

F1 crash chaos
Grosjean's latest
embarrassment

F2 title fight
Battle of the Brits
hots up in Spain

Nurburgring 24 Hours
Tandy adds another
classic enduro win



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MAY 17 2018

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to his best in Spain**



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RTF

Specific Gravity	0.781
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MON	90
Reid Vapour Pressure, psi	7.11
Distillation, °C	
Initial Boiling Point	45
E70°C, % volume a	16
E100°C, % volume	56
E150°C, % volume	100
Final Boiling Point	132
Unleaded	
Colour	Light Green
Oxygen, Wt. %	3.7



R 5SR

Specific Gravity	0.736
RON	101
MON	90
Reid Vapour Pressure, psi	9
Distillation, °C	
Initial Boiling Point	38
E70, % volume	40
E100, % volume	65
E150, % volume	95
Final Boiling Point	180
Lead, g/l	0.10
Colour	Light Blue
Oxygen, Wt. %	1.8



Sunoco FR

Specific Gravity	0.743
RON	102
MON	90
Reid Vapour Pressure, psi	9
Distillation, °C	
Initial boiling point	33
E70 °C, % volume	31
E100 °C, % volume	49
E150 °C, % volume	100
Final Boiling Point	124
Unleaded	
Colour	Clear
Oxygen, Wt. %	3.7

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THE 'REAL' LEWIS STEPS FORWARD AND DELIVERS

Although he was leading the Formula 1 World Championship before last weekend, Lewis Hamilton had looked a bit out of sorts in 2018. By his own admission, he didn't feel comfortable in the Mercedes W09, knew there was pace he was failing to unlock, and could see Valtteri Bottas doing a better job when things weren't going right.

But at the Spanish Grand Prix, Hamilton felt in the zone with the car and the result was a crushing display of how to win. At no point did Hamilton look like losing the race. And he didn't leave the door open for any strategic blunders – of the sort that robbed him in Australia – to get in the way, because he just kept pulling away from Sebastian Vettel throughout the opening stint.

Ferrari's performance was particularly lacklustre, and it was a rare occasion for it to struggle more with the tyres than Mercedes. Some cried foul on the basis of the changes Pirelli made to the rubber for Barcelona (thinner tread depth), but this was the result of blistering in pre-season testing at the resurfaced track that afflicted most teams, and not to do with any problems the Silver Arrows were having in the opening four races.

Ferrari will have more strong weekends – last year it was untouchable in Monaco, where the teams head next – but, if Mercedes and Hamilton can perform at their Barcelona level at more GPs, Vettel's 17-point deficit in the title race could become difficult to bridge.

- It was a successful weekend for British drivers in other categories. Two McLaren Autosport BRDC Award winners and a former finalist now fill the top three in the Formula 2 points (see page 38), while Nick Tandy added yet another classic victory to his impressive endurance-racing CV in the Nurburgring 24 Hours (p44).



Kevin Turner

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Steven Tee/LAT Images, Gruppe C GmbH

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HONDA WARY OF RED BULL PRESSURE

FORMULA 1

The “pressure” and “responsibility” of supplying Red Bull with a Formula 1 engine is at the heart of Honda’s considerations during its discussions with the team for next season.

Red Bull and Honda continued their formal negotiations at last weekend’s Spanish Grand Prix, where the Japanese company’s motorsport boss Masashi Yamamoto met with Red Bull advisor Helmut Marko.

Although Red Bull has used its junior team Toro Rosso’s supply deal to monitor Honda more closely this season, formal talks only started last month in Azerbaijan.

The FIA’s notional deadline for declaring an engine supply deal is next week, but an agreement can be reached beyond this date if both parties agree. Red Bull’s long-time engine supplier Renault has outlined its concerns about the team’s desire to wait until June, at the earliest, to make a decision. But Honda is happy to take its time to consider an expansion of supply to two teams for the first time since returning to F1 in 2015.

“We regard it as a positive thing – giving us time means we have time to consult more,” says Yamamoto. “To deal with Red Bull is a really big thing for Honda because they are a top team. This gives us a sort of pressure as an engine manufacturer. We have to analyse and consider very well from many aspects. Can we really deal with Red

Bull’s size? We feel responsibility.”

Honda was due to supply a second team this season before Sauber cancelled the deal. Although that left Toro Rosso as Honda’s only priority, the company has still been expanding its resources at its Sakura research-and-development facility and at its UK base, conveniently located in Milton Keynes, like Red Bull.

Honda has struggled to catch F1’s leading engine makers since returning to F1 in 2015 with McLaren, and Yamamoto says Honda must be sure it will not be overstretched by a Red Bull deal. He believes that will be helped by Red Bull and Toro Rosso being sister organisations.

“It gives us an advantage,” he says. “We can make the organisation more compact. In some ways communication can be done once, rather than twice – not technically, but on the management side. The other thing is that to deal with Red Bull we have to maintain the quality of work, especially on the Sakura side. That’s our point to consider; how we can manage that.”

Honda is understandably keen to partner with a team of Red Bull’s might, and Red Bull’s lack of patience with

“TO DEAL WITH RED BULL WE HAVE TO MAINTAIN THE QUALITY OF WORK”



IN THE HEADLINES

BERNIE BUYS SENNA CAR

Ex-Brabham team boss Bernie Ecclestone has bought the McLaren with which Ayrton Senna won the 1993 Monaco Grand Prix for over €4.1million. Chassis MP4/8-6 came complete with the Ford HB engine and gearbox used by Senna in Monte Carlo, and went for one of the highest prices ever paid for a modern F1 car. The car was sold by racer Aaron Hsu, who bought it from McLaren just over a decade again.

WILLIAMS TECHIE LEAVES

Williams has become the latest F1 team to part company with a technical chief over recent weeks. Chief designer Ed Wood has left the team after 12 years "for personal reasons". He held F1 roles at Ferrari and Renault, and was chief designer for Prodrive's Subaru World Rally team before joining Williams in 2006.

INDYCAR DEBUT TO CELIS

Ex-Force India F1 reserve Alfonso Celis Jr is to make his IndyCar race debut at Road America next month. The Mexican, a race winner last year in Formula V8 3.5, has canned his Indy Lights programme, which was delayed due to licensing problems. Celis will drive for Juncos Racing in the car also being raced in part-programmes by Kyle Kaiser and Rene Binder.

