

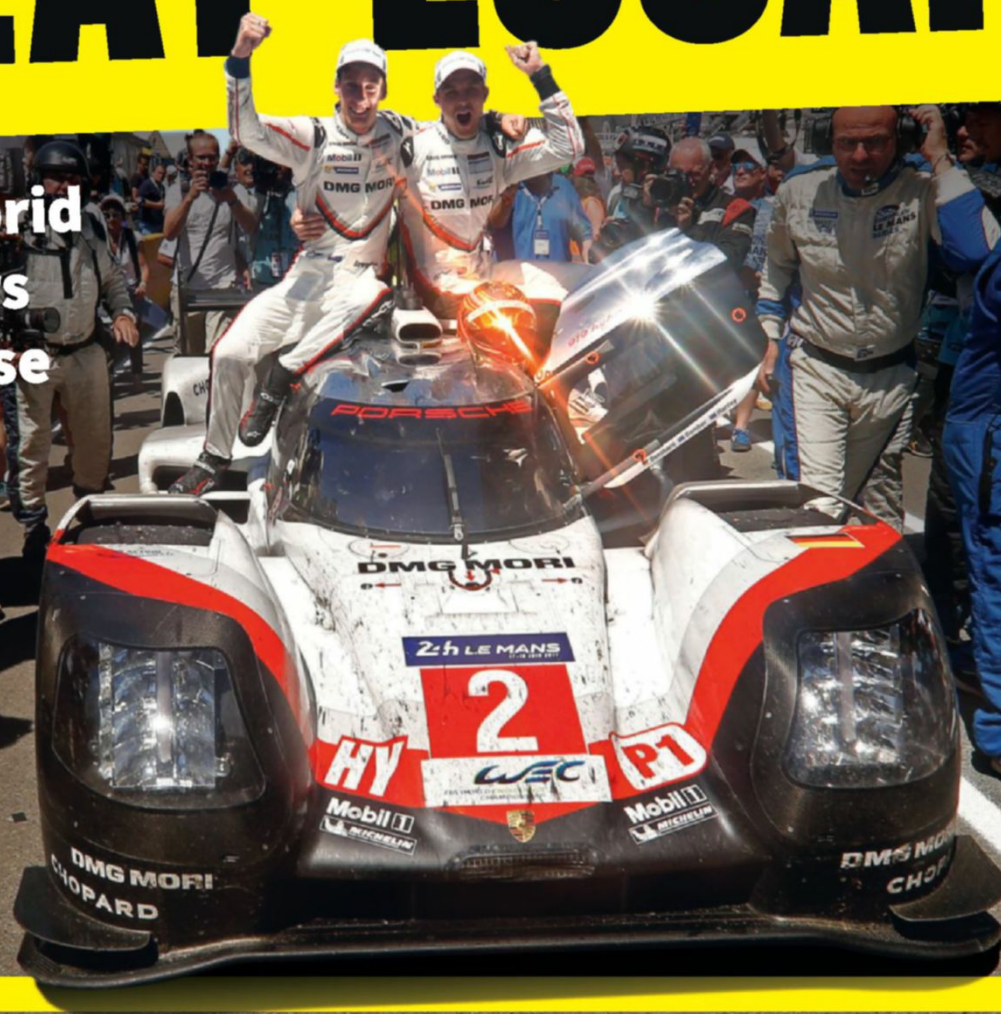
F1 SENNA'S FIRST MONACO GP WINNER

 **AUTOSPORT**

LE MANS SPECIAL

PORSCHE'S GREAT ESCAPE

**Surviving hybrid
pips LMP2 cars
as Toyota curse
strikes again**



PLUS

ASTON MARTIN'S LAST-GASP GTE VICTORY

ELECTRONIC THROTTLE BODIES



MOTORSPORT ABS



POWER BOX PBX90



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MOTORSPORT MOBILE WHEEL ALIGNMENT



MOTORSPORT IGNITION COILS



MOTORSPORT FUEL PUMPS



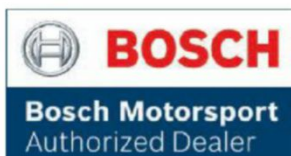
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Big save for Porsche – and for Le Mans itself

EVERYONE LOVES AN UNDERDOG STORY, WHICH IS why many people were quite excited at the prospect of an LMP2 car winning the Le Mans 24 Hours last weekend.

While it would have been an incredible story for the superb Jota-run Jackie Chan DC Racing team, including Audi refugee Oliver Jarvis, it would not have been great for sportscar racing, or Le Mans.

One of the reasons why is that Porsche and Toyota spend a lot of money on their hybrid programmes. To be defeated by an 'off-the-shelf' chassis (albeit a very good one) with a spec petrol engine could have been a disaster. Why would they want to carry on? And why would other manufacturers consider joining them?

Though the presence of the big marques has its downsides (big budgets, for one), it has many positives. First, they bring extra exposure to sportscar racing and employ top drivers. Second, they tend to provide innovation – most of sportscar racing's greatest cars have been the products of names like Porsche, Ferrari, Jaguar, Aston Martin, Mercedes... Those same names have also given Le Mans its most epic contests.

For those wanting to see the hybrids gone, there are two arguments I'd like to make. The first is that they help make sportscar racing relevant in the wider world. Le Mans began as a way of improving the breed and the tough test of the 24 Hours pushes hybrids beyond their current limits – as we saw last weekend. That can only lead to improvements.

Finally, the current LMP1s are incredible machines. A lap of 3m14.791s is truly impressive in the post-chicane, post-Porsche Curves era. They are spectacular cars that motorsport should want to hold on to.



KEVIN TURNER EDITOR

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Juergen Tap/Hoch Zwei

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NIGEL ROEBUCK

Born with the rage to win

FOR ANYONE OF MY GENERATION, THE Montreal paddock inevitably makes you think, at some point, of Gilles Villeneuve. In his tragically brief career, Gilles competed at the circuit named for him only four times, finishing first, second, third and fifth – and it was this last result, interestingly, that an old friend and I reflected on over lunch at the track one day.

This was 1980, the year of the dread Ferrari 312T5. If the previous season's T4 had been a success, with Jody Scheckter and Villeneuve first and second in the world championship, time caught up with the lightly developed T5. Pioneered by the Lotus 79, an effective 'ground-effect' chassis was by now essential for competitiveness, and the shape of Ferrari's flat-12 engine militated against such a thing. In 1980, Villeneuve and Scheckter had good horsepower at their disposal, but not much else. As they arrived for the Canadian Grand Prix – run back then in late autumn – Gilles was 15th in the points standings, Jody 19th.

It was ferociously cold in Montreal that year, and if for everyone the abiding problem was generating tyre temperature, for the Ferrari drivers – devoid of downforce worth the name – it was doubly so. Villeneuve's acrobatic style was never more apparent as he hurled his car around, trying to get some heat into his Michelins, but his best lap was good for only

22nd place on the grid. Scheckter, eight-tenths slower, did not so much as qualify.

Come race day, Gilles was on it from first to last, combative as only he could be, and by the fall of the flag was running fifth. If virtually unnoticed by some, Montreal '80 was to my mind one of Villeneuve's greatest drives. Fifth was worth two championship points, but points were never something to which Gilles gave much thought: what mattered was that for nearly two hours he had been at his limit – way beyond his car's – and had fought for 14th place, 10th, seventh, whatever, as he would have done for first.

It was this quality that marked him out, and the one I most admired in him, but he himself saw it as nothing remarkable. "If you don't do that," he said to me once, "how can you call yourself a racing driver?" I think of him now, and recall Mauro Forghieri's famous observation: "Gilles had a rage to win..."

So he did, and in that way the only contemporary driver to remind me of him is Fernando Alonso, who – like Villeneuve – has a way of putting his cars into positions they have no business occupying. Former McLaren boss Martin Whitmarsh made just this point.

"You get drivers who don't get the results that the car deserves, you get drivers who do get those results – and you get a very few who



Gilles wrestles 312T5 around Montreal in '80



Alonso in happier times at Ferrari

get better results, and more points, than the car deserves. Year in, year out, that's what Fernando does, and – apart from anything else – that makes a big difference to the end-of-season monies paid to a team.

"Ideally, you always want *hungry* drivers. To the day he died Ayrton Senna was like that, and although I never knew him, Villeneuve, I don't doubt, was the same way. You can't create that – it's there or it isn't – and to me by far the hungriest driver of this generation is Alonso. You could triple his net worth, and he'd still be the same – it's in his makeup.

"Actually, unlike plenty of drivers I've known, Fernando is not someone who would be moved by money – for one thing, he doesn't live in Monaco, and bloody good for him! He ain't cheap, and you wouldn't expect him to be, but fundamentally that's not why he does this.

"Fernando really loves racing – much more than some of them – and he likes to surround



LAT IMAGES

himself with comparative simplicity. Since he's been back with McLaren, he's had a terrible time with Honda's engines, but he never compromises his effort. Just a phenomenally bright, talented, ruthless, racing driver — to me there's no-one like him."

Felipe Massa agrees. Team-mate to both Schumacher and Alonso (as well as Kimi Raikkonen) at Ferrari, he once told me he thought Fernando better than Michael: "Although Michael was an amazing driver, I had an easier time with him — for one thing, I suffered more with Fernando because he never, ever, had an off day."

As I wrote the other week, the Alonso I saw at Indianapolis was happier than I have seen him at a race track for a long time. In part, this may have owed something to being in the limelight again after so long in the wilderness — since Fernando's last grand prix victory, at Barcelona in 2013, Lewis Hamilton has won 35 times — but

"By far the hungriest driver of this generation is Alonso. You could triple his worth, and he'd still be the same"

more to the point was that for once he was in a competitive car. As we know, yet another Honda engine failure cost him a shot at winning the 500, but still he was glowing afterwards: "Oh, it felt so good to lead a race again..."

Alonso was classified 24th at Indy, and for that at the Victory Banquet on the Monday night received a cheque for \$305,000, which sounds like a lot until you consider that his stipend at McLaren-Honda pays him that every three days.

Whatever else, therefore, it was not money

that prompted Alonso to pass up Monaco in favour of the Speedway. As his Indy driver coach Gil de Ferran told me in Canada, "Fernando's always been fascinated by the 500, and he's been having a terrible time in Formula 1, where all the focus is on Hamilton and Vettel week after week. I don't think it was surprising he wanted to test himself somewhere else, where he could have a competitive car — and at the same time remind everyone of the *ungodly* amount of talent he has. It's a crime he's where he is in Formula 1..." ❀



WORLD ENDURANCE CHAMPIONSHIP

Moveable aero and all-

THE NEXT GENERATION OF LMP1 CAR WILL incorporate active aerodynamics and have to complete the first kilometre after every pitstop on electric power only.

Moveable aerodynamics and the so-called zero-emissions capability are part of a new P1 rulebook that will come into force for the 2020 season of the World Endurance Championship. The broad principles of the regulations, which include a raft of cost-saving measures, were outlined by the rulemakers — the FIA and the Automobile Club de l'Ouest — last week ahead of the Le Mans 24 Hours.

Moveable elements on the rear wing and the front flaps under the nose are part of the drive for the cost reduction that is intended to encourage new manufacturers into P1. They go hand in hand with a rule limiting each factory team to one bodywork configuration per season.

FIA technical director Bernard Niclot explained that active aero would facilitate the introduction of a single aero kit and was therefore a major part of the cost-saving package. "To manage the compromise between top speed and downforce you have to come up with very complicated solutions with passive aerodynamics that cost a huge amount to

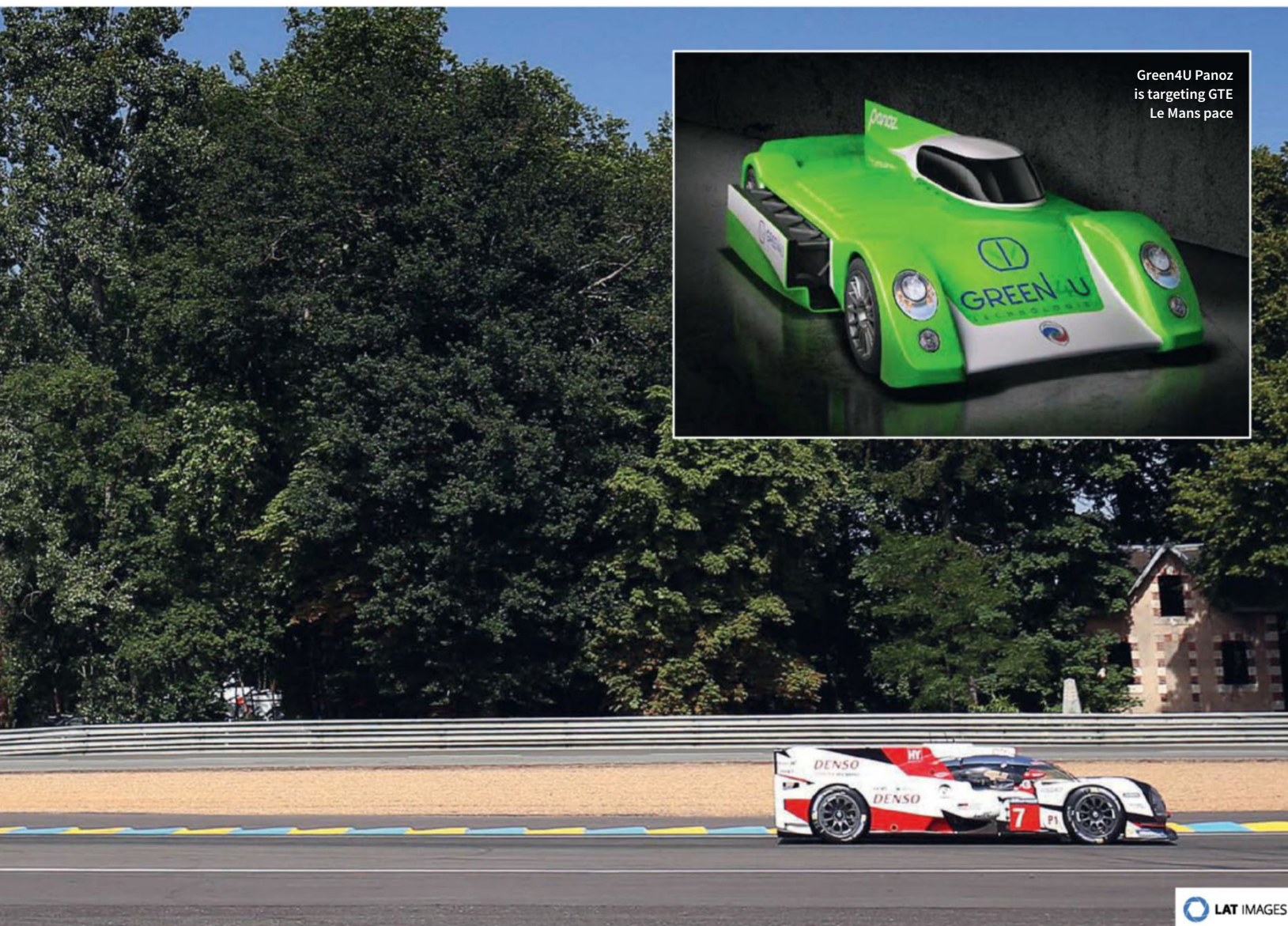
develop," he explained. "With our solution we believe you can achieve a high level of performance with lower development costs."

Niclot explained that it was likely that there would be a fixed number of positions for the moveable flaps in the front and rear wings. "We have in mind two positions, but it could be four," he said. "It is also possible that in certain sections of track we might limit the manufacturers to high or low downforce. The devil will be in the detail."

Plug-in charging to reflect road cars

The one-kilometre rule is set to be introduced along with fast, plug-in charging to reflect trends in the automotive industry, according to FIA Endurance Commission president Sir Lindsay Owen-Jones. "It is the conviction of the manufacturers that plug-in hybrids are what they will be selling in five years' time," he said. "More and more cities are closing their roads to cars that are not zero emissions, so this rule gives a new dimension to our regulations."

The rulemakers and the manufacturers believe these developments are more relevant than raising the amount of retrieved energy that can be deployed over a racing lap. It had been



-electric kilometre for LMP1 cars

planned to increase the eight-megajoule limit to 10MJ for 2018 before the rules freeze that was implemented following Audi's withdrawal from the WEC late last year.

The idea is that cars will undertake the zero-emissions kilometre at or near full racing speed. The rulemakers believe that this should be possible with the present 8MJ systems, which will be retained for 2020.

"Our top priority is to maintain performance even in electric mode," said ACO sporting director Vincent Beaumesnil. "The target is for the cars to do this one kilometre as fast as they would with their combustion engine."

P1 factory cars will also have to take the chequered flag in all-electric mode, though it has yet to be defined how much of the final lap they will have to complete without drive from the internal combustion engine.

Development will be limited by a new system akin to the token arrangement formerly employed in F1 for engines. "What we are saying is that you will not be able to develop and make

changes to the full car between seasons," explained Beaumesnil. "This will have a huge impact on the cost. We will define a weighting for each parameter of the car, give different values to different parts.

"Every part will have a number of units and you will have a total number of units to use over the winter. If you change a high-value unit such as the engine, for example, you will have fewer units for development in other areas of the car."

Other new rules for 2022 will include a further reduction in the number of windtunnel hours allowed to each manufacturer from 800 to 600 per calendar year. There will also be new restrictions on testing, including the introduction of collective tests. The number of personnel a team can take to each WEC round will be reduced.

New safety-survival-cell rules originally set for 2018 will come into force in 2020. More space around the driver's head will result in bigger cockpits.

"The target is 1km as fast as the combustion engine"

Panoz goes for Garage 56 slot

Motorsport innovator Panoz has made a bid for the 'Garage 56' entry slot at Le Mans next year with an new all-electric vehicle.

The American Le Mans Series founder's new Green4U organisation revealed its plans alongside a full-scale mock-up of a car at Le Mans last week.

The Green4U Panoz Racing GT-EV has been conceived to achieve a similar level of performance to a GTE contender by swapping batteries at pitstops in the same way that a conventional car would refuel.

Panoz, who was a partner in the DeltaWing programme that took the innovative entry in 2012, said: "We want to be considered for Garage 56 and we have always lived up to what we said we are going to do. We have had several technical meetings and are pushing forward as though we are going to be here racing next year, but ultimately it is the decision of the ACO – we would be their guest."

The project has been under way for roughly three months and the car is set to run "in the next six to eight months", according to project leader Brian Willis.

GARY WATKINS

Q&A

ALEXANDER ALBON BROKEN BONES HAVE RULED HIM OUT OF F2 AT BAKU



Race winner Sergey Sirotkin will be standing in at ART Grand Prix for the Anglo-Thai, who has broken his collarbone in a bicycle shunt.

How did the injury happen?

I was cycling – mountain biking in the forest – and there was a huge drop and none of us saw it, and unfortunately I was the first one to go past it. It happened on Saturday June 10 – we went to the hospital and everything and I needed surgery. We went to see a specialist, so we had to wait a while, the following Wednesday, to get the operation.

Was the operation successful?

Yeah, I've got one of the metal plates inside. You see MotoGP guys and they can jump on the bike pretty soon after an injury like this, but the problem with us is that we have our belts [over our shoulders]. So that's why we can't go to Baku. Right now it's improving so much every day. It's still a little bit painful, but nothing like the pain I was in when I crashed.

Will you be back for the following round?

The Red Bull Ring is definitely our objective. It's going to be tough, but that's what I'm focused on and I have my trainer and we're doing everything to get back on track and to be ready. Luckily the Red Bull Ring isn't the most physical circuit, but after that we have Silverstone and Hungary – the two most physical tracks for us [in F2]. So of course we need to be as prepared as possible.



Paul Ricard hosted French GP
14 times between 1971 and '90

FORMULA 1

French GP back on draft F1 calendar

A RETURN FOR THE CLASSIC

French and German Grands Prix is the highlight of a draft Formula 1 calendar for 2018 released following Monday's meeting of the FIA's World Motor Sport Council in Geneva.

The addition of the races – at Paul Ricard and Hockenheim respectively – prompted some headaches for F1 chiefs in trying to fit as many races as possible into their traditional slots in the calendar. So the French GP's return, for the first time since 2008, will be followed on successive weekends by the Austrian and British races – the first time the world championship has ever featured three races in a row.

Other changes to the calendar include the Azerbaijan Grand Prix taking a slot in late April, with the Russian GP moving to September, where it will form a back-to-back with the Japanese GP. The races in China and Singapore remain subject to confirmation of deals with the commercial rights holder.

The FIA has also confirmed that the Le Mans 24 Hours will take place on June 16-17, meaning that the race will avoid a clash with a grand prix for the second year in succession.

F1 chairman and CEO Chase Carey said a lot of effort went into getting the calendar prepared further in advance than in previous years. "We wanted to finalise next season's calendar early, so that all our stakeholders would have more time to prepare, and we have managed it, thanks in part through working closely with the FIA," he said.

"We received numerous requests

FORMULA 1 2018

DATE	LOCATION
March 25	Melbourne (AUS)
April 8	Shanghai (PRC)
April 15	Bahrain (BRN)
April 29	Baku (AZ)
May 13	Barcelona (E)
May 27	Monte Carlo (MC)
June 10	Montreal (CDN)
June 24	Paul Ricard (F)
July 1	Red Bull Ring (A)
July 8	Silverstone (GB)
July 22	Hockenheim (D)
July 29	Hungaroring (H)
August 26	Spa (B)
September 2	Monza (I)
September 16	Marina Bay (SGP)
September 30	Sochi (RUS)
October 7	Suzuka (J)
October 21	Austin (USA)
October 28	Mexico City (MEX)
November 11	Interlagos (BR)
November 25	Yas Marina (UAE)

from those wishing to host a grand prix but we wanted the existing promoters to feel that we are putting all our efforts into ensuring that each race is a special event so that the fans can enjoy a unique and unforgettable experience."

JONATHAN NOBLE

FORMULA E 2017-18

The World Council also approved a draft Formula E calendar. It features new races in Chilean capital city Santiago, Sao Paulo and Rome, and begins with a Hong Kong double-header event.

DATE	LOCATION	DATE	LOCATION
December 2-3	Hong Kong (PRC)	April 14	Rome (I)
January 13	Marrakech (MA)	April 28	Paris (F)
February 3	Santiago (RCH)	May 19	TBA (D)
March 3	Mexico City (MEX)	June 9	TBA
March 17	Sao Paulo (BR)	July 7-8	New York (USA)
		July 28-29	Montreal (CDN)



LE MANS 24 HOURS This would never have happened in Bernie's day: Formula 1 chairman Chase Carey acted as the official starter of last weekend's Le Mans 24 Hours. Pierre Fillon, president of the organising Automobile Club de l'Ouest, said: "This symbolises a new beginning for a new relationship between our organisations, which has been facilitated by Jean Todt, president of the FIA, with whom we partner for the World Endurance Championship. With Chase Carey as head of F1, it is time to work together on certain topics such as the calendar, offering the best show to all the fans who follow the two major categories of motorsport." **Photograph by LAT**

WORLD ENDURANCE CHAMPIONSHIP/FORMULAE

Porsche: FE talks won't affect LMP1

PORSCHE IS INSISTING THAT IT will race on in the World Endurance Championship into 2018 against a backdrop of rumour that it is considering a move into Formula E.

The German manufacturer has played down the significance of a visit by key company bosses and personnel from its LMP1 squad to the Monaco FE event at the start of last month. Porsche boss Oliver Blume, research and development director Michael Steiner and P1 team principal Andreas Seidl met with FE boss Alejandro Agag at the event.

"We received an invitation from Alejandro Agag to have a look and experience FE for the first time," said Seidl. "We just had an invitation to an interesting series, though maybe there are not enough technical freedoms yet."

On Porsche's future at the Le Mans 24 Hours and in the WEC, Seidl said: "The project is signed off by the board until the end of 2018. We are waiting for the new regulations before we make

decisions for the future."

The FIA's electric-vehicle championship appears to be firmly on the radar of a manufacturer that is set to launch its first electric car, the Panamera-based Mission E, in 2020. It is understood that there were further meetings between Porsche and FE bosses at the Berlin round later in May.

Autosport says...

The question is whether Porsche needs to continue to race for overall victory at Le Mans. It has reaffirmed its rich heritage at the French enduro with a hat-trick of overall victories that has taken its tally of wins to 19. It should not be forgotten that Porsche's LMP1 programme is driven by marketing needs, which makes it different to Toyota's R&D-driven campaigns. The board may decide that with three more wins it's job done, and that it now needs to promote its all-electric technology.

GARY WATKINS



Seidl says Porsche won't sidle away from its WEC programme

BTCC

SMITH SET FOR SHOULDER OPERATION

BRITISH TOURING CAR Championship racer Jeff Smith is expecting to undergo an operation on a damaged shoulder this week, while fellow racer Luke Davenport is now conscious following an accident in qualifying during the recent round at Croft.

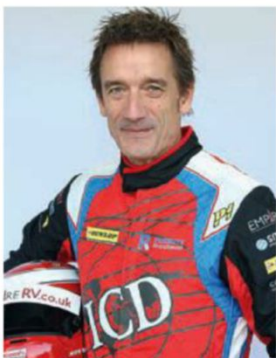
Davenport woke from his medically induced coma at Middlesbrough's James Cook University Hospital this week after suffering multiple chest injuries, lung damage, a broken right leg, a broken pelvis, broken right arm and concussion. He is now in the high dependency unit.

A statement from Motorbase Performance, which runs Davenport's Ford Focus, said: "He has undergone a number of successful operations on his leg and pelvis. We are happy to report that there are no signs of any injuries to his head, neck or spine. He is getting much better."

Eurotech Racing Honda man Smith (below) suffered multiple chest injuries, extensive shoulder injuries and concussion. He has been recovering, but the extent of the swelling on his body has made it hard for doctors to assess the treatment required.

Smith's partner Jo Polley said: "The support from the medical staff has been superb, and we are very grateful. There has been a fantastic reaction on social media too, and I read all the messages to Jeff. I think every driver on the grid has been in touch. We really appreciate it."

MATT JAMES



SUPERFORMULA

Super Formula plans faster car for 2019 introduction

JAPAN'S SUPER FORMULA SERIES, WHICH ALREADY has the fastest racing cars in the world outside Formula 1, is looking to introduce an even quicker racer in 2019.

The current Dallara SF14 spec chassis will come to the end of its initial five-year period at the end of next year and promoter JRP is canvassing teams about introducing a new car that would be a refinement of the existing machine.

JRP president Akira Kurashita told Autosport: "It's possible that we may release the SF19 in 2019. Just as we have a very good car with the SF14, we plan to use the SF19 to make the series even better and make it more interesting. It's not set in stone that the car will be released then, but that's what we're planning on now – we would like to build up the Super Formula brand and grow it to make it more popular."

Super Formula's biggest problem is the processional nature of the racing. Series insiders are thought to favour a retention of the existing IndyCar-style push-to-pass system, which gives drivers a power boost from the two-litre, four-cylinder, turbocharged engines, produced by Toyota and Honda. Instead, tyre supplier Yokohama is to be asked to look into producing a second, faster and higher-degradation compound of tyre to enable variation on strategy.

Reigning GP2 champion Pierre Gasly, a Super Formula rookie who also is Red Bull's Formula 1 reserve, said of the existing cars: "Compared to this year's F1 cars the level of downforce is lower, but from my feeling it's very close to last year's cars. In high-speed corners it's really fast."

MARCUS SIMMONS



MSA

Richards to take over at the MSA

PRODRIVE BOSS DAVID Richards is to succeed Alan Gow as the chairman of British motorsport's governing body from January 1 2018.

Gow had previously announced his decision to stand down from the MSA, and will continue in his role managing the British Touring Car Championship through TOCA, of which he and Richards were among the founders in 1990.

Richards co-drove Ari Vatanen to the World Rally title in 1981 before founding Prodrive, which is most famous for the Subaru WRC team and its works Aston Martin race squads, as well as its factory BMW, Ford, Honda and Alfa Romeo BTCC teams. The 65-year-old also had spells as team principal of the Benetton and BAR Formula 1 teams.

In his new role Richards will be

tasked with deciding the direction of the MSA, representing over 30,000 competitors, 750 clubs and 10,000 volunteers and officials.

Gow said: "I have known David, as both a friend and previous business partner, for over 25 years. I have no doubt David will take on this new role with great enthusiasm and I'm delighted that he is my successor."

JACK BENYON

IN THE HEADLINES

FERRARI TO STAR AT AUTOSPORT SHOW

Ferrari will be the main feature of the 2018 Autosport International, which runs from January 11-14 at the Birmingham NEC. The collaboration with Ferrari will showcase the marque's lineage, from sportscars to Formula 1, courtesy of its client-racing programme Corse Clienti. Autosport Network UK editorial director Anthony Rowlinson said: "The Ferrari badge ignites passion across every continent and in all cultures, so we're honoured to be hosting Ferrari as the show's main feature."

KUBICA NOT IN RENAULT F1 PICTURE

Renault F1 boss Cyril Abiteboul has downplayed any chance of Robert Kubica being on the team's shortlist for a 2018 race drive. Kubica recently tested a 2012 Lotus-Renault at Valencia, but Abiteboul said: "As we speak, he's not on the list. He has many more things he has to accomplish so that he could be on the list."

MONTOKA AND SERVIA TO TEST NEW AERO

Two-time Indianapolis 500 winner Juan Pablo Montoya and IndyCar veteran Oriol Servià will be the test drivers this summer for the new spec aero kit produced by Dallara and mandated for 2018. Testing begins at Indianapolis on July 25-26, followed over the next two months by runs at Mid-Ohio, Iowa Speedway and Sebring.

FORMULA E MOVES TESTING TO SPAIN

Formula E is shifting its pre-season testing this year from Donington Park to Valencia. It is understood that three days of testing will take place on a bespoke configuration of the Spanish circuit over the four-day period between October 2-5. The series will continue to use Donington as its logistical base, although some teams will relocate from the circuit's Formula E 'hub'.

LATE F3 BOYS FORCED TO AID MARSHALS

Four drivers from the Formula 3 European Championship were forced to help marshals set up at the Hungaroring on Saturday at 7.30am as their penalty for missing the signing-on deadline on Thursday. Lando Norris, Jehan Daruvala, Ferdinand Habsburg and Nikita Mazepin lugged 210 fire extinguishers to posts. Mazepin was four minutes late for this manual labour, so was instructed to do it again at 7.00am on Sunday!

HORNISH RETURNS TO PENSKE

Former IndyCar champion and Indy 500 winner Sam Hornish Jr will rejoin the Team Penske ranks for a pair of NASCAR Xfinity Series races. Hornish will drive a Penske Ford Mustang this weekend at Iowa Speedway and then in the Mid-Ohio road-course race in August.

KIA IS LATEST CAR ON TCR GRID

Kia joined the grid of the burgeoning TCR International Series at the Hungaroring last weekend. Sometime WTCC driver Ferenc Ficzá drove a Cee'd TCR run by Zengo Motorsport, while István Bernálza pedalled the Botka Rally Team machine. Ficzá (below) got the best result – a 14th place from the 26-car field.



F1 PREVIEW

Azerbaijan Grand Prix June 23-25



BAKU

LENGTH 3.730 miles **NUMBER OF LAPS** 51

2016 POLE POSITION Nico Rosberg 1m42.758s

POLE LAP RECORD Nico Rosberg 1m42.758s (2016)

RACE LAP RECORD Nico Rosberg 1m46.485s (2016)



TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1 & CHANNEL 4

FRIDAY

FP1 1000 FP2 1400

SATURDAY

FP3 1100 QUALIFYING 1400

SUNDAY

RACE 1400

RADIO COVERAGE

BBC RADIO 5 LIVE 1400

PREVIOUS WINNERS

2016 Nico Rosberg

Mercedes



THEMES TO WATCH

BAKU: SECOND CHANCE

Last year's inaugural F1 race in Baku wasn't a classic, with the backdrop more attention grabbing than the racing. But this one could be much closer.

FERRARI VS MERCEDES

The battle has swung one way then the other, but the Baku configuration could help the Silver Arrows, even if the Ferrari seems the all-round better car.

FORCE INDIA TACTICS

One of the stories of Canada was the fluffed attempt to impose team orders and Perez's desire not to let his team-mate through. Could this arise again?

MOTORSPORT AND EQUESTRIAN TRANSPORT VEHICLE AUCTION

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Independents' day

The lack of manufacturers in the LMP1 class offers an opportunity for privateer teams, but keeping those factory squads is crucial

By Gary Watkins, Special Contributor

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THE SIGHT OF A PORSCHE 919 HYBRID HUNTING down an LMP2 car for victory in the Le Mans 24 Hours last weekend brought the paucity of LMP1 entries in the World Endurance Championship into sharp focus. The high attrition rate among the factory P1s ended up making for a dramatic race, but it proved that more cars in the top class are required.

That should be addressed next year when there are set to be three new LMP1 privateer designs on the grid. And that's probably all that is missing from the WEC and Le Mans right now. I'd be quite happy with two manufacturers slugging out at the front with six, eight or even 10 independent cars trying to keep them honest and perhaps sneaking the odd podium.

The events of Le Mans last weekend should help ensure that all the privateer projects reach fruition and the race track. The package of regulations put in place – a helping hand in terms of performance and rule stability that will take their cars through to 2022 – is helping to draw in the privateers. But so too is a window of opportunity illustrated by this year's race.

Anyone looking to buy a Ginetta, for example, who is sitting on the fence right now can only have been inspired by what happened at the weekend. The reduction of the number of manufacturers competing at the front on Audi's withdrawal offers an independent more of a chance. BR Engineering and SMP Racing, Ginetta and the so-far-undisclosed team that will run the Perrinn LMP1 have undoubtedly spotted that.

The little ByKolles team might have jumped through that window and pulled off an amazing result last weekend, but for a cruel sequence of events that unfolded within a couple of miles of the start. Had its ENSO CLM-NISMO P1/01 kept going round remotely near the pace of which it was capable, the German-based team would have won Le Mans.

I'm not saying the WEC doesn't need another manufacturer. It is clear that the current situation leaves the championship and its big race vulnerable. Should either Porsche or Toyota pull out – and there are rumours that the former is investigating a Formula E entry – then there may well be trouble just around the corner.

Competing in LMP1 is clearly an expensive business. That expense is putting some manufacturers off. Peugeot has said as much. It has stated it is ready to return to Le Mans, and belatedly join a series from which it withdrew ahead of its rebirth in 2012, as long as the budgets are reduced.

The broad tenets of the rules for manufacturers in 2020 were revealed during Le Mans week. There was a lot of interesting stuff announced. Moveable aerodynamics and the requirement for the cars to run for one kilometre after every pitstop on electric power only may seem outlandish, but there are good reasons for them (see page 6).

Active aero is actually part of a raft of cost-cutting measures designed to encourage new manufacturers. I don't doubt that this process will make the entry point cheaper, but we should never forget that the rulebook isn't the only thing that drives budgets upwards.

