Blackwell-Chambers. "Couple of errors in that race [race three], but I'll learn from it. The engine power's better than it has been; I might have some more for the next races."

Adam Bessell stormed through to win the opening MX-5 Group B race after being unable to set a qualifying time due to a broken trackrod. Lewis Cannon won the second Group B race and Bessell was victorious again in the third outing.

Oliver Turner made it five Fiesta Junior wins from six this year by winning both Cadwell races. Race one's poleman Joel Wren couldn't get off the line when his driveshaft broke, but gave Turner a close chase in race two.

The returning Nicholas Dunn won a sodden opening MX-5 Super Series race, taking the lead when Brian Chandler slid wide. Chandler struck back to take the other two races, aided by Dunn's exhaust falling off in race two.

Graham Seager won the opening Alfa Romeo Championship race in his GTV, holding off David Messenger, who spun out of second place but regained it on countback thanks to a red flag caused by Martin Jones's off. Seager then beat Messenger's 156 more comfortably in race two.



Garry Lawrence won two Porsche Championship races in his Boxster, missing out on a clean sweep by a mere 0.139 seconds – he just beat Andrew Porter twice, but in race three Porter pipped him.

Tom Wyllys beat Blair McConachie in the Caterham Academy white group race, the pair swapping the lead several times. Alexander Conway won the green group race, passing Dimitris Melas at two-thirds distance.

GRAHAM KEILLOH

WEEKEND WINNERS

BISHOPSCOURT

BOSS IRELAND/FORMULA SHEANE

Races 1 & 2 Paul O'Connell (Dallara Nissan)

FORD FIESTA ST

Races 1 & 2 Erik Holstein

IRISH TOURING CAR CHAMPIONSHIP

Race 1 Andrew Armstrong (BMW M3)

Race 2 Ciaran Denvir (Honda Civic)

HRCA HISTORIC SPORTS CARS

Races 1 & 2 Jackie Cochrane (Sunbeam Tiger)

SEAT LEONS

Races 1 & 2 Shane Murphy

SUPER FUTURE CLASSICS

Races 1 & 2 Gareth Thompson (Toyota Celica)

FORMULA VEE

Race 1 Paul Heavey (Leastone JH004)

Race 2 Anthony Cross (Sheane)

FORD FIESTA ZETECs

Race 1 William Kellett

Race 2 Stanislaw Ukleja

NI SEVENS/STRYKER SPORTSCARS

Race 1 Mark Francis (Locost Honda)

Race 2 Paul Thompson (RAW Striker Honda)

GLOBAL GT LIGHTS

Race 1 Peter Drennan

Race 2 James Thompson

For full results visit: speedhive.mylaps.com

CADWELL PARK

FIESTA CHAMPIONSHIP

Race 1 Zachary Lucas (ST)

Races 2 & 3 David Nye (ST)

MAZDA MX-5 CHAMPIONSHIP

Race 1A & 2A Will Blackwell-Chambers

Race 3A John Langridge

Race 1B & 3B Adam Bessell

Race 2B Lewis Cannon

FIESTA JUNIOR CHAMPIONSHIP

Races 1 & 2 Oliver Turner

MAZDA MX-5 SUPER SERIES

Race 1 Nicholas Dunn

Races 2 & 3 Brian Chandler

ALFA ROMEO CHAMPIONSHIP

Races 1 & 2 Graham Seager (GTV)

BRSCC PORSCHE CHAMPIONSHIP

Races 1 & 2 Garry Lawrence (Boxster)

Race 3 Andrew Porter (Boxster)

CATERHAM ACADEMY

White Group Tom Wyllys

Green Group Alexander Conway

SUPERKARTING-UK CLUB CHAMPIONSHIP

Races 1 & 2 Ross Allen (Jade/Iame)