ROWLAND IN GT MERC

Williams F1 young driver and Barcelona tester Oliver Rowland will make his Blancpain GT Series debut in this weekend's Endurance Cup round at Silverstone. Rowland will race a Strakka Racing Mercedes-AMG GT3 with Adrien Tambay and Thomas Jager, because regular driver Christian Vietoris has glandular fever. Another Brit, Force India sim driver Nick Yelloly, also makes his Blancpain debut in the same race in a Rowe Racing BMW M6 GT3.

MONTOYA BACK IN PAU

Ex-F1 race winner, Indycar champion and Indy 500 victor Juan Pablo Montoya returned to the paddock of the Pau Grand Prix – a race he won in its Formula 3000 guise in 1997 and '98 – last weekend. The Colombian was at the Formula 3 European Championship opener as a supporter of Devlin DeFrancesco, whose brother competes in karts with Montoya's son Sebastian. Other ex-F1 drivers in Pau included SMP Racing sporting director Mika Salo (supporting Robert Shwartzman and Nikita Troitskiy), Jerome d'Ambrosio, and David Kennedy of Prema backer Theodore Racing.

MSN BUYS BOOKF1.COM

Motorsport Network has continued its global expansion by acquiring BookF1.com, the biggest digital ticketing operator in the UK for F1, the World Endurance Championship (BookWEC.com) and MotoGP (BookMoto.com). The company provides a range from general entry to the Paddock Club.



Renault is why it is willing to gamble on an engine that is still fourth-best. Renault is yet to introduce a self-built MGU-K into its energy-recovery systems, which was meant to be working last year. And there is no guarantee that will arrive as part of its planned update for next month's Canadian GP either.

The Red Bull-Renault alliance won four world titles from 2010-13, but has endured a fractious relationship since F1 introduced V6 turbo-hybrids. Red Bull has won just nine races since the start of 2014 as Mercedes and Ferrari have outgunned Renault in F1's new engine era.

Honda is still seeking to improve its own energy-recovery systems, and its internal combustion engine technology. It is yet to prove it is ready to produce a race-winning engine, but there is evidence of progress in 2018.

The best McLaren-Honda result across three years was fifth place, which Toro Rosso beat on only its second start with Honda this season when Pierre Gasly finished fourth in Bahrain. Although there have been difficulties since – China and Azerbaijan, which both feature long straights, were weak races – Honda feels it has made progress in operating its

energy-management systems, and it is yet to introduce performance upgrades.

As with Renault, the first of Honda's major updates is expected in Canada. This is a logical place to introduce the next power unit because it is a power-sensitive track, and the current engines will have completed six events by that point. It is also why Red Bull is delaying a verdict: it wishes to compare the two manufacturers.

Promising more and delivering less is what ground the McLaren-Honda union into dust after three frustrating seasons. That makes it crucial that Honda gives Red Bull enough tangible evidence of progress to commit for 2019 and '20, which is what is understood to be the sought-after deal.

If Honda manages that, Yamamoto is confident that it will avoid a repeat of its fractious McLaren spell: "It was difficult with McLaren, but it was also a very good experience for us. They gave us very precious experience as a partner. We are now having another experience with Toro Rosso, which is very good. If we are going to be with Red Bull, we don't think we'll be together like McLaren. I don't think we'll have the same situation as we had like McLaren."

SCOTT MITCHELL



Rowland plans to 'do a Bottas' with overdue chance

FORMULA 1

Proteges of Formula 1's biggest teams were due out in force in Spain this week, with Mercedes' George Russell, McLaren's Lando Norris, Ferrari's Antonio Giovinazzi and Renault's Jack Aitken among the talent set to be on display in Barcelona's post-Spanish Grand Prix test.

Another driver – Britain's next big thing long before the likes of Russell and Norris were on F1's radar – also had a crucial opportunity. And it's hard to believe that Oliver Rowland had to wait so long for the chance.

The 2015 Formula Renault 3.5 champion has won races against Charles Leclerc, Carlos Sainz Jr, Stoffel Vandoorne, Pierre Gasly and Esteban Ocon. After finishing third in Formula 2 last season, he moved from his Renault development-driver role to the position of Williams's official young driver. That means simulator work and the one day of testing at Barcelona.

Rowland's target this week was to impress Williams enough to earn another day in the car at the Hungaroring in the summer. He knows he needs to build a significant bank of evidence if he is to secure a long-shot graduation to F1, and not be consigned to focusing elsewhere – like in LMP1, where he is contracted to the Manor-Ginetta team for the World

Endurance Championship.

"It's difficult to know their situation," Rowland said of Williams. "Obviously, we're going to try to see what we can raise, but my job has to be to do the best I can do. Look at Valtteri Bottas: when he was here he did a similar thing. He didn't race anything and focused on his development role here.

"That's what I'm looking at. I'm British – that helps in a British team. They need a step up, so I'm hoping they might take a punt."

Rowland was one of five McLaren Autosport BRDC Award winners due to test at Barcelona this week. Oliver Turvey – the 2006 Award winner – had half a day scheduled alongside Norris at McLaren, while 2012 recipient Jake Dennis got a surprise call-up to drive for Red Bull.

Dennis's single-seater career ended after a race-winning GP3 campaign in 2016 and an F3 cameo in '17, but he combines his Blancpain GT racing duties with the role of Red Bull F1 simulator development driver. Red Bull said his RB14 run was a chance to provide "useful correlation" between his sim work and the team's on-track development.

It is Dennis's first F1 test since he drove a McLaren in 2013 as part of his prize for winning the '12 Award.

SCOTT MITCHELL

Ferrari told to drop winglet

FORMULA 1

Ferrari became the first team to introduce halo-mounted rear-view mirrors at last weekend's Spanish Grand Prix, but will have to remove the winglet used to mount them for the next race in Monaco.

A technical directive issued last month confirmed that this was allowed, but Ferrari's interpretation of the way this can be mounted has led to the FIA ordering the change. The upper mounting cannot continue to be used and the lower mounting must be strengthened to support the mirrors.

"It's a liberal interpretation of the word 'mounting' because that's how they become legal," said FIA race director Charlie Whiting. "The interpretation hinges on whether we think that's a mounting or not. We somehow think not. They think it contributes to the rigidity of the mirror. It's just a matter of interpretation, and such a tenuous interpretation is not something we're happy with."

Ferrari has opened a can of worms by doing this, and with other teams evaluating such a design all will seek to make aerodynamic gains if possible. Clearly, Ferrari's objective was to get a higher-mounted turning vane to help pull more mass airflow down into the top opening of the sidepods.