The likes of Porsche, and Audi before its exit, have been ready to spend upwards of £100 million year in, year out, because of the cachet of the prize on offer. It is the value of winning Le Mans that drives manufacturers to spend big when they open their chequebooks.

Sure, the high level of technology involved in winning Le Mans these days is important, but it is not the only factor or, I would argue, the most significant one.

Former FIA president Max Mosley is once said to have remarked that if you gave two Formula 1 teams a scooter each to race, they'd find ways of spending millions upon millions to make them faster. That theory is applicable to

Le Mans: the budgets are big because the rewards are big.

Some have questioned the need for zero-emissions running at a time when there is a drive to reduce costs. The truth is that the manufacturers need a technological message these days to justify going racing.

Think back through Audi's long involvement in the prototype arena. First it was direct-injection, then the turbodiesel, and finally energy-retrieval technology. The current rules came into force in 2014, so by 2020 it will be time for the manufacturers to start shouting about something new.

The idea that LMP2 should somehow become the top class is wrong to my eyes. The Daytona Prototype international category and its rebodied and re-engined P2s may work for a largely domestic series in the IMSA SportsCar Championship, but I don't think this is what's required for the WEC.

And it's certainly not what I want, which is big-spending manufacturers at Le Mans and in the WEC. They employ the best drivers with the biggest names and put on the best show. I believe it's why people sit in front of their TVs and pay to go through the gates to watch. 🏁

“The current situation leaves the WEC and its big race vulnerable”



PROFILE

AGE 24

NATIONALITY Irish

OCCUPATION Willow Hire
managing director

RESULTS

2017 Creventic 24 hour series
Dubai 24 hours
CLASS WINNER

2016 GT Cup **CHAMPION** in GTA
class, third overall in GT
Cup, Dubai 24 Hours

2015 Seventh in Ginetta
GT5 Challenge

2013-14 BTRDA championship
in a Ford Focus WRC01

2012 Tempest and Tour of
Cumbria overall rally
winner in a Ford Focus
WRC01, second on the
Neath Valley Stages,
third on the Sunseeker

2011 Greystoke winner in a
Ford Focus WRC01, British
Rally Championship in
a Ford Fiesta R2

2009-10 Fiesta Trophy in the British
Rally Championship

2008 Junior rallycross **CHAMPION**
in Ireland and Britain

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Daniel O'Brien

USING GT RACING TO LAUNCH A LONG-TERM career in motorsport is nothing new. But coming to sportscars and excelling from rallying is. And that's just what Daniel O'Brien has done.

Now he's looking to win the LMP3 Cup prize for an outing in one of the prototypes at the series' Donington finale, partnering a guest driver.

O'Brien has shown himself to be worthy of making the final 10 for the prize – which will be decided via the driver's social media campaigns. Winning has been a big part of his career, even though it began on loose surface.

His father, Michael, is an experienced rally driver and it wasn't long before Daniel was conquering the discipline. Championships in the British and Irish junior rallycross followed.

After a short stint in a two-wheel-drive car in the British Rally Championship, O'Brien was ready for more power, and wins followed on national events.

It was decided a sabbatical was on the cards for 2015, but almost as soon as that was decided, a switch to car racing was mooted with the Ginetta GT5 Challenge. Despite competing in the discipline for the first time,

he was still well inside the top 10 in seventh in the end-of-year standings.

After the crossroads of what to do after rallying the previous year, the decision at the end of 2015 was a lot more straightforward. A Ginetta GT4 was purchased with sights set on the GT Cup Championship.

In his first full season in the GT4 he collected the GTA championship and took third in the overall standings. Now, the hard work begins, as O'Brien makes it closer and closer to the pinnacle of motorsport competition. But he's certainly not afraid of hard work. He's been the managing director of his own company from the age of 16.

Now he's ready for the next step.

"After making the move from rallying, I can see there are a lot more opportunities in racing," he continues. "LMP3 seems to be growing, and it's a proper prototype racecar. People want to go and use them, and they're similar money to a GT3, and there seem to be more opportunities there."

O'Brien is asking for support in his bid to win the prize LMP3 drive. It would be the icing on the cake to what has already been a hard-working rise through the motorsport ranks.

CONTACT DETAILS



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Vote for Daniel O'Brien in the United Autosports young driver initiative



scan this QR code to enter and be in with a chance to win Two Tickets to LMP3 Cup at Donington Park

FEEDBACK

Le Mans has a lot to teach Formula 1



What a brilliant weekend the ACO produced at Le Mans. Having travelled from Glasgow, I certainly wasn't disappointed.

I was a little surprised to see Chase Carey making an appearance. However, having missed the Indy 500, he must have been there to understand how a fast, colourful, closely raced, noisy, exciting and spectacular motorsport event is for fans.

My congratulations and thanks to all those involved in racing at Le Mans at the weekend. I dearly hope a grand prix can be as entertaining in the not-too-distant future.

Justin Lyle
Byemail

Plenty to entertain in Canada

I must say I'm confused how Nigel Roebuck can describe the Canadian Grand Prix as being a 'pedestrian affair' (*Fifth Column*, June 15).

I have always valued Mr Roebuck's

opinion, having been reading his articles for over 30 years. However on this occasion I am really surprised by his assertion that the race was boring. Perhaps so for Lewis Hamilton, who was unbothered out front, but thanks to great work by the TV director, those of us watching at home were treated to an excellent and memorable grand prix.

The race came alive thanks to Sebastian Vettel's storming recovery, but we also watched several other good moves, such as Lance Stroll and Fernando Alonso going wheel to wheel.

Right now it's very popular to criticise Formula 1, but to be fair the Canadian GP provided plenty of standout action, including Saturday's final qualifying session. Therefore I'm surprised that a serious and deeply respected journalist like Mr Roebuck would report so negatively on a genuinely good F1 race.

Leah O'Dwyer
Byemail

Le Mans did not disappoint reader Lyle. Wonder what Chase Carey made of it...

Time to set F1 designers free

I liked Roger Wickersham's letter (June 15) and would like to see this concept taken one step further by allowing powertrain design to be completely free, limited not by 'fuel flow' but by 'energy flow' in megajoules or kilowatt-hours equivalent.

Designers would be free to use any combination of energy source(s) and we might see some radical thinking beyond how to further manipulate the airflow over the 18th wharfsit to provide blown dooverlackies.

Henry O'Clery
Inverloch, Australia

Whitmore's motorsport return

May I make a small correction to your obituary for Sir John Whitmore (May 11)? In 1986 I elicited his technical help in rebuilding a Lotus Cortina. While initially reluctant to rekindle any form of interest in motorsport, his enthusiasm grew to the extent that he decided he would like to return to the race track.

He and Tony Lanfranchi subsequently shared the driving on a very successful challenge for the FIA European Group 2 championship in 1986-87. This was the catalyst for his reintroduction to motorsport, and then, as you mention, he went on to try his hand in other competition cars.

Peter Bryant
Saddleworth

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Porsche wins a race ev



everyone lost

By Gary Watkins, Special Contributor

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JUNE 22 2017

17



Toyota had the faster car and Porsche won the race, but that's where the similarities between the Le Mans 24 Hours this year and last year end. This was a race that was as bizarre as it was dramatic.

Witness the hour or so lost to repairs by the winning LMP1 prototype shared by Timo Bernhard, Earl Bamber and Brendon Hartley. Or the 13-lap lead that the sister Porsche 919 Hybrid driven by Neel Jani, Nick Tandy and Andre Lotterer enjoyed with four hours to go. Or the mad half hour in the small hours of Sunday morning when Toyota's hopes of victory evaporated for another year. Or the fact that an event as glorious and grand as Le Mans came close to having an overall winner from the

secondary LMP2 prototype class.

There was admittedly no last-gasp heartbreak for Toyota like last year, no freak failure with six minutes to go that wrenched a first Le Mans triumph from its grasp. But the pain felt by the Japanese manufacturer at the blue-riband round of the World Endurance Championship was no less intense this time around.

This was a race that it should have won. And reasons for Toyota's failure to finally chalk up that maiden Le Mans victory after 30-plus years of trying were no less extraordinary than in any of its previous litany of near-misses.

Kamui Kobayashi, Mike Conway and Stephane Sarrazin were in something approaching control of the 85th edition of the French enduro as the clock stuck midnight. They led by over a minute and had held sway at the front for the majority of the race. The latest version of the Toyota TS050 HYBRID had a clear edge over the Porsche in the

cooler conditions of the night, so they were firmly in the pound seats.

It all went wrong shortly before the end of the race's 10th hour. A peculiar sequence of events contrived to send the #7 TS050 into retirement as Toyota found new and ever-more-bizarre ways of losing victory in the French enduro.

A safety car started it all. It was an opportunity Toyota used to bring the leading TS050 HYBRID in to swap Conway for Kobayashi. The Japanese driver was stopped by a marshal and the red light at the end of the pitlane as he tried to rejoin the race, only then to be waved onto the track through the red light.

Toyota Gazoo Racing instructed him to stop immediately and he did so just beyond the pitlane exit. One of the safety cars was coming and the team wanted to avoid a penalty. But when the crocodile had passed, Kobayashi rooted the clutch trying to get going again.

Hour by hour / What happened, when

HOURL 15:00-16:00

Mike Conway maintains the lead from pole in the #7 Toyota but Sebastien Buemi closes in and passes him in the sister #8 car at Arnage. Oliver Webb gets a good initial start in the ByKolles but hits the barrier at Tertre Rouge and the car eventually retires.

HOURL 16:00-17:00

The leading Toyotas enjoy a thrilling battle, with Conway reclaiming the advantage in the #7 Toyota as both cars start pulling out two seconds per lap over the Porsches. Rebellion Racing runs one-two in LMP2, while Aston Martin does the same in GTE Pro.

HOURL 17:00-18:00

Qualifying lap-record holder Kamui Kobayashi, in for Conway in the #7 Toyota, consolidates the car's lead to more than 30s as Anthony Davidson in the #8 car struggles to match his pace and is gradually caught by the #1 Porsche of Nick Tandy.

HOURL 18:00-19:00

Davidson loses second during the stops to Tandy, but the big drama is a front-axle problem for the #2 Porsche that requires lengthy repairs, with a new motor generator unit needed. In GTE Pro, the #97 Aston picks up the lead after the #95 Aston suffers a puncture.



Conway leads
Buemi as the 24
Hours begins

A modern hybrid P1 prototype leaves its pit stall in electric mode. The combustion engine kicks in as it rejoins the track proper and, in the case of the Toyota, the clutch is not designed to deal with the torque and power of its twin-turbo 2.4-litre V6 from standstill.

"Kamui was put in a position where he had to use the clutch with the combustion engine to start," explained Toyota Motorsport GmbH technical director Pascal Vasselon. "The clutch is not built for this. There was a succession of two or three [failed] starts, and the clutch was done."

The problem was compounded by the TMG squad's failure to realise this as Kobayashi completed a slow lap behind the safety car. But as soon as the course vehicle pulled in and full throttle was applied, the clutch gave up the ghost.

Without any drive from the direct-injection turbo engine, Kobayashi tried to make it back to the pits on electric power. He stopped a couple »

QUALIFYING



KAMUI KOBAYASHI ENTERED THE LE MANS record books on Thursday evening with a pole position time that surprised everyone, the Toyota driver included. His 3m14.791s was the *fastest* lap of the Circuit de la Sarthe in any configuration.

The hot temperatures of the first day of qualifying suggested that Porsche driver Neel Jani's 3m16.887s qualifying record on the present track from 2015 would survive. But changes in the conditions facilitated a record lap that eclipsed the 3m14.8s pole mark set by Hans Stuck in a Porsche 962C back in 1985, a time recorded before there was a chicane at Dunlop or the two on the Mulsanne Straight.

It was slightly cooler on Thursday and there was a tailwind to push the cars down

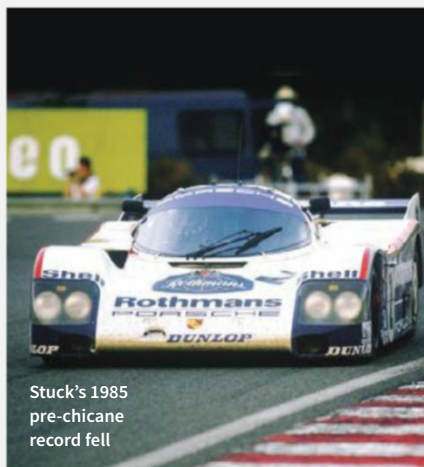
the Mulsanne. That turned into a headwind for the return leg of the circuit, giving the cars extra downforce through the Porsche Curves.

But there was another factor that helped Kobayashi into the record books. This was the first year that there had been a race at Le Mans directly ahead of the two qualifying sessions on Thursday evening. The one-hour Road to Le Mans event, combined with three sessions of practice and qualifying for the Porsche Carrera Cup race, meant the track surface was well rubbered-in come qualifying.

Kobayashi was out on the circuit in the #7 Toyota TS050 HYBRID at just the right moment. He went for his time straight after a prolonged red flag that resulted in an extension to the first two-hour session. Temperatures were dropping and the sun had yet to start to set.

"I thought I could do a 3m16s or maybe a 3m15s, but when I saw 3m14s, I thought, 'Wow,'" said Kobayashi. "I went at the right time on the right tyres. It was a brilliant lap – no mistakes and no traffic."

Kobayashi's pole time equated to an average speed of 156.51mph, which just bettered Stuck's 156.47mph average. There is, however, one Le Mans record to fall and that's the quickest lap of the track in terms of elapsed time. Jackie Oliver went around in a Porsche 917LH at the official test in 1971 in 3m13.6s at a slower average because the track was shorter before the addition of the Porsche Curves.



Stuck's 1985
pre-chicane
record fell

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HOURS 19:00-20:00

The #2 Porsche finally gets going after its mechanical woes but has lost 18 laps to the leaders and is near the back of the field. Another car in trouble is the #9 Toyota with a loose door that requires an extra pitstop for Le Mans debutant Yuji Kunimoto.

HOUR 6 20:00-21:00

There's a big crash between Matthieu Vaxiviere in the #28 TDS ORECA and Pierre Kaffer in the #82 Risi Ferrari for which the LMP2 driver is slapped with a seven-minute stop/go penalty. With extensive damage to the Mulsanne barriers, a long slow zone ensues.

HOUR 7 21:00-22:00

It's back to a Toyota one-two, with Kazuki Nakajima passing Andre Lotterer out of Arnage to take second. Nakajima immediately begins hunting down Stephane Sarrazin in the leading #7. The #2 Porsche, with Timo Bernhard at the wheel, moves up to 50th place.

HOUR 8 22:00-23:00

It's Toyota's turn to hit trouble in hour eight as Buemi suffers a front motor issue in the #8 Toyota and has to pit for lengthy repairs. There's drama in GTE Am too when leader Pedro Lamy in the #98 Aston has a spectacular tyre blowout.



Punt from an LMP2 car puts out #9 Toyota

of times as he inched around the 8.47-mile Circuit de la Sarthe, but got going again. He was within sight of the pitlane when the last joules of charge from the Toyota's lithium-ion battery were exhausted. There was no option for him but to climb out of the car and retire.

The final ignominy for Toyota was it turned out – as it had suspected – that the orange-clad figure who waved Kobayashi through the red light was not a marshal. It was, in fact, Vincent Capillaire, who was driving for the Algarve Pro team that occupied the final pit garage. The Frenchman subsequently admitted to his role, claiming he was just showing his encouragement to Kobayashi.

Toyota's challenge now rested on its third entry, the #9 car that team returnee Nicolas Lapierre shared with newcomers Jose Maria Lopez and Yuji Kunimoto. The Frenchman had struggled with damaged front bodywork in his opening stint but, with a new nose fitted at the

Hour by hour / What happened, when

Hour 9 23:00-00:00

Conway extends Toyota's lead to its biggest yet, breaking the one-minute barrier for the first time. The #8 car remains in the pits and is overtaken by Earl Bamber in the #2 Porsche for fourth in class. The Rebellion ORECA's continue to trade the lead in LMP2.

Hour 10 00:00-01:00

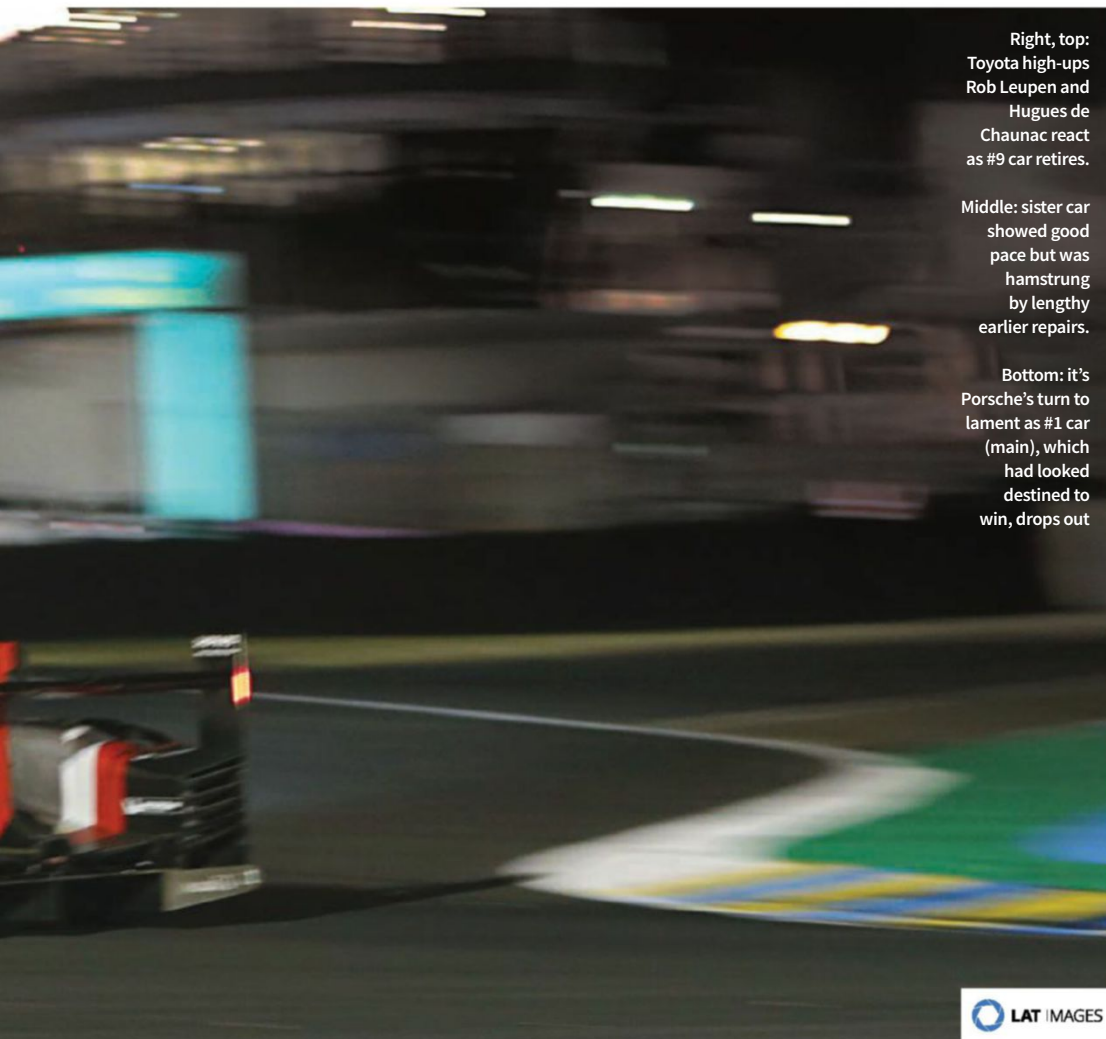
The defining hour of the race. Neel Jani spins the #1 Porsche on the way into the pits when behind the safety car. But on the restart Kobayashi slows in the #7 Toyota with a suspected clutch problem and is unable to make it back to the pits.

Hour 11 01:00-02:00

More heartbreak for Toyota as the #9 car also retires. Nicolas Lapierre is hit by Simon Trummer in the #25 Manor ORECA, causing a puncture. Lapierre attempts to get the car back to the pits but too much damage has been done. The safety car is deployed.

Hour 12 02:00-03:00

The leading #1 Porsche now has an advantage of nine laps over the rest of the field as the only LMP1 car not yet to have any major problems. Tandy begins to back off as there is no immediate threat to his lead. The #25 Manor ORECA is withdrawn.



Right, top: Toyota high-ups Rob Leupen and Hugues de Chaunac react as #9 car retires.

Middle: sister car showed good pace but was hamstrung by lengthy earlier repairs.

Bottom: it's Porsche's turn to lament as #1 car (main), which had looked destined to win, drops out



first round of pitstops, he was soon up to speed.

Le Mans rookies Lopez (who was particularly impressive) and Kunimoto were also on the pace. The #9 Toyota may have fallen off the lead lap after losing time while a malfunctioning illuminated panel was attended to, but it was still in the hunt. As events turned out, this trio could have fully justified Toyota's decision to run three cars at Le Mans for the first time since returning to the pinnacle of sportscar racing in 2012.

But it wasn't to be. Lapierre had the misfortune to be hit up the rear by Simon Trummer in the #25 Manor LMP2 ORECA-Gibson 07 when he got an unexpected fuel cut where the start-finish straight bends right through the Dunlop Curve. He was tapped into a spin through the gravel, but more significantly the impact damaged a rear wheel. Rubber flailing from the disintegrating tyre

as he drove back to the pits took out the gearbox hydraulics and an oil line, forcing Lapierre into all-electric mode just like Kobayashi. He, too, failed to make it around the long lap.

Toyota's victory bid was over. The #8 car was already out of it after a failure of the front

"It's frustrating because when I hopped back in the car, we were flying"

motor-generator unit in the eighth hour. It would spend a minute under two hours in the pits undergoing repairs. The Toyota shared by Sebastien Buemi, Anthony Davidson and Kazuki Nakajima rejoined 29 laps down on the leading sister car and 11 behind the Bernhard/Bamber/

Hartley Porsche, which had also undergone a change of its electric motor. The difference was that problems with the hybrid system on the Japanese car damaged the battery, which also required changing.

The Porsche lost 'only' 65 minutes after stopping in the fourth hour. By rights, the time spent in the garage should have left it with no chance of winning this race. And that's what the drivers thought when the car emerged on the pitlane after its prolonged stop.

"It's frustrating because when I hopped back in the car, we were flying," said Hartley during the night. "We were the fastest car on the track. We've just got to keep pushing to try to get up to fourth or fifth to get some points."

The aspirations of Hartley and his co-drivers changed a couple of hours later when Toyota's >>

HOURL 13 03:00-04:00

Porsche remains in control up front but there's a change among its pursuers with the #38 Jota Sport-run Jackie Chan ORECA up into the LMP2 class lead. The #31 Rebellion car was leading but it is wheeled into the garage during its stop for running repairs.

HOURL 14 04:00-05:00

The #1 Porsche's lead is up to 10 laps, with the sister #2 machine up to 14th place. The #8 Toyota is now 28 laps down. In LMP2, the #38 Jackie Chan DC Racing ORECA has established itself in first place in LMP2, and second position overall.

HOURL 15 05:00-06:00

The #1 Porsche maintains its advantage at the front. There's a third safety car of the race as Emmanuel Collard has a massive crash at the Porsche Curves in the #28 TDS ORECA. He is later released with bruising.

HOURL 16 06:00-07:00

While the #1 Porsche ekes out another lap's advantage over the #38 ORECA in the lead, the #2 example is working its way back up the order, climbing to 10th now, but still behind a chunk of quick LMP2 cars. The #13 Rebellion car loses ground in LMP2 thanks to a slow zone.

victory hopes were derailed, but the race for them was still all about getting in front of the LMP2 hordes trailing the runaway Porsche.

And that changed again when Lotterer was asked to turn off the #1 Porsche's two-litre V4 turbo soon after 11am on Sunday. The engine had lost oil pressure and the German driver, like his counterparts in the #7 and #9 Toyotas, tried to negotiate his way to the pits electrically.

Lotterer wouldn't make it either. He stopped short of Mulsanne Corner and Porsche wasn't about to try to get the car back at any cost.

"We thought it was terminal, which was why we didn't try too hard to bring it back," explained Porsche LMP1 team principal Andreas Seidl. "We needed a free track for #2 to make up the time. Every slow zone or safety car was going to cost us."

Porsche's calculations at one point suggested that it would only overhaul the P2 leader – otherwise known as the race leader after the #1 car's retirement – on the final lap of the race. It didn't quite turn out like that, but Bernhard and his team-mates had to push – and push hard.

"I had mixed emotions when I saw the sister car drop out, but that's when I knew that we were fighting for the victory," said Hartley. "Over those three stints, I attacked as hard as I could because I had been told that it would be close."

It didn't turn out to be quite as close as expected. Bernhard passed the #38 Jackie Chan DC Racing ORECA shared by Oliver Jarvis,



Bernhard crosses the line to win...

COULD BYKOLLES HAVE WON THE RACE?

THE BYKOLLES TEAM WILL LOOK BACK ON THE 2017 Le Mans 24 Hours as an opportunity missed. It finally had a quick car and, on the evidence of practice and qualifying, a reliable one too. It could just have been able to pull off the kind of result that would have been unthinkable a couple of months ago.

The rebranded and re-engined ENSO CLM-NISMO P1/01 qualified ahead of every LMP2 car thanks to a late run from Oliver Webb on Thursday. The team opted to sit out the first 90 minutes to save the Nissan twin-turbo V6 that it had used through practice and qualifying for a big push in the night before installing its race engine.

Webb posted a 3m24.744s followed by a 3m24.170s to easily outgun the P2s, and the Brit reckoned he could have gone much faster.

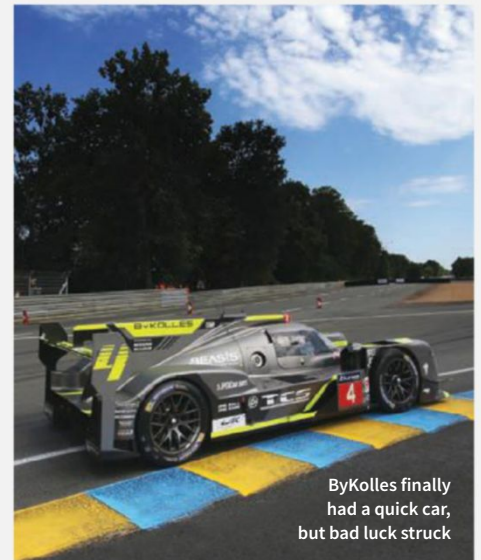
"Our theoretical best even with traffic was a 3m22.1s, so I think without traffic the car can do a 3m20s," he said.

The hopes of Webb and team-mates Dominik Kraihamer and Marco Bonanomi evaporated a few corners into the race. Webb, who had moved ahead of Nicolas Lapierre in the #9 Toyota at the start, picked up a puncture in Tertre Rouge and ran wide.

"I heard a thud, lost the steering and went wide over the rumble strips, which did what they're meant to do," said Webb. "The nose was damaged and there was no air going through it. The team was on the radio saying the temperatures were going through the roof."

The engine had been damaged, which would result in retirement for the CLM after seven laps, but Webb managed to bang in a 3m25.9s on his first and only full-power lap. Had it been able to consistently maintain that pace, the car would have won the race.

"There's a lot of ifs and buts, but we would have been comfortably ahead of all the P2s if we'd had a clean run," continued Webb. "Our calculations put us three laps ahead of the Porsche if we'd been able to do 3m24-25s through the race."



ByKolles finally had a quick car, but bad luck struck

Hour by hour / What happened, when

HOURLY 07:00-08:00

The #51 Ferrari drops out of contention in GTE Pro after a clash with the #90 TF Sport Aston Martin at the second Mulsanne chicane. Up front, the #1 Porsche is now 11 laps clear of the #38 ORECA. The #8 Toyota is up to 15th place.

HOURLY 08:00-09:00

The #38 Jackie Chan car increases its lead in LMP2 to almost a lap as the #13 Rebellion ORECA is briefly wheeled into the garage for repairs. The #95 Aston is out of the GTE Pro fight after Richie Stanaway goes straight on at Arnage on an out-lap.

HOURLY 09:00-10:00

The #1 Porsche is still unstoppable up front with its advantage now 13 laps, while the #2 car is now up to eighth. Lengthy work on the gearbox rules the #31 Rebellion ORECA – the early LMP2 leader – out of podium contention as it requires new internals.

HOURLY 10:00-11:00

More progress from the #2 Porsche as Brendon Hartley is able to break into the top five for the first time since the fourth hour. It's ultra-competitive in GTE Pro, with six drivers still on the lead lap. The #1 Porsche continues to rumble round.



Ho-Pin Tung and Thomas Laurent, which had led the race for the best part of three hours, just before the end of the penultimate hour. It was a remarkable way for Porsche to complete a Le Mans hat-trick.

The margin of Porsche's 19th outright victory at Le Mans was one lap and 25 seconds, so an extra few minutes spent in the pits would have resulted in a shock victory for a P2 car.

"We didn't know what the problem was so we changed the whole front end, including the suspension — the mechanics worked their socks off," explained first-time winner Hartley. "We owe this victory to the team."

The Kiwi described last weekend's race as "brutal". It was brutal on the cars and drivers, as well as on the emotions of just about everyone involved. And it was Toyota, once again, whose emotions suffered the most because yet another Le Mans victory had slipped through its grasp.

The TS050 HYBRID was the quicker of the two factory LMP1 designs throughout Le Mans week. But not by much, notwithstanding the record-breaking qualifying lap from Kobayashi (see page 19). Porsche had worked hard since its trouncing at the official pre-Le Mans test at the start of June and turned up with a car with which the drivers were much happier.

"We've fine-tuned the package and tied everything together, and made the car much more driveable," reckoned Bernhard. "Kamui did a monster lap, but it was an ultra-clear lap, which explains the two and a half seconds between us, because Neel and I got traffic on our qualifying runs. If you look at the long runs, we're still looking healthy. That lap doesn't change anything. We're confident that we're going into the race in a position to fight."

The Porsche was closer to the Toyota when the conditions were at their hottest. The German manufacturer was hoping for a warm weekend, and not only because the TS050 appeared to lose its edge when the temperatures soared. There is a new rule in force in the WEC this year that dictates that a driver cannot stay in a car without air-conditioning for more than 80 minutes at a time once temperatures reach 32C.

The Porsche has air-con and the Toyota doesn't, so there was the prospect of the new rule being a strategical game-changer. Any controversy over the new rule disappeared along with Toyota's chances, and besides, temperatures didn't rise sufficiently for it to be invoked.

The conditions still helped Porsche at the weekend. The 919 Hybrids weren't far off the pace in the early running but, once

temperatures fell, the Toyotas began to stretch their advantage.

"In the opening stints we had less of an advantage. We really started to pull a gap when it became a bit cooler," said Vasselon, though he was unable or unwilling to explain why.

Porsche was all too aware of its disadvantage in cooler conditions and set its strategical stall accordingly. "The race was like we expected: we were competitive in hot conditions and in the night they pulled away," said Seidl.

"We went into the race thinking that we had to try to hang in there during the night and then have a car that was still in good shape for when the higher temperatures came again on Sunday morning."

The pace of the #8 TS050 HYBRID, particularly with Buemi at the wheel, in the latter stages of the race on the way to what became eighth place suggested that the 919 Hybrid might have struggled. Toyota was out of it by the time the temperatures topped 30C again, but the drivers of the remaining Porsche were still pushing hard.

The strange thing was that Bernhard, Bamber and Hartley found themselves chasing an LMP2 car rather than a manufacturer whose Le Mans curse has struck again. ❄

HOURLY 21 11:00-12:00

Just when the #1 seemed destined for the win, Lotterer suddenly slows with an engine problem with three hours and 50 minutes to go. He is told to turn the engine off and stop when he runs out of electrical energy. The #2 Porsche is promoted to fourth.

HOURLY 22 12:00-13:00

The surviving Porsche is up to second now with just the LMP2 #38 Jackie Chan DC Racing ORECA around three minutes ahead. But that car is delayed in the pits by a rear-light change, helping the #2's chances as it works its way up the order.

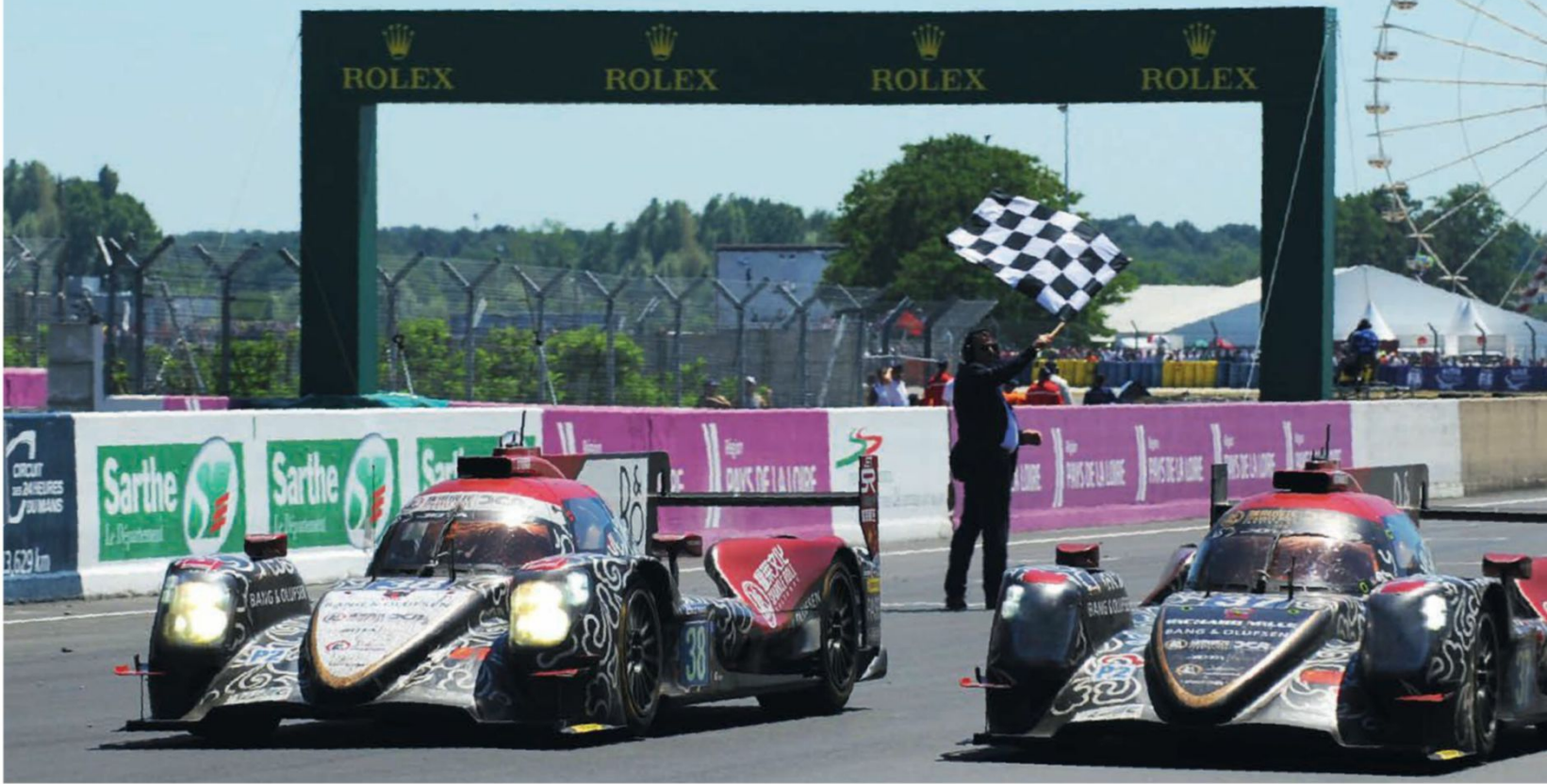
HOURLY 23 13:00-14:00

Bernhard blasts ahead of Ho-Pin Tung in the #38 ORECA to take the lead of the race with just over an hour remaining. But with a massive lead in LMP2, Tung does not need to be too concerned about losing top spot given how strongly placed that car is.