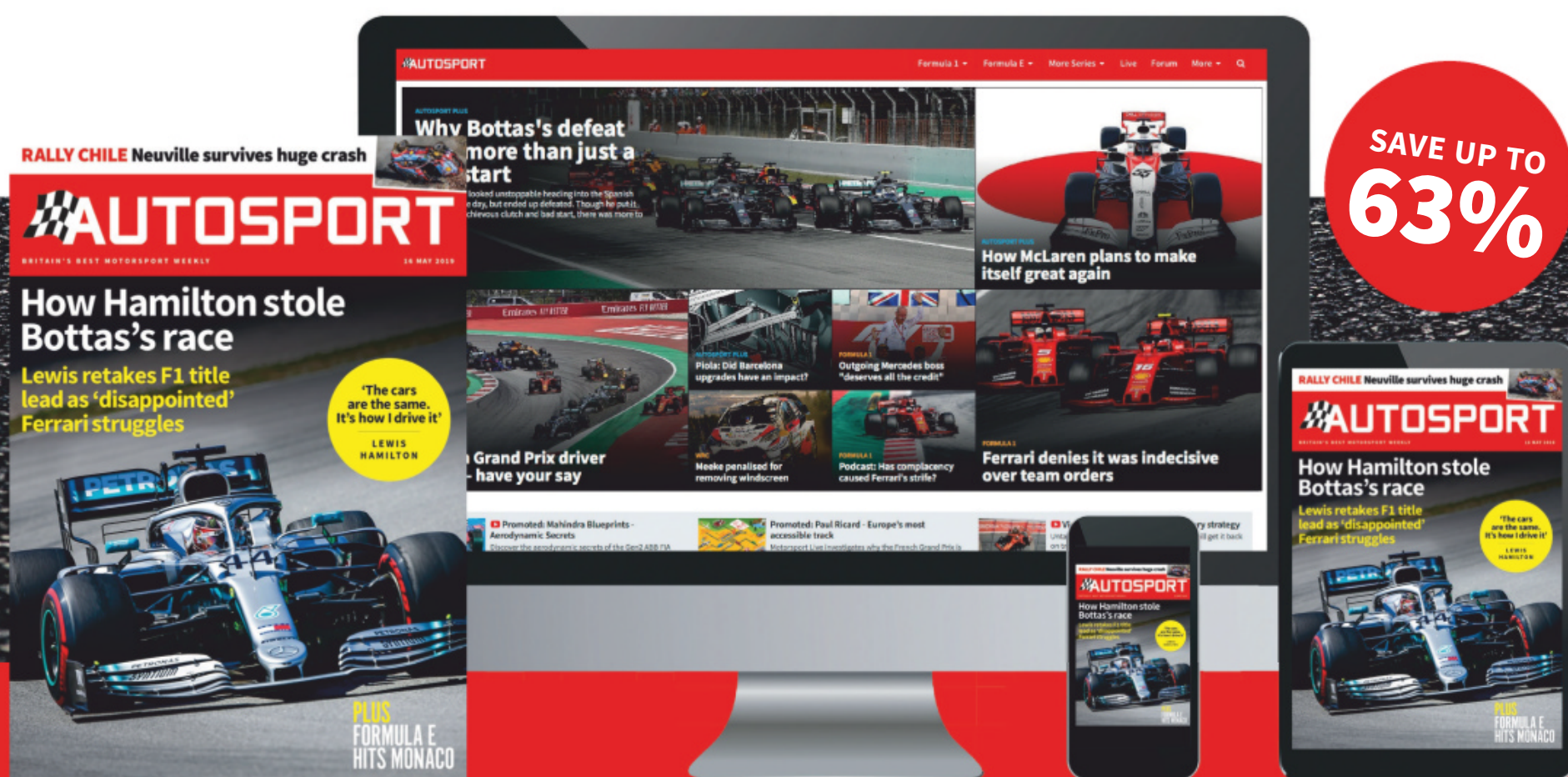
Race 3 Ben Parkinson (Anderson/KTM)

For full results visit: tsl-timing.com

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Martin (11) and Browne (122) took a National FF1600 win apiece



Martin's maiden National win

OULTON PARK
BRSCC
11 MAY

Ross Martin kept a cool head to bag a first and second place, along with the lead of the National Formula Ford 1600 Championship, as others let opportunities slip in two typically close races at Oulton Park.