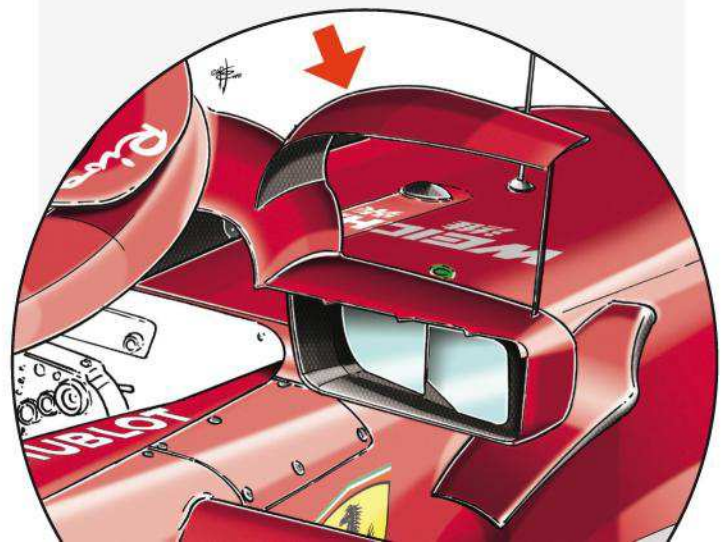
This upper turning vane is quite a distance from that opening, but getting the flow to turn in that direction means that the low pressure behind the internal radiator will pull airflow into the inlet duct, and hence through the radiator.

The mirror itself is not a million miles away from the original mounting position, so it clearly hasn't been done with rear vision as the prime motivation, despite Sebastian Vettel saying it has made a difference. Mounting it on a single vane, with the secondary supposed 'support' also coming off that vane, effectively reveals Ferrari's reasoning.

My big question is why was Ferrari allowed to run it at all? The original mirrors were still there, as we saw the car with both mirrors attached on Friday.

Well done to the FIA for saying it must change it for Monaco and not letting it get out of hand. But, in reality, it should have told Ferrari last Thursday.

GARY ANDERSON





WEC Jenson Button has had his first test in the SMP Racing BR Engineering BR1 in which he will contest the Le Mans 24 Hours and the rest of the World Endurance Championship. Button, who will drive with Vitaly Petrov and Mikhail Aleshin, got behind the wheel at Magny-Cours. "A solid five hours of testing and I'm already feeling comfortable behind the wheel of the beast! Still some areas of improvement needed but a good starting point," he said.

Halo saves Honda F2 man Makino in shunt

FORMULA 2

The FIA is set to launch an investigation into the Barcelona Formula 2 crash last Sunday between Tadasuke Makino and Nirei Fukuzumi, in which Makino claimed the new-for-2018 halo saved his life.

Fukuzumi attacked fellow Honda protege Makino up the inside at Turn 4, but struggled for grip and moved left into Makino. The duo touched wheels and Fukuzumi went airborne, his left-rear wheel grazing the sidepod and engine cover of Makino's car and hitting the halo (right).

When asked by Autosport if he thought the halo had saved his life, Russian Time driver Makino said: "I think so, yeah.

"The first time I tested this car I didn't think the halo was good, because it's difficult to see anything, but today the halo helped me. It's really important. I understand how the halo works now.

"I don't know what happened, but without the halo I think the tyre would have hit my helmet. It was a big surprise for me."

FIA safety delegate and F2 race director Charlie Whiting said: "We will do an incident investigation on that one. Judging by the photos we've seen and the accident itself, it looks very much as if it could have been a lot worse without the halo.

"That's the preliminary finding, but



where you see the tyre marks start on the bodywork behind, and all the way down the side of the halo, where they start on the halo is exactly where one of the two test loads is applied. Even if it didn't actually save his life, it could have been nasty without the halo, judging by the tracks."

The incident was the first of this kind since the device was implemented in Formula 1 and F2 for 2018.

The halo was at the centre of conversation

through the weekend, as F2 drivers got to race in the wet with the device for the first time. Saturday's feature-race winner George Russell said: "Carlos Sainz made a good point at the start of the year. With the halo, there's less chance of rain touching your visor. Potentially the halo is blocking the raindrops and it might be raining harder than you think. As a driver, that's our only reference [droplets on the helmet]."

JACK BENYON



HWA starts FE team as Merc warm-up

FORMULA E

HWA will enter the 2018-19 Formula E season as a customer entry with powertrains provided by Venturi.

The Mercedes specialist's move into FE – it was founded as an offshoot of the manufacturer's high-performance division, AMG, and has taken all seven of its DTM drivers' titles – brings the total number of FE teams up to 11 for next season.

HWA has already partnered Venturi for the current campaign, with Merc DTM drivers Edoardo Mortara and Maro Engel, engineering personnel embedded in the

Monaco-based manufacturer's team, and the company providing additional technical support. The two teams will run identical machinery for the 2018-19 championship.

"Formula E is a completely new motorsport discipline with extremely tough competition," said HWA CEO Ulrich Fritz. "It's a challenge that we're very happy to rise to. HWA AG are the most successful team ever in DTM history. Our goal is to continue the company's success story in Formula E."

HWA's FE entry comes ahead of Mercedes' own arrival in the electric championship for 2019-20, when Porsche will also enter the all-electric championship after finishing

its LMP1 programme at the end of '17.

FE CEO and founder Alejandro Agag called the HWA entry a Mercedes "feeder team" and added: "In effect Mercedes are lending them their entry for a year."

"This is quite a clever move by Toto Wolff, Mercedes and HWA, because I think they will pretty much test the waters for the full Mercedes entry in season six," Agag wrote in his column on autosport.com. "It's smart because Mercedes will immediately get a bit of an advantage over Porsche, which is also coming for season six. But I am sure Porsche is doing its homework too."

ALEX KALINAUCKAS

Harry Stiller 1938-2018

OBITUARY

A double Formula 3 champion, F1 entrant and entrepreneur for whom the romance of racing never paled, Harry Stiller died on Sunday of lung cancer. He was 79.

South London-born Stiller was an ambitious hustler who started racing in a Lotus Elite in 1958. Single-seaters were his forte, though. A race winner in '65, he starred in the maelstrom of 1000cc F3, winning national titles in '66 and '67 in Brabhams.

Stiller finished second to Charles Lucas team-mate Roy Pike in one of history's closest F3 races, the Sicilian slipstreamer around Enna's Lake Pergusa in '67, with



the top six within 0.8 seconds!

After some F2 appearances – including saddling a Gerard Racing Cooper in the '67 Oulton Park Gold Cup F1 race – Stiller hung up his helmet after a serious shunt in '69.

He mentored others thereafter, running FAtlantic Marches for Bev Bond and Australian Alan Jones in '74. The acquisition of a Hesketh 308 propelled Jones into F1 at Monaco in '75 but the team was short-lived.