HOURLY 24 14:00-15:00

While Bernhard is comfortable up front, the focus is on the dramatic GTE Pro battle, which is settled on the final lap when the #63 Corvette suffers a puncture on worn tyres and loses out to the #97 Aston Martin and the #67 Ford.

Everybody was kung fu fighting



Jackie Chan DC Racing took the class win, and nearly overall victory, with Jarvis, Tung and Laurent. Those kids were fast as lightning...

By Edd Straw, Editor-in-Chief

[@eddstrawF1](#)

Even in a class as unpredictable as LMP2, the sight of an ORECA-Gibson 07 leading the Le Mans 24 Hours outright in the closing stages of the penultimate hour was a shock. It had long since been inevitable that the race-winning Porsche 919 Hybrid would overhaul the #38 Jackie Chan DC Racing ORECA of Oliver Jarvis, Thomas Laurent and Ho-Pin Tung that had inherited the lead in the 21st hour. But that didn't stop the crew of the Jota Sport-run car hoping for a miracle.

"That's the magic of Le Mans – anything can happen and it did," said Jarvis, winner of the

McLaren Autosport BRDC Award in 2005. "But unfortunately it wasn't quite enough for us. We can't be disappointed winning LMP2 and finishing second, but there was a moment when I saw the #1 Porsche at the side of the track and thought we could actually win! It would have been incredible. What a weekend for the team..."

What a weekend indeed. The Jota Sport-run team was the class of the ORECA-dominated field throughout the race, for while the Rebellion Racing cars that ran one-two for much of the first half of the 24 hours were just as quick, there were two key factors that put the winning car two laps clear by the end of the race. Firstly, reliability, with one of the Rebellion ORECA's suffering a 90-minute delay on Sunday thanks to the need to change the gear cluster, and the other car leaking

time to a few minor problems, including having to replace a hose at the rear-right of the car.

Secondly, the Jota car had the stronger driver line-up. To get an idea of how evenly matched, taking the average of the 30 quickest laps of each driver (three stints' worth), the trio was separated by less than three tenths, and they were fifth, sixth and seventh fastest using that metric. While Laurent's peak pace didn't quite match that of Tung and Jarvis, his consistency was excellent.

So while Rebellion also had three outstanding drivers, they were spread across the two cars. In the #13 car that finished second on the road, Mathias Beche and Nelson Piquet Jr were outstanding, while in the #31 Bruno Senna starred. But while David Heinemeier Hansson, who completed the line-up in #13, and Julien



Tung (left) crosses line in formation with sister car of Gommendy for one-two



Jarvis, Tung, Cheng and Laurent get their reward



Rebellion led and took second on the road, but then got excluded

Canal and Nicolas Prost all did capable jobs, they dragged the overall average pace of the car down.

But even though Jarvis led the first stint of the race, two problems in the first three hours left the winning crew playing catch-up. The first came when Jarvis attempted to leave the pits after his first refuelling stop after eight laps.

"I tried to start the car and there was just no power, so I'm not sure what happened there," said Jarvis. "Luckily, it didn't recur but we dropped down to seventh. Then it was a case of trying to come back through the field, which we started to do. Unfortunately, Thomas then had a small incident."

From 30 seconds behind the leading #31 Rebellion of Senna, Jarvis and then Laurent had closed to within 10 seconds when the mistake came in the third hour. The rear end snapped on Laurent in the left-hander of Indianapolis and he went off and nosed into the barrier.

"I really don't know what happened," said Laurent. "The lap before I braked later, and the lap of the crash I braked a lot earlier just to save some fuel and to not use the tyres too much. Maybe there was oil or a dirty track..."

Whatever the cause, the upshot was clear. By the time Laurent had dug himself out of his predicament and got back to the pits for a new nose, the car was two and a half minutes down. And it was out of synch strategically. But while Laurent had made the error, everything else he did in the race was exceptional for a 19-year-old rookie. "I have to confess, I was having a massage at the time and I suddenly heard him on the

"I was having a massage and suddenly heard him on the radio, so I ran to look"

radio so ran out to have a look," said Jarvis. "I've heard messages before like that where you look and you're clearly not going to continue, so I was pleased it was only a bit of front-bodywork damage. Thomas was very disappointed but I said to him not to worry, we'll be back in it in a few hours' time. But it took slightly longer than anticipated."

It wasn't until the 13th hour that they finally

regained control of the race. That it took so long was down to a combination of the intervention of slow zones — including a flurry in the sixth hour that distorted the gaps between cars dramatically. But inexorably, whether it was Jarvis, Tung or Laurent at the wheel, the #38 ORECA got closer and closer. And once ahead, it inched clear to establish what was eventually a two-lap winning margin, even though it had spent 7m16s longer in the pits than the second-place Rebellion car.

While the #31 Rebellion ORECA was eliminated from contention by a gearbox problem late in the 18th hour, which necessitated a 90-minute stay in the garage and condemned it to finishing 15th in class, the #13 car stayed in the hunt. But it was not

without problems, including a stop-go penalty for needing team assistance to restart the engine and a 10-second penalty issued for Piquet causing a collision with the ARC Bratislava Ligier. That was the only blot on the copybook of an otherwise great performance by Piquet, who was in the car for almost half of the race.

"The race started fine and then we started having issues every time we stopped," said >>

INTRODUCING



Reece Barr

A STRONG KARTING PEDIGREE DOESN'T NECESSARILY guarantee a successful move into car racing. But one graduate currently making a big reputation for himself is Mini Challenge JCW star Reece Barr.

A multiple karting champion in Ireland, Barr is carving himself a career in tin-tops. And judging by his early results, the 16-year-old from Donegal has quite a future ahead of him.

He took just two rounds to visit the top step of the podium and has firmly established himself within the championship's leading pack.

Having taken titles in the 2013 All-Ireland karting championships, Barr tackled British Super One in 2014 before putting his racing on hold in '15 to complete his exams. In '16 he took delivery of his JCW, and joined the Mini Challenge Championship for this year.

"We looked at a number of options after finishing karting, including single-seaters, but the issue there was the uncertainty around this form of racing at the moment," says Barr.

"We looked at, and tested, both the FIA Formula 4 and BRDC Formula 4 [before it was upgraded to F3 for 2016]. The cars were fun but the long-term budgeting was uncertain. The Mini Challenge ticked a lot of boxes as it's well-placed on the British GT package, the cars are great and it's very competitive."

Barr used the summer of 2016 to test the JCW and acclimatise to the car. He says that the extra mileage, and his experience of sampling single-seaters, helped him adjust to life in car racing.

"From the first moment I went out in the JCW I was never uncomfortable with it," says Barr. "A lot of the adaptation was technical, like the cornering technique."

"In a kart you go into a corner as fast as possible and pick up the throttle as soon as possible as it has so much grip. In the JCW it's about bleeding off the brake at the right time and picking the throttle up and controlling the weight transfer to help you carry speed."

"Testing the single-seaters helped as it showed me that when cornering with aero it encourages you to



push more and more to the limit. When you remove the aero and rely on mechanical grip, having that mentality helps you to keep pushing to avoid under-driving."

Barr's talent also brought him to the attention of the Andy Priaulx Sports Management team, overseen by the triple World Touring Car champion. Barr joined the APSM Elite Driver Support Programme to further his development.

Barr's results this term have been impressive. In the ultra-tight JCW field, he took his breakthrough victory in just his fourth race – at Rockingham – and led the championship after the first two weekends.

Only a driveshaft failure during round three at Snetterton and an engine issue at Silverstone toppled Barr from the top of the championship, but his results so far have led to increased targets.

"In truth the target for this year was to fight for podiums and maybe nick a win towards the end of the year, so to have achieved that goal already is amazing," adds Barr. "The plan now is to maintain this momentum for the rest of the year and push for a top finish in the championship and push for the rookie title."

"I'm fully focused on this year and achieving the best I can; I have a great chance to show what I can do in the JCW and I'll be pushing hard."

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AUTOSPORT

Signatech Alpine
inherited third
after the flag



Piquet. At the end it was so stressful because we had pressure for third place and we knew that every time we stopped we were going to have issues because we had problems with our engine starter. I'm pretty exhausted after this race – I drove a few more stints than I planned.”

All this meant the team's position on the outright podium was threatened by the #35 Signatech ORECA driven by Andre Negrao, Pierre Ragues and Nelson Panciatici. While the car was never quite as quick as the class hares, it was still close, but when Negrao went off at Mulsanne Corner late on it dropped to fourth in class.

That was until Monday night, when the #13 car was disqualified due to how the team tackled the starter motor problems. Rebellion modified a set of rear bodywork by making a hole through which a bar was inserted to allow for the old trick of tapping the solenoid to get the starter to work. This was deemed to violate the homologation of the ORECA.

That meant Jackie Chan DC Racing/Jota scored a class one-two. David Cheng had gone off in #37 during his first series of stints, but it was capable of being just as quick as the sister machine. In fact, Alex Brundle proved to be the strongest of the team's six drivers and played a key role in recovering to the top three.

But up front, the sister car barely missed a beat. Considering the high temperatures and the fact that the ORECA 07 is, like all of this latest generation of LMP2 cars, new for 2017, that was impressive. Even the predictions pre-race that most teams would have to change brakes at least once largely proved incorrect.

“The conditions were brutal, which was shown in LMP1 as well,” said Tung. “But the cars ran flawlessly for the entire race. It was brutal not just for the drivers, but for the cars

as well. And to make it to the end of the race without any issues is just amazing.”

Other than the starter glitch, the only other difficulty was a clutch problem that set in and required the drivers to pump the pedal in the pits to ensure that the car could get away well. And with the three drivers lapping consistently quickly and without error, it was a consummate victory that was a credit to a team that Jarvis likened to the Joest Audi squad he drove for.

There was another team that had the pace to be in the hunt, but not the drivers. The Manor squad's two cars were both very rapid, in particular the #24 car in which Jean-Eric Vergne excelled. But while he and Vitaly Petrov in the #25 car were quick, the rest of the drivers weren't as strong and the Vergne car finished sixth. The sister machine didn't make it through the night after Simon Trummer and the #9 Toyota of Nicolas Lapierre touched at the first corner, resulting in a big shunt for the Swiss driver.

The other car that might have challenged was the #26 TDS-run G-Drive ORECA that Alex Lynn put on pole. But its race pace was never clear after starting driver Roman Rusinov's catastrophic stint. After first dropping to 14th at the start, he was given a penalty for an illegal pit entry before an injudicious attempt to pass the Proton Competition GTE Am 911 of Khaled al Qubaisi resulted in race-ending damage for both.

The best non-ORECA was the United Autosports Ligier spearheaded by Filipe Albuquerque in fourth. Supported ably by Hugel de Sadeleer and Will Owen, the car had a clear run but was a little over two seconds off the race pace in a class that was an ORECA benefit.

And first among theoretical equals in that battle was the #38 Jackie Chan car. Second overall was just reward for an outstanding performance against seriously strong opposition. 🏆

United's Ligier was the
best non-ORECA in fourth



IN THE HEADLINES



LYNN TAKES DEBUT POLE

Alex Lynn (right of pic) claimed LMP2 pole for his Le Mans 24 Hours debut despite being “on the limit of sacrificing everything for the race”. The #26 G-Drive ORECA, run by the TDS team, only had one qualifying attempt at the start of the final session using medium-compound Dunlops.

RUSINOV GIVEN PENALTY

Roman Rusinov's disastrous Le Mans run in the car Lynn qualified on pole will have an impact on the #26 machine's next outing at the Nurburgring. It has been given a three-minute penalty after the collision with the Proton Porsche of Khaled al Qubaisi in the Porsche Curves was deemed to be entirely the fault of Rusinov.

BARRICHELLO'S BOW

Nine-time grand prix winner Rubens Barrichello made his Le Mans debut for Racing Team Nederland. The Brazilian qualified 17th in the team's Dallara, which he shared with team owner Frits van Eerd and 1988 Le Mans winner Jan Lammers. They finished 11th in class.

COLLARD IS HOSPITALISED

Emmanuel Collard's 23rd Le Mans 24 Hours ended with a trip to the medical centre and then Le Mans hospital after crashing his TDS Racing ORECA at the Porsche Curves. The 46-year-old was cleared after medical checks.

TOCKWITH'S TOP-10 RESULT

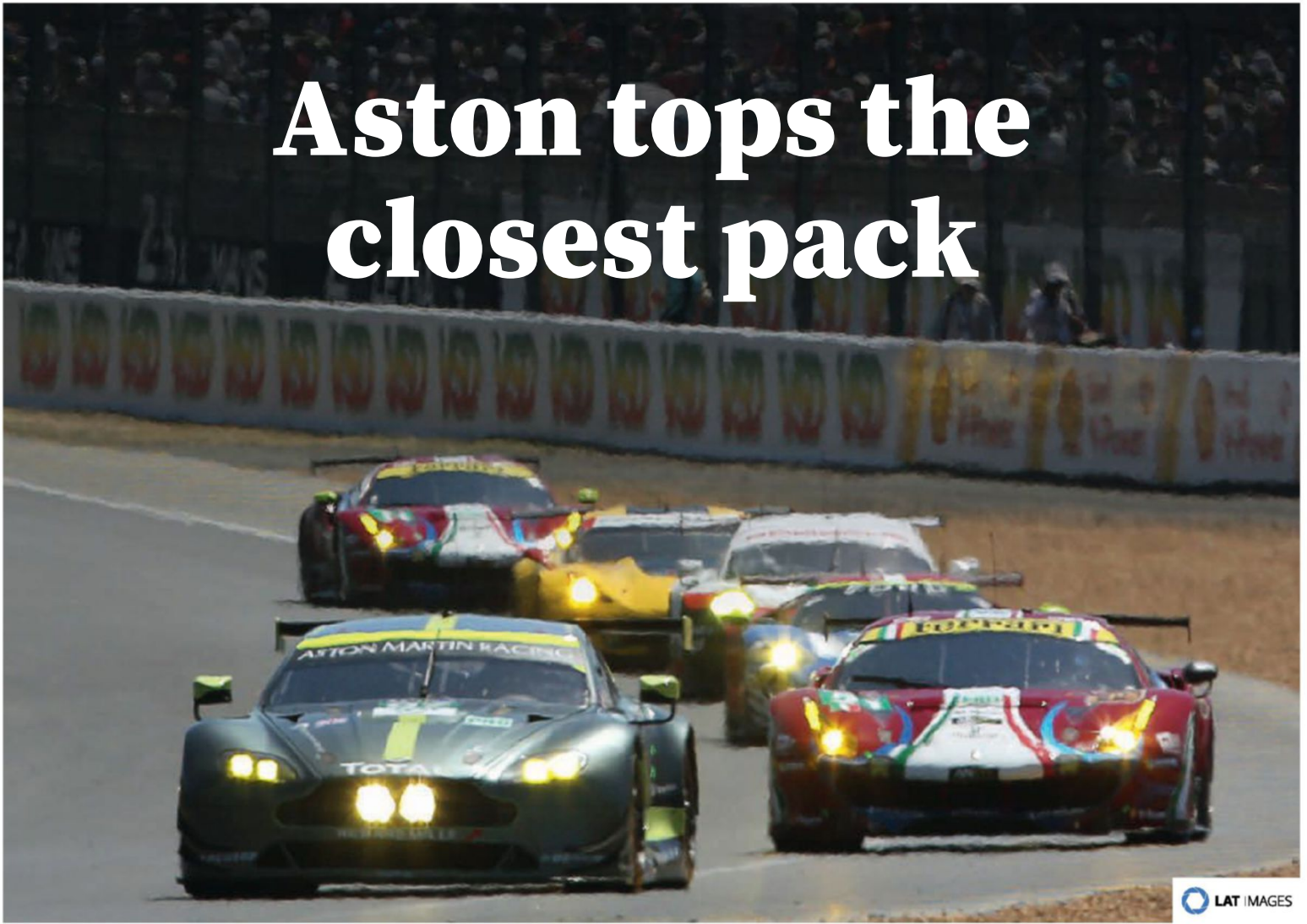
The British Tockwith Motorsports team finished ninth on its Le Mans 24 Hours debut. Karun Chandhok, Nigel Moore and 17-year-old Phil Hanson had a relatively clean run in the team's Ligier JSP217, despite losing some time on Sunday to a rear brake problem.

RILEY MAKES IT HOME

The sole Riley Mk30 made the finish on the car's Le Mans debut. The Keating Motorsports entry of Jeroen Bleekemolen, Ricky Taylor and Ben Keating had a troubled race, with debris hitting the emergency engine cut button and an alternator failure. But it came home (below) 20th and last in LMP2, albeit with its fastest lap of the race just under nine seconds off the pace.



Aston tops the closest pack



Jonny Adam, Daniel Serra and Darren Turner won the GTE Pro class for Aston in a closely fought race that went down to the final laps

By Stuart Codling, Executive Editor

[@CoddersF1](#)

The GTE Pro battle went down to the wire as the polesitting #97 Aston Martin shared by Jonny Adam, Daniel Serra and Darren Turner hunted down and passed the #63 Chevrolet Corvette driven by Jan

Magnussen, Antonio Garcia and Jordan Taylor at the end of the penultimate lap.

For all the negativity surrounding the present Balance of Performance rubric in the run-up to the race, throughout which various competitors accused one another of sandbagging to gain advantageous breaks, this was the closest and most inclusively competitive Le Mans in years for the GTE Pro class. The entire top 10 ran on the lead lap until the halfway mark and any of the five manufacturers involved could have

won had events panned out slightly differently.

Granted, the winning car was a relatively elderly design coming to the end of its life, and which hasn't been a pacesetter in other WEC rounds. But if close competition was the aim of the BoP regulations, then the outcome suggests they succeeded. While they may not be perfect, they're certainly not malfunctioning to the degree some of the complainers believe.

The Astons were always at or near the top of the timesheets during practice and qualifying, but last year's pole position time of 3m51.185s — set by one of the Ganassi Ford GTs now saddled with more weight and less boost for 2017 — didn't fall until the final hour of qualifying on Thursday night. Richie Stanaway took the #95 Aston Martin round in 3m51.038s, only to be ousted by Turner in the #97 with a 3m50.837s. That put Aston first and third on a 13-car grid separated by just two seconds.

Overnight, though, the ACO and the FIA saw fit to grant Porsche, whose two factory cars had qualified towards the back, an 8kg weight reduction, which stoked the guttering fires of the BoP argument.

"We could see from qualifying, and into the race, that people hadn't shown their hand," said Andy Priaulx, co-driver with Harry Tincknell and Pipo Derani of the #67 Ford GT that qualified ninth and would ultimately finish in second. "At the start, the Porsches left me standing."

It was the Alessandro Pier Guidi/James Calado/Michele Rugolo #51 AF Corse Ferrari that provided the initial challenge to Aston up front, having split the #97 from its sister car in qualifying. Pier Guidi burst through at the start and led until the third lap, when Nicki Thiim passed both of them in the #95 Vantage and surged forward into a lead that would last until

FERRARI TOPS GTE AM

AS EVER, GTE AM WAS ULTIMATELY DECIDED NOT by who was outright fastest but by who made the fewest mistakes. Given the restrictions on minimum cockpit hours, any driver line-up in this mixed-ability category is defined by its weakest link.

The polesitting Fernando Rees/Romain Brandela/Christian Philippon Larbre Chevrolet Corvette led initially in the hands of Rees, who got among the tail of the GTE Pro field, but it tumbled down the order once Rees handed over to bronze-rated drivers Brandela and Philippon. Philippon's fastest 10 laps, averaged out, were a good 12s off what would be considered respectable race pace in this category.

Aston Martin's factory-backed Am entry, in which bronze driver Paul Dalla Lana partnered Pedro Lamy and Mathias Lauda, strode on to a convincing lead and had established a comfortable margin when it ran over debris and suffered a damaging blowout that required a lengthy stop.

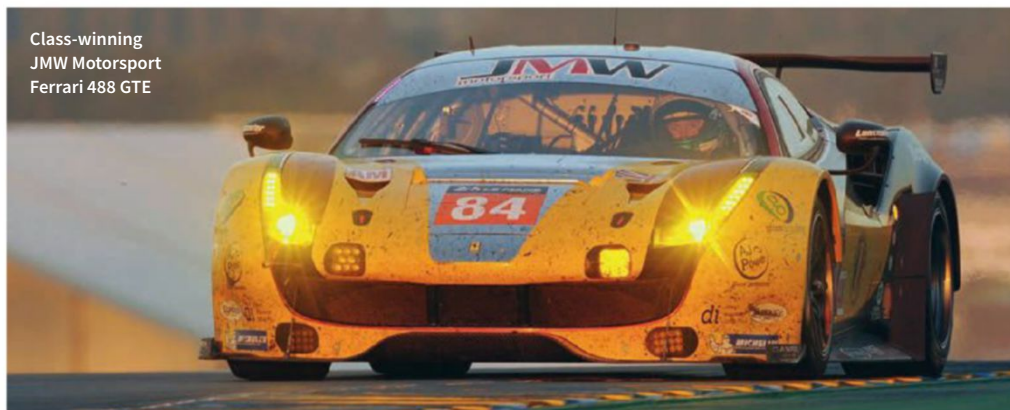
This enabled the JMW Motorsport Ferrari driven by Will Stevens, Dries Vanthoor and Rob Smith, which had risen from sixth on the class grid to run second behind the Aston, to win by a complete lap from the Spirit of Race Ferrari shared by Marco Cioci, Aaron Scott and Duncan Cameron.

By the end of the eighth hour the JMW crew had moved into a lead it would not surrender for the rest of the race, with bronze-rated Smith putting in two quick and neat double-stints in the morning.

"We went into the night, and at that point we'd had a pretty faultless run," said Smith. "And everyone said, 'Keep it on the black stuff, keep it out of the pits, and we'll do well.'"



JMW's Vanthoor, Stevens and Smith on podium



Class-winning JMW Motorsport Ferrari 488 GTE

the third hour, when the car ran over debris at Tertre Rouge and suffered a rear-left puncture with Marco Sorensen at the wheel.

That enabled the #97 to move into a lead that was initially precarious until the fifth hour, when a usefully timed slow zone during the car's pitstop window – called for a gyrating LMP2 at the Dunlop chicane – enabled it to increase its lead from two seconds to over a minute.

Slow zones and safety cars into and through the night played a significant role in the complexion of the GTE Pro field, enabling some delayed cars to rejoin the leading group – including the #63 Corvette, which had suffered a puncture in the second hour as Garcia was at the wheel – while punishing others. But throughout the first two thirds of the race, the majority of the runners remained on the lead lap, which meant a rotating cast of cars occupied the top spots as pitstop schedules played out.

Attrition, though, would delay or rule out entirely some of the more fancied entries, including the Pierre Kaffer/Giancarlo Fisichella/Toni Vilander #82 Risi Competizione Ferrari, bounced unceremoniously into the barrier at the first Mulsanne chicane by an errant prototype during the fifth hour. The Oliver Gavin/Tommy Milner/Marcel Fassler #64 Corvette was delayed but not eliminated when Milner was sent out of the pits with an incorrectly fixed left-rear wheelnut in the eighth hour, resulting in a

crunching impact with the barrier when the wheel came loose at the Porsche Curves. The car later rejoined four laps down.

Divergent pit strategies as a result of punctures, slow zones and caution periods continued to muddle the tactical picture, and it was only in the hours immediately after dawn that it became clear that the most likely winners were the #97 Aston, #63 Corvette and #91 Porsche, which continued to exchange the lead during their out-of-sync pitstops.

Being able to triple-stint their tyres in the cooler evening conditions had helped bring the Porsches back into the picture after a spin early on by Frederic Makowiecki, while the #92 car was tipped into a spin by an LMP2 car. But by dawn only one of the new 'mid-rear-engined' 911 RSRs was left in the running – Michael Christensen spun the #92 at the Dunlop Chicane and it was too badly damaged to continue.

The #97 Aston had lost ground overnight when a routine brake-pad change under safety-car conditions in the 15th hour took longer than expected and the Vantage emerged behind the 'wrong' safety car (ie not the one pacing the leading group), costing it a minute. The impressive Serra did much of the heavy lifting to bring it back into contention during an early-morning stint in which he broke the lap record twice, while the #95 car's fortunes went into reverse as Stanaway outbraked



Victorious Aston team celebrate

himself at Arnage and hit the barrier.

Ferrari might have been in with a hope, but Calado tangled with the #90 GTE Am Aston Martin during Sunday morning, which meant an extended garage visit for the #51 car. The #71 488 shared by Sam Bird, Davide Rigon and Miguel Molina fell out of contention after serving a penalty for exceeding track limits and losing time when it emerged from the pits behind the 'wrong' safety car during the long full-course caution called for Emmanuel Collard's shunted LMP2 car. »



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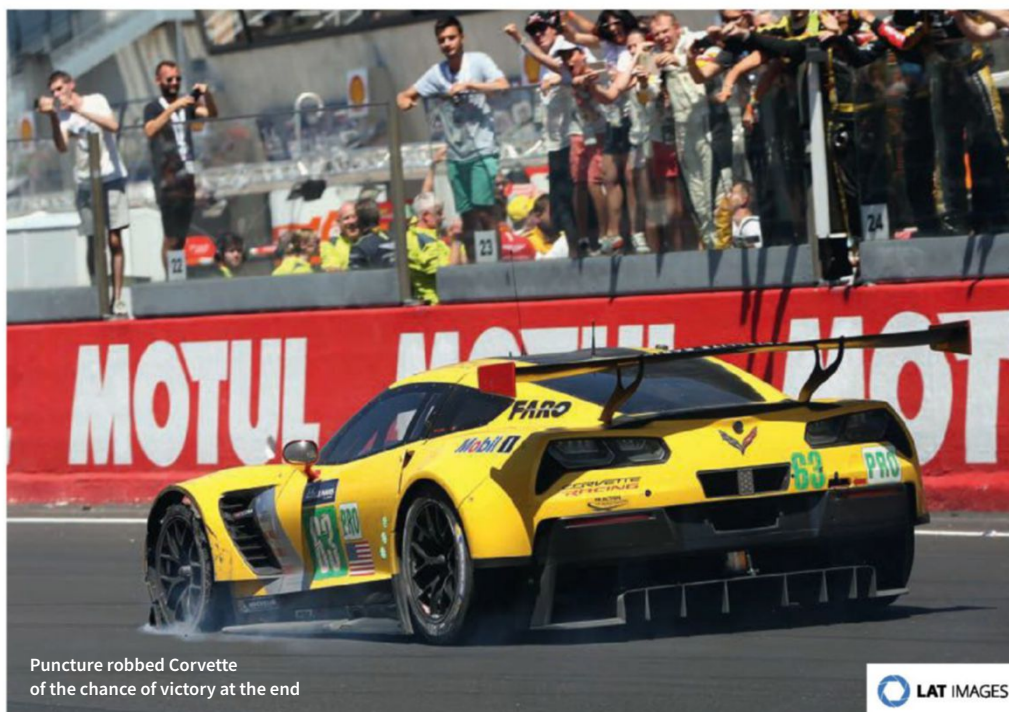


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Puncture robbed Corvette of the chance of victory at the end

LAT IMAGES

The three-car battle for the lead became two when Makowiecki had to make an extra stop in the penultimate hour after picking up a puncture in the #91 Porsche. Until this point, it had been odds-on for the win, since it had the advantage of track position over the other two, ahead of what should have been its final stop.

The leading #63 Corvette and #97 Aston made their last stops just after the turn of the hour. The Aston needed just a splash of additional fuel to get to the end, while the Corvette needed a full tank and a driver change, since cockpit conditions that Garcia likened to “a sauna” prompted the team to replace Magnussen with Taylor after just one stint. The two cars left nose to tail, with the Corvette just ahead, teeing up a thrilling battle between Adam and Taylor that raged until the final lap.

Adam made an unsuccessful lunge at Indianapolis with two laps to go, trading paint at the exit, before Taylor locked up and ran over the gravel at the second Mulsanne chicane, flat-spotting a tyre. At the final corner on the penultimate lap, Adam neatly took a wider entry line and a slow-in-fast-out approach to get better traction and move ahead on the pit straight, while Taylor slowed, his tyres seemingly shot.

“At the [final] pitstop, we nearly got the overlap but he got away in front,” said Adam, “and the words on the radio were, ‘OK, this is for Le Mans, if you want to win it you’ve got to get by.’”

“He had a strong pace but the one area I

thought he looked weak was the run to Indianapolis and down to Arnage. So when I got on to the back of him again, I knew I couldn’t not have an opportunity. When it arose I had to take it there and then.

“There was a small bit of contact on the way out of the corner and again the gap rose, but he had a big lock-up down the Mulsanne, into the second chicane, and then after that he was braking a lot earlier in some places.

“Then at the final corner I could see his left-front tyre seem to start delaminating, and the key then was to be patient, wait until the exit, and get him there.”

“If you look at our race,” said Taylor, “we got caught out with a puncture early on, and we lost out twice behind safety cars and that cost us about two minutes, so I think we can be very proud of the way we fought back. Everyone executed perfectly to get us back into a race-winning position.

“It’s just disappointing to come so close, especially after such a long race, where everybody’s worked so hard.

“We knew [in the final hours] we were racing Aston Martin, our guys were strategising a long time before the end, and we knew they would make a splash and that would get us back the track position, so we had our last stop lined up. That’s what really put us in a position to race for the win – they had the last six to 10 hours planned out.”

Taylor’s slow final lap enabled Tincknell to move up from third to second in the Ganassi-run #67 Ford GT, which had been running a minute and a half off the leaders. Tincknell’s team-mate Priaulx pointed out that the cars “didn’t have the speed” of last year, but what ultimately put the other Fords out of the picture were small details: the #68 and #69 cars lost time through extended pit visits, and the #66 Ford dropped back with a puncture in the second hour before Olivier Pla spun off at Indianapolis in the ninth hour.

In a close race decided by tiny nuances, this was enough to make a difference – as it should be. 🌟



Porsche looked strong despite mediocre qualifying

IN THE HEADLINES



DI GRASSI PULLS OUT

Former Audi LMP1 driver Lucas di Grassi was a late withdrawal from the event after injuring his ankle playing football. He had been due to share the #51 AF Corse Ferrari (above) with James Calado and Alessandro Pier Guidi. Michele Rugolo, a gold-rated factory-aligned Ferrari driver usually deployed to partner wealthy customers in GTE Am, took over the seat.

STEVENS HOPING FOR MORE

Single-seater convert Will Stevens, who raced in a handful of WEC events last year in a Manor LMP2, is hoping his GTE Am victory will lead to more offers in the senior sportscar championship.

“This year I made the decision to commit to GTs and I hope that I’m starting to prove myself,” he said. “I’m looking for other opportunities as well. We’ve got a few races coming up with Audi, and some in GT3, but I’d really love to be back in WEC.”

KANAAN SUBS FOR BOURDAIS

IndyCar regular and 2013 Indy 500 winner Tony Kanaan replaced Sebastien Bourdais, who was injured in qualifying for this year’s Indy 500, in the #68 Chip Ganassi Racing USA line-up alongside Scott Dixon and Joey Hand. Kanaan, no stranger to sportscar events having won the Daytona 24 Hours with Ganassi in 2015, did 12 hours in the simulator in preparation for his first Le Mans.

DIXON HAS TO RELEARN BRAKING

Although Scott Dixon was able to race at Detroit in an IndyCar demanding a left-foot-braking style the week after injuring his ankle in an Indy 500 crash, the cockpit arrangement of the Ford GT (below) forced him to change his driving style for Le Mans. “It seems like the way the angle [of the foot] is, how it hits the pedal, seems to annoy it quite a lot,” he said. “So I’ve had to go back to right-foot braking here. It’s definitely been interesting – it’s the first time in about 14 years.”