Second in the opener behind Jonathan Browne, Martin moved ahead in race two when Browne's Ray ran wide at Island on the first lap, then stayed cool under pressure from the train behind. It was a maiden National win for the double Scottish champion, at the wheel of Team Dolan's ex-Niall Murray Van Diemen RF99.

Browne's winter training regime paid dividends earlier on with his own maiden win, but in race two he was adjudged at fault for contact that resulted in spins for Neil MacLennan and Spike Kohlbecker as the trio dived behind Martin, the penalty dropping Browne from second to fifth.

Browne's Cliff Dempsey Racing team-mate James Clarke was promoted to second, a reward for a fine drive from the back of the grid with a fastest lap almost half a second quicker than anyone else's. It could have been even better for Clarke had he not locked up and crashed at Old Hall while challenging polesitter Browne around the outside at the start of race one. Kohlbecker

completed the podium in each race, while MacLennan was frustrated by two fourths.

Ollie Taylor and Henry Neal were the class of a thin field in the inaugural Touring Car Trophy event. But their collision at Old Hall while contesting the lead of race one allowed Carl Swift to take victory in his Cupra TCR. From the back of the grid in race two, Taylor's similar Cupra was second within a lap, passing Swift when he ran wide at Lodge. Taylor then hunted down and passed the fast-starting Audi A4 of Alex Day when he got a run up Clay Hill at a quarter distance. Neal's initial progress was slower; he eventually took second when Swift and Day each had offs in the second half, but ran out of laps in which to challenge Taylor.

Neal was quick to praise the Team Dynamics mechanics, who had rebuilt his Honda Civic's front-left corner after his earlier heavy accident following an over-optimistic lunge at Old Hall. After bogging down from pole position – earned by more than half a second – Neal was forced to fight back through the field. He reeled off a series of fastest laps to catch Taylor, and had already prised an opening at Old Hall a couple of laps before his fateful move, only for Taylor to cling on to claim the inside line at Cascades.

Sole FN2-shape runner Daniel Reason took a commanding lights-to-flag win in

WEEKEND WINNERS

NATIONAL FORMULA FORD 1600

Race 1 Jonathan Browne (Ray GR19)
Race 2 Ross Martin (Van Diemen RF99)

TOURING CAR TROPHY

Race 1 Carl Swift (Cupra TCR)
Race 2 Ollie Taylor (Cupra TCR)

CIVIC CUP

Race 1 Daniel Reason (FN2)
Race 2 Lee Deegan (EP3)

MAZDA MX-5 SUPERCUP

Race 1 Luke Herbert
Race 2 Aidan Hills (below)
Race 3 Jack Harding



For full results visit: tsl-timing.com

the first Civic Cup race, with Danny Hobson and Ben Sharpe completing the podium. With the top 10 reversed on the race-two grid, Reason worked his way through to fourth as Lee Deegan took the spoils. Championship leader Deegan could only manage seventh in the opener when he was slowed by second gear not engaging at the getaway, his clutch dragging in third, and then having too rearward a brake bias.

In a repeat of the opening round, Luke Herbert, Aidan Hills and Jack Harding split the Mazda MX-5 Supercup races. Herbert broke away in the first after Hills twice outbraked himself at Shell. Frustrated that he'd thrown away a likely win, Hills made amends by controlling race two.

The trio made light work of race three's top-seven grid reversal to stage a terrific display of contact-free close-quarters racing, with Harding taking the honours.

MARK PAULSON

Reason prevailed in the first Civic Cup race



ALL PHOTOGRAPHY: WALKER



SMARTPHONE STRATEGY



GAME REVIEW iGP MANAGER FREE-TO-PLAY

Every Formula 1 fan has had the fantasy of being the one in the cockpit, shooting for pole position or going wheel-to-wheel with their heroes for grand prix glory.

Just as many will have put themselves in the position of the team bosses, who are as high-profile a part of the grand prix circus as the drivers, calling the shots and making the key decisions that will shape the path to glory.