Five years later Jones was world champion, with Frank Williams.

The sometime motor trader (Stiller was a director of the Rob Walker garage group in the 1970s) developed Tucktonia, a theme park and model village at Christchurch, installing Bond as manager, and owned pound shops. Later, he was a familiar figure at BRDC social events.

MARCUS PYE



End of the road for Loeb?

WRC

The end appears to be in sight for Sebastien Loeb's stellar World Rally Championship career after Citroen team principal Pierre Budar admitted he wouldn't want a repeat of this year's part-programme for the French star.

After quitting full-time rallying in 2012, nine-time world champion Loeb stunned the WRC when he returned this season in Mexico and came close to winning. He repeated that performance with a string of fastest times in Corsica, and will return to the Citroen squad for October's Rally Spain, with the mixed-surface Tarragona event set to bring the curtain down on his time at rallying's top level.

Loeb couldn't have been clearer on his intentions for his WRC effort this season: it was to enjoy the new generation of World Rally Cars with a team he made his own; to have fun in Citroen's C3 WRC.

Leading in Mexico prompted a flurry of calls for a full-time return, with Citroen team-mate Kris Meeke among the most vocal in their attempt to lure Loeb back. But the man who mastered the WRC for nine successive seasons has moved on to World Rallycross and has no interest in going over old ground.

He departed the WRC largely because of a hectic schedule of testing and events, and the calendar increase from 13 to 14 rounds next year is unlikely to appeal.

Loeb told Autosport: "I am doing the rallycross with Peugeot and I cannot do everything. When I retired from the full WRC championship I know the reason why and that has not changed. Now I

come, I drive and it's cool, but to do all the championship, it's not the plan."

And a repeat of this year is not part of Budar's plan. Asked about the chances of repeating this year's three-event schedule, he said: "Something I don't want to reproduce is to have him for one rally. He has stopped rallying because of something, so I don't see how we can restart knowing he has stopped because of some reasons – it was boring him or I don't know what.

"It's a good idea to have Seb for the full season, but I don't think it is a good thing to have some drivers for some rallies – we need to build a consistent organisation."

Consistently fulsome in his praise of Loeb, Meeke said: "The effect Seb's had on the team has been pretty incredible. I've said all along that I want him back in the team and these events just reinforce that. If I had the chance to do a full season with him I just know I would learn so much."

After this year, any future WRC appearances for Loeb are likely to come at the wheel of a private car.

DAVID EVANS & FEDERICO FATUROS



IN THE HEADLINES

AUTOPOLIS FOGGED OFF

Last weekend's Super Formula round at Autopolis was cancelled due to heavy fog and rain. That came after bright weather for qualifying, where Ryo Hirakawa and his Team Impul Dallara-Toyota set the quickest time. But Hirakawa was carrying a three-place grid penalty, promoting the Honda-powered Dandelion cars of Tomoki Nojiri and Nobuharu Matsushita to pole and the front row respectively, with Kondo Racing's Nick Cassidy third.

DALY GETS NASCAR SHOT

IndyCar racer Conor Daly is to make his NASCAR debut later this year. Daly, who only has an Indy 500 deal for this year, will drive a Roush Fenway Racing Ford in the Road America road-course round of the Xfinity Series in late August. The diabetic ex-GP3 racer will be sponsored by Lilly Diabetes.

NISSAN QUILTS OZ V8s

Nissan is to pull out of Australia's Supercars championship at the end of this season, after six years in the V8-based tin-top series. The move comes in the wake of the Altima model no longer being on the local market and the replacement of Nissan Australia's former CEO last summer. Factory team Kelly Racing – the squad of brothers Rick and Todd Kelly – has vowed to continue running the Altima next season. The car has scored two wins, in the hands of James Moffat and Michael Caruso.

KAJETANOWICZ FOR WRC

Reigning triple European Rally champion Kajeto Kajetanowicz will step up to this year's WRC2 series in a Ford Fiesta R5. Starting from next month's Rally Italy, the Pole has backing to compete on at least four world rounds in 2018. Kajetanowicz's only previous WRC outing was his home event, the 2016 Rally Poland, where he finished fourth in WRC2.

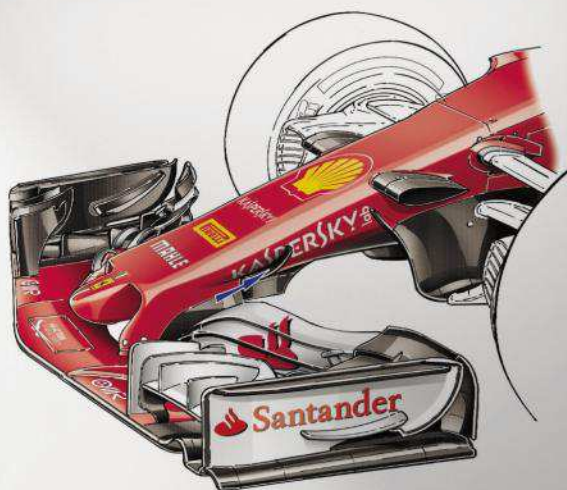
SCOTT WINS AT INDY

Two-time McLaren Autosport BRDC Award finalist Harrison Scott scored his second consecutive Pro Mazda win on the Indianapolis GP course last weekend. Scott slipstreamed past Rinus van Kalmthout to take the lead, then held off Oliver Askew to take the victory. Mechanical problems put Scott out of race two, won by Canadian series leader Parker Thompson.

CALDWELL TOP AT RICARD

Briton Olli Caldwell took his maiden win in the hotly contested Italian F4 Championship at Paul Ricard last weekend. The Prema Powerteam driver also added a second place. The other two races at the French circuit were won by Van Amersfoort Racing's Danish talent Frederik Vesti.

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McLAREN REVEALS DEFINITIVE NOSE JOB

McLaren introduced what it is calling its definitive 2018 car, the most obvious part being the new nose section. The previous nose was the same width as the front of the chassis, using very long wing-mounting vanes with vertical slots to help pull as much airflow as possible under the nose and chassis central section.