World Endurance Championship, Round 3/9, Le Mans (F), June 17-18 / 367 laps – 3108.001 miles

POS	NO	DRIVER	TEAM	CAR	POS	TIME IN PITS
1	2	Timo Bernhard (D) Earl Bamber (NZ) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	24h01m14.075s
2	38	Oliver Jarvis (GB) Ho-Pin Tung (NL) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-1 lap
3	37	Tristan Gommendy (F) Alex Brundle (GB) David Cheng (USA)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-4 laps
4	35	Nelson Panciatici (F) Andre Negrao (BR) Pierre Ragues (F)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-5 laps
5	32	Filipe Albuquerque (P) Will Owen (USA) Hugo de Sadeleer (CH)	United Autosports	Ligier-Gibson JSP217	LMP2	-5 laps
6	40	James Allen (AUS) Richard Bradley (GB) Franck Matelli (F)	Graff	ORECA-Gibson 07	LMP2	-6 laps
7	24	Jean-Eric Vergne (F) Jonathan Hirschi (CH) Tor Graves (GB)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-7 laps
8	8	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-9 laps
9	47	Andrea Belicchi (I) Roberto Lacorte (I) Giorgio Sernagiotto (I)	Cetilar Villorba Corse	Dallara-Gibson P217	LMP2	-14 laps
10	36	Gustavo Menezes (USA) Romain Dumas (F) Matt Rao (GB)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-16 laps
11	34	Nigel Moore (GB) Karun Chandhok (IND) Phil Hanson (GB)	Tockwith Motorsports	Ligier-Gibson JSP217	LMP2	-16 laps
12	17	Paul Lafargue (F) Patrice Lafargue (F) David Zollinger (F)	IDEC Sport Racing	Ligier-Gibson JSP217	LMP2	-23 laps
13	29	Frits van Eerd (NL) Rubens Barrichello (BR) Jan Lammers (NL)	Racing Team Nederland	Dallara-Gibson P217	LMP2	-23 laps
14	21	Ben Hanley (GB) Felix Rosenqvist (S) Henrik Hedman (S)	Dragonspeed-10 Star	ORECA-Gibson 07	LMP2	-24 laps
15	33	Pierre Nicolet (F) Jacques Nicolet (F) Erik Maris (F)	Eurasia Motorsport	Ligier-Gibson JSP217	LMP2	-26 laps
16	31	Bruno Senna (BR) Nicolas Prost (F) Julien Canal (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-27 laps
17	97	Darren Turner (GB) Jonny Adam (GB) Daniel Serra (BR)	Aston Martin Racing (Prodrive)	Aston Martin Vantage V8	GTE Pro	-27 laps
18	67	Andy Priaulx (GB) Harry Tincknell (GB) Pipo Derani (BR)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-27 laps
19	63	Antonio Garcia (E) Jan Magnussen (DK) Jordan Taylor (USA)	Corvette Racing – GM (Pratt & Miller)	Chevrolet Corvette C7.R	GTE Pro	-27 laps
20	91	Frederic Makowiecki (F) Richard Lietz (A) Patrick Pilet (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-28 laps
21	71	Sam Bird (GB) Davide Rigon (I) Miguel Molina (E)	AF Corse	Ferrari 488 GTE	GTE Pro	-28 laps
22	68	Joey Hand (USA) Tony Kanaan (BR) Dirk Muller (D)	Ford Chip Ganassi Team USA	Ford GT	GTE Pro	-28 laps
23	69	Richard Westbrook (GB) Ryan Briscoe (AUS) Scott Dixon (NZ)	Ford Chip Ganassi Team USA	Ford GT	GTE Pro	-30 laps
24	64	Oliver Gavin (GB) Tommy Milner (USA) Marcel Fassler (CH)	Corvette Racing – GM (Pratt & Miller)	Chevrolet Corvette C7.R	GTE Pro	-32 laps
25	95	Nicki Thiim (DK) Marco Sorensen (DK) Richie Stanaway (NZ)	Aston Martin Racing (Prodrive)	Aston Martin Vantage V8	GTE Pro	-33 laps
26	84	Will Stevens (GB) Dries Vanthoor (B) Rob Smith (GB)	JMW Motorsport	Ferrari 488 GTE	GTE Am	-34 laps
27	66	Stefan Mucke (D) Olivier Pla (F) Billy Johnson (USA)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-35 laps
28	55	Marco Cioci (I) Aaron Scott (GB) Duncan Cameron (GB)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-36 laps
29	62	Townsend Bell (USA) Bill Sweedler (USA) Cooper MacNeil (USA)	Scuderia Corsa	Ferrari 488 GTE	GTE Am	-36 laps
30	99	Ross Gunn (GB) Oliver Bryant (GB) Andrew Howard (GB)	Beechdean AMR (Prodrive)	Aston Martin Vantage GTE	GTE Am	-36 laps
31	61	Mok Weng Sun (MAL) Matt Griffin (IRL) Keita Sawa (J)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-37 laps
32	45	Mark Patterson (USA) Vincent Capillaire (F) Matt McMurry (USA)	Algarve Pro Racing	Ligier-Gibson JSP217	LMP2	-37 laps
33	27	Mikhail Aleshin (RUS) Sergey Sirotkin (RUS) Victor Shaytar (RUS)	SMP Racing (High Class Racing)	Dallara-Gibson P217	LMP2	-37 laps
34	77	Matteo Cairoli (I) Marvin Dienst (D) Christian Ried (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-38 laps
35	90	Rob Bell (GB) Euan Hankey (GB) Salih Yoluc (TR)	TF Sport	Aston Martin Vantage GTE	GTE Am	-38 laps
36	98	Pedro Lamy (P) Mathias Lauda (A) Paul Dalla Lana (CDN)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Am	-38 laps
37	93	Abdulaziz Al Faisal (KSA) Patrick Long (USA) Mike Hedlund (USA)	Proton Competition	Porsche 911 RSR	GTE Am	-38 laps
38	86	Ben Barker (GB) Nick Foster (AUS) Michael Wainwright (GB)	Gulf Racing	Porsche 911 RSR	GTE Am	-39 laps
39	22	Ryo Hirakawa (J) Memo Rojas (MEX) Jose Gutierrez (MEX)	G-Drive Racing (DragonSpeed)	ORECA-Gibson 07	LMP2	-40 laps
40	60	Hiroki Katoh (J) Alvaro Parente (P) Richard Wee (SGP)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-40 laps
41	54	Francesco Castellacci (I) Olivier Beretta (MC) Thomas Flohr (CH)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-41 laps
42	83	Nic Jonsson (S) Andrea Bertolini (I) Tracy Krohn (USA)	DH Racing (AF Corse)	Ferrari 488 GTE	GTE Am	-47 laps
43	39	Eric Trouillet (F) Enzo Guibbert (F) James Winslow (GB)	Graff	ORECA-Gibson 07	LMP2	-49 laps
44	65	Alessandro Balzan (I) Christina Nielsen (DK) Bret Curtis (USA)	Scuderia Corsa	Ferrari 488 GTE	GTE Am	-53 laps
45	49	Rik Breukers (NL) Konstantins Calko (LV) Miro Konopka (SK)	ARC Bratislava (Lanan Racing)	Ligier-Gibson JSP217	LMP2	-53 laps
46	51	Alessandro Pier Guidi (I) James Calado (GB) Michele Rugolo (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-55 laps
47	43	Ricky Taylor (USA) Jeroen Bleekemolen (NL) Ben Keating (USA)	Keating Motorsports	Riley-Gibson Mk30	LMP2	-55 laps
48	50	Fernando Rees (BR) Romain Brandela (F) Christian Philippon (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-58 laps
R	1	Neel Jani (CH) Nick Tandy (GB) Andre Lotterer (D)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	318 laps-engine
R	23	Fabien Barthez (F) Nathanael Berthon (F) Timothe Buret (F)	Panis Barthez Competition	Ligier-Gibson JSP217	LMP2	296 laps-gearbox
R	28	Emmanuel Collard (F) Matthieu Vaxiviere (F) Francois Perrodo (F)	TDS Racing	ORECA-Gibson 07	LMP2	213 laps-accident
R	92	Kevin Estre (F) Michael Christensen (DK) Dirk Werner (D)	Porsche GT Team	Porsche 911 RSR	GTE Pro	179 laps-accident damage
R	9	Nicolas Lapierre (F) Jose Maria Lopez (RA) Yuji Kunimoto (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	160 laps-puncture damage
R	7	Mike Conway (GB) Kamui Kobayashi (J) Stephane Sarrazin (F)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	154 laps-clutch
R	25	Vitaly Petrov (RUS) Simon Trummer (CH) Roberto Gonzalez (MEX)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	152 laps-accident
R	82	Toni Vilander (FIN) Giancarlo Fisichella (I) Pierre Kaffer (D)	Risi Competizione	Ferrari 488 GTE	GTE Pro	72 laps-accident
R	26	Roman Rusinov (RUS) Alex Lynn (GB) Pierre Thiriet (F)	G-Drive Racing (TDS)	ORECA-Gibson 07	LMP2	20 laps-accident damage
R	88	Khaled Al Qubaisi (UAE) Klaus Bachler (A) Stephane Lemeret (B)	Proton Competition	Porsche 911 RSR	GTE Am	18 laps-accident damage
R	4	Oliver Webb (GB) Marco Bonanomi (I) Dominik Kraihamer (A)	ByKolles Racing Team	ENSO CLM-NISMO P1/01	LMP1	7 laps-engine
EX	13	Nelson Piquet Jr (BR) Mathias Beche (CH) David Heinemeier Hansson (DK)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-3 laps

Winners' average speed 129.389mph. Fastest lap Buemi 3m18.604s, 153.507mph. LMP2 Tung 3m28.632s, 146.129mph. GTE Pro Serra 3m50.950s, 132.007mph. GTE Am Bell 3m53.320s, 130.666mph.

Top 10 hour by hour chart / What happened, when

NO.	HR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
7	8	7	7	7	7	7	7	7	7	1	1	1	1	1	1	1	1	1	1	1	38	38	2	2
8	7	8	8	1	1	1	8	1	1	9	13	31	38	38	13	38	38	38	38	38	2	2	38	38
1	1	1	1	8	8	8	1	9	9	7	31	38	13	13	38	13	13	13	13	13	13	35	35	13
2	2	2	2	9	9	9	9	8	31	31	38	13	35	31	31	31	31	35	35	35	35	13	13	37
9	9	9	9	13	31	31	31	13	13	13	35	35	31	35	35	35	35	31	37	37	37	37	37	35
6	31	31	31	31	13	13	13	31	3	38	40	40	24	24	40	2	37	37	32	2	32	32	32	32
26	25	13	13	38	24	24	36	38	25	25	37	24	32	40	32	37	32	32	24	32	24	24	24	40
25	24	38	24	24	38	38	25	25	35	35	24	32	40	32	37	24	24	24	2	24	40	40	40	24
38	13	24	25	37	25	35	24	35	40	40	32	37	37	37	24	40	40	40	40	40	8	8	8	8
31	38	37	37	35	37	40	35	40	24	24	47	32	23	23	2	2	2	2	23	23	47	47	47	47

16

Dunlop tyres finished on the outright podium for the first time since 2001.

19

This was Porsche's 19th outright Le Mans 24 Hours victory, and its third in succession.

31

There were 31 slow zones deployed during the race. Hour six was the worst, with six separate slow zones called.

48

The youngest (Phil Hanson, 17) and oldest (Mark Patterson, 65) drivers in the field were separated by 48 years

170

Piquet Jr completed more racing laps than any other driver at Le Mans – 46.7% of the #13 Rebellion ORECA's total.

3108.123

Distance covered by the winning car, the least since the 2013 edition of the race

Qualifying

POS	NO	DRIVER	CAR	CLASS	QUAL
1	7	Kamui Kobayashi	Toyota TS050 HYBRID	LMP1	3m14.791s
2	8	Kazuki Nakajima	Toyota TS050 HYBRID	LMP1	3m17.128s
3	1	Neel Jani	Porsche 919 Hybrid	LMP1	3m17.259s
4	2	Timo Bernhard	Porsche 919 Hybrid	LMP1	3m18.067s
5	9	Nicolas Lapierre	Toyota TS050 HYBRID	LMP1	3m18.625s
6	4	Oliver Webb	ENSO CLM-NISMO P1/01	LMP1	3m24.170s
7	26	Alex Lynn	ORECA-Gibson 07	LMP2	3m25.352s
8	25	Vitaly Petrov	ORECA-Gibson 07	LMP2	3m25.549s
9	38	Ho-Pin Tung	ORECA-Gibson 07	LMP2	3m25.911s
10	31	Bruno Senna	ORECA-Gibson 07	LMP2	3m26.736s
11	13	Mathias Beche	ORECA-Gibson 07	LMP2	3m26.811s
12	24	Jean-Eric Vergne	ORECA-Gibson 07	LMP2	3m26.871s
13	28	Matthieu Vaxiviere	ORECA-Gibson 07	LMP2	3m27.108s
14	35	Nelson Panciatici	ORECA-Gibson 07	LMP2	3m27.517s
15	37	Alex Brundle	ORECA-Gibson 07	LMP2	3m27.535s
16	27	Mikhail Aleshin	Dallara-Gibson P217	LMP2	3m27.782s
17	36	Gustavo Menezes	ORECA-Gibson 07	LMP2	3m28.051s
18	39	Enzo Guibbert	ORECA-Gibson 07	LMP2	3m28.368s
19	40	Richard Bradley	ORECA-Gibson 07	LMP2	3m28.891s
20	22	Ryo Hirakawa	ORECA-Gibson 07	LMP2	3m28.937s
21	32	Filipe Albuquerque	Ligier-Gibson JSP217	LMP2	3m29.151s
22	21	Felix Rosenqvist	ORECA-Gibson 07	LMP2	3m29.777s
23	29	Rubens Barrichello	Dallara-Gibson P217	LMP2	3m29.976s
24	47	Andrea Belicchi	Dallara-Gibson P217	LMP2	3m30.014s
25	45	Matt McMurry	Ligier-Gibson JSP217	LMP2	3m30.164s
26	23	Timothe Buret	Ligier-Gibson JSP217	LMP2	3m31.346s
27	34	Nigel Moore	Ligier-Gibson JSP217	LMP2	3m32.536s
28	49	Konstantins Calko	Ligier-Gibson JSP217	LMP2	3m33.921s
29	17	Paul Lafargue	Ligier-Gibson JSP217	LMP2	3m36.230s
30	43	Ricky Taylor	Riley-Gibson Mk30	LMP2	3m37.007s
31	33	Pierre Nicolet	Ligier-Gibson JSP217	LMP2	3m42.660s
32	97	Darren Turner	Aston Martin Vantage V8	GTE Pro	3m50.837s
33	51	James Calado	Ferrari 488 GTE	GTE Pro	3m51.028s
34	95	Richie Stanaway	Aston Martin Vantage V8	GTE Pro	3m51.038s
35	71	Sam Bird	Ferrari 488 GTE	GTE Pro	3m51.086s
36	69	Ryan Briscoe	Ford GT	GTE Pro	3m51.232s
37	63	Antonio Garcia	Chevrolet Corvette C7.R	GTE Pro	3m51.484s
38	92	Michael Christensen	Porsche 911 RSR	GTE Pro	3m51.847s
39	66	Stefan Mucke	Ford GT	GTE Pro	3m51.991s
40	67	Harry Tincknell	Ford GT	GTE Pro	3m52.008s
41	64	Tommy Milner	Chevrolet Corvette C7.R	GTE Pro	3m52.017s
42	82	Giancarlo Fisichella	Ferrari 488 GTE	GTE Pro	3m52.138s
43	68	Dirk Muller	Ford GT	GTE Pro	3m52.178s
44	91	Patrick Pilet	Porsche 911 RSR	GTE Pro	3m52.593s
45	50	Fernando Rees	Chevrolet Corvette C7.R	GTE Am	3m52.843s
46	98	Pedro Lamy	Aston Martin Vantage GTE	GTE Am	3m53.233s
47	62	Townsend Bell	Ferrari 488 GTE	GTE Am	3m53.312s
48	77	Matteo Cairoli	Porsche 911 RSR	GTE Am	3m53.381s
49	55	Marco Cioci	Ferrari 488 GTE	GTE Am	3m53.641s
50	84	Will Stevens	Ferrari 488 GTE	GTE Am	3m53.977s
51	83	Andrea Bertolini	Ferrari 488 GTE	GTE Am	3m54.088s
52	90	Euan Hankey	Aston Martin Vantage GTE	GTE Am	3m54.319s
53	99	Ross Gunn	Aston Martin Vantage GTE	GTE Am	3m54.328s
54	93	Patrick Long	Porsche 911 RSR	GTE Am	3m54.621s
55	61	Matt Griffin	Ferrari 488 GTE	GTE Am	3m54.955s
56	60	Alvaro Parente	Ferrari 488 GTE	GTE Am	3m54.994s
57	88	Klaus Bachler	Porsche 911 RSR	GTE Am	3m55.468s
58	54	Francesco Castellacci	Ferrari 488 GTE	GTE Am	3m56.301s
59	86	Ben Barker	Porsche 911 RSR	GTE Am	3m56.469s
60	65	Alessandro Balzan	Ferrari 488 GTE	GTE Am	3m58.249s

SEASON STATS

Drivers' championship

LMP1		
1	Hartley/Bernhard/Bamber	83
2	Buemi/Nakajima/Davidson	66
3	Tung/Laurent/Jarvis	50
4	Brundle/Gommendy/Cheng	31
5	Tandy/Lotterer/Jani	28
6	Negrao/Panciatici/Ragues	24.5

LMP2		
1	Tung/Jarvis/Laurent	90
2	Senna/Canal/Prost	52
3	Menezes/Rao	42
4	Brundle/Gommendy/Cheng	41

GTE PRO		
1	Priault/Tincknell/Derani	74
2	Serra/Turner/Adam	63
3	Rigon/Bird	60
4	Makowiecki/Lietz	55
5	Johnson/Pla/Mucke	43
6	Pier Guidi/Calado	37

GTE AM		
1	Sawa/Griffin/Mok	76
2	Lauda/Dalla Lana/Lamy	70
3	Ried/Dienst/Cairol	63
4	Scott/Cameron/Cioci	50

Manufacturers' championship

LMP1		
1	Porsche	111
2	Toyota	74.5

GTE		
1	Ford	117
2	Ferrari	108
3	Aston Martin	95
4	Porsche	72

Wins

Buemi/Davidson/Nakajima	2
Bernhard/Bamber/Hartley	1

Pole positions

Kobayashi	2
Conway	1
Jani/Lotterer	1

Fastest laps

Conway	1
Hartley	1
Buemi	1

Laps led / Overall



NEXT RACE



Nurburgring

July 16 2017

The last great F1 Lotus



Ayrton Senna and the Lotus-Honda 99T scored two wins during 1987, the first successes for active suspension in Formula 1. But the journey there was a long one

By Adam Cooper

 @Autosport



Thirty years ago the Formula 1 world sat up and took note when Ayrton Senna won consecutive grands prix at Monaco and Detroit for Team Lotus. They were the first achieved by Senna in partnership with Honda — and turned out to be the last earned by a team that had been a major player, and which would compete for a further seven

seasons without scoring another win. But of greater significance was the level of technology that contributed to the Brazilian's two street-race successes. The Lotus 99T was the first car with active suspension to win a grand prix, and arguably the most advanced machine that F1 had seen up to that point. And it helped to accelerate the sport into the digital age.

Team Lotus had experimented with active technology in early 1983, but it was quickly shelved (see panel, p38). However, development continued for potential road-car »



Senna took his first Monaco victory with the 99T (left) and just three weeks later won again in Detroit (right). Engineer Peter Wright (far right) was charged with making the 99T's active suspension work



applications, until chief designer Gerard Ducarouge decided to try again for '87, when Honda was coming on board and rookie Satoru Nakajima joined as Senna's team-mate.

The man with the job of making it work second time around in F1 was Peter Wright, who had remained in charge of active at sister company Lotus Engineering.

"We had basically done four years of development on road cars," he recalls. "So we really began to understand the dynamics of the system. We'd done a lot of work on ride, which is all about taking control of the contact patch. So off we went, and instead of one job I then had two jobs — one was running the active group, the other trying to run Ayrton's car at races."

The chief engineer built a rapport with Senna, who like any top driver was always looking for what Mark Donohue termed the 'unfair advantage'. The Brazilian soon determined that active might provide exactly that.

"He was a revelation!" says Wright. "My first contact was giving him a test drive in an active Lotus Eclat, which was our second road-car prototype. He drove it round Hethel, and he got to the hairpin at the top of the circuit and stopped, turned

"Ayrton Senna was a revelation. You could rely on what he said"

round and went the wrong way back. He didn't bother with the rest of the circuit. He said, 'I've got too much understeer' — and it being a front-engined car, he had. I said, 'OK I can do something about that,' and I changed the roll-stiffness distribution to take out the understeer.

"When you do it with roll stiffness you help the front, and hurt the rear. Off he went back round the hairpin. He said, 'That's no good, you made the understeer better, but you've taken it away from the rear, and the car is no better overall'. I thought, 'He's going to be interesting to work with!' He was great, and you could rely on what he said. It wasn't imagination or made up. It was absolutely clear what he was feeling."

In the winter of 1986-87 Team Lotus already had its hands full with the switch from Renault to Honda power, with all that entailed. There was also a new six-speed transmission, intended to take better advantage of the engine's rev range.

"The previous year we had both a five-speed 'box and a six-speed 'box,'" recalls Lotus engineer Tim Densham. "Johnny Dumfries had been given the task of developing the six-speed, and it was hopeless — it spoiled his year really, mainly poor selection and breakages. Senna tended to keep racing the five-speed one, which was reliable. Everything that was learned

from that bad year went into doing a new gearbox for 1987."

Packaging the active system into the new 99T was not the work of the moment, and it added some weight.

"The cars didn't have a hydraulic system then," says Wright. "So the first thing you had to do was put one on, which was a tank full of fluid, a pump, an accumulator, and a control block with valves. The actuators were heavier than a damper, and then you've got a computer. So it was a big lump of weight, about 10-12kg. We had great fun with Honda trying to get the pump to work. It also cost a little bit of power, about 5bhp."

"We had seen an active system back in 1983, but this one was a lot more refined," says Densham. "But one of the problems was because there were so few people working at Lotus, we didn't have a specific hydraulic department and the mechanics were left to do a lot of the work. The pump wasn't particularly reliable at the start of the year. It was a gear pump, whereas people use swash-plate pumps now."

The characteristics of the Honda V6 created extra problems: "Everything had to be AV-mounted [anti-vibration]. I remember the computer was behind the driver. It wasn't so bad on Nakajima's car, because he sat six inches off the floor, so he could see where he was going. With Ayrton, trying to get seat clearance for that box was difficult. We had boards that slid into this computer that were soldered up, and it had accelerometers on this box as well, so it was very delicate."

Reliability problems plagued the 99T early on, and the system was a nightmare for chief mechanic Nigel Stepney and his crew.

"I remember going to the first test in Brazil," says Densham. "We had several pumps, and they kept on failing. We got down to the last pump. I think Peter Wright came up with the idea of mixing our own hydraulic fluid with a bit of gearbox oil and STP, and that kept the car going for a few days on the same pump. Imagine, if you've got Ayrton Senna testing in Brazil, you don't have a pump for his car, and the thing won't work without a pump..."

Despite the teething problems, only one thing mattered to Senna. If active would make the 99T go faster, then he wanted to race with it from the start of the season.

"I'm not sure he thought it was good," says Wright. "But I think he could see the *potential*, the fact that we could control the attitude of the car, the platform. What he probably hadn't had a chance to understand is what the effect on the tyres was, and we had no idea at that stage."

"From an aero point of view it did exactly what it was supposed to do. There was no doubt you could make it do anything you wanted — the problem was deciding what you wanted it to do. Dealing with the higher frequencies, which is road inputs, ie ride and tyre grip, was the complicated bit. At that stage we didn't really have the tools to fully understand it. Nowadays the software is available, but it was the dawn of the digital computer when we started." ➤➤

The origins of active

TEAM LOTUS FIRST experimented with active suspension in 1983, and a prototype version was actually raced on a couple of occasions by a somewhat reluctant Nigel Mansell. Overweight and under-developed, it was abandoned early in the season.

“Active first came up as a Plan B when the [1981 twin-chassis] Type 88 was banned,” recalls Peter Wright. “When it was banned we built an active Lotus Esprit test car that Elio de Angelis, Nigel Mansell and Colin Chapman drove. Based on running that a little bit on a circuit Colin said, ‘OK, build a prototype Formula 1 car’.

“The aim was almost exactly the same as with the 88, to stabilise the body relative to the ground – that was the first and foremost objective. That ran in December 1982 in its first test at Snetterton, on the day that Colin died.”

The team was breaking new ground, and inevitably there were teething problems.

“It was very much a prototype, it had an analogue computer in it, not a digital computer,” adds Wright. “It could do things from time to time – I drove enough of the road cars to know that! We did have a problem in testing with Elio where the master switch on the car started to disintegrate. That turned the system on and off while he was running, and also turned the engine on and off. When he remembered that the engine misfired while he was trying to keep it out of the wall, we got the clue. It was a switch that went intermittent, and then recovered.

“The decision was to run it

on a single Cosworth car in 1983, because Team Lotus had one Renault turbo supply initially. So we ran that car in two races, in Brazil and Long Beach. Peter Warr then managed to get a second Renault turbo supply, and that basically killed off the project.

“The most interesting thing for me was that General Motors sent down a team of people from their research division to Brazil to see what the hell was going on. They had been working on active suspension for 10 years and had never built a car, and this little company called Lotus turns up and races a GP car! I like to think that was the start of GM buying Lotus. It caught their attention.”

After Team Lotus dropped the F1 active programme, Wright focused on road cars: “Tony Rudd hooked me and the other person on the project, Steve Green, and put us into Lotus Engineering and told us to develop active and turn it into a business. So I spent between 1983 and ’87 doing that. We built up an active control group of about 15 people who built prototype road cars with active suspension for quite a large range of the motor industry. We built something like 30 cars, from Bentley to Fiat.

“Then at the end of 1986 Gerard Ducarouge said he was interested in having it on the ’87 GP car. So Lotus Engineering basically took on the project and said, ‘We’ll pay for the support to do it in ’87, as a promotion’. There was a substantial business in Lotus Engineering at that stage, and we were looking at road-car applications.”



Active suspension did not last long in 1983 campaign

LAT IMAGES



“We felt as though we were only on the tip of the iceberg,” adds Densham. “Remember, in those days people didn’t have computers on their desks. I had a Sinclair ZX81, I think! Having a computer at the circuit to programme the car was unreal.

“There was one knob on the car where you could adjust a parameter. You could set it to, say, front rideheight, then you’d ask the driver to do a run and set the front rideheight. Then he’d come in the pits and you’d decide to do front anti-roll bar, or roll-stiffness distribution front to rear. You’d go out and set that, and in the race you could have this knob with a parameter to alter the balance.

“It was very basic, and I think there were only a few times that we set it up so that if the car, say, oversteered violently, it would soften the rear bar automatically – like on modern road cars you have skid control. We were only feeling the surface of that sort of thing. The problem was that we didn’t use it really for any aerodynamic advantage, which would have been a real bonus. Our aerodynamics were woeful!”

“You couldn’t identify where you were on the track because we didn’t have GPS,” Wright explains. “But if you could identify a type of corner from speed, then you could modify and adapt the characteristics of the car to speed. The main thing you could do was change the attitude of the car, and therefore the aero characteristic, between a high-speed corner and a low-speed corner, or under braking and acceleration. If you’ve got the sensor to measure an input you can do it.”

With active ride much more comfortable for the drivers, street races became a lot less physical. Another defining characteristic of the system soon emerged. In 1985-86 Senna had been the supreme qualifier, taking 15 poles in 32 races. In ’87 he earned just one, at Imola – and in the latter part of the year he was often not even in the top four. The team discovered early on that active made the 99T kinder on its tyres, which was costly in qualifying, but a huge benefit in the races. The canny Senna quickly adapted his approach.

“At circuits where there was a tyre limitation, it gave Ayrton tyre life,” says Wright. “He cottoned on very quickly. We did one test day at Brands Hatch, a back-to-back between active and passive. Ayrton came in and said instead of taking one lap to get the tyres up to qualifying performance, it takes three or four. But then they stay in, and after that they were better.



Mansell's Williams led early on at Monaco, but broke, leaving the active Lotus to win

"In practice he never bothered with preparing for qualifying, and he rarely qualified particularly well. He concentrated entirely on getting the tyres sorted out for the race. He spotted where its benefits were and said, 'Right, I'm concentrating on that.'"

"It didn't heat the tyres up quickly," says Densham, "because it was moving the wheels out of the way of the bumps, rather than working the carcass of the tyre to put heat into it."

Although the team didn't fully understand it, Wright asserts that this aspect of active made a big contribution to Senna's wins at Monaco and Detroit three weeks later: "We won two races where tyres were critical. We basically beat Nigel Mansell in Detroit because he wrecked his tyres. There were two other races we should have won and something else happened, and again they were tyre-critical races."

However, the more aerodynamically efficient Williams FW18B – which used an identical Honda engine – remained the car to beat. In addition to his two wins, Senna logged six podiums, and lost another to a brake-duct infringement. He finished third in the championship, behind Nelson Piquet and Mansell.

"I asked Ayrton at the end of the year, 'Did it make a difference, having active?'" says Wright. "And Ayrton being intensely honest about these things said, 'Yes, but the main problem was it made it a better race car, and not as good a qualifying car.' We came out of that year saying, 'OK, it does something different, it's got benefits', and we were beginning to understand them."



Right: Warr and Senna celebrate at Monaco GP

Far right: Lotus 100T was a disappointment despite Honda power

Despite the obvious potential, Team Lotus dropped active at the end of '87. It was a simple question of economics, as Lotus Engineering was no longer willing to subsidise the F1 programme. In effect it had already achieved what it was supposed to do in marketing terms.

"We won two GPs, the second of which in Detroit was very good for Lotus Engineering, and Group Lotus was owned at that stage by General Motors," adds Wright. "Most of the key customers were from America, and winning in Detroit was very effective. So it had kind of met its objectives. Then [team boss] Peter Warr said, 'I'm not paying for it for next year, take it off', thereby losing Team Lotus about 10 years of advantage!"

It was left to Williams, pursuing its own active project, to take up the baton. The frustration for all at Hethel was that Lotus was on the verge of a breakthrough – and they now knew that the key was optimising the car over one lap.

"If we'd known how to dial it in for qualifying, and out for the race, we would have been off and away," rues Wright. "We needed another year to do that."

Densham agrees: "If we could have developed it, and had more time, we could have put a qualifying setting in to make it a lot stiffer. If we had done a Mk2 the next year, and got a

“Despite the potential, Lotus dropped active at the end of 1987”

decent aerodynamicist, we would have been alright."

Meanwhile, after three years with Lotus, Senna followed Honda to McLaren for 1988. His dynamic presence alongside Alain Prost ensured that the Woking team surged ahead as Honda's favoured partner and, without active, Lotus's fortunes faded. The best that Senna's replacement, Piquet, could manage was three third places and sixth in the championship. It was the start of a slow decline.

"Active went back on when Peter Collins and I were running Lotus in 1993," says Wright. "Honda noticed us and we very nearly got bought by them. It had another five or six years' development on it. In fact in '92 we ran purely a levelling system, which just did the aero bit. In '93 we decided to go full active to start having a go at the contact patch again, but we were inadequately funded."

At the end of that year the FIA clamped down on the technology. The fear was that costs would escalate – but over subsequent decades teams have simply spent much of their R&D budgets looking for ways to replicate active.

"To me there were two performance issues," says Wright. "One was to control the aero, which they have been trying to do ever since with every system that gets banned! The other – and I think it's a pity that it got thrown out – was control of the contact patch, because that would have been enormously interesting, and of benefit to the road-car industry. It's a pity that motor racing wasn't allowed to pursue that."



Why Audi is in World Rallycross

It sent out shockwaves when it withdrew from the World Endurance Championship, but there's a long-term motorsport strategy behind Audi's alliance with Mattias Ekstrom's team

By Jamie Howlett

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After 18 years and 13 Le Mans victories, Audi announced its exit from the World Endurance Championship last October in the wake of the Volkswagen Group's emissions scandal. This step away from the turbodiesel technology showcased in the WEC coincided with Audi's increased involvement in Formula E, through its partnership with Abt, and the announcement of 2018's battery-powered e-tron SUV, which is set to spearhead the manufacturer's new range of all-electric road cars.

Audi chairman Rupert Stadler offered an insight into its new focus: "We're going to contest the race for the future on electric power. As our production cars are becoming increasingly electric, our motorsport cars – as Audi's technological spearheads – have to even more so."

But alongside its DTM and Formula E commitments, the manufacturer also increased its role in World Rallycross – which is not currently an electric category – by providing factory support for Mattias Ekstrom's EKS team.

The squad took part in World Rallycross's inaugural year in 2014, with Ekstrom taking victory in EKS's second race, on home turf at Holjes in Sweden.

"The project started at the beginning of 2014," explains EKS spokesman Lukas Stelmaszyk. "It was a three-year plan for Mattias to build it from scratch without any factory support from Audi. Audi was a partner of the team from the very beginning, but it was a private team."

Just two years later, Ekstrom and EKS secured the 2016 drivers' and teams' world championships, further piquing the interest of the Bavarian manufacturer.

"The world championship wins gave us additional motivation to get involved," admits head of Audi Motorsport Dieter Gass. "Another important factor for us is that the fielding of electric vehicles might be possible from a mid-term perspective in rallycross. Electrification is a focus topic for us."



Ekstrom made a strong start to the 2017 season, winning in Barcelona, Montalegre in Portugal (above)...

Stelmaszyk adds: "So far they are committed to support EKS and rallycross as a, let's say, third part of the motorsport programme with DTM and Formula E. But I think electric rallycross is the logical next step. It will come one day."

"We have an eye on what's going on in the US because they will start electric rallycross this season as a support class. It's going on in Europe as well; Manfred Stohl from the STARD team has already built an electric rallycross car."

With this in mind, Audi is increasing its support for EKS and filling gaps in its technical knowledge each time the cars take to the track. "At the moment I would say we are more in the learning phase," says Audi WRX project leader Andreas Roos.

"It's definitely works support and not a works entry [for Audi], so we support the team. We will not have a full works entry; this is not planned."

Roos joined the World RX project after five years as head of track engineering with Audi's LMP team, and this is proving to be a very different challenge, in part because the championship has strict regulations on data-logging during race weekends.

"There are no sensors, so you don't get any data on



what the car is doing,” he says. “There is no sensor from which you can get any feedback on the driving itself. The ECU doesn’t know which gear it is in. The driver has a display but this is not allowed to be connected to the ECU.

“You have one set of data where you have throttle position but no speed, and on the other one you have speed but no throttle position. You can’t link them together — this is why the driver here is so important. When you see the driving times — over the whole weekend it is about 50 kilometres — you have to really rethink everything you do. A shakedown of an LMP car is normally longer than 50km.”

EKS is also exploring the benefits of Audi’s support. “We had the cars for the very first time in Neuberg, the Audi Sport headquarters, before Hockenheim [round three in May],” says Stelmaszyk. “We have two engineers from Audi now. There is a lot of support from the data side, but in the end our HQ is still in Sweden. We are growing from last year — we have four tents now, there were two last year, and we started with one. We had 15 people in 2014, now we have 40.

“[Audi] says, ‘This is completely what Mattias built up and we don’t want to put too much into it’. Audi really wants to »



...and at Hockenheim, before VW hit back

PICS: MCKLEIN



Gass alludes to electric future for rallycross

“We are growing – we had 15 people in 2014, now we have 40”



Rules require Roos to use old-school data gathering, here with Reinis Nitiss



keep the EKS passion. [Mattias] loves rallycross and he wants to go on with that and continue the project.”

These are views echoed by Ekstrom: “Generally it’s nice to have support. There are many ways – the technical knowledge, media support, event marketing, we have some team members here working with us, the funding, and the budget.

“In the long term we hope we’ll see more performance gains, because you can’t really do much in one, two, three months; you have to wait a bit until you see the big difference.

“I’m really proud and happy to have Audi on board, and for us it was also going to be very clear that, without its support for this year, it would have been the end of the story. But now luckily we can continue and we are going to try to keep the development going as much as we can.”

Aside from an eye on the electric potential in rallycross – short events requiring impressive acceleration – another big factor for Audi is the four-wheel-drive nature of the series.

“It’s the only format where we can race with Quattro,” says Audi press officer Virginia Brusch. “That’s important for Audi.”

Stelmaszyk agrees: “We had a photoshoot with the old S1 and for us it was only Quattro meets Quattro, and not the old S1 meets the new S1. Quattro is the big benefit – it’s the



Manufacturer input from VW (plus Ford and Peugeot) has turned up the wick



EKSTROM ON RALLYCROSS



ONCE I TRIED [A RALLYCROSS] CAR, I started to get into it. I really didn't like it until I tried the cars; I thought it was dirty. Then when IMG said they would make a world championship out of it I thought, 'Ah, you can make it professional as well, and clean and tidy.'