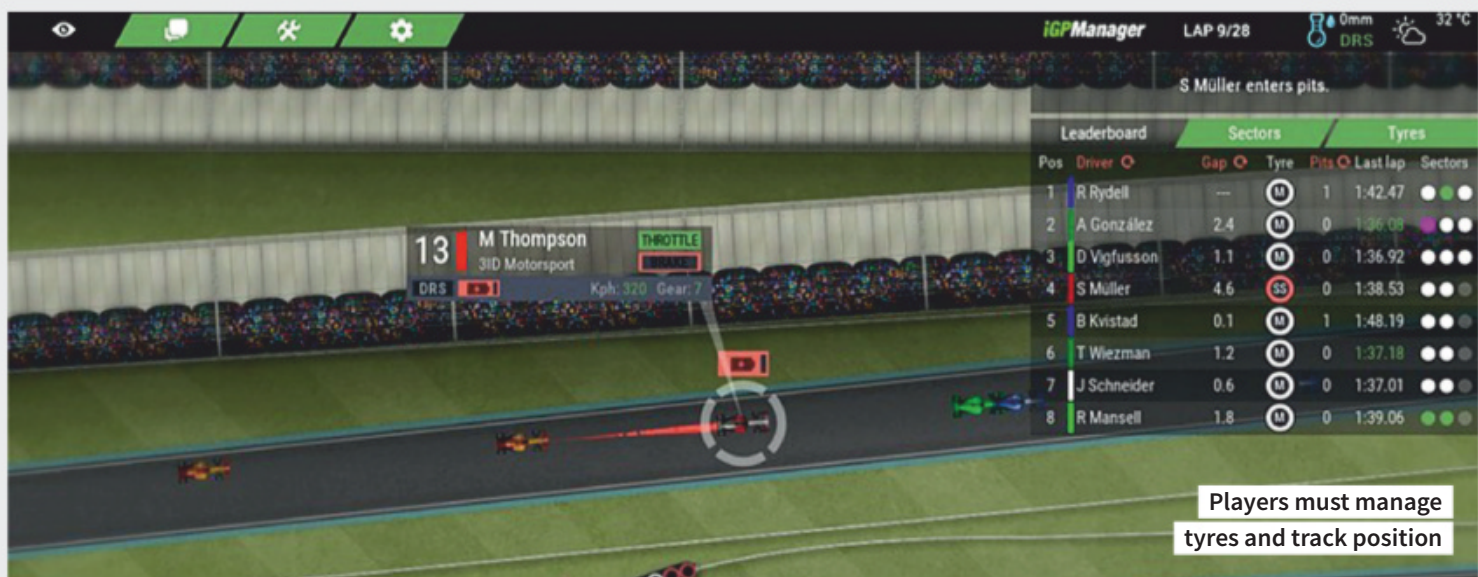
It's hard to imagine any F1 enthusiast with even the slightest familiarity of gaming who hasn't turned their hand to a driving-based challenge, but not all will have been tempted to experiment with the immersive grand prix management genre. That's something solved by iGP Manager, available for iOS, Android and browser, which boasts a thriving community of 1.5million team bosses going head-to-head for grand prix glory.

iGP Manager is the brainchild of Jack Basford, a frustrated racing driver who turned his attention initially to sim racing after his dream of stepping onto the junior single-seater ladder in Formula BMW was thwarted.

With any sports-based gaming offering, the balance between hardcore simulation and accessibility is a difficult one, but it's one iGP achieves very well. Given the majority of decisions an F1 team boss will be required to take are pretty mundane, this means focusing on the elements that make the racing fun. And this is something that has evolved with iGP over the years; now the development of the car concentrates on the impact of components.

Managers focus on the key performance areas – acceleration, braking, cooling, downforce, fuel economy, handling, reliability and tyre economy – with design and research resources allocated accordingly. The result is what is termed a 'midcore' game; not arcade, not simulation, but with plenty to offer to a broad range of users.

The racing itself is the focal point of iGP





Manager. There, you encounter all the usual challenges faced by teams in a race – weather, tyre degradation, strategy, track position – but with variable race lengths on offer there’s also the chance to intervene more than the average team boss. Again, this is where total realism has made way for a more engaging game.

One area where real life could perhaps learn something is in the mechanisms that ensure no team in a league can dominate endlessly. So even if you are struggling at the back, there is realistic hope of battling your way up the order.