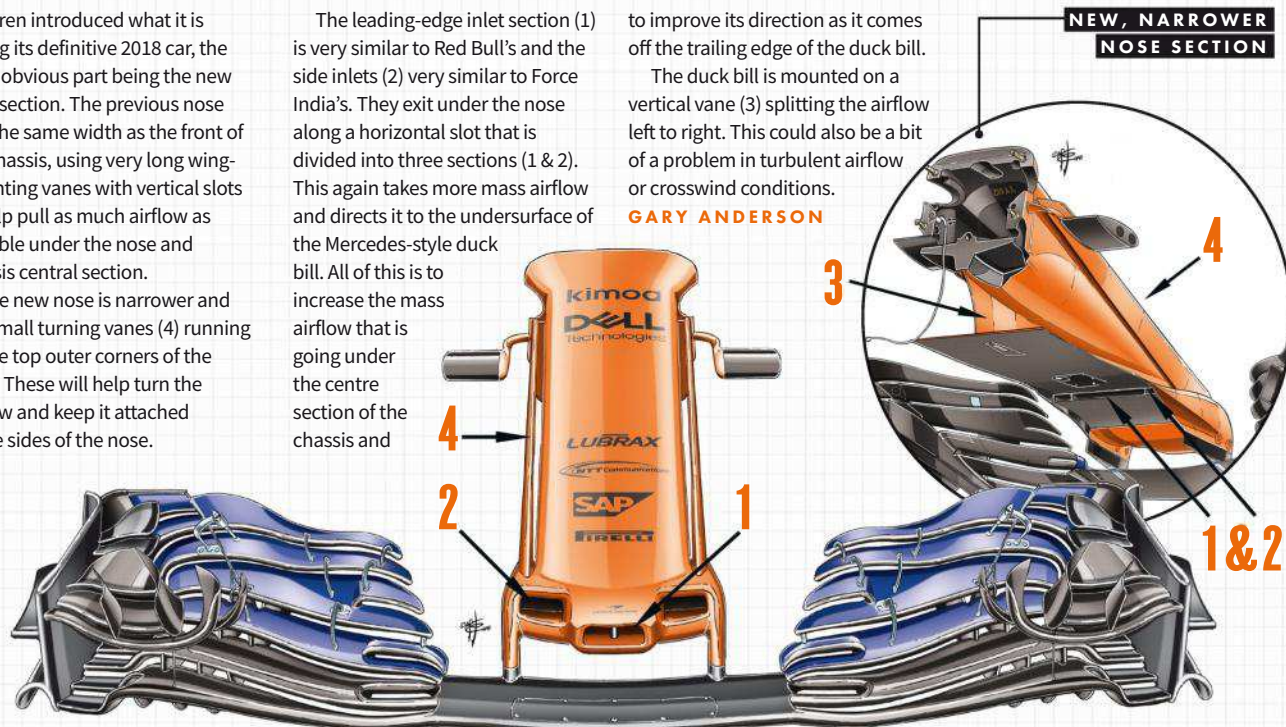
The new nose is narrower and has small turning vanes (4) running up the top outer corners of the nose. These will help turn the airflow and keep it attached to the sides of the nose.

The leading-edge inlet section (1) is very similar to Red Bull's and the side inlets (2) very similar to Force India's. They exit under the nose along a horizontal slot that is divided into three sections (1 & 2). This again takes more mass airflow and directs it to the undersurface of the Mercedes-style duck bill. All of this is to increase the mass airflow that is going under the centre section of the chassis and

to improve its direction as it comes off the trailing edge of the duck bill.

The duck bill is mounted on a vertical vane (3) splitting the airflow left to right. This could also be a bit of a problem in turbulent airflow or crosswind conditions.

GARY ANDERSON



FORCE INDIA FRONT WING

Force India introduced a new front wing during Friday practice at Barcelona, before returning to the previous specification for Saturday.

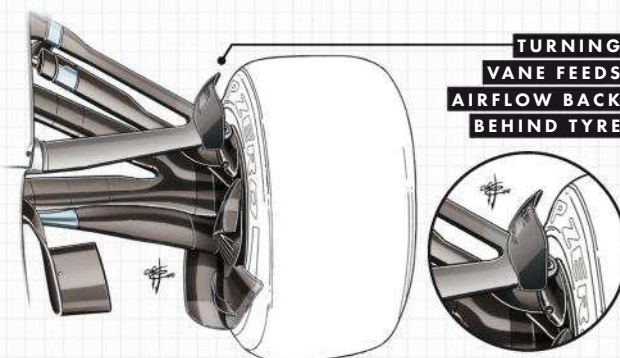
The older version has a very quick change of section between what are classed as the downforce-producing components (pink section) and the outer parts, which are doing their best to turn the airflow around and over the front tyres. With this abrupt change of section, it is very easy to get transverse airflow in this area, which will also be influenced as the wing gets closer to the

ground at high speed and/or with a bit of roll mid-corner.

The new version, with its increased tunnel between the inner (pink) and outer (black), allows those two areas to work more independently. But this will affect the front wing's mid-corner characteristics, especially through long, fast ones like Barcelona's Turn 3.

This new wing probably works more effectively in this type of corner, but that can lead to mid-corner oversteer, so more time testing post-race is probably needed.

GARY ANDERSON



MERCEDES WISHBONE TURNING VANE

One of the most difficult things with an open-wheeled car is managing airflow around the wheels and tyres. They are responsible for 35-40% of drag, and the turbulence they create causes havoc for the downforce-producing devices. In the windtunnel it's quite difficult to measure the loads being put directly into the tyre contact patch, but CFD has changed all that. You can now model everything within the wheel area and optimise the airflow while keeping an eye on those loads.

Mercedes has added a small turning vane just above the top front-wishbone outer end. Everything that the team is doing with the outboard end of the front wing and the inner face of the brake ducts is to try to streamline the airflow around the tyre. This new vane will pick up the airflow that's being spilled around the top inner sidewall of the tyre and do its best to feed it back in behind the tyre to fill in the huge low-pressure void left behind. Get this right and you reduce drag and turbulence.

GARY ANDERSON



HOW DO YOU SOLVE A PROBLEM LIKE GROSJEAN?

The calamity-stricken Haas driver was once tipped as a future world champion. He's as fast as ever, but can he dig deep enough to turn his season, and career, around?

EDD STRAW

What was he thinking? That's the question most asked after Romain Grosjean wiped out Nico Hulkenberg and Pierre Gasly — not to mention his own Haas — on the first lap of the Spanish Grand Prix.

It wasn't so much that he lost it in the first place; it happens. But Grosjean's reaction, keeping the rears lit and harpooning across the track in a cloud of tyre smoke rather than getting on the brakes, was baffling. That crash, within the wider context of Grosjean's season, reveals a lot about the most infuriating driver on the Formula 1 grid.

It's too easy simply to write off Grosjean as a talentless idiot, an out-of-his-depth crash-magnet. Leading a grand prix on merit or finishing on the podium 10 times doesn't happen by luck, just as you can't put his mishaps down purely to bad fortune.