I have the same pedal box [in the S1 WRX and RS5 DTM]; it makes life easy when the pedals are the same. The steering wheel and seat position are a bit different, but I try to make myself feel really comfortable because that's the key to be able to jump back and forth.

The trick for success is to have a lot of good people in the team, so from day one I thought, 'What makes the difference is the people.' I tried to get good guys to work with me in the team, because with good guys you can make things happen. You need some money, but without good people

money will not help.

If I wasn't here nobody would miss me; everybody knows what to do even if I'm not here. The driver they would probably miss, because there would be one car without a driver, but I think if you have a different driver everything else would run.

I don't think I'd have the patience to be a team principal and do this every week. You have to travel even more than as a driver, because you have to be there earlier and leave later.

It's my family who suffer the most. My kids and my dogs don't see me much. It's racing life – you have loads of time once this is over. It was the same when I was a kid: my papa also went racing on the weekends, so I've grown up with it. When evening comes and everything calms down, you realise it would be nice to be home.

only Quattro Audi that can run at the moment."

The technical challenge for Roos and the engineers at Audi Sport and EKS is getting harder with the increased profile of the series and the manufacturer involvement from VW, Ford and Peugeot. Ekstrom won the first three rounds of 2017, but VW drivers Johan Kristoffersson and Petter Solberg won the next three, with Kristoffersson also taking the points lead.

As with any form of motorsport, increased manufacturer involvement can be a plus and a minus. "We have to find the right balance now between works entry, works support, all these things, otherwise it gets difficult for the sport," says Roos. "If you read what is written in the press, some are taking it a bit more seriously and putting more effort in and maybe that's not the right way to do it.

"We have to work on it. We committed to works support and not a works entry and this is how we do it at the moment. At the moment it's not [Audi's] intention to go to the next step. It's definitely not planned. Take [round one at] Barcelona: the first car behind us was Timo Scheider, a private car on the podium – this is what the series needs. If every manufacturer pushes like hell and brings three cars you have 12 works cars. Twelve cars are allowed in the semi-finals, so what will happen?

Team is very much still Ekstrom's show, but input from Audi has wide-ranging benefits

Only the manufacturers will run in the final. How could that interest a private team? Everybody wants to see the semi-final and final – they are live on TV.

"You have to find the right compromise. This is difficult and it's where you need some self-policing with [promoter] IMG, the FIA and the manufacturers; we have to sit together and discuss this. There's already some talking, but we have to see."

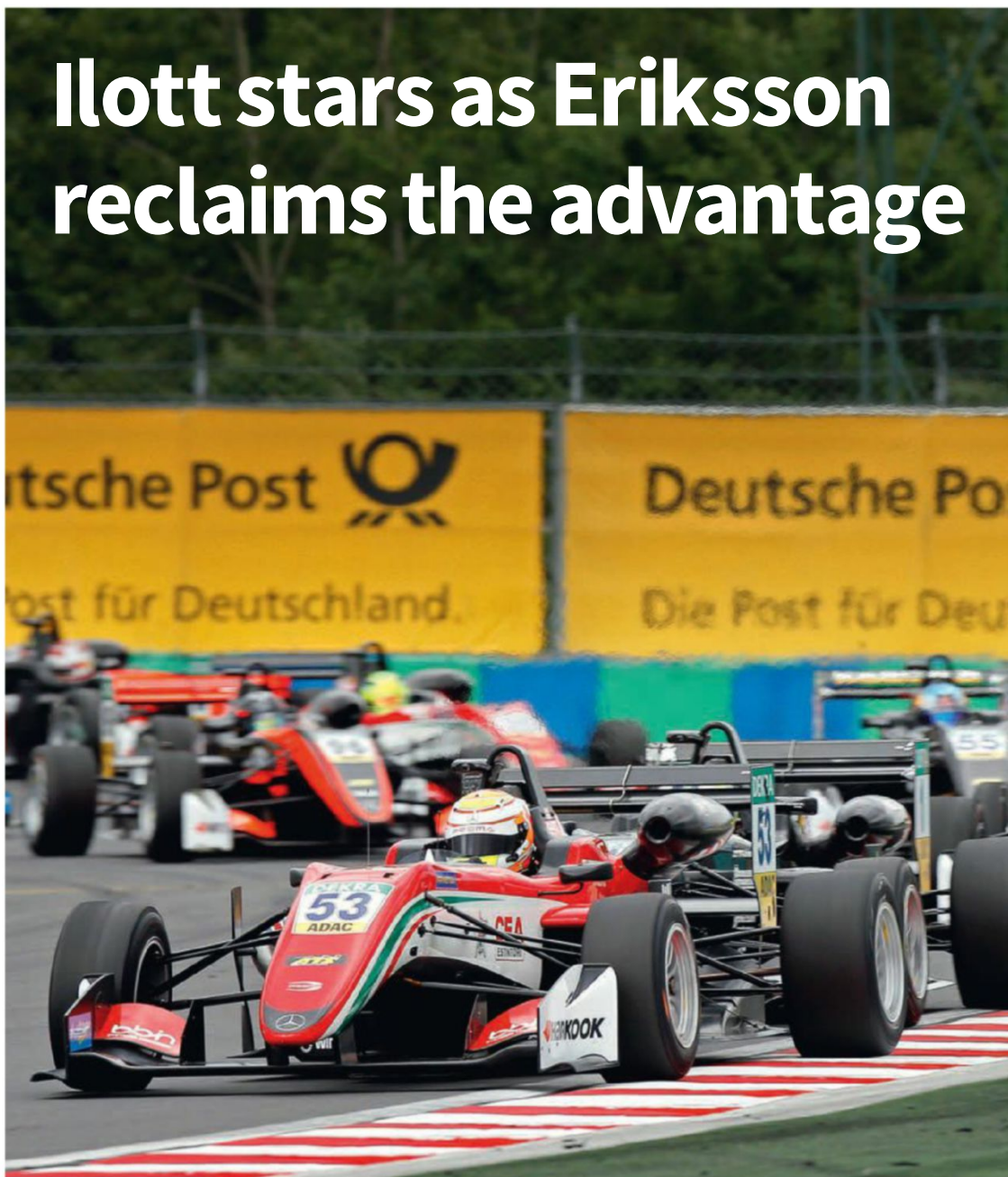
Ekstrom's involvement is a key part in the increasing support from Audi. The 38-year-old has driven for the manufacturer in the DTM for 16 years, winning the title in 2004 and '07, and is determined to win another, as well as a second World RX Championship.

With a calendar clash between DTM at Norisring and World RX at Holjes coming up next week, his success in both series will play a role in the outcome of this season.

"I would like to win the Norisring. I still haven't really won it – I won the race [in 2013] but I don't have the trophy [his father, Bengt, poured water into his overalls before the weigh-in, breaching parc ferme regulations], so I have some wishes to go to there and do this," he says.

"Personally, I leave it to Dieter [Gass]. That's why I have a boss, so he will have to take such decisions!" ❄

Ilott stars as Eriksson reclaims the advantage



FORMULA 3 EUROPEAN CHAMPIONSHIP
HUNGARORING (H)
JUNE 17-18
ROUND 4/10

THE HUNGARORING'S LEFT-HANDED Turn 4 kink – the one at the top of the hill after cars have been flat since Turn 2 – isn't the most important corner on the circuit for lap time, because it precedes only a short straight to the long Turn 5 right-hander. But it does provide a great illustration of which drivers and cars are hooked up, and so it proved from the early hours of last weekend's Formula 3 European Championship round at the Hungaroring.

Among the best in this turn – which has a higher minimum speed for F3 cars than for 2014-16 Formula 1 machinery – were Joel Eriksson, Callum Ilott and Guan Yu Zhou. In free practice BMW junior Eriksson had his Motopark car drifting beautifully, the left side wheels almost up to the track-limits-flouting white line on the exit, maximising the track. Ilott was spectacular, lurid in his bid to keep his Prema Powerteam machine within that white line, the occasional mid-turn snap to understeer causing him to run wide – but then back off once into the runoff,

knowing he'd breached the track limits. Ferrari protege Zhou was brave enough to turn in flat, giving him the extra downforce required to keep his Prema car within the white lines on the subsequent lift. Impressive stuff from all, and championship leader Eriksson ended up 0.235 seconds clear of Ilott, with Zhou third.

From then on, the Hungaroring confounded perceived wisdom at nearly every turn, but it did end up with Ilott scoring most heavily and winning race two, Eriksson taking victory in the finale to retake a points lead he'd lost for 30 hours or so to first-race winner Maximilian Gunther, and Zhou standing on the podium twice – but only keeping one of his third positions.

It was actually Gunther who put in perhaps the finest display of driving all weekend. There was a thunderstorm just before qualifying for race one, and perceived wisdom was that such conditions would suit Lando Norris. But Gunther, one of several to be black-flagged in free practice for persistently flouting track limits, was supreme. Van Amersfoort Racing's rookie Joey Mawson – gratifyingly sporting a return to the James Hunt-style helmet he wore in his Formula 4 days – was the only driver within four tenths; no-one else was within 0.8s. But Mawson was carrying



Ilott soon sped away from Eriksson in second race

AT A GLANCE

RACE 1

- 1 Gunther Prema
- 2 Hughes Hitech
- 3 Daruvala Carlin

RACE 2

- 1 Ilott Prema
- 2 Eriksson Motopark
- 3 Zhou Prema

RACE 3

- 1 Eriksson Motopark
- 2 Ilott Prema
- 3 Norris Carlin

➔ P49 RESULTS



Gunther leads Hughes and Daruvala in opener



Ilott, Eriksson (with alternative cap) and Zhou celebrate

an extremely harsh grid penalty after being given the blame for a safety-car-restart chain-reaction accident last time out at Pau, consigning the Australian to fifth on the grid.

Norris needed a late pitstop for the Carlin crew to adjust tyre pressures, and only just grabbed seventh, while Eriksson floundered on the back row, the Motopark team admitting to totally screwing up pressures as its cars filled positions 15-18 from the 18-car field.

In the dry race there was a clear-cut win for Gunther, as Jake Hughes — promoted to the front row by Mawson's penalty — took a welcome second place for Hitech GP after fending off Carlin's Jehan Daruvala, who had gridded third despite his wet-weather form usually being iffy. Mawson pulled off a great move on the struggling Ilott for fourth, Norris lost places in the opening corners and took eighth, and Eriksson just snatched the final point.

Free-practice form indicated to Eriksson jumping to the top later on in Q2, but instead it was Ilott. The tyres weren't hanging on very long on the notorious Hungaroring surface, but Ilott's early effort gave him a time 0.167s clear of Eriksson, who felt his balance had gone away slightly. A cool lap for each gave them just enough

Hankook life for a final push, and Eriksson's time was a last-lap effort that not only put him second overall, but also allowed him to leapfrog Ilott for race-three pole, decided on second-fastest laps.

From then on it was all about these two. Ilott sailed home in race two, extending his lead on every single lap, confounded that his tyres — the same used in qualifying! — stayed good and even setting fastest lap in the second half of the race. "We expected the tyres to degrade but we didn't have as much degradation as we thought," he smiled. "I felt the track had improved and I was able to keep pushing throughout the race."

Eriksson got the jump in race three, so that should have meant a challenge from Ilott, whose rubber had lasted so well earlier. But this time it was Eriksson who pulled a gap, and Ilott who was suffering from degradation... Eriksson marked the occasion by donning what looked like a sailor hat, with his name on it, explaining: "On Friday I should have celebrated finishing my exams with my friends, but couldn't do it because I was racing. So this is a chance to celebrate in my own way." The explanation just left everyone even more confused about this odd Swedish custom.

Norris was third on the grid for both Sunday races, getting caught in traffic early in his

qualifying run, then as usual putting the blame on himself for not driving well, citing a big mistake in the final corner that cost him pole. When he stalled on the grid for race two, it seemed his starting demons were striking again. But he only lost one place at the finale's getaway, spent the whole race challenging Zhou and then got alongside the Chinese racer into the Turns 6/7 chicane on the penultimate lap. Zhou stayed ahead by cutting the chicane, and was rightly penalised down behind Norris afterwards.

Gunther, who'd moved into the points lead after his Saturday win, qualified sixth for both Sunday races, feeling the balance wasn't quite right. And he finished there in both races, getting a good view of the rear wing of Motopark new boy David Beckmann, who Gunther had steered away from at Turn 1 in race two to avoid what he sensibly decided would be an inevitable collision.

Apart from Zhou and Beckmann, the other impressive cameo was from Hughes. Hitech has struggled this year, but the Banzai Brummie finished just behind Zhou in fourth in race two. He was all over Beckmann and Gunther in the finale, but couldn't progress above seventh. Don't rule out better things in the months to come.

MARCUS SIMMONS



Rast's first win came in his ninth DTM start

Rookie Rast races to maiden victory

DTM
HUNGARORING (H)
JUNE 17-18
ROUND 3/9

ONE OF THE FIRST THINGS YOU learn about the DTM is how notoriously tough it is on rookies, as most drivers take their time to play themselves in to a championship that is so high-level, complex and demanding.

This only makes Rene Rast's performance at the Hungaroring all the more outstanding. His Lausitzring podium had already indicated that his campaign would become one of the better rookie seasons in DTM history, and two pole positions, a win and taking the championship lead last weekend in Hungary confirmed that.

But it could have been even better, as Rast and his Audi team lost a great result on Saturday when the RS5s were again the cars to beat at this technical circuit, just as they were in 2016. Rast led the opening laps of race one from team-mate Jamie Green and, while the early stages suggested that one of them would win,

the race was soon turned on its head.

Inspired by Mattias Ekstrom's Lausitzring strategy of pitting on lap one and finishing second, three drivers – BMW's Timo Glock and Bruno Spengler and Mercedes' Paul di Resta – changed tyres during the first six laps.

The gamble paid off as they gained back all the time they had lost when, on lap seven, Maxime Martin's BMW came to a halt and the safety car neutralised the action. The trio had been at the back of the field, but by the time the rest of the pack had completed their mandatory stops they found themselves at the front – led by di Resta – with a huge advantage.

They went on to make up the podium in the order of di Resta, Glock and Spengler, although the Canadian did come under pressure from the leading Audi of Mike Rockenfeller, who had leapfrogged Ekstrom as they pitted together. That stop also got Rockenfeller and Ekstrom ahead of Rast and Green, who stayed out a few laps longer. Rockenfeller made up a 25-second deficit to finish right behind Spengler, further proving there was no way Audi

would have lost without the safety car.

Although Audi could not maximise its chances on Saturday, its pure-pace advantage still made the RS5s 10kg heavier than the BMWs and Mercs for Sunday under the series' ballast rules. But the change seemed to largely unimpede the Ingolstadt cars, which once again took five of the top six places in race-two qualifying.

Rast got a perfect start but, with everyone else cottoning on to the trick of pitting early, things again changed quickly. By lap 11 of 35, 17 of the 18 drivers had made their stops, but Ekstrom had stolen a march. The Swede had been the first Audi driver to pit (from fourth place at the end of lap three), and emerged in the lead when those originally ahead of him came in. Ekstrom tried to hold on, but the Abt Sportsline car's tyre life began to fade and Rast went through with five laps remaining and won by a second.

Third place was the reward for the boldest strategy, adopted by Martin. The Belgian started last on the grid, pitted at the end of lap one and made the most of the clear track to be in a podium position after the stops. His M4's performance remained good thereafter, and he completed the rostrum.

Rast becomes the first DTM rookie to lead the points since di Resta in 2007, but his feat was aided by previous leader Lucas Auer's problems – the Mercedes driver finished 12th in race one and retired with engine problems in the second. He is now one point adrift of Rast, with Green and Ekstrom also within sight of the series lead.

DAVID GRUZ

AT A GLANCE

RACE 1

- 1 di Resta Mercedes
- 2 Glock BMW
- 3 Spengler BMW

RACE 2

- 1 Rast Audi
- 2 Ekstrom Audi
- 3 Martin BMW

P49 RESULTS



Di Resta took his first win of 2017 in race one



Ligier (left) and Norma took a win apiece

Wins shared in Road to Le Mans

MICHELIN LE MANS CUP
LEMANS (F)
JUNE 15-17
ROUND 2/5

NORMA WAS DENIED A ROAD to Le Mans double by a race-one incident that led to the retirement of the car that went on to win the second with ease.

DKR Engineering driver Alex Toril led the first race from pole position, only to be hit by the Ligier of Alexandre Cougnaud in a slow zone and be forced to retire with suspension damage.

United Autosport's driver John Falb kept his Ligier in the hunt before handing over to Sean Rayhall at the end of lap six.

When leader Yann Ehrlacher's Norma was unable to rejoin after its pitstop, Rayhall passed the Ligiers of Romano Ricci, who had taken over from Cougnaud, and Martin Rich for victory.

Jean Glorieux and Toril won race two by 17.7 seconds, while Rayhall came through to second place after Falb's early spin.

In GT3, Ahmad Al Harthy and Tom Jackson took two wins in their TF Sport Aston Martin, the first of which came after Christoph Ulrich and Maurizio Mediani's Ferrari was penalised for a pitstop violation. In race two they beat the Michael Benham and Duncan Tappy McLaren by five seconds.

EDD STRAW

RESULTS

Race 1 1 John Falb/Sean Rayhall (Ligier JSP3) 13 laps in 55m10.699s; 2 Alexandre Cougnaud/Romano Ricci (Ligier) +5.634s; 3 Alex Kapadia/Martin Rich (Ligier); 4 Natan Bihel/Laurent Millara (Ligier); 5 John Farano/Morten Dons (Ligier); 6 Eric De Doncker/Andy Meyrick (Ligier). **GT3** 1 Ahmad Al Harthy/Tom Jackson (Aston Martin V12 Vantage)

Race 2 1 Jean Glorieux/Alexander Toril (Norma M30) 13 laps in 57m07.299s; 2 Falb/Rayhall +17.706s; 3 Yann Ehrlacher/Erwin Creed (Norma); 4 Greg Taylor/James Winslow (Ligier); 5 Edgar Lau/Jacques Wolff (Norma); 6 Jordan Perroy/Alain Costa (Ligier). **GT3** Harthy/Jackson.

Points 1 Toril/Glorieux 36; 2 Tony Wells/Colin Noble 26; 3 Falb/Rayhall 24; 4 Claudio Sdanewitsch 15.5; 5 Mediani 15; 6 Meyrick/De Doncker 15. **GT3** 1 Harthy/Jackson 31.

Teen Attila a Hungarian home hero

TCR INTERNATIONAL
HUNGARORING (H)
JUNE 17-18
ROUND 6/10

ATTILA TASSI HAD NEVER won a TCR International Series race before last weekend, but the Budapest youngster — who only celebrated his 18th birthday last Wednesday — proved to be the mighty Magyar toast of the Hungaroring crowd with two wins.

Local folk-hero Norbert Michelisz drafted himself into the line-up of his own MIRA Honda Civic team, and sure enough the

World Touring Car star qualified on pole, with his team-mate and protege Tassi third behind the WRT Volkswagen Golf of Jean-Karl Vernay.

Vernay seemed a bit sluggish off the line, and Michelisz left the door ajar for Tassi to take the lead at Turn 1. From then on Michelisz played the role of protector, closing the gap to Tassi at will but then backing into Vernay, who was unable to find a way past.

If he enjoyed Michelisz's help in race one, there was no such luxury for Tassi in the reversed-grid encounter, which he started in

eighth. Key to his win was a lightning start that propelled him to third — and kept him out of drama as WRT team-mates Vernay and Rob Huff banged panels, sparking chaos that put Dan Lloyd (sixth in race one), Gianni Morbidelli and Davit Kajaia out.

Two laps after the restart Tassi worked a move on Giacomo Altoe (West Coast VW) for second, and three laps from home he took the lead off Honda privateer Jens Moller. Pepe Oriola followed him through, muscling his Craft-Bamboo SEAT to second.

MARCUS SIMMONS

RESULTS

Race 1 1 Attila Tassi (Honda Civic Type R TCR) 14 laps in 26m56.484s; 2 Norbert Michelisz (Honda) +0.865s; 3 Jean-Karl Vernay (Volkswagen Golf GTI TCR); 4 Roberto Colciago (Honda); 5 Pepe Oriola (SEAT Leon TCR); 6 Daniel Lloyd (SEAT). **Race 2 1 Tassi** 14 laps in 29m20.272s; 2 Oriola +1.861s; 3 Jens Moller (Honda); 4 Giacomo Altoe (Volkswagen); 5 Colciago; 6 Michelisz.

Points 1 Tassi 151; 2 Colciago 145; 3 Vernay 138; 4 Stefano Comini 126; 5 Oriola 109; 6 Dusan Borkovic 82.



Tassi passed Altoe on way to race two win

IN BRIEF

STCC

Johan Kristoffersson claimed two out of three Scandinavian Touring Car Championship wins at Solvalla in Stockholm, while PWR's Robert Dahlgren retook the series lead by staving off Kristoffersson's superior Volkswagen Golf GTI in a frantic third race. Kristoffersson superbly forced his way past Dahlgren on the notoriously tight circuit to take race two, and the World RX star leaves the weekend 19 points adrift of the full-season SEAT driver with four rounds remaining.

NASCAR XFINITY

Denny Hamlin came out on top in a photo finish with rookie William Byron to win last Saturday's NASCAR Xfinity Series race at Michigan International Speedway. The 0.012s margin of victory is the closest in the track's history since the advent of electronic scoring. Byron led at a restart with two of the 125 laps remaining, but Hamlin got alongside him at the start of the final lap and edged him at the finish. Series points leader Elliott Sadler finished third.

NASCAR TRUCKS

John Hunter Nemechek passed Matt Crafton for the lead with six of the 160 laps remaining and held off a furious charge from Chase Briscoe, who was 11th at the final restart, to win Saturday night's Truck Series race at Gateway International Raceway. The win is Nemechek's fourth of his career and his first of 2017. Johnny Sauter finished third, Crafton ended up fourth and Grant Enfinger was fifth.

ERC

Nasser Al-Attiyah took his fifth victory at the Cyprus Rally, a feat worthy enough to move him ahead of nine-time World Rally champion Sebastien Loeb on the event's win list. The European Rally Championship event suffered lower than usual numbers from regular series competitors, and Al-Attiyah's margin of victory was over six minutes from Simos Galatariotis. Title favourites Kajetan Kajetanowicz and Bruno Magalhaes crashed at the same corner on Saturday, but Kajetanowicz returned to action and won the second leg of the event to score a valuable seven points. That moves the 2015 and '16 champion closer to his main rival in the standings with four rallies to go.

Larson lands win after late restart drama

NASCAR
MICHIGAN (USA)
JUNE 18
ROUND 15/36

KYLE LARSON EDGED CLEAR AT a restart with five of the 200 laps remaining in last Sunday's race and held off Chase Elliott to earn his second NASCAR Cup Series victory of the season.

The result was nearly a carbon copy of last August's race at Michigan, in which Larson, who had struggled with late race restarts in the past, earned his first series victory, and Elliott also finished second.

Larson started from pole and led a race-high 96 laps, but crucially moved back into the lead when Ryan Blaney pushed him past Kyle Busch at the first of three restarts in the final 21 laps.

The Chip Ganassi Racing driver led the field to the green flag at the final restart, with Denny Hamlin alongside him, and eventually came home one second clear of Elliott with Joey Logano in third. Hamlin finished fourth and Larson's team-mate, Jamie McMurray, was fifth.

"Thankfully, Michigan has got some



decent grip where you don't spin your tyres too bad on restarts," Larson said afterwards. "We were able to just have good pushers every restart there, and sucked down on their door into Turn 1 and get them loose underneath me.

"I was a little bit nervous, but I thought with the people behind me, I would be okay. I thought we were probably a third- to fifth-place car. We kept working on it and had good restarts when it really mattered."

JIM UTTER

A clean final restart was key to Larson's win, as Hamlin (11) was shuffled down to fourth place

RESULTS

1 Kyle Larson (Chevrolet SS) 200 laps in 2h47m24s; 2 Chase Elliott (Chevy) +0.993s; 3 Joey Logano (Ford Fusion); 4 Denny Hamlin (Toyota Camry); 5 Jamie McMurray (Chevy); 6 Martin Truex Jr (Toyota); 7 Kyle Busch (Toyota); 8 Ricky Stenhouse Jr (Ford); 9 Dale Earnhardt Jr (Chevy); 10 Jimmie Johnson (Chevy).
Playoff qualifying 1 Johnson 449/3 wins; 2 Larson 640/2; 3 Truex 635/2; 4 Brad Keselowski 476/2; 5 Ryan Blaney 376/1; 6 Kurt Busch 359/1; 7 Stenhouse 354/1; 8 Ryan Newman 344/1; 9 Austin Dillon 297/1; 10 Kyle Busch 510; 11 Kevin Harvick 508; 12 Elliott 478; 13 McMurray 450; 14 Hamlin 430; 15 Logano 398; 16 Matt Kenseth 398.

McLaughlin moves in on points lead after victory

AUSTRALIAN SUPERCARS
HIDDEN VALLEY (AUS)
JUNE 17-18
ROUND 6/14

SCOTT McLAUGHLIN MOVED TO within striking distance of the Supercars points lead after a measured win at Hidden Valley last Sunday.

The DJR Team Penske driver was unstoppable in the top 10 shootout for Sunday's race, but failed to turn pole position into the early lead. Instead, it

was Triple Eight driver Jamie Whincup who got the jump, leading for the first two stints of the race.

However, needing to take on less fuel at the second stop meant McLaughlin could jump into the lead, before taking a controlled win over Whincup and Shane van Gisbergen in the other Red Bull Holden machine.

McLaughlin's Sunday win followed a second place behind team-mate Fabian Coulthard on Saturday, when he fought back after running off the track on lap

The DJR Team Penske drivers McLaughlin and Coulthard took a win each

two trying to pass polesitter Rick Kelly.

However, with Coulthard finishing fourth on Sunday, McLaughlin was able to make a gain in terms of the championship standings, and is now just 10 points behind his team-mate.

In terms of the title fight, the biggest loser of the weekend was van Gisbergen, despite finishing on the podium on Sunday. It was race one that did the damage, with the Kiwi suffering a costly DNF. It all started with a tyre failure that dropped him to the tail end of the field, before a suspension-shattering clash with Jason Bright and Garth Tander took him out for good with two laps to go.

ANDREW VAN LEEUWEN

RESULTS

Race 1 1 Fabian Coulthard (Ford Falcon) 42 laps in 52m28.2817s; 2 Scott McLaughlin (Ford) +0.3776s; 3 Nick Percat (Holden Commodore); 4 Jamie Whincup (Holden); 5 Chaz Mostert (Ford); 6 Cameron Waters (Ford). **Race 2 1 McLaughlin** 70 laps in 1h21m04.2733s; 2 Whincup +2.2818s; 3 Shane van Gisbergen (Holden); 4 Coulthard; 5 Tim Slade (Holden); 6 Craig Lowndes (Holden). **Points 1 Coulthard 1330;** 2 McLaughlin 1320; 3 Whincup 1314; 4 van Gisbergen 1152; 5 Mostert 1026; 6 Mark Winterbottom 924.



RESULTS ROUND-UP

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 4/10, HUNGARORING, JUNE 17-18

RACE 1 (21 LAPS – 57.167 MILES)

1	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F316	35m37.466s
2	Jake Hughes (GB) <i>Hitech GP</i> · Dallara-Mercedes F315	+5.873s
3	Jehan Daruvala (IND) <i>Carlin</i> · Dallara-Volkswagen F315	+6.509s
4	Joey Mawson (AUS) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+7.142s
5	Callum Iloft (GB) <i>Prema Powerteam</i> · Dallara-Mercedes F314	+9.473s
6	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+12.034s
7	Guan Yu Zhou (PRC) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+13.726s
8	Lando Norris (GB) <i>Carlin</i> · Dallara-Volkswagen F317	+14.313s
9	Mick Schumacher (D) <i>Prema Powerteam</i> · Dallara-Mercedes F317	+21.944s
10	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+22.406s
11	David Beckmann (D) <i>Motopark</i> · Dallara-Volkswagen F316	+24.440s
12	Nikita Mazepin (RUS) <i>Hitech GP</i> · Dallara-Mercedes F316	+25.038s
13	Tadasuke Makino (J) <i>Hitech GP</i> · Dallara-Mercedes F317	+25.911s
14	Keyvan Andres Soori (D) <i>Motopark</i> · Dallara-Volkswagen F317	+26.512s
15	Ferdinand Habsburg (A) <i>Carlin</i> · Dallara-Volkswagen F315	+29.679s
16	Marino Sato (J) <i>Motopark</i> · Dallara-Volkswagen F314	-1 lap
R	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F317	12 laps-withdrawn
R	Ralf Aron (EST) <i>Hitech GP</i> · Dallara-Mercedes F316	0 laps-accident

Winner's average speed 96.282mph. **Fastest lap** Habsburg 1m35.829s, 102.265mph.

QUALIFYING 1

1 **Gunther** 1m49.369s; 2 **Hughes** 1m50.224s; 3 **Daruvala** 1m50.224s; 4 **Iloft** 1m50.235s; 5 **Mawson** 1m49.721s*; 6 **Piquet** 1m50.279s; 7 **Norris** 1m50.290s; 8 **Zhou** 1m50.310s; 9 **Newey** 1m50.336s; 10 **Schumacher** 1m50.345s; 11 **Aron** 1m50.381s; 12 **Mazepin** 1m50.513s; 13 **Habsburg** 1m50.651s; 14 **Makino** 1m50.726s; 15 **Beckmann** 1m51.374s; 16 **Sato** 1m52.745s; 17 **Eriksson** 1m53.254s; 18 **Andres Soori** 1m53.760s. * Grid penalty.

RACE 2 (22 LAPS – 59.889 MILES)

1 **Iloft** 35m15.865s; 2 **Eriksson** +8.600s; 3 **Zhou** +9.757s; 4 **Hughes** +11.262s; 5 **Beckmann** +16.380s; 6 **Gunther** +19.291s; 7 **Mawson** +21.634s; 8 **Daruvala** +22.471s; 9 **Schumacher** +23.537s; 10 **Habsburg** +29.781s; 11 **Mazepin** +30.587s; 12 **Aron** +31.036s; 13 **Piquet** +34.456s; 14 **Norris** +34.971s; 15 **Sato** +38.046s; 16 **Makino** +38.600s; 17 **Andres Soori** +39.848s; 18 **Newey** +55.503s.

Winner's average speed 101.897mph. **Fastest lap** Iloft 1m35.619s, 102.490mph.

QUALIFYING 2

1 **Iloft** 1m34.890s; 2 **Eriksson** 1m35.057s; 3 **Norris** 1m35.063s; 4 **Zhou** 1m35.262s; 5 **Hughes** 1m35.315s; 6 **Gunther** 1m35.324s; 7 **Beckmann** 1m35.452s; 8 **Mawson** 1m35.465s; 9 **Daruvala** 1m35.474s; 10 **Mazepin** 1m35.518s; 11 **Schumacher** 1m35.537s; 12 **Sato** 1m35.549s; 13 **Habsburg** 1m35.650s; 14 **Aron** 1m35.703s; 15 **Piquet** 1m35.752s; 16 **Makino** 1m35.876s; 17 **Newey** 1m35.925s; 18 **Andres Soori** 1m36.086s.

RACE 3 (22 LAPS – 59.889 MILES)

1 **Eriksson** 35m37.495s; 2 **Iloft** +1.882s; 3 **Norris** +6.408s; 4 **Zhou** +10.519s; 5 **Beckmann** +12.146s; 6 **Gunther** +12.790s; 7 **Hughes** +13.167s; 8 **Mawson** +13.953s; 9 **Daruvala** +15.023s; 10 **Mazepin** +17.410s; 11 **Schumacher** +18.100s; 12 **Habsburg** +18.777s; 13 **Aron** +19.772s; 14 **Piquet** +21.505s; 15 **Sato** +26.545s; 16 **Andres Soori** +31.893s; 17 **Makino** +36.284s; 18 **Newey** +52.479s.

Winner's average speed 100.865mph. **Fastest lap** Eriksson 1m36.250s, 101.818mph.

GRID FOR RACE 3

1 **Eriksson**; 2 **Iloft**; 3 **Norris**; 4 **Zhou**; 5 **Beckmann**; 6 **Gunther**; 7 **Hughes**; 8 **Mawson**; 9 **Mazepin**; 10 **Daruvala**; 11 **Sato**; 12 **Habsburg**; 13 **Schumacher**; 14 **Aron**; 15 **Piquet**; 16 **Newey**; 17 **Makino**; 18 **Andres Soori**.

CHAMPIONSHIP

1 **Eriksson** 183; 2 **Gunther** 178; 3 **Iloft** 162; 4 **Norris** 158; 5 **Zhou** 65; 6 **Daruvala** 61; 7 **Hughes** 60; 8 **Habsburg** 52; 9 **Newey** 51; 10 **Schumacher** 49.



Race-three win was Eriksson's fourth of 2017

DTM

ROUND 3/9, HUNGARORING (H), JUNE 17-18

RACE 1 (34 LAPS – 92.556 MILES)

1	Paul di Resta (GB) <i>HWA</i> · Mercedes C63	57m52.984s
2	Timo Glock (D) <i>RMR</i> · BMW M4	+1.393s
3	Bruno Spengler (CDN) <i>RBM</i> · BMW M4	+4.598s
4	Mike Rockenfeller (D) <i>Team Phoenix</i> · Audi RS5	+4.948s
5	Mattias Ekstrom (S) <i>Abt</i> · Audi RS5	+8.937s
6	Rene Rast (D) <i>Team Rosberg</i> · Audi RS5	+9.561s
7	Gary Paffett (GB) <i>HWA</i> · Mercedes C63	+31.014s
8	Marco Wittmann (D) <i>RMG</i> · BMW M4	+31.577s
9	Edoardo Mortara (I) <i>HWA</i> · Mercedes C63	+32.651s
10	Nico Muller (CH) <i>Abt</i> · Audi RS5	+33.106s
11	Augusto Farfus (BR) <i>RMG</i> · BMW M4	+35.742s
12	Lucas Auer (A) <i>HWA</i> · Mercedes C63	+36.780s
13	Maro Engel (D) <i>HWA</i> · Mercedes C63	+37.760s
14	Loic Duval (F) <i>Team Phoenix</i> · Audi RS5	+1m36.802s
15	Tom Blomqvist (GB) <i>RMR</i> · BMW M4	25 laps-accident damage
EX	Jamie Green (GB) <i>Team Rosberg</i> · Audi RS5	+10.781s-front splitter
R	Robert Wickens (CDN) <i>HWA</i> · Mercedes C63	12 laps-puncture
R	Maxime Martin (B) <i>RBM</i> · BMW M4	7 laps-brakes

Winner's average speed 95.940mph.