For the future, iGP Manager remains in constant development. Work is underway to improve the visuals and evolve the mechanics of the game. International expansion is also part of the plan.

Basford has aspirations to add further games to the stable, producing other types of racing game beyond iGP Manager. But whatever happens, the products will stay true to what has made iGP Manager resonate with an engaged audience.

EDD STRAW

We’ve taken the plunge to create our own team and you can follow Autosport’s attempts to make progress in the iGP Manager rankings. Via our social media channels, it’s up to you to vote and make key decisions in the hope that you’ll steer the team to success.



[autosport.com/podcast](https://www.autosport.com/podcast)



W SERIES THE VERDICT

The all-female W Series kicked off with its inaugural race at Hockenheim earlier this month, amid ongoing debate about whether it should even exist at all. But did the new championship work, and is it proving effective in achieving its objectives? Autosport assesses its early steps.

WHAT’S ON

INTERNATIONAL MOTORSPORT

DTM
Round 2/9
 Zolder, Belgium
18-19 May
TV Live Freesports, Sat 1215, Sun 1215

W Series
Round 2/6
 Zolder, Belgium
18 May
TV Live Channel 4, Sat 1445

World Touring Car Cup
Round 4/10
 Zandvoort, Netherlands
18-19 May
TV Live Eurosport 2, Sat 1315, Sun 1310 (delayed), Sun 1500

Super Formula
Round 2/7
 Autopolis, Japan
19 May
Livestream Motorsport.tv, Sun 0600

NASCAR Cup All-Star Race
 Charlotte, USA
18 May
TV Live Premier Sports 2, Sat 2200

Euroformula Open
Round 2/9
 Pau, France
18-19 May
Livestream youtube.com/user/EuroFormulaOpen

Indianapolis 500 qualifying
IndyCar Series
Round 6/17
 Indianapolis, USA
18-19 May
TV Live Sky Sports F1, Sat 1600, 2100, Sun 1700

MotoGP
Round 5/19
 Le Mans, France
19 May
TV Live BT Sport 2, Sun 1230
TV Highlights BT Sport 2, Sun 2100

UK MOTORSPORT

Thruxton BARC
18-19 May
 BTCC, Formula 4, Ginetta Junior, Ginetta GT5, Mini Miglia, Mini Se7ens
TV Live ITV4, Sun 1115

Brands Hatch BRSCC
18-19 May
 Ferrari Challenge, Ferrari Classic

Cadwell Park MSVR
18 May
 Lotus Elises, Radical SR1s, Track Day Trophy, Production BMW, Racing Saloons, Z Cars

Croft DDMC
18-19 May
 Fun Cup, Northern Saloons/Sports, Cockshoot Cup, Mazdas, Equipe Pre-’63

Oulton Park VSCC
18 May
 Vintage races, Morgans, Equipe GTS, Equipe Pre-’63, 500cc F3

Snetterton MSVR
18-19 May
 British GT, British F3, Ginetta Racing Drivers Club, Mini Challenge, Ginetta G40, VW Racing Cup, Sports 2000

Silverstone HSCC
18-19 May
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INTRODUCING

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Best WTCR result for Azcona so far, taken at Marrakech



MIKEL AZCONA

Vying to put touring cars on the Spanish radar

STEPHEN BRUNSDON

DPP/GUILLAUMOT

Based along the Arga river between Zaragoza and Bilbao in the north of Spain, the small municipality of Falces — with its population of just 2300 — is a humble place. A couple of tennis courts, a swimming pool and a football pitch suggest a degree of sporting prowess, but its best export is undoubtedly the next big thing in touring cars.

Mikel Azcona may not be the most famous name in Spanish motorsport circles. Indeed, the lack of buzz around touring cars in the country is something the 22-year-old is looking to put right after claiming the TCR Europe title in 2018.

He beat current WRT Audi driver Jean-Karl Vernay to the title in his PCR Sport Cupra, and that was a strong enough feat for Cupra-equipped Swedish newcomer PWR Racing to give him a shot at the big time in the World Touring Car Cup (WTCR) in 2019. It's a fulfilment of a

childhood dream for Azcona.