Elite sport is a mental game. The spread in fundamental skill, however you want to measure that, over the whole 20-driver F1 grid is pretty small. What makes the difference is the ability to

“MANY FORGET HOW BRILLIANT HE WAS IN THE SECOND HALF OF 2013 WHEN AT LOTUS”

keep it all together mentally. That's where you get your sustained performance, the consistency to deliver lap after lap, race after race, to dance the line between triumph and disaster, to put the errors behind you and concentrate on the next success.

On paper that sounds very straightforward. But in the heat of competition it's hugely difficult. This was Grosjean's ninth-consecutive race without points, which brings pressure. He also threw away at least a sixth-place finish in Baku with another error, crashing under the safety car when he leaped on the brakes while trying to keep things warm.

Yes, the fact that a mistaken switch change contributed to that partly explains a baffling incident, but it's still a driver's input and therefore Grosjean's responsibility. And it hit him hard. You have to wonder if the Turn 3 crash was connected to that.

In normal circumstances might he have just let the car spin safely to the outside rather than hanging on, hoping against hope?

And had things not gone so badly so far this season and that pressure not been on his shoulders, might he not have spun at all, given how eager he would have been not to get caught up with team-mate Kevin Magnussen as the sister Haas slid across his bows after a rear-end wobble?

We can't answer those questions, but they do provide a glimpse into the mind of the driver. These pressures will have been multiplied by Magnussen's fine form and becoming the main man at a team that has been Grosjean's since 2016.

Grosjean is a driver who lives on the edge. He wants a car that is perfectly suited to his driving style, which he has often cited as being the old ART (nee ASM) school in Formula 3. Turn in hard, decisively on the brakes with a bit of rear-end rotation on entry.

That explains why he often complains about the feel of the brakes (although it should be noted he is much happier with them now), and believes the Haas is better suited to Magnussen's driving style given the Dane is happier with an understeer balance.

We talk about drivers being 'on the limit', but the definition of that varies from driver to driver. Often, the one circulating seemingly on rails is far closer to that limit than someone visibly working hard, all corrections and adjustments. Grosjean too often tries to force the issue in the cockpit.

He often lacks the ability a driver like old team-mate Fernando Alonso has to hustle a car positively. There is a degree of reaction involved in that, but really it's about adapting what you are doing to get the reaction you want out of the car. The best are proactive, rather than reactive.

But if Grosjean was simply a driver with a little psychological frailty and a limited driving style, we could write him off. The high points he's achieved make him a more puzzling case.

Many forget just how brilliant he was in the second half of 2013 when at Lotus. Then, he led at Suzuka, split the Red Bulls at Austin and, according to the team's analysis, on average had 0.3 seconds in hand over team-mate Kimi Raikkonen.

Grosjean might just as easily start another upward turn in Monaco as continue his bad run, there's no way of telling. The chance of something special is why Haas perseveres with him. During his Lotus days, team principal Eric Boullier played a critical role in getting the best out of Grosjean — can anyone at Haas have the same impact?

There was a time when Grosjean looked like a potential world champion. The speed is there, even if the ratio of bad to good seems unbalanced right now, but at 32 it's long since been established that F1's infuriating enigma is destined to remain so for eternity. ❄

YOUR SAY

As a fan, yes, I want to feel safe, but more importantly I want to get close to the action and have a good, clear view

GARY HARLAND

'Safety measures' spoiling the view

I was surprised by Matt Kew's response (Opinion, May 10, page 69) to what appears to be universal hatred of the new catch fencing on the Brands Hatch Grand Prix loop. His suggestion that the loss of the GP loop for spectator viewing (for that is effectively the result) is a price worth paying to attract the DTM was certainly at odds with every fan I spoke to. Yes, the DTM meeting may attract new fans, but how many of those will become regular racegoers? In ruining the GP loop, MSV could lose more fans than it gains.

As a fan of 30-plus years, I have seen 'safety measures' gradually strangle the enjoyment as favourite viewing spots have been ruined. Take Brands as an example. I used to regularly watch on the infield up Hailwood Hill to Druids, the inside of Surtees and at Clearways. Obtrusive fencing has stopped me from doing so now. Should MSV extend the new fencing to Druids then I may well call it quits! And let's not get onto excessive runoffs at Snetterton.

As a fan, yes, I want to feel safe, but more importantly I want to get close to the action and have a good, clear view. Without that, I might as well just watch it on TV (which for some meetings I now do). Why would I spend my hard-earned cash to look at a fence?!

Gary Harland

By email

Ferrari not flattered by its mirror image

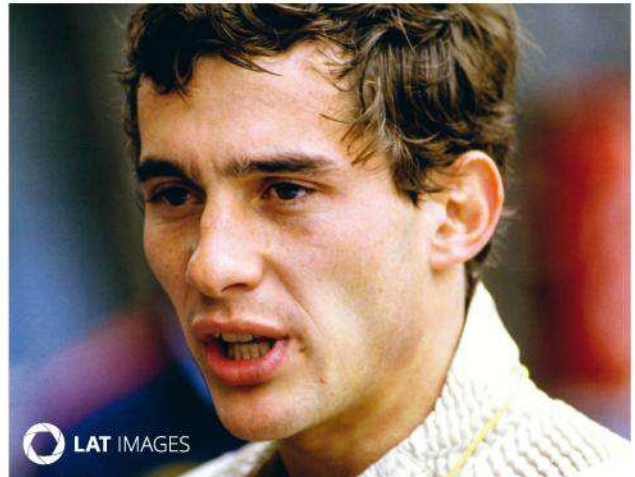
With the halo-mounted mirrors [*now banned after just one race — ed*], the Ferrari bears more than a passing resemblance to an old London bus. Probably weighs nearly as much, too.

Graeme Innes-Johnstone

Elland, West Yorks

Nothing new in young drivers causing a stir

Reading all this fuss about Max Verstappen reminds me of the early days of the late Ayrton Senna. The shame he felt giving up a place didn't sit well with the lad. This, along with other on-track adventures, resulted in him getting



a dressing down at a drivers' briefing by none other than Keke Rosberg, who accused him of turning Formula 1 into Formula Ford. Ayrton (above), as we know, never really changed and became the great Ayrton we all loved.

Roger Kraemer

York

Clarification

Peter May Engineering would like to clarify that the only support it is providing to the proposed new Austin-Healey Sprite and MG Midget Academy Challenge class within the Historic Sports Car Club's '70s Road Sports Championship (Club Autosport, May 3) is supplying a trophy. The class is not intended as a rival to the MG Car Club's established Midget & Sprite Challenge, but instead as a way to encourage more people to race these cars in a historic environment. The planned class is yet to be formally approved by the HSCC.