Fastest lap Rockenfeller 1m37.101s, 100.926mph.

QUALIFYING 1

1 **Rast** 1m34.742s; 2 **Green** 1m34.818s; 3 **Ekstrom** 1m35.192s; 4 **Muller** 1m35.226s; 5 **Rockenfeller** 1m35.244s; 6 **Farfus** 1m35.275s; 7 **Duval** 1m35.378s; 8 **Auer** 1m35.454s; 9 **Paffett** 1m35.457s; 10 **Blomqvist** 1m35.466s; 11 **Wickens** 1m35.506s; 12 **Martin** 1m35.539s; 13 **di Resta** 1m35.575s; 14 **Glock** 1m35.577s; 15 **Wittmann** 1m35.815s; 16 **Mortara** 1m36.039s; 17 **Spengler** 1m36.154s; 18 **Engel** 1m36.484s.

RACE 2 (35 LAPS – 95.278 MILES)

1 **Rast** 58m01.592s; 2 **Ekstrom** +1.041s; 3 **Martin** +1.506s; 4 **Muller** +1.861s; 5 **Green** +5.772s; 6 **di Resta** +7.884s; 7 **Glock** +8.694s; 8 **Wickens** +11.999s; 9 **Paffett** +12.653s; 10 **Rockenfeller** +13.159s; 11 **Mortara** +13.630s; 12 **Farfus** +15.087s; 13 **Blomqvist** +16.289s; 14 **Spengler** +17.583s; 15 **Engel** +19.828s; 16 **Duval** +38.535s; 17 **Wittmann** -2 laps; R **Auer** 23 laps-engine.

Winner's average speed 98.518mph.

Fastest lap Ekstrom 1m36.725s, 101.318mph.

QUALIFYING 2

1 **Rast** 1m34.740s; 2 **Wittmann** 1m34.803s; 3 **Ekstrom** 1m34.896s; 4 **Muller** 1m34.931s; 5 **Rockenfeller** 1m35.018s; 6 **Green** 1m35.050s; 7 **Auer** 1m35.109s; 8 **Glock** 1m35.236s; 9 **Farfus** 1m35.246s; 10 **Blomqvist** 1m35.282s; 11 **Paffett** 1m35.284s; 12 **di Resta** 1m35.406s; 13 **Wickens** 1m35.416s; 14 **Mortara** 1m35.445s; 15 **Duval** 1m35.562s; 16 **Martin** 1m35.685s; 17 **Engel** 1m35.727s; 18 **Spengler** 1m35.874s.

CHAMPIONSHIP

1 **Rast** 70; 2 **Auer** 69; 3 **Green** 65; 4 **Ekstrom** 62; 5 **Paffett** 54; 6 **Rockenfeller** 54; 7 **Glock** 49; 8 **di Resta** 45; 9 **Wickens** 42; 10 **Muller** 33.



Rast (33) now tops the DTM standings

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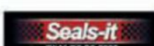
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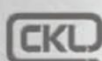


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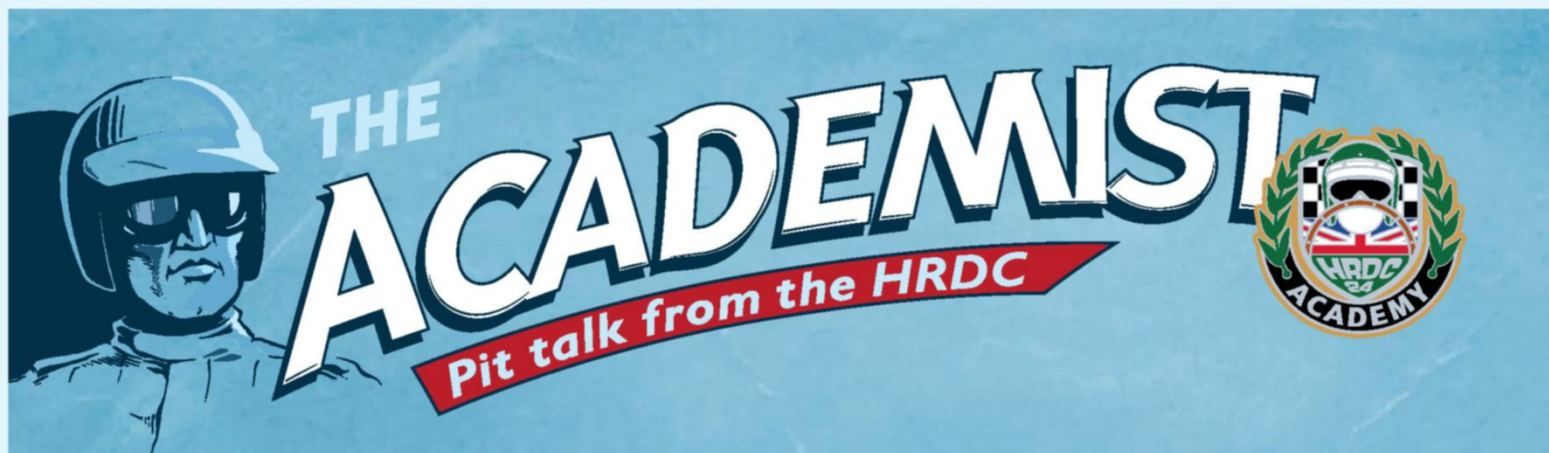
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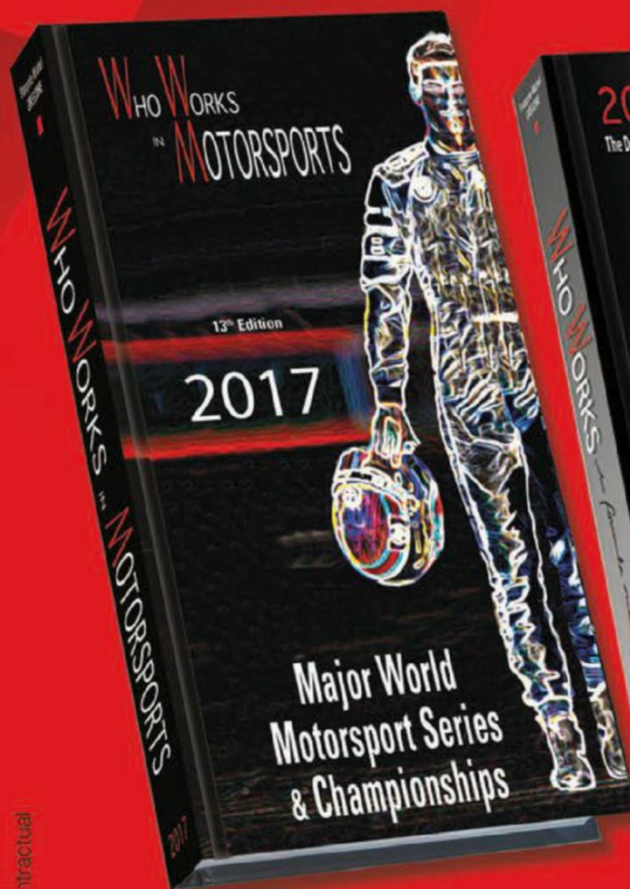


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Sausset was a hero in last year's Le Mans, finishing despite his disabilities



LAT IMAGES

VdeV

Monger targets race return and Le Mans

INJURED BRITISH FORMULA 4 driver Billy Monger plans to make his return to racing in the VdeV Endurance Proto series at Estoril in November.

The 18-year-old had amputations to both of his legs after a horrific crash at Donington Park in April, but now is set to make a comeback, alongside quadruple amputee Frederic Sausset and Le Mans veteran Christophe Tinseau.

The trio are lined up to compete in a Ligier-Honda JS53 Evo 2, and Monger is now focusing on training to prepare for the race.

He has twice been in a specially adapted simulator at Carlin and has driven a hand-controlled car in a field at home.

"I've only been [in the simulator] two times and am looking forward to what the future holds," said Monger, who has not given up returning to single-seaters. "I'm getting used to it and improving and



improving, and got within three seconds of the F3 drivers at the same track.

"It was hard getting used to the controls at first — you've got more things to think about when in the car. It's like riding a bike, getting knocked off and trying to ride a unicycle.

"It was a sad thing that happened but

Monger is hoping to drive a Ligier at Estoril

it has opened doors that probably weren't open before."

The Estoril race is the first stage of a new plan from 2016 Le Mans Garage 56 racer Sausset to get more disabled drivers involved in top-level motorsport. There is a three-year plan to progress up to race at Le Mans in 2020.

Monger is the first driver to become part of the programme and people will be able to apply for the other places shortly. More details, including the intended class for the European Le Mans Series and Le Mans 24 Hours entries, are set to be announced later this year.

Sausset said: "I want to use my experience over the past couple of years to help people of all disabilities from around the world to race cars at all levels. I want a sustainable academy of excellence that is not just a one-shot.

"I'm really proud to have Billy next to me and consider him as my little brother."

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Walker is already targeting race return

JONES

TRACKATTACK

Walker recovering after Combe crash

TRACK ATTACK SPRING CUP DRIVER CRAIG Walker is now able to walk, and is hopeful that he can fully recover from the broken back that almost left him paralysed after his crash at Castle Combe in April.

Last month, doctors decided not to operate on the three broken vertebrae Walker suffered as a result of the crash aboard his Renault Clio 182, in what was only his fourth race.

After being left immobile for two weeks and forced to wear a brace, Walker believes he is now on the road to recovery.

"I'm getting there slowly. I think I'm out of danger of having any more permanent damage and the bones are starting to heal," he said.

"I could have been paralysed, it was that bad and was really touch and go. I was unbelievably lucky. The main thing is I can walk."

The 38-year-old has thanked well-wishers for raising almost £20,000, which has been spent on an adjustable orthopaedic bed and physio rehabilitation.

His accident came less than a day after Billy Monger's crash at Donington, and the young teen's family contacted Walker as well as making a donation to his funding page.

"I got some messages from Billy's family – for them to take time out and to think about me is brilliant," said Walker, who lives in North Lincolnshire with his wife, Rebecca, and eight-

year-old daughter, Grace. Walker was due to miss the Combe meeting as it was his daughter's eighth birthday the day before.

Walker also thanked the response teams at Combe for their role in his extraction and post-crash care.

He said: "If it hadn't been for the marshals and medics at the track, I think I would have paralysed myself: they stopped me getting out of the car."

Walker is targeting a return to racing and is using it as motivation for his recovery. "I'd like to get back to racing if I make a full recovery," he added. "I'm driving my wife mad at the minute – I keep looking at cars on eBay!"

BRITISH GT

GT4 champs struggle in new McLaren

THE PMW-OPTIMUM British GT team believes it can keep reigning GT4 champions Graham Johnson and Mike Robinson in this year's title hunt after a difficult first race with their new McLaren 570S GT4.

Johnson and Robinson opted to swap their title-winning Ginetta G55 for a new McLaren for the recent Silverstone 500 endurance race.

They qualified last of the GT4 grid in 18th,

prompting Optimum to work alongside McLaren engineers until 1.00am on the Sunday to improve the car.

The duo managed to salvage sixth place in the race, and are now fourth in the championship, 15.5 points behind series leaders David Pittard and Alex Reed, who drove a Ginetta G55 run by Lanar Racing.

"We have to drive the McLaren differently," said Johnson. "We know we can win with the McLaren."



EBREV/LAT

CASTLE COMBE

Combe champs' charity karting

TWENTY CHAMPIONS FROM CASTLE Combe will battle it out in a karting event to raise money for the Teenage Cancer Trust.

The charity race, which will be held at the Castle Combe Karting Circuit on July 15, has been organised by Formula Ford 1600 racer Luke Cooper and Autosport contributor Ian Sowman.

Almost 50 drivers will take part, including Formula Ford champion Rob Hall, Saloon Car title winner Tony Hutchings and sometime Formula 3 driver Sam MacLeod.

"Seven young people are diagnosed with cancer every day and Teenage Cancer Trust needs support to help these young adults," said Cooper.

To donate, visit justgiving.com/fundraising/IST2017.



BRDC BRITISH F3

Sowery 'back in F3 title hunt'

TOBY SOWERY SAYS HIS NEAR-PERFECT Silverstone BRDC British Formula 3 Championship weekend puts him back in the hunt for the title.

Two-time McLaren Autosport BRDC Award finalist Sowery scored two victories and a second place at the most recent round of the season, catapulting him from sixth in the standings to third. He trails leader Enaam Ahmed by 63 points.

That ended a difficult start to the season

for the 20-year-old, whose Lanar Racing car suffered a damper leak at Oulton Park and a more severe failure at the second round of the season at Rockingham, having gone three rounds without a win.

"It puts us back in the title hunt," said Sowery of his Silverstone weekend. "If we'd got to the half way point and we were still 86 points behind we'd be looking at the gap going 'Oh s**t'. But it's a message to say when it goes right for us, this is what we can do."

IN BRIEF



MORE GT OUTINGS POSSIBLE FOR HALL

Former World Endurance racer Stuart Hall hasn't ruled out further outings in British GT after making a return for the recent round at Silverstone. Hall, who last raced in British GT in 2011, was part of the Stratton Motorsport team to race a development version of a Lotus Evora GT4 (above). He shared the car with Gavan Kershaw.

GOODING ENDS FIESTA CAMPAIGN

Fiesta Junior champion Harry Gooding has called time on his comeback to the category after another difficult weekend at Rockingham yielded a best finish of sixth. "It was a bit unrealistic to come back and be able to win it," said Gooding, who skipped the first round when it was thought the Clio Junior series would start earlier in the year. "We hadn't tested over the winter, and the car could have done with a bit more work."

RGB CLASS LEADER HEWITT SCALES BACK

RGB Class F points leader Ollie Hewitt will take a step back from the series due to his commitments with VR Motorsport. Hewitt is a driver for the team, which also operates a Praga R1 Turbo in the Europe-based GT and Prototype Challenge. Hewitt has cited the time away from family as a reason for the change. He could compete in one-off events in RGB towards the end of the season.

SMELT SWITCHES FROM VW CUP TO F4

Volkswagen Racing Cup driver Sam Smelt will make his British Formula 4 debut at Snetterton next month. Smelt will join Jacky Liu in the GW Motorsport team for the remaining rounds of the championship after two successful tests with the squad. He said: "I haven't set myself any particular targets. I hope to be up towards the front by the end of the season."

UNION FLAG USED AFTER START DRAMAS

A failure with the starting gantry lights meant 12 of the 14 races at Rockingham's BRSCC meeting last Sunday had to be started using the traditional method of dropping the Union flag (below). "We didn't know what was happening," said a Scottish Mini Cooper Cup driver, one of those caught by surprise in the first affected race.



FF1600 NATIONAL

FF1600 points leader gets upgrades

NATIONAL FORMULA FORD Championship leader Luke Williams will contest the next round of the series at Kirkistown this weekend with a new upgrade exclusively for his Firman RFR16.

Williams leads the standings by 37 points and has already taken three wins this year at Oulton Park and

Brands Hatch. He will be hoping to extend that lead with a new engine cover, which is aimed at aiding cooling and straight-line speed.

"The air intake is going to come through the roll hoop and hopefully it will give us better engine cooling," he said. "These are upgrades

we have done ourselves, they've not been done through Ralph [Firman]. They are ideas we have come up with, so you won't see them on any other Firman car."

As well as the new engine cover – costing £1200 – Williams expects his car to feature further upgrades later in the year.



BRSCC ALFA ROMEO

Alfa survey to help boost numbers

THE PANEL OF ORGANISERS responsible for running the BRSCC Alfa Romeo Championship have launched an online survey in a bid to combat falling numbers in the category.

Just 10 cars contested last weekend's meeting at Rockingham, with only three entries between the two fastest classes.

"The questionnaire is on the website," said championship coordinator Andy Robinson. "A lot of people that are registered would like

to do more races but just can't afford it, even though Alfa racing is probably one of the cheapest ways to do it.

"But we wanted to check value for money in terms of what we pay for track time and all that sort of thing."

Robinson is confident of larger race entries at rounds later in the season. "We certainly have over 20 at Donington and at Brands," he said. "As long as people confirm their intentions."



'Fan car' is part of Ecclestone's collection heading to Goodwood

CASTLECOMBE

ONE-OFF EVENT VIABILITY QUESTIONED

After making a personal loss of more than £1000 following a race meeting at Mallory Park due to a lack of entries, Richard Culverhouse has questioned whether he has enough support to hold similar meetings in the future.

Culverhouse, co-founder of the Classic Sports Car Club, organised the separate standalone meeting at Mallory Park on June 4, which was attended by the Welsh Sports and Saloons, Northern Saloon and Sports, Star of Mallory, British Classics, Modern Challenge/Kit Cars and Invitation Sports v Saloons.

"I was aiming for a half-full grid a race, so 15 cars per race. I would say [overall] I was about 12 entries short and I took a personal hit," he said.

"This is why the two races at Castle Combe that have been offered, I'm going to be sure that I can make a success of it."

Culverhouse is reluctant to create another racing club but wants to provide the opportunity for small groups of club drivers to race – but only if the support is there.

"These events are for someone who wants to come out three or four times a year with the car that they have nurtured over the years," added Culverhouse.

FESTIVAL OF SPEED

Ecclestone cars to Goodwood

EX-FORMULA 1 CHIEF BERNIE ECCLESTONE WILL be the focus of the centrepiece display at the 2017 Goodwood Festival of Speed, with the former Brabham owner expected to bring cars from his own collection, including the infamous 'fan car'.

Ecclestone will attend the Festival of Speed on June 29-July 2, along with a number of world champions, team owners, engineers, mechanics and designers who have featured in his career, which began in the late 1940s when he raced a 500cc Cooper.

It will be the first time that the Festival's 'Central Feature' has celebrated an individual rather than a marque.

The Central Feature of the event, a towering sculpture outside Goodwood House, will display cars from five different chapters of his life as a driver, manager, team owner, and head of Formula 1.

Ecclestone plans to bring his BT45, BT46, and BT48, as well as the BT46B 'fan car'. It was used for just one race – which it won – before being withdrawn from competition. It used a vacuum system to create downforce, allowing it to take on the ground-effect Lotus 79.

Also on display will be two of Ecclestone's constructor's title-winning Brabhams – the BT49 (1981) and BT52 ('83).

"This is not so much a tribute, but rather a Goodwood celebration of a racer who has had such a huge influence on the sport we all love," said event founder Lord March.

"It's wonderful that Bernie has agreed to spend the weekend at the Festival with many of the great names with whom he worked during a life dedicated to racing.

"I'm also delighted that he will bring with him some great historic grand prix cars from his incredible collection."

HSCC HISTORIC TOURING CARS

Drury hopeful of return after roll

JACK DRURY IS CONFIDENT his Ford Falcon will be ready for the next Historic Sports Car Club event at Brands Hatch, after escaping a barrel roll at Cadwell Park last weekend.

Drury was leading the Historic Touring Cars race before contact with the Ford Mustang of Warren Briggs.

Briggs was edging alongside Drury to his left on the climb to

Park when they touched.

"Once I was on the grass, I knew I'd be in the air," said Drury. "I'm not intimidated by a bit of rubbing but wasn't expecting that, having previously been hit up the back."

"He caught me out when he braked very early for Park," said Briggs. "I was much quicker in the big right-hander [Charles]

which enabled me to overlap him. You can't take Park from the inside, so he had to move.

"It looked horrible in the mirror, and I'm glad Jack's OK. I was gutted to be excluded with six points on my licence, but I hope he makes Brands."

The car was stripped after the incident and doesn't appear to have suffered any chassis damage.



Drury's ex-Mike Gardiner car rolled at around 120mph



F3 blasts from the past as good as ever

By Marcus Pye, the voice of club racing

[@autosport](#)

CADWELL PARK WAS RED-HOT OVER THE WEEKEND, thus the social scene at Great Britain's most picturesque circuit was as much a feature of the Historic Sports Car Club's annual visit to the Lincolnshire Wolds as the racing.

The waft of barbecues and grid parties went on long into the evenings, while MSV arranged a showing of Roger Donaldson's new and much-praised Bruce McLaren film in the bar/restaurant on Saturday for those seeking a relaxing night 'in' as respite from the relentless sun.

Last week's column about the proliferation of historic events diluting the breed provoked some dialogue and reaction, which is surely what it's about...

While some grids among the 11 double-headers were thin to the point where they could have been combined (to give the roasting marshals more breaks), encouragingly numbers were well up on last year in many of the championships or series. Most racers enjoy getting their teeth into Cadwell Park's unique challenges and a decent turnout of spectators – some in motorhomes – camped out in shady spots to appreciate their efforts.

One veteran who thoroughly enjoyed himself was Swede Ulf Svensson on his first visit since September 1970, when he won the Lincolnshire International Trophy feature in his Brabham BT28. Former motorcycle racer Svensson – who competed in 260 F3 races all over Europe from 1965-78, with his wife as solus mechanic/crew chief – returned at the invitation of Helsingborg's Leif Bosson, who has owned the car for several years. While it is currently being rebuilt following an accident, Bosson raced his second BT28, in which Sten Gunnarsson

(now a near neighbour) finished fifth at Cadwell 47 years ago.

Despite the period scream of their high-revving 1000cc engines being strangled by silencers these days, the cars of F3's most-hallowed era look fantastic at a track that looks much as it did, albeit now impeccably manicured by Jonathan Palmer's team. The plethora of Ron Tauranac-designed Brabhams, plus production Chevron, de Sanctis, March, Merlyn and Tecno chassis and the one-off Vesey (derived from a Richard Scott-penned Centaur) and Penny-Ford cars on track together, many in original liveries, was both fabulous and aspirational.

Struggling this term, in contrast, is the HRSR Historic Touring Car pack for which consistent support has faded. The giant-killing Imps and Minis – which tend to come out in their droves at the Oulton Park Gold Cup event each August, and muster good support at Croft's Nostalgia Festival – are looking like endangered species, with only the faithful still standing. There are options for Lotus Cortinas and V8 owners, but lack of newcomers engaged with the pre-1966 timeline is most likely the root cause.

• During my return trip from Cadwell I was shocked to learn of the passing of John Hughes CBE, former president of the FIA Historic Motor Sport Commission, at 65, following a short illness. Entrenched in racing since the 1970s, John was building an eclectic stable of cars, including the ex-works Chevron B36 'Chocolate Drop' that I raced during Mike Pendlebury's ownership in the '90s. I enjoyed John's company and counsel during several FIA projects over the years. ❧



UNIQUE 'UGLY DUCK' COOPER T18 RACES AT CADWELL

Sixty-three years after it was exported to Southern Rhodesia as a 500cc F3 MkVI, Alvin Davies raced this unique Cooper T18 – reconfigured in the late 1950s to FJunior spec by Ray Reed, whose Ray's Engineering concern built the RE-Alfa F1 car for '64 – at Cadwell Park last weekend. Joining the FJ field after being newly restored by Davies, 'The Ugly Duck' (as it was nicknamed in Africa) runs under his Vintage Jesus Race Co team banner.



FLEETING HISTORIC F3 DEBUT FOR RESTORED MERLYN MK9

The ex-John Fenning Monthlery-winning 1965 Merlyn Mk9 made a fleeting Historic F3 championship debut at Cadwell Park on Saturday. Fastidiously restored by Andrew Tart, it went well in qualifying, but the former FJunior champion switched its Ford engine off when he missed a gear on lap one and broke a cam follower. "I'm delighted with it – now it's turned a wheel in anger for the first time in the 15 years I've owned it," said Tart.

PICS: JONES

CADWELL PARK
HSCC JUNE 17-18

Formula Ford ace Grant on top of the Wold

TWO WINS AT GLORIOUS CADWELL Park propelled reigning Historic Formula Ford champion Callum Grant back to the top of the table after three events in the class's 50th anniversary year.

Saturday's encounter, engaging 26 of the 46 entrants, was phenomenal. Grant traded the lead continuously with Sam Mitchell, until his rival let a tenuous advantage slip on the final lap by missing the second apex at Charlies.

Three wins from four starts for Grant – with five double-headers to come – have seen the orange Merlyn driver ease past the increasingly frustrated Michael O'Brien and Silverstone victor Richard Tarling, who jumped horses from Jamun T2 to a PA Motorsport Macon to consolidate his effort.

Everywhere brought overtaking opportunities on Saturday, as Nelson Rowe (Crossle 20F) faced a Merlyn Mk20 posse comprising Grant, the clutchless O'Brien, Mitchell and Benn Tilley in the lead battle. Rowe lost ground on the grass at Coppice mid-race, and Tilley made a ballsy pass into Mansfield. They snared second and third behind Grant after Mitchell's excursion, from which he was fortunate to salvage fifth.

Rowe outbraked Grant to lead lap one on Sunday, but Callum almost had the monopoly thereafter. Mitchell speared ahead on the grass into Charlies, but slewed back left across Grant's bows. In avoiding him, there was a brush with O'Brien, which brought Tarling and welcome returnee Max Bartell into contention. With Grant and O'Brien ahead, Bartell drove around Tarling at Coppice to snare a popular third.

Dental-implant guru Ross Drybrough won Saturday's heat to land one of four grid slots for the points race. After a 42-year break from racing it was brilliant to see Tim Brise win Sunday's repechage, his reward a start in the final on Nick Pancisi's withdrawal.

The Justin Haler Trophy Historic F3 round attracted 27 1000cc screamers and competitors from six countries. Watched by Swedish F3 legend Ulf Svensson – winner of Cadwell's 1970 International in a Brabham BT28 – Anglo-Croatian ace Jon Milicevic continued his winning ways in his pristine BT21. Andrew Hibberd bounced back from a retirement on Saturday (when James Claridge crashed his Tecno at Barn, curtailing the race) to finish second on Sunday in his ex-Chris Irwin Chequered Flag BT18.



Swiss stalwart Christoph Widmer, visiting the Lincolnshire track for the first time in six years, was overjoyed with second on day one in his ex-Wal Donnelly BT18A. With Peter Needham bagging a brace of feisty fourths in a March 703, and fellow hillclimb convert Jon Waggett (ex-Reine Wisell Chevron B15) haring from the back to sixth on Saturday, the chasing pack is getting tighter. Former champion Leif Bosson brought the Gullringshus BT28-37 in which fellow Swede Sten Gunnarsson placed fifth here 47 years ago, his ex-Svensson winner still in surgery following a Silverstone prang last year.

The first Historic Touring Car race was shaping up beautifully when a tap from Warren Briggs's Ford Mustang sent leader Jack Drury's Falcon barrel-rolling up the hill towards Park. Drury emerged unscathed and Briggs was excluded, promoting Pete Hallford (Mustang) to P1 on the restart.

Beset with fuel-pressure issues on Saturday, teenager James Clarke shot John Kyle's Cardowan Creameries Lotus Cortina through the field, and latched on to Hallford's rear bumper. Diff bothers hampered Bob Bullen's Anglia, third on Saturday, behind Rick Belcher's two-litre Cortina, while perennial hard-tryer Steve Platts (Singer Chamois) twice overcame reigning champ Simon Benoy (Hillman Imp) in the entertaining 'Chimps' Tea Party'.

Despite a poor start in the opener, in

Grant (leading) repeated last year's success at Cadwell with another double victory

which he arrived at Coppice sixth from pole, Michael O'Brien howled Mike Flewitt's Cosworth FVA-engined McLaren M4A to the Classic Racing Cars chequers. The URS FF2000 Van Diemens of Chris Lord and Drew Cameron gave vain chase, and were eventually split by Nick Pancisi (March-BDA 71B) in the opener. Glenn Eagling guided his immaculate ex-Mo Harness Team Modus F3 Ensign to sixth behind Silverstone winner Mark Goodyear (Lotus 59), while young Harry Bishop (Crossle 56F) showed promise second time out, demoting Goodyear to sixth.

Both Formula Junior sets were processional. Alex Ames – racing Martin Halusa's Lotus 22 for the first time – made stronger starts than Benn Tilley in Paul Smeeth's example (re-blocked since he was robbed of victory at Donington) and that was that. Once transmission failure halted pursuer John Sykes's ex-Peter Pilsworth Merlyn Mk2 on Saturday, yardstick Stuart Roach (Alexis Mk2) was destined for high-speed demos in the front-engined races. Never before had two Condor S2s graced a grid, but Alex Morton was thrilled with third position, behind Justin Fleming's Lola Mk2, then second in his red version.

Ten years after Historic Formula Ford 2000 debuted at Cadwell, 2016 champion Andy Park maintained his form, long-time nemesis Nelson Rowe snapping his similar Reynard's gear lever during



their Saturday fight.

Benn Simms tattered his nose in the Hall Bends as Graham Ridgway refused to concede silver, then gifted Simms the place by spinning. Rowe clawed through to third on Sunday, then found Ridgway's defences impenetrable. Clutch failure forced Tom White (Osella) to go from the back on Saturday, but he led Class B inside a lap, dominating thereafter.

Although father Charles (Datsun 240Z) led him briefly there was no repeat of last season's shared honours as the super-neat Julian Barter (Lotus Elan) controlled '70s Road Sports again.

Having debuted his new Lotus Europa with a third, Peter Shaw put Paul Tooms in on Sunday, where the result was the same. Shaw's sharp-sounding Elan was untouchable in Historic Road Sports, but Tooms saddled Witchampton Garage boss Larry Kennedy's gorgeous new Elan to run him closest on Sunday.

Mark Charteris pulverised Classic Clubmans opposition as usual, but distant pursuers John Harrison, Alan Cook and David Wale finished together in race two. Clive Wood outran Adam Wheeler in the first Formula Ford 1600-engined contest and was cruising in the second when he smote the Hall Bends barriers. Following practice problems, a rejuvenated Barry Webb denied Wheeler a double in race two, while Trish Hunter dug ever deeper in her quest for Coupe des Dames honours.

MARCUS PYE

RESULTS

HISTORIC FF1600 (BOTH 13 LAPS)

1 Callum Grant (Merlyn Mk20A); 2 Nelson Rowe (Cossle 20F) +0.228s; 3 Benn Tilley (Merlyn Mk20); 4 Michael O'Brien (Merlyn Mk20); 5 Sam Mitchell (Merlyn Mk20); 6 Maxim Bartell (Merlyn Mk20A). **Class winners** Neil Shinner (Merlyn Mk20).

Fastest lap Mitchell 1m35.091s (82.78mph).

Pole O'Brien. **Starters** 26. **RACE 2 1 Grant;** 2 O'Brien +4.036s; 3 Bartell; 4 Richard Tarling (Macon MR8); 5 Tilley; 6 Benn Simms (Jomo JMR7). **CW** Shinner. **FL** Rowe 1m35.411s (82.50mph). **P** Grant. **S** 26.

QUALIFYING HEAT (12 LAPS) 1 Ross

Drybrough (Merlyn Mk20AS); 2 Nigel Grant (Merlyn Mk11/17) +0.367s; 3 Kevin Stanzl (Cossle 20F); 4 Nick Pancisi (Titan Mk5); 5 James Lovett (Lola T200); 6 Tim Brise (Merlyn Mk20). **FL** Grant 1m38.815s (79.66mph). **P** Drybrough. **S** 24.

REPECHAGE (12 LAPS) 1 Brise; 2 Lovett +0.469s; 3 Andrew Mansell (Merlyn Mk11A); 4 Louis Hanjoul (Elden Mk8/10); 5 Harvey Sykes (Cossle 20F); 6 Chris Sharples (Palliser WDF1). **FL** Mansell 1m39.336s (79.24mph). **P** Lovett. **S** 18.

JUSTIN HALER TROPHY HISTORIC F3

(9 LAPS) 1 Jon Milicevic (Brabham BT21B); 2 Christoph Widmer (Brabham BT18A) +9.374s; 3 Jim Blockley (Brabham BT21B); 4 Peter Needham (March 703); 5 Thierry Gallo (Tecno 69); 6 Jon Waggitt (Chevron B15). **FL** Milicevic 1m34.915s (82.94mph). **P** Milicevic. **S** 26. **RACE 2 (12 LAPS) 1 Milicevic;** 2 Andrew Hibberd (Brabham BT18) +19.016s; 3 Francois Derossi (Chevron B17); 4 Needham; 5 Widmer; 6 Waggitt. **FL** Milicevic 1m34.874s (82.97mph). **P** Milicevic. **S** 22.

HRSR HISTORIC TOURING CARS (4 LAPS)

1 Peter Hallford (Ford Mustang); 2 Richard Belcher (Ford Lotus Cortina) +4.147s; 3 Bob Bullen (Ford Anglia 105E); 4 Steve Platts (Singer Chamois); 5 Roger Godfrey (Austin Cooper S); 6 Tim Harber (Austin Cooper S). **CW** Bullen; Godfrey; Nigel Cox (Ford Lotus Cortina). **FL** Warren Briggs (Ford Mustang)

1m47.706s (73.09mph). **P** Jack Drury (Ford Falcon). **S** 16. **RACE 2 (11 LAPS) 1 Hallford;** 2 James Clarke (Ford Lotus Cortina) +0.718s; 3 Belcher; 4 Platts; 5 Simon Benoy (Hillman Imp); 6 Harber. **CW** Clarke; Platts; Harber; Peter van Smirren (Ford Lotus Cortina). **FL** Clarke 1m48.123s (72.80mph). **P** Hallford. **S** 12.

CLASSIC RACING CARS & URS FF2000

(BOTH 13 LAPS) 1 Michael O'Brien (McLaren M4A); 2 Chris Lord (Van Diemen RF82) +6.701s; 3 Nick Pancisi (March 71B); 4 Drew Cameron (Van Diemen RF82); 5 Mark Goodyear (Lotus 59); 6 Glenn Eagling (Ensign LNF3). **CW** Lord; Goodyear; Eagling. **FL** O'Brien 1m32.344s (85.24mph). **P** O'Brien. **S** 16. **RACE 2 1 O'Brien;** 2 Lord +14.118s; 3 Cameron; 4 Pancisi; 5 Harry Bishop (Cossle 56F); 6 Goodyear. **CW** Lord; Eagling. **FL** O'Brien 1m33.234s (84.43mph). **P** O'Brien. **S** 14.

BARRY WESTMORELAND TROPHY

FORMULA JUNIOR, REAR-ENGINE (12 LAPS) 1 Alex Ames (Lotus 22); 2 Benn Tilley (Lotus 22) +5.242s; 3 Alex Morton (Lightning Envoyette); 4 Mark Woodhouse (Lotus 20/22); 5 Peter de la Roche (BMC Mk2); 6 Laine Martin (Lotus 20). **CW** de la Roche. **FL** Ames 1m37.933s (80.38mph). **P** Ames. **S** 16. **RACE 2 (13 LAPS) 1 Ames;** 2 Tilley +3.422s; 3 Morton; 4 Woodhouse; 5 de la Roche; 6 Martin. **CW** de la Roche. **FL** Ames 1m37.831s (80.46mph). **P** Ames. **S** 14.