"It's true that in Spain there are not that many people who like touring cars, but it's getting more popular, especially in my hometown," he says. "Since I was six years old, my goal has always been to become a professional racing driver. I was getting good results category by category, and now I am in the most important category of them all."

Azcona cut his teeth in Renault Clios early in his career, twice winning the Copa Open de Automovilismo before moving up to the SEAT Leon Eurocup in 2015. Then came a career-defining failure to win the Audi TT Cup in 2017, a championship he had dominated. "I won the most races but I lost the championship," he says. "I was only focused on winning races and I crashed a lot when I needed to take the points. I learned a lot from this [defeat] and it made me more consistent last year."

Although he is up against no fewer than seven world champions on the WTCR 'supergrid' this year, Azcona is not afraid to hide his ambitions and is keen to upset the applecart in his maiden season: "It will be difficult because we know this is the most experienced grid in history. The expectations are to learn as much as possible but we are here to win. We are going to try to win the championship." ❦



DPP/LEFLOCH

CV

Age	22
2019	Currently 7th in WTCR
2018	1st in TCR Europe
2017	2nd in Audi TT Cup
2016	2nd in SEAT Leon Eurocup
2015	3rd in SEAT Leon Eurocup
2014	2nd in Clio EuroCup
2013	1st in Copa Open de Automovilismo
2012	1st in Copa Open de Automovilismo

"AZCONA IS NOT AFRAID TO HIDE HIS AMBITIONS, AND IS KEEN TO UPSET THE APPLE CART"



FROM THE ARCHIVE

Ayrton Senna (McLaren-Honda MP4/5B) leads from pole position at the start of the 1990 Brazilian Grand Prix at Interlagos, while in the background the Dallara-Ford

F190 of Andrea de Cesaris heads for the scenery and retirement after tangling with Jean Alesi (Tyrrell-Ford 018). Senna looked to be in control of the race until lap 40 of 71, when a collision with the

lapped Tyrrell of Satoru Nakajima forced him to stop for a new nose, consigning him to third place behind his team-mate Gerhard Berger and the victorious Ferrari 641 of Alain Prost.



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QUIZ

WHO, WHAT, WHERE, WHEN?

WHO IS THIS?

This unique racer set a standard that will probably never be equalled.

Born into the scene, he started off by hanging on for dear life before learning his trade in the shadows.

He took the fight to an established great, which led to a promotion alongside him. But when the money ran dry he found a new backer he could count on.

The son of the wind blew through the classes. His success led to an offer of a change of scene and he was instantly on the pace.

He was invited to tame some wild horses, which led to his unprecedented double, but true to form there was a messy falling out.

A breakaway project fell flat, and he was lucky to survive a big one. He gave a bold new challenger its big break, before setting up on his own.

He spent his later life helping the next generation, although tragedy befell his own.

LAST WEEK'S ANSWERS Who, what, where, when? Mika Hakkinen, Porsche Supercup, Monaco, 22 May 1993. Who is this? Johnny Herbert. On this day 1) Eddie Cheever. 2) Team Kiwi Racing. 3) Herb Thomas. 4) Dominik Schwager. 5) Michel Frutschi. Name the helmet David Coulthard.

ON THIS DAY

1 Luigi Villorelli was born on this day in 1909. He took part in a single Indianapolis 500 in 1946. What was significant about that race?

2 Patrick Neve made his world championship Formula 1 debut on this day in 1976. What was he driving?

3 Michael Schumacher won the Monaco GP on this day in 1999. What was significant about his 16th win for the Scuderia?

4 Which racing legend hung up his helmet on this day in 1993?

5 Which German driver scored his only F3 Euro Series podium on this day at Adria in 2004?

NAME THE HELMET



IN NEXT WEEK'S ISSUE

CAN ALONSO WIN THE INDY 500?

Fernando on the final part of his triple crown quest



AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 Email autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com Twitter [@autosport](https://twitter.com/autosport)

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Production Controller **Ben Webster**
Tel +44 (0) 20 3405 8131 Email ben.webster@motorsport.com

SUBSCRIPTIONS

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