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LEWIS BACK TO HIS BEST

*After four races of relative underperformance,
the world champion reigned in Spain*

EDD STRAW

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LEWIS HAMILTON'S SECOND CONSECUTIVE VICTORY COULD NOT HAVE BEEN MORE different from its predecessor. While his latest triumph in the Spanish Grand Prix was worth the same 25 points as his Azerbaijan win, the Mercedes driver placed a much greater value on it. And rightly so, for last Sunday he was at his imperious best.

This was vintage Hamilton of the kind we did not see in Bahrain, China or Azerbaijan. The man himself was delighted with being back on form, a very different feeling from the Baku "lottery" win that made him feel sheepish on the podium. And the reason for this return to form? Confidence.

That's not the confidence that the driver brings to the car, but the kind that flows in the other direction. And while it may seem that Hamilton claiming pole position by 0.040 seconds from team-mate Valtteri Bottas was the turning point, it wasn't until the race that we saw him in the sweet spot. As he pointed out, it looked easy, but it wasn't. And his drive ensured he stayed clear of the kind of strategic vagaries, misfortunes and misadventures that stalked Mercedes earlier in the season.

"In Melbourne, I was really comfortable in the car, with the balance," said Hamilton after taking his 64th F1 victory. "And since then I just

didn't have the confidence to attack, to lean on the car, to have the rear particularly where I wanted it. For whatever reason, I still didn't have that yesterday – it was a very nervous, snappy car throughout qualifying. It was better than it had been in the past, but still not great.

"And today we just happened to get the right wing setting for the race and the car was a little bit nicer to drive, more of a normal balance. I was a bit amazed to see the pace difference that I had to others, plus I was able to look after my tyres a lot more than the guys behind me. They were running out of tyres, the front-left, and I was able to look after mine."

That's a pretty succinct summary of Hamilton's Sunday. From pole position he comfortably held the lead, albeit with the loss of rear gunner Bottas, who was passed around the outside of the first corner by Sebastian Vettel's Ferrari. But he only made it as far as Turn 6 before the safety car was deployed to clear up the mess caused by Romain



Grosjean's clumsy spin had dire consequences for him and others

Grosjean spinning in Turn 3 after reacting to Haas team-mate Kevin Magnussen's wobble ahead. That was unfortunate, but keeping the rear tyres lit and booting the car from the outside to the inside of the circuit was a stupid decision by Grosjean, and it led to both Nico Hulkenberg and Pierre Gasly collecting him.

When the race restarted at the end of lap six, Hamilton immediately built a lead of 1.468s by catching Vettel out at the restart. The Ferrari driver was still completing the Turn 13 right-hander that leads into the chicane when Hamilton launched, and Vettel kicked out the SF71H's rear as he responded.

"It was tricky because everybody's tyres were quite cold, so as the car in front you know when you're going to accelerate," said Vettel. "Initially I was quite close, but then I nearly lost the car going into the chicane and that's why I had quite a big gap. I knew if I was close I might have a chance, but there was nothing wrong with the restart."

In the 10 laps after the restart and before Vettel started his in-lap, Hamilton had a pace advantage of 0.654s per lap. That was on comparable tyres, for all of the frontrunners started on soft rubber. When Vettel peeled into the pits he was 8.192s behind Hamilton and emerged, now medium-shod, behind the Haas of Magnussen.

Third-placed Bottas was 1.352s behind Vettel when the Ferrari dived into the pits. With Vettel taking a little time to get his tyres up to temperature, Mercedes left Bottas out for two more laps.

This was a good move, because Bottas added two seconds to the advantage he had over Vettel. Unfortunately, the right-rear wheel was slow off in the stop, costing around 1.5s, meaning Magnussen and Vettel blasted past him as he emerged. In the process, Vettel breezed past the Haas with a little help from the DRS.

Vettel's surprisingly early stop, and Bottas responding to it in a way that should have got him ahead but didn't, meant that both of them were potentially on a two-stop strategy. This brought the one-stopping Red Bulls into contention for the podium.

Max Verstappen and Daniel Ricciardo ran fifth and sixth in the early stages, and had fallen back from the top three behind Kimi Raikkonen. Ricciardo survived running wide and taking a bite of the gravel exiting the ultra-fast Campsa right-hander just after the restart to track Raikkonen's Ferrari and Verstappen during the first stint.

The unfortunate Raikkonen was the first to be removed from the equation. He did not follow Vettel's early-stop strategy and stayed out, running second, just over 17s behind Hamilton, when he lost power with an electrical problem near the end of lap 24 and toured back to the pits. Given that he described himself as "pretty easy with my grip", he expected to complete the race on a one-stopper. The way things panned out, Raikkonen would likely have been on the podium.

With Hamilton still circulating comfortably up front and concerns about the beating the left-front Pirelli was taking on the long loads >>



“YOU HAVE TO ASK IF GREATER MANAGEMENT COULD HAVE ALLOWED VETTEL TO DO IT”

of Barcelona, Hamilton was called in at the end of lap 25, temporarily dropping him behind Verstappen.

“We were worried about structural issues on the tyre,” said Mercedes team boss Toto Wolff. “The left-front was suffering everywhere, not so much on Lewis’s car, but we saw that on Sebastian’s car and when we pitted Valtteri that the rubber was down to zero. We took a precautionary stop with Lewis.”

Ricciardo and Verstappen eventually pitted for mediums on laps 33 and 34 respectively, restoring order. Hamilton reclaimed the lead ahead of Vettel and Bottas, with Ricciardo and Verstappen behind.

Then came a curveball. Esteban Ocon’s Force India, already delayed by a lengthy pitstop caused by some damaged brake-duct parts adhering themselves to the inside of the wheel and axle, slowed with smoke billowing out the back of it. Even though Ocon parked out of the way on the short run between Turns 4 and 5, the virtual safety car was deployed. Vettel came in for a new set of mediums,

dropping to fourth behind Bottas and Verstappen.

“We couldn’t make the tyres last,” said Vettel. “If you look from the outside, it’s easy, but inside the car we are going through the tyres too quickly and therefore we were not able to stay out for another 25 laps. In the end, with the freshest set, I wasn’t able to attack until the end.”