FORMULA JUNIOR FRONT-ENGINE

(BOTH 12 LAPS) 1 Stuart Roach (Alexis Mk2); 2 Justin Fleming (Lola Mk2) +29.716s; 3 Alex Morton (Condor S2); 4 James Owen (Gemini Mk2); 5 Nick Taylor (Elva 100); 6 Ian Phillips (BMC Mk1). **CW** Tony Pearson (Bandini). **FL** Roach 1m45.135s (74.87mph). **P** Roach. **S** 17. **RACE 2 1 Roach;** 2 Morton +24.552s; 3 Fleming; 4 Taylor; 5 Owen; 6 Mike Fowler (Gemini Mk2). **FL** Roach 1m43.310s (76.20mph). **P** Roach. **S** 13.

HISTORIC FF2000 (14 LAPS) 1 Andrew Park (Reynard SF81); 2 Benn Simms (Reynard SF77) +25.170s; 3 Andrew Storer (Reynard SF79); 4 Graham Ridgway

(Reynard SF78); 5 Davy Walton (Royale RP27); 6 Brian Morris (Delta T80). **CW** Tom White (Osella FAF). **FL** Park 1m30.874s (86.62mph). **P** Park. **S** 23. **RACE 2 (12 LAPS) 1 Park;** 2 Ridgway +9.027s; 3 Nelson Rowe (Reynard SF79); 4 White; 5 Walton; 6 Storer. **CW** White. **FL** Park 1m30.971s (86.53mph). **P** Park. **S** 22.

70s ROAD SPORTS (BOTH 12 LAPS)

1 Julian Barter (Lotus Elan S4); 2 Charles Barter (Datsun 240Z) +14.357s; 3 Peter Shaw (Lotus Europa); 4 Mark Leverett (Lotus Elan); 5 John Williams (Porsche 911SC); 6 Howard Payne (Lotus Europa). **CW** C Barter; Mark Bennett (MGB GTV8); Chris Fisher (MG Arkley); Jon Wagstaff (Alfa Romeo GTV). Invitation Tim Hayes (Alfasud Sprint). **FL** J Barter 1m44.995s (74.97mph). **P** J Barter. **S** 27. **RACE 2 1 J Barter;** 2 C Barter +4.523s; 3 Paul Tooms (Lotus Europa); 4 Williams; 5 Leverett; 6 Bennett. **CW** C Barter; Bennett; Fisher; Neil Brown (Lotus Eclat). Inv Hayes. **FL** J Barter 1m44.459s (75.36mph). **P** J Barter. **S** 25.

HISTORIC ROAD SPORTS (BOTH 12 LAPS)

1 Peter Shaw (Lotus Elan S1); 2 Barry Ashdown (Lotus Elan) +35.254s; 3 Robert Rowe (Lotus Elan S3); 4 Larry Kennedy (Lotus Elan S1); 5 Dick Coffey (Turner Mk1); 6 Johan Denekamp (TVR Tuscan). **CW** Coffey; Denekamp; Peter Bowyer (MGB). **FL** Shaw 1m44.859s (75.07mph). **P** Shaw. **S** 17. **RACE 2 1 Shaw;** 2 Paul Tooms (Lotus Elan S1) +26.373s; 3 Ashdown; 4 Rowe; 5 Jim Grant (Lotus Elan); 6 Denekamp. **CW** Coffey; Bowyer. **FL** Shaw 1m44.804s (75.11mph). **P** Shaw. **S** 15.

CLASSIC CLUBMANS (BOTH 14 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +54.495s; 3 Alan Cook (Mallock Mk20/21B); 4 David Wale (Mallock Mk20/21); 5 Clive Wood (Mallock Mk20B); 6 Adam Wheeler (Mallock Mk16). **CW** Wood. **FL** Charteris 1m27.875s (89.58mph). **P** Charteris. **S** 15. **RACE 2 1 Charteris;** 2 Harrison +36.130s; 3 Cook; 4 Wale; 5 Barry Webb (Mallock Mk18BW); 6 Wheeler. **CW** Webb. **FL** Charteris 1m27.789s (89.67mph). **P** Charteris. **S** 15.



Briggs (red) and Hallford (yellow) chase Drury before drama

ALL PICS: JONES



SILVERSTONE
MG LIVE! MGCC JUNE 17-18

Robertson and Ross are Live heroes

A FIELD OF 41 MG TROPHY ZRs provided one of many captivating clashes at Silverstone's MG Live!

Colin Robertson won the first race from the second row, as polesitter Jason Burgess wrestled with a stuck handbrake, recovering from eighth to third. Burgess finished behind Graham Ross, who was set to win until a late-race spin through the oily Copse Corner. Robertson was denied a win by a failed engine cylinder in race two and Burgess spun out, also at Copse, allowing Ross to take advantage and win from Doug Cole and Ross Makar.

The MGBCV8s shared the grid with the Cockshoot Cup for another two gripping races, dominated by the MGB GTV8s. A safety car cut the first contest down to eight laps and Rob Spencer benefited from a sluggish Russell McCarthy restart to win, while Ian Prior filed in for third. McCarthy made no mistake to win the next race, followed by James Wheeler and Ian Prior as Spencer ran out of fuel on the last lap. McCarthy's brother Russell took two Class B victories, with Ollie Neaves on top in Class C.

Ashley Woodward (ZS) held off polesitter Ray Collier's ZR determinedly to win the first Cockshoot Cup race, with Howard Hunt claiming third in his ZS. Hunt made contact with Woodward during Sunday's bout, costing Woodward a victory and his rear suspension. Collier won that race instead, with a sizeable gap back to Hunt, while Peter Burchill narrowly pipped Philip Bowden for third.

Graham Pattle swept both Equipe GTs Group B races, winning the first without

second gear in his MGB. Ross Milner (MGB) was Saturday's runner-up, bumper-to-bumper with third-place finisher Rob Cobden's Elva Courier. David Russell-Wilks qualified 28th with a misfiring cylinder for the first race, but he made a staggering recovery to fifth. Babak Farsian finished second on Sunday as Milner spun, while Luke Spencer – son of BCV8 winner Rob – completed an all-MGB podium.

Mark Cole's MGB shot into the lead of the opening Group A race and stayed there. Rod Begbie (TVR Grantura) had a look but finished second, comfortably ahead of the MGB of Tom Smith. Cole then held off Smith for a second win and Wilf Penrose took third in his TVR, as Begbie made a late mistake under pressure to lose the place. Brian Arculus took both Class 1 victories (twice placing sixth overall) in his Lotus Elite, doggedly blocking the Class 2 MGB Roadster

Graham Ross (92) had a late-race spin that cost him double victories in the MG Trophy

of Andrew Bentley.

Polesitter Steve Watton won Sunday's Iconic '50s race over Jonathan Abecassis, who couldn't make a late attempted overtake stick, as his Austin Healey 100/4 was beaten on the final straight by Watton's Turner Mk II Gurney Special. Neil Cawthorn (MGA) finished third after front-row starter Robi Bernberg made an early mistake.

A trio of Class A MG Midgets led the MG Midget & Sprite Challenge, won by Stephen Collier from pole. Stephen Watkins bounded from ninth to second, leapfrogging Edward Reeve (third). A safety car ended the race, as Carl Chadwick and Ian Burgin collided with four minutes remaining.

Touring car veteran and polesitter Steve Soper's Ford Mustang suffered a differential issue in the Pre-'66 Touring Cars race that was won by Henry Mann, who was followed by Chris Beighton



McCarthy and Spencer battled door to door



Paul Whiting crashed in Equipe GTS



Henry Mann won as Soper retired

— both in Mustangs — and class-winner John Spiers (Lotus Cortina) in third.

Departing from vintage machinery, the Radical Challenge boasted a field of 31 SR3s — possibly future classics. Bradley Smith peeled away from the battling Jack Lang and Oliver Barker in race one. Smith took another victory in the following encounter as Lang hit the gravel late on, while Danny Keirle took second and Barker continued an impressive debut season with third. Smith made it a hat-trick with victory in the 40-minute race three, with mandatory pitstop included. Barker followed in second, ahead of Dominik Jackson.

The Porsche Club Championship ran on Saturday with regular British GT invitee Nick Jones the overall victor with a 20-second head-start for his Cayman. Mark McAleer took two Class 1 wins, although Kevin Harrison stuck close in race one, finishing 0.5s behind. Mark Sumpter was relegated to fifth, behind Craig Wilkins in an unforgiving Porsche 996 train. McAleer's second class victory, behind Jones, was the result of an early duel with Sumpter, who finished third in his 964 while Chris Dyer took advantage of that front-row fight to finish second. Jake McAleer emulated his dad by taking both Class 2 wins in his Boxster S (with Steve Cheetham just behind). Presumably, the pair celebrated an equally successful Father's Day.

SAMARTH KANAL

➔ **P72 FULL RESULTS**



Smith fended off McArthur in both FF1600 races

OULTON PARK
BRSCC JUNE 17

Smith off-roads to seal double wins

A BRACE OF VICTORIES FOR JOSH Smith in the Formula Ford Northern Championship at Oulton Park might have looked straightforward, but the Firman driver faced two races of intense pressure from the Van Diemen of David McArthur.

Smith admitted he was relieved to see the red flags with four minutes of race one still to go when Scott Rawlinson's Van Diemen seized up in an unsafe location. "I'd been suffering with brake bias problems, my rears kept locking and it generally didn't feel 100 per cent," he said. "I'm not sure how much longer I could have held him [McArthur] off."

In race two, McArthur's frustrations behind the Firman of Smith came to the fore. The race-long duel, in which Smith displayed another defensive masterclass, resulted in contact between the two on the final lap. "I'd tried everything up until that point, but it's so narrow here and we touched," McArthur said. The contact to Smith's rear forced the championship leader off through Knickerbrook but, in preventing his car from spinning, Smith maintained the lead and finished only 0.5s ahead of McArthur. "It was a bit of rallycross to end the day, but it could have ended much worse," said Smith of the incident. The former MSA Formula driver now heads to the next rounds with a healthy championship advantage.

In the MX-5 Supercup, there was a first win of the season for Luke Herbert in race one. The Bognor-based driver, who only started building his car three weeks prior to the season, dropped to third from pole, having missed a gear off the line. He then took advantage of the scrapping Jack Harding and Jonathan Greensmith, passing

them both through Cascades in a single lap.

Herbert went on to take the race two victory ahead of Tom Roche and Liam Murphy, the second and third finishers admitting the increasing track temperatures made closely following cars and passing a near impossibility. It was the same problem for Harding and Roche in the final race, where Herbert made it a hat-trick, the clean air out front ever working in his favour.

MX-5 Championship driver James Harris was "absolutely delighted" with his trio of race wins behind the wheel of the older Mk1 Mazdas. "I got my first win last time at Silverstone, so it's a great way to continue my form," he said, as he continues his surge up the championship table. Meanwhile, in group B of the Mazda Championship for the slower qualifiers, it was a win apiece for Patrick Collins, Charlie Burge and Jack Rawles.

Mark Robinson's previous dominance in the XR Challenge was, for one race at least, eradicated. The multiple XR champion encountered a rear-wheelbearing issue in race one and was forced to retire from the lead, gifting Greg Speight his first win of the season. "It was going brilliant and then it all went pear-shaped," he said. The problems of the first race were quickly forgotten by race two as, despite starting from the back of the grid, Robinson dominated, gaining the lead by the end of the first lap and sailing to win ahead of Speight and Alistair May.

The Scottish Fiesta Championship shared the grid with the XR challenge, with Peter Cruickshank and Wayne Macaulay celebrating victories.

DOM D'ANGELILLO

➔ **P73 FULL RESULTS**



Herbert leads Supercup gaggle at Cascades



Speight took a win in XR Challenge races



Reid wins on Classic Stock Hatch debut

BTCC LEGEND AND LE MANS podium finisher Anthony Reid won on his Classic Stock Hatch debut driving a Peugeot 205 GTi for a one-off event at the Brands Hatch 750 Motor Club meeting.

Reid took the lead from Marcus Ward (Ford Fiesta XR2i) at the restart around the outside of Paddock Hill Bend after a red-flag period when Andrew Thorpe collided with original polesitter Pip Hammond at Graham Hill Bend.

Despite carrying 25kg of success ballast Reid managed to finish second ahead of Matt Rozier in race two, while Ward dominated up front to secure an easy win.

Billy Albane took victory in the first of the RGB races after poleman and race leader Scott Mittell retired his Mittell MC53 with a water leak caused by a punctured radiator. Mittell found redemption in the second race as he led from start to finish, with his team-mate, Paul Smith, finishing in second place after a rebuild of the entire front end of his car following his recent Croft crash.

Ian Allee took his fifth victory of the season in the first of three Locost races following a close battle with Ben Powney. Race two went the way of Jack Coveney, who took an unusually dominant victory for the series, but he had a close battle with Powney for the win in the final race. Lee Emm came second after spinning from a podium position in the previous race, while Allee was out after just two laps with a broken fuel pump.

Starting from the front row for the Bikesports race, Philip Knibb was slow away and was rear-ended by Duncan Horlor, eliminating them both and bringing out the red flags. Julian Griffiths in his Radical PR6 took the win after a stunning getaway on the restart, with

polesitter Stefano Leaney (Radical PR6) recovering from a poor start to eventually finish second. Leaney made a strong getaway in race two, pursued by Adrian Reynard (Radical SR3) who went on to win.

Mark Higginson lost the lead of the Civic Cup after being collected in an incident between Dan Reason and Lee Deegan as they battled for second on the opening lap. Reason would go on to take his first win of the season ahead of Deegan.

Mark Grice won the top-10 reversed-grid race when David Buky relinquished the lead having run onto the grass, while Deegan took another podium despite momentarily losing fourth gear.

Nick Garner took his first Clio 182 Championship victory after charging from seventh to second at the start, before snatching the lead from Charlie Turner – who eventually scored his first car-racing podium – at Paddock Hill Bend later in the race.

Matt Digby added his name to the growing list of Clio winners in 2017 with victory in the top-10 reversed-grid race, having come up from fourth on the grid.

Adam Shepherd remains undefeated in the M3 Cup, although a poor getaway in the second race meant he did not

Le Mans and tin-top man Reid impressed in a Peugeot 205 GTi

take the lead until the latter stages.

Neil Trotter snatched the lead of the 330 Challenge class from Lewis Carter at the line by 0.01 seconds, but a mistake from Carter in race two meant Martin Wallbank took the honours after spinning out of the class lead in the first bout.

Alistair Camp (Ford Fiesta ST) had an alternator issue after qualifying, but that didn't stop him winning the first Hot Hatch race, in which he was forced to turn off the power-steering on the Brabham Straight to stop it draining the battery.

Ben Rushworth (Honda Integra DC2) took advantage of a bad start for Camp in race two to win. Will Hunt and Paul Jarvis took Class B and C honours respectively in both races.

Martin Depper (Centaur Mk14) took the lead of the Historic 750 Formula race before Graham Hill Bend from polesitter Christian Pedersen, who continued to drop back to fourth in his Austin 7.

Carl Shield (BMW E36 M3) led in the early stages of the Roadsports race, but a safety car coinciding perfectly with the opening of the pitstop window meant the majority of the field pitted simultaneously. Shield lost a heavy chunk of time, handing victory to Laurie Grant in his E36 M3.

Normal service resumed in Sports Specials with Paul Boyd (Eclipse SM1) doing the double ahead of team-mate Clive Hudson after they missed Croft.

Ben Short kept up his winning record in the MX-5 Cup, with Ali Bray second in both races.

Glenn Rossiter took two overall victories in the Super Cooper Cup in his Mini Cooper, despite having to start from a separate grid to the MX-5 field.

CHRIS STEVENS



Fiesta chaos blows title battle open

THE FORD FIESTA CHAMPIONSHIP was blown wide open at Rockingham when series leaders Jamie White and Lewis Kent failed to finish either race during the BRSCC meeting.

Polesitter White suffered a broken flange on his brakes, which caused a lock-up into Deene during the Classes A, B and D race, allowed John Cooper past for the win and eventually led to White's retirement. Worse was to follow in race two when White, having charged from 12th to third, was battling with Stuart Robbins when they collided and White ended up on his roof at Brook.

In the restarted race Cooper held off Robbins — who was later excluded for his part in the earlier incident — and Jack Youhill to claim his fifth consecutive win and the championship lead.

Wheel-bearing failure put paid to Kent's chances in both Class C races. Simon Horrobin triumphed in the first from Danny Harrison, who then headed home Josh Gollin in race two after Horrobin's suspension failed. "It's a car killer," said Horrobin of Rockingham.

Both Ford Fiesta Junior races provided maiden winners. When a loose plug sidelined polesitter Jack Davidson, Harry Gooding jumped from sixth on the grid to lead by Deene, only to succumb to fuel pick-up problems mid-race. James Waite went on to win from James Hillery, who inherited second after Scott Cansdale



was handed a 10-second penalty for starting out of position. Cansdale made amends by winning race two, passing Waite for the lead at Deene. Behind podium finishers Waite and Hillery, Nick Reeve impressed on his run from last to fourth following earlier suspension failure.

Alistair Smith made it four wins from four races in the visiting Scottish BMW Championship, having missed the season's opening two meetings. Douglas Simpson climbed from row four to second in the first race, making his final pass when Cliff Harper spun on oil from Simpson's fellow charger Frazer Huntley's holed sump. Forced to start from the back of the grid due to a penalty, Huntley had reached the top six before a trip over the kerbs at Brook proved terminal. Behind Smith and Harper, Ruairidh Clark secured his first podium in race two.

Robbie Dagleish topped Simpson by winning from eighth on the grid in the Scottish Mini Cooper Cup. Quickly up to third, he passed Michael Weddell, who was recovering from a failed attack on Morgan Murray's lead, then benefited

Jamie White saw his title hopes fading with this indiscretion...

from Murray's fuel-surge problems on the final lap. Murray claimed the reversed-grid race by diving into second at Deene on the opening tour, then passing Craig Blake at Gracelands on the second lap. Mark Geraghty followed him through, claiming second from 10th on the grid.

The Open Sportscar Series triple-header provided a dominant hat-trick — his first — for Mike Jenvey. The 2015 champion's Jenvey-Gunn was pushed hardest by Richard Wise in the Chiron until he retired in the closing stages of race one when a failed crankshaft sensor caused a loss of power. He briefly led race two before dropping back, then shadowed Jenvey in race three.

Alan Henderson (Ginetta G50) dominated the first Northern Saloon and Sports race, but a pitlane start meant he could only manage third in the second, won by Andy Robinson's thunderous Ford Falcon despite a spin at Deene.

Both Metro races were taken by Andrew Ashton — his first wins of the season — while sole modified runner Graham Seager was untroubled in the Alfa Romeos.

MARK PAULSON

RESULTS

FIESTA CLASSES A, B & D (11 LAPS)

1 John Cooper (Zetec S); 2 Stuart Robbins (Zetec S) +9.319s; 3 Tom Hutchins (Zetec S); 4 Shaun Andrews (Zetec S); 5 Colin Newbold (Si); 6 Penelope Jones (Zetec S). **Class winners** Newbold; Robinson. **FL** Youhill 1m47.910s (68.39mph). **P** Cooper. **S** 10. **FIESTA CLASS C (11 LAPS)** **1 Simon Horrobin;** 2 Danny Harrison +5.745s; 3 Lee Dendy-Sadler; 4 Josh Gollin; 5 David Nye; 6 Ryan Faulconbridge. **FL** Horrobin 1m45.132s (70.19mph). **P** Horrobin. **S** 17. **RACE 2 (12 LAPS)** **1 Harrison;** 2 Gollin +4.777s;

3 Dendy-Sadler; 4 Nye; 5 Faulconbridge; 6 Jamie Going. **FL** Harrison 1m45.793s (69.75mph). **P** Horrobin. **S** 16.

FIESTA JUNIOR (BOTH 11 LAPS)

1 James Waite; 2 James Hillery +6.885s; 3 Gustav Burton; 4 Scott Cansdale; 5 Josh Steed; 6 Lochlan Bearman. **FL** Cansdale 1m46.759s (69.12mph). **P** Jack Davidson. **S** 15. **RACE 2** **1 Cansdale;** 2 Waite +3.664s; 3 Hillery; 4 Nick Reeve; 5 Oliver Turner; 6 Harry Gooding. **FL** Cansdale 1m46.284 (69.43mph). **P** Waite. **S** 14.

SCOTTISH BMW (8 LAPS)

1 Alistair Smith; 2 Douglas Simpson +10.361s; 3 Cliff Harper; 4 David McNaughton; 5 Stephen Goldie; 6 Ruairidh Clark. **FL** Smith 1m50.616s (66.71mph). **P** Smith. **S** 14. **RACE 2 (9 LAPS)** **1 Smith;** 2 Harper +2.606s; 3 R Clark; 4 Gary Clark; 5 Simpson; 6 Lee Elrick. **FL** Smith 1m50.024 (67.07mph). **P** Smith. **S** 14.

SCOTTISH MINI COOPER CUP

(7 LAPS) **1 Robbie Dagleish;** 2 Morgan

Murray +1.216s; 3 Michael Weddell; 4 Ian Munro; 5 Dominic Wheatley; 6 Craig Blake. **FL** Weddell 1m49.889s (67.15mph). **P** Weddell. **S** 18. **RACE 2 (6 LAPS)** **1 Murray;** 2 Mark Geraghty +1.770s; 3 Wheatley; 4 Dagleish; 5 Taelor Shand; 6 Chris Blackhall. **FL** Murray 1m49.746 (67.24). **P** Blake. **S** 16. **OSS (13 LAPS)** **1 Mike Jenvey (Jenvey-Gunn TS6);** 2 Jon-Paul Ivey (Radical PR6) +20.878s; 3 Lee Torrie (Radical SR3); 4 John Gillman (Radical SR3); 5 Adam Dale (Radical PR6); 6 Alastair Smart (Radical Prosport). **CW** Ivey; Torrie; Paul Spencer (Radical SR8); Matt Domin (Aquila CR1 M60); Neil Harris (Radical Clubsport); Paul Myers (Yamaha Global GT Light). **FL** Jenvey 1m24.159s (87.69mph). **P** Jenvey. **S** 22. **RACE 2 (14 LAPS)** **1 Jenvey;** 2 Richard Wise (Chiron LMP) +8.060s; 3 Ivey; 4 Dale; 5 Torrie; 6 Daniel Prendergast (Radical PR6). **CW** Ivey; Torrie; Patrick Sherrington (MCR Sport); Harris; Myers; Paul Watson

(Aquila CR1 M60). **FL** Jenvey 1m24.141 (87.70mph). **P** Jenvey. **S** 21. **RACE 3 (11 LAPS)** **1 Jenvey;** 2 Wise +0.319s; 3 Ivey; 4 Dale; 5 Torrie; 6 Spencer. **CW** Ivey; Torrie; Spencer; Myers; Harris. **FL** Jenvey 1m24.692 (87.13mph). **P** Jenvey. **S** 18. **NORTHERN SALOON & SPORTS (BOTH 11 LAPS)** **1 Alan Henderson (Ginetta G50);** 2 Andy Robinson (Ford Falcon) +23.738s; 3 Paul Woolfitt (Lotus Exige); 4 Mike Cutt (BMW M3); 5 John Woolfitt (MK Indy); 6 Kirk Armitage (BMW M3). **CW** Armitage; Mark Leybourne (Westfield FW); Simon Mayne (AB Performance Arion S2); Alan McPherson (MK Indy); Gary Bowers (BMW E46 328); Daniel McKay (Ford Fiesta RS1600); Lee Underwood (Honda Civic). **FL** Henderson 1m33.369s (79.04mph). **P** Henderson. **S** 26. **RACE 2** **1 Robinson;** 2 P Woolfitt +5.890s; 3 Henderson; 4 J Woolfitt; 5 Armitage; 6 Eduardo de Souza (Renault Megane Trophy V6).

CW Armitage; Leybourne; Kyle Murchie (Pell Genesis); McPherson; Bowers; McKay; Underwood. **FL** Henderson 1m33.743 (78.72mph). **P** Robinson. **S** 24. **MG METRO CUP (BOTH 11 LAPS)** **1 Andrew Ashton (GTI);** 2 Dick Trevett (Turbo) +10.749s; 3 Mike Williams; 4 Jack Ashton (GTI); 5 Tony Connell; 6 Przemyslaw Glodek (100 GTI). **FL** Trevett 1m49.116s (67.63mph). **P** Williams. **S** 19. **RACE 2** **1 A Ashton;** 2 Trevett +2.118s; 3 Williams; 4 Dan Balster; 5 Glodek; 6 Connell. **FL** Williams (1m49.253). **P** Williams. **S** 19. **ALFA ROMEO (BOTH 12 LAPS)** **1 Graham Seager (147 GTV);** 2 Tom Hill (156) +1m02.802s; 3 Andrew Bourke (GTV); 4 Simon Cresswell (156); 5 David Messenger (156); 6 Keith Waite (75). **FL** Seager 1m43.577s (71.25mph). **P** Seager. **S** 10. **RACE 2** **1 Seager;** 2 Bourke +53.680s; 3 Messenger; 4 Cresswell; 5 Hill; 6 Waite. **FL** Seager 1m44.166 (70.84mph). **P** Seager. **S** 9.



Injury-free Uren capitalises

DAVE UREN BOUNCED BACK from his recent non-racing foot injury with a second career win in the first run-off at Doune last weekend, with Trevor Willis returning the compliment later on in the final shoot-out.

Local driver Wallace Menzies was not able to take home advantage at the Scottish venue in the last encounter of the weekend, and even spun out over the crest of East Brae, fortunately without any damage.

Uren was pleased to have shown his determination. "Everybody knows I never give up and that win is the result," he said. His Tillicoultry Quarries team-mate Menzies quipped: "His bad foot means he couldn't lift off fully."

With Willis and Uren each scoring 18 points on the day, they were matched by Alex Summers, who took second in each round despite his Cosworth V6 DJ Firestorm being the smallest-capacity and lowest-powered car in the over-two-litre unlimited-capacity class. That trio filled the top three each time. Summers's love affair with Doune dates back to September 2013, when he defeated allcomers with his tiny 1300cc supercharged DJ, and that mastery is always bubbling under the surface.

The missing Scott Moran (business and family commitments) and Will Hall, whose AER engine blew itself to smithereens at Loton Park, were pushed back to third and seventh in the points chart, and Hall fears his season may be over with a long lead on parts and rebuild times.

Factory Gould drivers Sean Gould and Eynon Price had a hard time, despite Gould being fastest of all in practice. Although Gould also won his class, qualified

second fastest and finished fourth in round 11, the car later suffered a crank-sensor failure and, with no time left to fix it, neither was able to qualify for round 12.

Another suffering difficulty was Richard Spedding, whose car did not start round 11 with a simple electrical fault, which was easily fixed when detected but forfeited his run-off slot. When the issue recurred, he had to share Les Mutch's similar GWR-Suzuki, but managed to finish fourth in round 12. Scotsman Mutch did well in both run-offs but Doune is hardly local, being more than a two-hour drive from his Aberdeen base.

A number of other Scottish drivers took out championship registration in order to seek points at their local hill. Aside from championship regulars Menzies and Mutch, best of the rest was former British Sprint champion Stewart Robb, whose car is probably the most competitive of Mike Pilbeam's designs still in use. He was sixth each time behind the regular frontrunners.

Aberdonian Steve Marr regularly runs his one-off PCD Saxon in British events around the UK. He won the 1100 class and qualified 12th for round 12, and scored a point in the car that was the influence on Graeme Wight for the subsequent Raptors. Ross Napier's Force-Suzuki is the one in which Uren took fifth in last year's championship, and Napier took eighth on his new car's debut in round 11.

John Munro from Tain qualified his recently acquired OMS 11th and 12th for the run-offs. He finished out of the points in round 11 but managed ninth later on.

EDDIE WALDER

➔ P73 FULL RESULTS

RESULTS

SILVERSTONE MGCC

MG TROPHY (9 LAPS) 1 Colin

Robertson (ZR 190); 2 Graham Ross (190) +3.358s; 3 Jason Burgess (190); 4 Gary Wetton (190); 5 Ross Makar (190); 6 Robin Walker (190). **Class winners** Paul Luti (170); Matthew Turnbull (160). **Fastest lap** Burgess 2m27.061s (89.09mph). **Pole** Burgess. **Starters** 41. **RACE 2 (8 LAPS) 1 Ross**; 2 Doug Cole (190) +1.448s; 3 Makar; 4 Wetton; 5 Walker; 6 Andrew Rogerson (170). **CW** Rogerson; Andy Spencer (160). **FL** Ross 2m27.585s (88.77mph). **P** Ross. **S** 40.

MG BCV8 (8 LAPS) 1 Rob Spencer

(B GTV8); 2 Russell McCarthy (B GTV8) +0.755s; 3 Ian Prior (B GTV8); 4 Jonnie Wheeler (B GTV8); 5 Ollie Neaves (B GTV8); 6 Andrew Young (C GT). **CW** Neaves; Spencer McCarthy (B Roadster); Simon Tinkler (B GT). **FL** R McCarthy 2m22.699s (91.81mph). **P** R McCarthy. **S** 25. **RACE 2 (9 LAPS) 1 R McCarthy**; 2 James Wheeler (B GTV8) +6.700s; 3 Prior; 4 Spencer; 5 Neaves; 6 Young. **CW** S McCarthy; Neil Fowler (B). **FL** Spencer 2m22.577s (91.89mph). **P** Spencer. **S** 24.

COCKSHOOT CUP (8 LAPS) 1 Ashley

Woodward (ZS 180); 2 Ray Collier (ZR 190) +1.054s; 3 Howard Hunt (ZS 180); 4 Jonathan Harker (TF LE500); 5 Mike Peters (Midget); 6 Peter Burchill (ZS 180). **CW** Peters; Brian Butler (FVVC); Ian Wright (Midget). **FL** Woodward 2m33.323s (85.45mph). **P** Collier. **S** 23. **RACE 2 (9 LAPS) 1 Collier**; 2 Hunt +26.629s; 3 Burchill; 4 Philip Bowden (ZS 180); 5 Mark Bellamy (ZR 170); 6 Woodward. **CW** Bellamy; Butler; Wright. **FL** Collier 2m30.820s (86.87mph). **P** Collier. **S** 21.

EQUIPE GTS GROUP B

(BOTH 11 LAPS) 1 Graham Pattle (MGB Roadster); 2 Ross Milner (B Roadster) +3.926s; 3 Rob Cobden (Elva Courier); 4 Babak Farsian (B Roadster); 5 David Russell-Wilks (B Roadster); 6 David Keers-Trafford (B Roadster). **CW** Richard McKoen (MG Midget); James Willis (Midget Coupe); Michael Hunter (Triumph TR4). **FL** Milner 2m44.619s (79.58mph). **P** Pattle. **S** 35.

RACE 2 1 Pattle

; 2 Farsian +20.364s; 3 Luke Spencer (B Roadster); 4 Milner; 5 McKoen; 6 Oliver Friend (Austin Healey Sprite). **CW** McKoen; Friend;

John Pearson (Austin Healey 100/M); Chris Berry (Triumph TR4). **FL** Pattle 2m43.810s (79.98mph). **P** Pattle. **S** 35.

EQUIPE GTS GROUP A (BOTH 12 LAPS) 1 Mark Cole (MGB Roadster)

; 2 Rod Begbie (TVR Grantura Mk3) +4.892s; 3 Tom Smith (B Roadster); 4 Wilf Penrose (TVR Grantura Mk3); 5 Simon Cripps (B Roadster); 6 Brian Arculus (Lotus Elite). **CW** Arculus; Richard Knight (Austin Healey 100); Stephen Winter (Porsche 911); Rory Tollett (MGA Sebring). **FL** Begbie 2m37.456s (83.20mph). **P** Smith. **S** 35. **RACE 2 1 Cole**; 2 Smith +9.561s; 3 Penrose; 4 Begbie; 5 Rob Cull (TVR Grantura Mk3); 6 Arculus. **CW** Arculus; Jonathan Abecassis (Austin Healey 100/4); Winter; Tollett. **FL** Cole 2m37.535s (83.16mph). **P** Cole. **S** 28.

ICONIC '50S (8 LAPS) 1 Steve

Watton (Turner Mk2 The Gurney Special); 2 Jonathan Abecassis (Austin Healey 100/4) +0.537s; 3 Neil Cawthorn (MGA Roadster); 4 Scott Quattlebaum (MG LEO 2); 5 Robi Bernberg (Cooper T39 Bobtail); 6 Paul Kennelly (Austin Healey 100/M). **CW** Quattlebaum; Mark Ellis (MGA Roadster). **FL** Watton 2m40.165s (81.80mph). **P** Watton. **S** 30.

MIDGET/SPRITE CHALLENGE

(7 LAPS) 1 Stephen Collier (Midget); 2 Stephen Watkins (Midget) +1.354s; 3 Edward Reeve (Midget); 4 Paul Campfield (Austin Healey Sprite Mk1); 5 Andy Southcott (Lenham Sprite); 6 Richard Perry (Sprite Mk1). **CW** Campfield; Southcott; Dean Stanton (Sprite Mk1); Andrew Wolf (Midget). **FL** Watkins 2m27.659s (88.72mph). **P** Collier. **S** 21.

MASTERS PRE-'66 TOURING CARS

(23 LAPS) 1 Henry Mann (Ford Mustang); 2 Chris Beighton (Mustang) +8.108s; 3 John Spiers (Ford Lotus Cortina); 4 Martin Strommen (Ford Lotus Cortina); 5 Graeme Langford (Mustang); 6 Alex Thistlethwayte (Mustang). **CW** Spiers; Rene de Vries; Jonathan Lewis (Mini Cooper S); Paul Chase-Gardner (Alfa Romeo Giulia Sprint GTA). **FL** Mann 2m32.888s (85.69mph). **P** Steve Soper (Mustang). **S** 24.

RADICAL CHALLENGE (10 LAPS)

1 Bradley Smith; 2 Jack Lang +11.874s; 3 Oliver Barker; 4 Danny Keirle; 5 Steve Burgess; 6 Richard



ROUND-UP

Baxter. **CW** Aaron Bailey. **FL** Smith 2m04.862s (105.53mph). **P** Smith. **S 31. RACE 2 (10 LAPS) 1 Smith;** 2 Keirle +5.289s; 3 Barker; 4 Burgess; 5 Dominik Jackson; 6 Jack Manchester. **CW** Brian Harvey. **FL** Keirle 2m05.261s (105.20mph). **P** Smith. **S 31. RACE 3 (19 LAPS) 1 Smith;** 2 Barker +18.897s; 3 Jackson; 4 Lang; 5 Stuart Maloney; 6 Kristian Jeffrey. **CW** Peter Tyler/Tom Gladdis. **FL** Smith 2m06.847s (103.88mph). **P** Smith. **S 31.**

PORSCHE CLUB (BOTH 11 LAPS) **1 Nick Jones (Cayman GT4);** 2 Mark McAleer (996 C2) +30.302s; 3 Kevin Harrison (996 C2); 4 Craig Wilkins (996 C2); 5 Mark Sumpter (964 C2); 6 Chris Dyer (Cayman S). **CW** M McAleer; Jake McAleer (Boxster S). **FL** Jones 2m17.403s (95.35mph). **P** Jones. **S 18. RACE 2 1 Jones;** 2 M McAleer +40.507s; 3 Dyer; 4 Sumpter; 5 Wilkins; 6 Harrison. **CW** M McAleer; J McAleer. **FL** Jones 2m18.060s (94.89mph). **P** Jones. **S 16.**

BRANDS HATCH 750MC

CLASSIC STOCK HATCH (6 LAPS)

1 Anthony Reid (Peugeot 205 GTi); 2 Marcus Ward (Ford Fiesta XR2i) +2.36s; 3 Matt Rozier (Peugeot 205 GTi); 4 Matthew Stubington (Peugeot 205 GTi); 5 Gordon Macmillan (Peugeot 205 GTi); 6 Martyn Fowdrey (Ford Fiesta XR2). **FL** Ward 58.77s (74.00mph). **P** Pip Hammond (Vauxhall Nova GTE). **S 28. RACE 2 (14 LAPS) 1 Ward;** 2 Reid +5.65s; 3 Rozier; 4 Benjamin Leach (Ford Fiesta XR2i); 5 Andrew Thorpe (Citroen AX GTi); 6 Stubington. **FL** Ward 58.85s (73.90mph). **P** Ward. **S 27.**

RGB (12 LAPS) 1 Billy Albone (Spire GT3); 2 Danny Andrew (Mittell MC53) +2.32s; 3 John Cutmore (Spire GT3S); 4 Paul Smith (Mittell MC53); 5 Duncan Horlor (Spire GT3); 6 Paul Rogers (Contour RGB09). **CW** Richard Webb (Spire GT-F). **FL** Cutmore 49.23s (88.34mph). **P** Scott Mittell (Mittell MC53). **S 19. RACE 2 (13 LAPS) 1 Mittell;** 2 Smith +3.48s; 3 Cutmore; 4 Albone; 5 Andrew; 6 Horlor. **CW** Webb. **FL** Andrew 49.05s (88.66mph). **P** Mittell. **S 18.**

LOCOST (14 LAPS) 1 Ian Allee; 2 Ben Powney +0.21s; 3 Tom Robinson; 4 Steve Paddock; 5 Matt Graux; 6 Peter

Wood. **FL** Allee 58.71s (74.07mph). **P** Powney. **S 25. RACE 2 (6 LAPS) 1 Jack Coveney;** 2 Robinson +3.03s; 3 David Winter; 4 Paddock; 5 Martin West; 6 Gregory Smith. **FL** Lee Emm 58.56s (74.26mph). **P** Robinson. **S 22. RACE 3 (14 LAPS) 1 Coveney;** 2 Emm +0.04s; 3 West; 4 Wood; 5 Tim Penstone-Smith; 6 Oliver Batten. **FL** Coveney 58.06s (74.90mph). **P** Coveney. **S 25.**

BIKESPORTS (20 LAPS) 1 Julian Griffiths (Radical PR6); 2 Stefano Leaney (Radical PR6) +2.20s; 3 Richard Stables (Radical PR6); 4 Chris Preen (Radical SR3 RS); 5 Adrian Reynard (Radical SR3); 6 Charles Graham (Radical SR3 RS). **CW** Stables; Richard Webb (Spire GT-F). **FL** Leaney 46.52s (93.48mph). **P** Leaney. **S 16. RACE 2 (3 LAPS) 1 Reynard;** 2 Leaney +0.38s; 3 Griffiths; 4 Preen; 5 Graham; 6 Duncan Horlor (Spire GT3).

CW Leaney; Horlor. **FL** Leaney 47.51s (91.53mph). **P** Leaney. **S 18. CIVIC CUP (12 LAPS) 1 Dan Reason;** 2 Lee Deegan +0.40s; 3 James Griffith; 4 Carl Swift; 5 Jason Ballantyne; 6 Mark Grice. **FL** Griffith 55.05s (79.00mph). **P** Reason. **S 22. RACE 2 (15 LAPS) 1 Grice;** 2 David Buky +1.08s; 3 Deegan; 4 Swift; 5 David Vincent; 6 Ballantyne. **FL** Deegan 54.79s (79.37mph). **P** Buky. **S 22.**

CLIO 182 CHAMPIONSHIP (15 LAPS) 1 Nick Garner; 2 Charlie Turner +0.20s; 3 Mark Balmer; 4 Don de Graaff; 5 Patrick Fletcher; 6 Simon Donoghue. **FL** Turner 57.08s (76.19mph). **P** de Graaff. **S 27. RACE 2 (13 LAPS) 1 Matt Digby;** 2 Fletcher +2.00s; 3 Ryan Gillespie; 4 Garner; 5 Balmer; 6 Turner. **FL** Gillespie & Digby 57.16s (76.08mph). **P** Scott Edgar. **S 26. M3 CUP/330 CHALLENGE (BOTH 21 LAPS) 1 Adam Shepherd (BMW E46 M3);** 2 Carl Shield (BMW E46 M3) +7.70s; 3 Luke Sedzikowski (BMW E46 M3); 4 David Whitmore (BMW E46 M3); 5 Gary Hufford (BMW E46 M3); 6 Simon Walker-Hansell (BMW E46 M3). **CW** Neil Trotter (BMW 330). **FL** Shepherd 53.29s (81.61mph). **P** Shepherd. **S 26. RACE 2 1 Shepherd;** 2 Shield +2.79s; 3 Walker-Hansell; 4 Sam Carrington Yates (BMW E46 M3); 5 Paul Cook (BMW E46 M3); 6 Sedzikowski. **CW** Martin Wallbank (BMW 330).

FL Shepherd 53.52s (81.26mph). **P** Shepherd. **S 22. HOT HATCH (15 LAPS) 1 Alistair Camp (Ford Fiesta ST);** 2 Ben Rushworth (Honda Integra DC2) +5.23s; 3 Joe Ferguson (Ford Fiesta ST); 4 Phil Wright (Renault Clio Cup); 5 Martin Ward (Renault Clio Cup); 6 Will Hunt (Citroen Saxo VTR). **CW** Hunt; Paul Jarvis (Citroen Saxo VTR). **FL** Ferguson 54.36s (80.00mph). **P** Rushworth. **S 23. RACE 2 (11 LAPS) 1 Rushworth;** 2 Camp +3.46s; 3 Ferguson; 4 Wright; 5 Ward; 6 Hunt. **CW** Hunt; Jarvis. **FL** Rushworth 53.88s (80.71mph). **P** Camp. **S 23.**

HISTORIC 750 FORMULA (13 LAPS) 1 Martin Depper (Centaur Mk14); 2 John Davies (Austin 7 Pigsty Special). **FL** Myall 1m01.49s (70.72mph). **P** Pedersen. **S 14. ROADSPORTS (38 LAPS) 1 Laurie Grant (BMW E36 M3);** 2 Paul Cook/Wayne Lewis (BMW E36 M3) +0.34s; 3 Carl Shield (BMW E36 M3); 4 Matthew Weymouth (BMW E36 M3); 5 Kevin Dengate (BMW E36 M3); 6 Nick Williamson (BMW E36 M3). **CW** Mark Grice (Honda Civic); Dan Rogers (Mazda MX5); Ollie Steek/Matthew Ellis (BMW Compact). **FL** Cook/Lewis 54.03s (80.49mph). **P** Pedersen. **S 34.**

SPORTS SPECIALS (16 LAPS) 1 Paul Boyd (Eclipse SM1); 2 Clive Hudson (Eclipse SM1) +1.63s; 3 Andy Toone (Caterham 7); 4 Anton Landon (Cyana Mk2); 5 John Moore (FRS Arrow 2); 6 Stewart Mutch (MEV MX150R). **CW** Colin Benham (STM Phoenix); Mutch. **FL** Boyd 52.36s (83.06mph). **P** Boyd. **S 24. RACE 2 (7 LAPS) 1 Boyd;** 2 Hudson +0.31s; 3 Mutch; 4 Landon; 5 Moore; 6 Martin Farrelly (Rogue Xenon). **CW** Farrelly; Mutch. **FL** Hudson 52.17s (83.36mph). **P** Boyd. **S 23.**

SUPER COOPER CUP/MX-5 CUP (BOTH 17 LAPS) 1 Glen Rossiter (Mini Cooper S); 2 Ben Short (Mazda MX-5) +5.86s; 3 Alistair Bray (Mazda MX-5); 4 Alan Lee (Mini Cooper S); 5 Paul Bateman (Mazda MX-5); 6 Marcus Bailey (Mazda MX-5). **CW** Short. **FL** Rossiter 57.82s (75.21mph). **P** Short. **S 24. RACE 2 1 Rossiter;** 2 Short +6.07s; 3 Bray; 4 Bateman; 5 Lee; 6 Bailey. **CW** Short. **FL** Rossiter 57.97s (75.02mph). **P** Short. **S 22.**

OULTON PARK BRSCC

NORTHERN FORMULA FORD 1600 CHAMPIONSHIP (7 LAPS) 1 Joshua Smith (Firman RFR16); 2 David McArthur (Van Diemen LA10) +0.232s; 3 Matt Round-Garrido (Medina Sport



Charteris had his Clubmans Mallock flying at Cadwell

JL17); 4 Matthew Chisholm (Van Diemen RF00); 5 Jack Wolfenden (Reynard 88FF); 6 Luciano Carvalho (Van Diemen RF05). **CW** Wolfenden; John Murphy (Merlyn Mk20A); Michael Bibby (Reynard 88FF); George McDonald (Swift SC92F). **FL** McArthur 1m49.622s (88.40mph). **P** Smith. **S 28. RACE 2 (10 LAPS) 1 Smith;** 2 McArthur +0.503s; 3 Carvalho; 4 Chisholm; 5 Round-Garrido; 6 Nick Barnes (Ray GR07). **CW** Wayne Poole (Van Diemen RF88); Bibby; McDonald; Murphy. **FL** McArthur 1m49.888s (88.19mph). **P** Smith. **S 27.**

MAZDA MX-5 SUPERCUP (ALL 10 LAPS) 1 Luke Herbert; 2 Jack Harding +0.699s; 3 Jonathan Greensmith; 4 Liam Murphy; 5 Tom Roche; 6 Ben Short. **FL** Harding 2m01.058s (80.05mph). **P** Herbert. **S 35. RACE 2 1 Herbert;** 2 Roche +0.668s; 3 Murphy; 4 Harding; 5 Greensmith; 6 Carl Garnett. **FL** Harding 2m01.337s (79.87mph). **P** Herbert. **S 34. RACE 3 1 Herbert;** 2 Harding +0.425s; 3 Roche; 4 Greensmith; 5 Murphy; 6 Steve Roberts. **FL** Harding 2m00.907s (80.15mph). **P** Herbert. **S 33.**

MAZDA MX-5 CHAMPIONSHIP - GROUP A (ALL 10 LAPS) 1 James Harris; 2 Joshua Jackson +0.269s; 3 Will Blackwell-Chambers; 4 Oliver Allwood; 5 Martin Tolley; 6 Patrick Lay. **FL** Harris 2m06.308s (76.72mph). **P** Harris. **S 24. RACE 2 1 Harris;** 2 Jackson +1.667s; 3 Allwood; 4 Lay; 5 Blackwell-Chambers; 6 Tolley. **FL** Harris 2m06.925s (76.35mph). **P** Harris. **S 24.**

MAZDA MX-5 CHAMPIONSHIP - GROUP B (ALL 10 LAPS) 1 Patrick Collins; 2 Richard Collins +2.413s; 3 Simon Orange; 4 Callum Warner; 5 Oliver Robinson; 6 Guy Carter. **FL** P Collins 2m08.614s (75.35mph). **P** P Collins. **S 23. RACE 2 1 Charlie Burge;** 2 Sam Bailey +5.879s; 3 John Langridge; 4 Nick Norfolk; 5 Matt Pickford; 6 Max le Doyen. **FL** Bailey 2m07.887s (75.78mph). **P** Bailey. **S 23.**

RACE 3 1 Jack Rawles; 2 Orange +0.314s; 3 Courtney Milnes; 4 Robinson; 5 Warner; 6 Anthony Hutchins. **FL** Milnes 2m08.258s (75.56mph). **P** Rawles. **S 22.**

XR CHALLENGE & SCOTTISH FIESTA (BOTH 7 LAPS) 1 Greg Speight

(Fiesta XR2); 2 Justin Roberts (XR2) +0.682s; 3 Steve Poole (XR2); 4 Peter Cruickshank (Fiesta ST); 5 Wayne Macaulay (ST); 6 Alistair May (XR2). **CW** Cruickshank; Danny Leigh (Escort XR3i); Mark Noble (Fiesta Si). **FL** Macaulay 2m06.485s (76.62mph). **P** Mark Robinson (XR2). **S 23. RACE 2 1 Robinson;** 2 Speight +6.242s; 3 May; 4 Poole; 5 Macaulay; 6 Barry Farquharson (ST). **CW** Macaulay; Noble; Leigh. **FL** Macaulay 2m06.147s (76.82mph). **P** Speight. **S 22.**

DOUNE HILLCLIMB

BRITISH HILLCLIMB ROUND 11

1 Dave Uren (3.5 Gould-NME GR55) 35.67s BTD; 2 Alex Summers (2.5 DJ-Cosworth Firestorm) 35.74s; 3 Trevor Willis (3.2 OMS-RPE 28) 35.96s; 4 Sean Gould (1.6 Gould-Suzuki GR59) 36.20s; 5 Wallace Menzies (3.3 Gould-Cosworth GR59M) 36.33s; 6 Stewart Robb (4.0 Pilbeam-Judd MP88) 37.80s; 7 Les Mutch (1.6 GWR-Suzuki Raptor) 37.82s; 8 Ross Napier (1.3t Force-Suzuki PC) 38.04s; 9 Eynon Price (1.6 Gould-Suzuki GR59) 38.35s; 10 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 38.45s; 11 John Munro (1.6 OMS-Suzuki CF04) 39.96s; DNS Richard Spedding (1.6 GWR-Suzuki Raptor). **ROUND 12 1 Willis 35.96s;** 2 Summers 36.36s; 3 Uren 37.09s; 4 Spedding 37.42s; 5 Mutch 37.77s; 6 Robb 37.82s; 7 Hollier 37.91s; 8 Graham Wynn (3.5 Gould-Cosworth GR55) 39.09s; 9 Munro 39.42s; 10 Steve Marr (1.0 PCD-Suzuki Saxon) 42.65s; DNF Menzies; DNS Napier. **CW** Jim King (2.0 Renault Clio) 51.99s; Johnny Mackenzie (2.5 Dax-Rover) 48.73s; Stuart Reid (1.9 Peugeot 205) 49.08s; Steven Darley (2.3t Subaru Impreza) 47.62s; John Lowe (1.3 Fisher-Suzuki Fury) 47.93s; Brian Beverley (1.3 Westfield XTR2) 44.87s; Allan McDonald (2.4t Morris-Mitsubishi Mini-Evo) 44.73s; Marr 38.78s; Gould 36.40s Record; Jonathan Varley (2.0 March-Cosworth 772P BDG) 40.91s Record; Napier 37.72s; Summers 36.32s. **POINTS 1 Willis 98;** 2 Menzies 71; 3 Scott Moran 68; 4 Summers 65; 5 Uren 55; 6 Spedding 54; 7 Will Hall 50; 8 Gould 38; 9 Hollier 36; 10 Jason Mourant 34.



This Saxo took a different line at Paddock Hill Bend

Finding a future in the past

Andrew and Mike Jordan made names for themselves at the forefront of contemporary competition, but now they're enjoying life building, running and driving cars in historic racing

By Kevin Turner, Editor

🐦 @KRT917



ALL PICS: EBREY



Historic tin-tops
fill the immaculate
JRT workshop

Imagine you've built yourself up from UK club competition and finally beaten factory-backed teams to win the British Touring Car Championship. What next? More tin-top titles? A move to the international stage?

For father-and-son duo Mike and Andrew Jordan, the answer was to move into historic racing, even though that was never part of their plan. It happened *almost* by accident.

Andrew Jordan won the BTCC in 2013, driving a Honda Civic run by his father's Eurotech Racing operation, which could trace its origins back to 1987 and which had appeared as far afield as FIA GTs and Daytona. Despite the loss of crack engineer Adam Hardy, Eurotech started '14 well, too.

AJ won the first two races at Brands Hatch and was still in title contention when he suffered concussion in a practice crash at Snetterton. That put him out of the hunt, but by then historic competition was becoming more of a factor with the building of an Austin A40.

"I convinced [wife] Judith, when she was asking, 'Why are you building a historic car?' that it was a good thing to do, to get into Goodwood," says Mike, who admits it turned out to be the start of something more. "A lot of people liked that car."

Andrew agrees: "A Ford Falcon and our A40 were the first historic cars we did. We did the A40 just for a bit of fun — we didn't know we'd be selling Eurotech."

Developments in the BTCC paddock had pushed things in a new direction, after a conversation with Triple Eight boss Ian Harrison demonstrated the possibility of taking the long-term Pirtek backing to another team, rather than continuing with the family-run operation.

"After we won it in 2013 we couldn't keep the band together, because Adam Hardy was going off to do DTM," explains Mike. "The '13 season was just the perfect storm of how to win BTCC. In '14 we had a good year, but I had run Eurotech for 25 years and started to feel the light had just gone out a little bit. To win it again against the likes of WSR and Team Dynamics was going to be hugely difficult."

"As a business model touring cars doesn't work financially long-term and Jeff Smith showed an interest [in Eurotech]."

"What we spent in 2013 to win the championship... we were replacing things so regularly. We spent so much money. I could only do it the one way and we always spent more than we should have done because we were in it to win in. I thought it was the ideal time — there were people who wanted TOCA licences [needed for teams to run in the BTCC]. This was the one time I could put money back in the bank."

There was a potential manufacturer deal on the table, but in the end the Jordans elected against becoming a works team. So, for 2015, Andrew signed with Triple Eight, Eurotech was sold to Smith, and the Jordan Racing Team was founded.

Initially, JRT was mainly there to handle Andrew's sponsorship deals and to "do the odd historic stuff", but the car-building side soon grew. Now the workshop is full of historic machinery.

"Mark Sumpter [a customer of Mike's in the 1990s] came to us to build him a Ford Lotus Cortina after seeing the A40," says Andrew. "It just snowballed because then another old customer, Pete Chambers, wanted a Cortina, which we then raced at the Goodwood Revival in 2015."

Having seen the Cortina at Goodwood, Augusto Perfetti bought it and then Philip Walker, who had shared his Ford GT40 with Mike, commissioned JRT to build two Ford Capri RS2600s.

"We'd have probably carried on building some historics if we'd carried on with touring cars, but we've got so much going on we'd have outgrown this and had to take on so many staff," says Andrew. "It would have got too big for what we want to do."

The switch from the BTCC's control parts to building historics wasn't as big as you might expect, thanks to Eurotech's early days.

"It was quite easy," confirms Andrew. "With the BTCC you've got definitive deadlines, whereas building these cars you've got a little bit more flexibility."

"When I was first building Porsches for Pete Chambers and Mark Sumpter in 1994 they were all complete car builds," adds Mike. "One year we built 14 customer cars in the winter, so we already had that background."

To call historic racing one of the most popular and fastest-growing branches of the sport has almost become a cliché over the last couple of decades, so what do the Jordans think makes it so appealing? ➤



JAKOB EBREY



"A lot of the cars don't depreciate," says AJ. "You buy a modern GT car and it's out of date at the end of the year. There is more variety with this, which I like. I love how simple the old cars are."

"I will never sell the A40. I love it so much and it's so well sorted. It's got a lot of character. Historic cars aren't just tools to do a job."

Mike believes the running costs compared to contemporary competition add to the appeal for gentleman racers: "In GTs you take a splitter off and it's £10,000. Historic cars go up in value and are massively cheaper to run. From a driving point of view, something like a Cortina or our A40 is more fun to drive because it's got so little grip."

One potential downside to the increase in interest, particularly from more professional operations, is that historic cars are being developed to go quicker and quicker. Not only does that leave the clubman behind, it pushes costs up.

But the Jordans believe it's just a natural consequence of hotter competition. "I don't sign any car out of here without a full Touring Car level of set-up," says Andrew. "We're always doing stuff to move them forward. We wouldn't roll out at Goodwood the next time the same we had last year."

"If we go out testing the Cortina I'll always do notes on the car. I'd never jump out and go, 'It doesn't need anything'. We run data in testing and do a full analysis. That's probably from the modern racing where you're

always having to debrief and always have to try different things. We only want to do it properly."

"When we were building Cortinas people were saying they were a nightmare and so unreliable, but if you do the time in the workshop they're not unreliable."

"I do think a lot of this is just application," continues Mike. "It's being at them all the time and just trying little things. It's just applying a more modern mindset to it."

"You can't stop evolution, unless you ban our sort of team and everyone has to do it with their mates and keep the car at home."

That also provides another insight into why JRT has grown nicely in such a short space of time. It is not just about building cars and handing them over to customers. The service and relationship goes deeper than that.

"As part of the car build we'll shake down the car at MIRA and then do a first handover test and we normally bring the car back in case of any snags," adds AJ. "But I guarantee most people you do that for you end up running the car for because they see these people know what they are doing."

"If a car goes out testing I'll fully valet it myself. I want the customer to get in the car and think, 'That is mega. I'm proud of what we do. We've never made a conscious effort to grow this. It just has, from people seeing the work.'"

JRT currently has three full-time members of staff, as well as Andrew and Mike. The temptation is to expand, but they are being cautious.

The 'day job': Jordan won BTCC in 2013 (above left) and now drives a WSR BMW (above right)



JORDAN v SHEDDEN: OLD-SCHOOL RIVALS

ANDREW JORDAN AND GORDON Shedden have been rivals for some time. Between them they have won 65 British Touring Car races and four titles. They have also both made the step into historics in recent years and have once again found themselves battling at the sharp end.

"I like racing against Gordon," says Jordan. "When I was in the Honda in the BTCC he was always the one I wanted to beat. He's quick in anything he gets into."

Two historic races stand out, both at the Goodwood Revival, and the honours were shared.

In 2015 they were in Ford Lotus Cortinas for the St Mary's Trophy. Shedden took pole, with GT ace Frank Stippler splitting them in an Alfa Romeo GTA. The trio put on a masterful display of on-the-edge, nose-to-tail racing for the lead, until Tom Kristensen's more powerful Ford Fairlane Thunderbolt thundered past to win. Jordan, struggling for power,

eventually finished fourth, while Shedden took second.

"It was a proper race, good fun," recalls Jordan. "We were all pressing on and the cars were really moving around. They're the sort of guys you can trust."

The following year the St Mary's Trophy was held for Austin A30/A35s. Shedden again took pole, with Jordan second and tin-top legend Steve Soper third. In the wet, Jordan grabbed an early lead and then held on

throughout the 10-lapper. Shedden was never more than a second behind and crossed the line 0.144s in arrears.

"That was a good one with Gordon," says Jordan. "That one I found tricky – none of us had driven round there in the wet in those [cars] and it's definitely harder to lead in those conditions. For the first few laps you are the guinea pig. They can brake on your brake lights."

Given their increasing presence in historics, it's unlikely to be the last time the duo cross swords.

"I've got a real passion for this as a business and I like the idea of growing it, but as you grow you need to take on more people and bigger premises, so then you need to take on more income to be in the same position," argues Andrew. "In one way it's good, but the pressure is there because you've got to find work."

"You never know what's around the corner. We're doing all these car builds currently, but you always need to be looking for others. It's how busy you want to get. At the minute it's fine. The numbers stack up well."

The Jordans are becoming more and more part of the scene in historics. Andrew is also Goodwood's track tester, while Mike drives alongside Mike Whitaker in his impressive collection of racers.

Importantly, both the touring car and historic sides of JRT also work financially. Neither props up the other. And AJ the driver is still chasing BTCC success, having joined the WSR BMW squad for this season, but he now has another option should opportunities ever dry up.

"Then I'd probably decide that was the time to grow it to the next stage as a business," he concedes. "I love having the cars in the workshop. It's nice to have them. It's a win-win."

"I could earn a living off just touring cars – I don't have to do this – but I'd be bored if I had nothing to do. You can come into the workshop with all these cars, work with nice people and customers who always pay on time."

"The historic market is a good place to be." 🏁



Ford Capri is one of the newest projects

WHAT'S ON



Out of the screen, Le Mans gets 3D

THE AUDI SLIDES WIDE, INCHES from the barrier as marshals dive for cover. Dust and grass fly and the car is heading out of the screen, towards the audience. At the last moment, control is reasserted and disaster is averted. It heads on its way, over cinema seats and out of shot. This is *Le Mans: 3D Racing Is Everything*.

The film, which came to Vue cinemas for one night only earlier this week (but a related 2D mini-series is available on demand via Amazon Prime), is the work of New Black Films and writer and director James Erskine. It tells the story of the 2015 24 Hours.

"Le Mans is an incredible race," Erskine says. "I wanted to feel like I was inside the race and use new technology to do that. Just like the drivers are inside the car for hours at a time, 3D gives you that immersion."

Thanks to an access-all-areas agreement with the Automobile Club de l'Ouest, *3D Racing Is Everything* provides the perspective of the race from five drivers (Darren Turner, Mark Webber, Andre Lotterer, Sebastien Buemi and Jann Mardenborough), as well as explaining the event's history and the stories of the people who make

it happen each year. The filmmakers also cover Nissan's disastrous LMP1 adventure — which a marketing executive confidently predicts will be a "Goliath-vs-David" scenario ahead of the race, before swiftly climbing down when its problems at the Circuit de la Sarthe become clear.

Night footage is artfully sped up, and cameramen were out in the day too (below)



The 3D element of the film is visually interesting — the front-engined Nissan is revealed in all its disappointing glory as it bursts out of the screen, while the art-liveried Aston Martin that Turner drove also vividly stands out thanks to the technology. The 3D shots work best when the cars are captured in slow-motion — it was harder to follow them at full speed — and the podium shots at the end are packed with colourful detail, even if a Glastonsbury-esque fan flag somewhat ruins the moment Nick Tandy, Nico Hulkenberg and Earl Bamber struggle to lift the trophy.

The only disappointing note in the film also concerns Porsche's winning crew, which doesn't get much attention until it is in a clear winning position. Even then, most of the focus goes on the fortunes of Webber's sister car — delayed by a penalty — and Lotterer's Audi, having survived its off moment in front of the cameras, unexpectedly shedding its bodywork when it had just a sniff of stealing the victory.

"From the 3D point of view, it's so incredibly expensive, we had to pick our bets really," explains Erskine. "We had to pick our cars and those

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LAT IMAGES



HOT ON THE WEB THIS WEEK

YouTube **KOBAYASHI SMASHES LE MANS LAP RECORD**

Search for: 3:14.791! #7 Toyota Gazoo Racing Kamui Kobayashi just did the best time ever around Le Mans24
Toyota's Le Mans jinx struck again at the weekend. Yet things had looked so positive in the run-up to the race, not least this extraordinary pole-winning lap, which had clocked up 350,000 views when Autosport went to press...



PICK
OF THE
WEEK

AZERBAIJAN GRAND PRIX

Formula 1 returns this weekend with the renamed Azerbaijan Grand Prix. Lewis Hamilton will be hoping to build on the momentum of his Canada win, but endured a challenging time in Baku last year, crashing in qualifying and then having engine-mode frustrations during the race.

treatment

were the stories, and I think they're strong stories."

But the best elements of the film are the previously unseen tales it unearths. Whether it's the frustration in Webber's eyes as he sits in the penalty box, the frantic voices of the Audi mechanics as they work to fix Lotterer's car, or the profound explanations from Turner's wife and Mardenborough's parents on the emotional impact of racing – they create a story depth to match the vast scale of Le Mans, physically captured via the atmospheric helicopter shots.

The magnitude of Le Mans – in success or failure – is summed up by the audible scream of frustration from Turner's crew-mate, Rob Bell, when their Aston fails seconds after a heavy kerb strike. In the pitch black of the cinema, you're really with Bell, alone and awaiting recovery.

"I think it's hugely important to see how much it means to everyone involved," says Turner. "There's a tremendous amount of hard work and it just means so much to be there and to be taking part in such a prestigious event as the 24 Hours."

ALEX KALINAUCKAS

INTERNATIONAL MOTORSPORT

AZERBAIJAN GP FORMULA 1 WORLD CHAMPIONSHIP

Rd 8/20
Baku, Azerbaijan
June 25
WATCH ON TV
LIVE Channel 4, Sunday 1300. Sky Sports F1, Sunday 1330

FORMULA 2
Rd 4/11
Baku, Azerbaijan
WATCH ON TV
LIVE Sky Sports F1, Saturday 0855, Sunday 1055

FORMULA V8 3.5
Rd 5/9
Motorland Aragon, Spain
WATCH ON TV
LIVE BT Sport ESPN, Saturday 1230, Sunday 1230

INDYCAR SERIES
Rd 9/16
Road America, USA
WATCH ON TV
LIVE BT Sport ESPN, Sunday 1730

INDY LIGHTS
Rd 5/10
Road America, USA

June 24-25

**BLANCPAIN
ENDURANCE CUP**
Rd 3/5
Paul Ricard, France
June 24

**WORLD TOURING CAR
CHAMPIONSHIP**
Rd 5/10
Vila Real, Portugal
WATCH ON TV
LIVE Eurosport 2, Race 2 Sunday 1730

NASCAR CUP
Rd 16/36

Sonoma, USA
WATCH ON TV
LIVE Premier Sports, Sunday 1630

JAPANESE FORMULA 3
Rd 5/9
Suzuka, Japan
June 24-25

MOTOGP
Rd 8/18
Assen, Netherlands
June 25
WATCH ON TV
LIVE BT Sport 2, Sunday 1115

UK MOTORSPORT

KIRKISTOWN 500MRCI
June 23-24
FF1600, Ford Fiesta Zetecs, BOSS Formula Libre, Historic Racing Cars

ROCKINGHAM MSVR
June 24-25
Radical Challenge, Radical SR1s, Track Day

Championship, Track Day Trophy, Allcomers/Z Cars, Mini Challenge, Aston Martin GT/Intermarque

SILVERSTONE BARC
June 24-25
Classic FF1600, Britcar Endurance, Clubmans, Mini Miglia, Mini Seven, Kumho

BMW's, Pre '66 Touring Cars, Group 1 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Touring Cars, Pre-2005 Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Pre-2003 Classic VWs, Honda VTec, Smart Cars 4Two

YPRES RALLY
June 23-24
British Rally Championship

PEMBREY
June 25
British Rallycross Championship





FROM THE ARCHIVE

Jacky Ickx stands by as his pitcrew goes to work on the Porsche 935 he shared with Jochen Mass during the 1976 Silverstone 6 Hours, round three of the World Championship of Makes. The Porsche started on pole (set by Mass), and Ickx recorded the fastest lap, but it ended up classified in 10th place, 51 laps down on the winning BMW 3.5 CSL of John Fitzpatrick and Tom Walkinshaw, after suffering a clutch problem.



LAT IMAGES

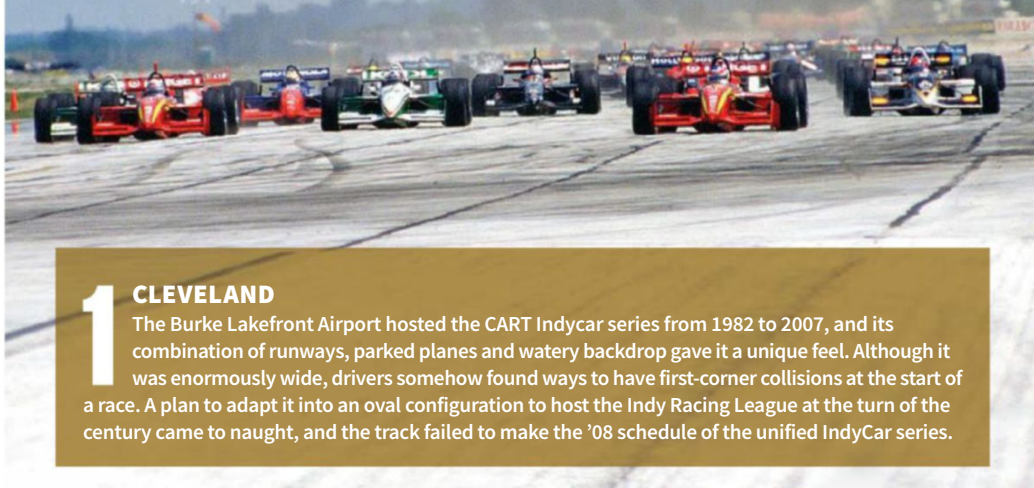
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TOP FIVE

AIRPORT CIRCUITS

Airfields have a long history of being employed as motor racing venues and a plethora have been used at all levels over the years, many becoming permanent. The criterion for our selection of the top five is that the runways themselves must have formed an integral part of the track. So, for example, Thruxton, which largely uses perimeter roads at an airport, does not qualify.



1 CLEVELAND

The Burke Lakefront Airport hosted the CART Indycar series from 1982 to 2007, and its combination of runways, parked planes and watery backdrop gave it a unique feel. Although it was enormously wide, drivers somehow found ways to have first-corner collisions at the start of a race. A plan to adapt it into an oval configuration to host the Indy Racing League at the turn of the century came to naught, and the track failed to make the '08 schedule of the unified IndyCar series.



2 DIEPHOLZ

Check out some footage on YouTube of the DTM/ITC racing at the north-west Germany airport track and you'll see a circuit completely out of scale with the cars racing on it. On the main straight (runway), the white lines at the edge are almost as wide as the cars! Last used in 1996, it featured ferociously fast chicanes, as Gabriele Tarquini found out to his cost (another reason to check out YouTube).

3 ANDERSTORP

The fact that the longest straight at Anderstorp is known as 'Flight Straight' tells you everything you need to know about its origins. What makes Anderstorp special, beyond the tendency for planes to be parked in what would now be the runoff area, even when grand prix racing visited in the 1970s, is that it features a surprisingly large number of banked corners for what is usually a very flat genre of circuit.



4 EARLY SILVERSTONE

Silverstone today is effectively a purpose-built track where an airfield once was (and it still becomes a thriving heliport for the British Grand Prix). But when it held what is now considered its first grand prix in 1948, it was every bit the airfield. It's gone through many changes since, but look closely enough and you can still find the odd bit of evidence of its past life as an active aerodrome.



5 SEBRING

While you don't see cargo planes parked on the outside of the track mid-corner anymore, the Sebring Regional Airport remains active, and the Sebring 12 Hours is still one of the most important sportscar races in the world. In 1983 it was shortened to make it possible to use the race track and the airport simultaneously, robbing it of a little of its charm, but the bumpy runways are still part of its character.



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Back issues 0344 8488817
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Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF. Air Business Ltd is acting as our mailing agent.

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