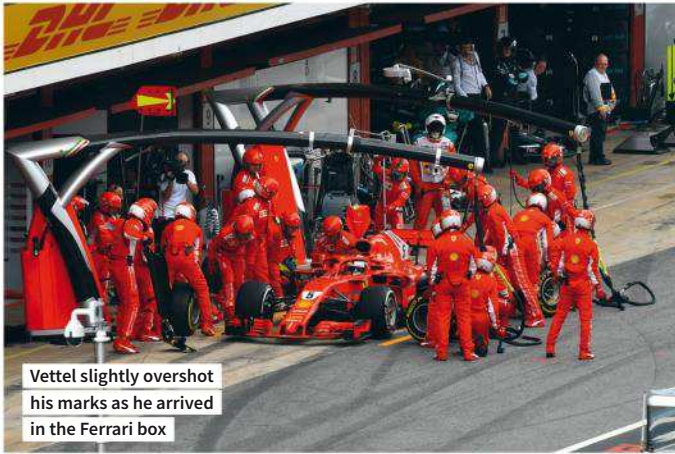
The Ferrari was clearly harder on its front-left than the Mercedes. To make the finish Vettel would have had to complete 49 laps on his mediums, two more than the longest stint we saw in the race by Bottas. But given that Raikkonen was aiming for a one-stopper, you have to ask if greater management could have allowed Vettel to do it, maintaining track position and giving him a shot at keeping Bottas and Verstappen behind. You have to wonder if it was worth a shot.

As for Bottas, he had a battle to keep the tyres alive once Mercedes realised he could extend his second stint to make the finish. But this resulted in a tricky balancing act.

“I saw the tyres after the race and it was down to canvas,” said Bottas.



Verstappen lost part of his front wing after hitting Stroll’s Williams



Vettel slightly overshot his marks as he arrived in the Ferrari box



Bottas had a fight on his hands to avoid making second stop

“It felt like when I was trying to save it that on the next three corners I had no grip because I lost so much temperature. And when there is no surface left on the tyre it is so easy to lose temperature. I was just trying to keep it alive even though it was risky, because when there is nothing left and you really push through Turn 3 and Turn 9, there is always the risk of really damaging the tyre and having a puncture or something. But I felt that was the way to go.”

Even so, he didn't lose too much time to Hamilton, who had stopped six laps later. Bottas claimed the 20.593s gap to Hamilton at the finished exaggerated the gap between them, which was fair. In what was a race of three phases for Hamilton, Bottas lost 0.684s per lap in the green-flag running before his pitstop, adding up to around 10s. This was thanks to being stuck behind Vettel. His early stop, combined with a little time lost behind Magnussen, increased that gap to almost 15s. Between that and the VSC being activated, the gap stayed at a similar level, but on the run to the finish Bottas lost 0.236s per lap.

“The gap to Lewis was huge, but I think there have been many things that have affected that and so I'm happy and I know that the speed is there,” was Bottas's summary.

He was never under threat from behind, and already had a big advantage over Verstappen even before the Red Bull driver clipped the rear of Lance Stroll's Williams just before the VSC was deactivated and suffered damage to the left-side front-wing endplate. Fortunately, the wing was undamaged structurally so there wasn't a massive loss of downforce, and lap times did not suffer hugely.

“I was trying to be as close as I could be, just on the positive side [of the times for each sector that drivers must not drop below under the VSC], and I was quite close behind Stroll,” said Verstappen. “I felt that he braked a bit and I was really close, so I just clipped him. Luckily, it was only the outside bit of the wing so I could continue – I just had a bit more understeer in high-speed corners.

“I kept going and felt a bit more understeer in Turns 3 and 9, and was maybe braking a bit deeper into hairpins, but it was >>>

QUALIFYING

LEWIS HAMILTON PIPPED VALTTERI BOTTAS BY 0.040 seconds and Mercedes secured its first front-row lockout of 2018. The question that was being asked after the session was whether Pirelli's decision to reduce the tread thickness of its tyres by 0.4mm for this race (and also for the French and British Grands Prix) had played into the hands of Mercedes.

Sebastian Vettel, third for Ferrari and 0.132s off, suggested that was the case. He declared himself happy with his lap, having opted for softs for his final Q3 run rather than the supersofts the Mercedes drivers used. He suggested the thinning of the gauge had made the tyre compounds harder.

Mercedes, generally, has less of a problem with the harder tyre compounds. But the reality is that the compounds weren't actually harder, they just felt a little harder. Thinner tread means warm-up is slower but potentially more controllable, and it is also a simpler task to achieve the all-important bulk temperature. This has been a problem for Mercedes, so it should be no surprise that it did help it get closer to the car's performance potential.

But this was no conspiracy. The change was made because of blistering problems pre-season, something multiple teams – Mercedes and Ferrari included – raised after the tests as something that needed to be tackled. The only option other than shifting the compound selection a step or two harder (which would also have helped Mercedes), was to reduce the tread.

“MAGNUSSEN CELEBRATED POLE OF A KIND, BEST OF THE REST IN SEVENTH”

Things could have been very different had Ferrari been able to get the best out of the supersoft, but neither Vettel nor fourth-placed Kimi Raikkonen had a good feeling and opted for softs for their second Q3 runs. Uncertainty over how to get the best out of the softest tyres also afflicted Red Bull, with Max Verstappen (supersoft) and Daniel Ricciardo (soft) separated by 0.002s in fifth and sixth.

Kevin Magnussen celebrated pole position of a kind, the Haas starlet emerging as best of the rest in seventh. This makes him the first driver to claim two 'Class B' poles this year, coming off the back of a strong run throughout practice. Magnussen's pace on supersoft rubber put him 0.045s quicker than Fernando Alonso in the McLaren with its striking new nose job. The Spaniard was the only driver in the top 10 who did not set his Q2 time on softs, making him the sole supersoft starter up front.

EDD STRAW





TRACKSIDE VIEW

THE LAST TIME THE FORMULA 1 class of 2018 was circulating at Barcelona it was cold, sometimes wet, and occasionally snowing. And the cars themselves were immature, teams and drivers were feeling their way into understanding their strengths and weaknesses, and how to get the best out of them. From trackside, it's a chance to see how far they've come.

The Turn 3 right-hander remains the location of choice for seeing these cars in action, since not only can you see how they respond to a long, fast corner, but you can also look down to the slower first corner and the blast through Turn 2. During Saturday morning practice, what is striking immediately is how composed the Mercedes looks, far more the car it seemed to be in February testing.

Late in FP3, everyone completes a qualifying simulation so on go the supersofts. Already there are the hints that Mercedes has a better handle on trying to get what is theoretically the fastest tyre over a lap (by 0.4s compared with the soft) working. While Lewis Hamilton doesn't look at 100% into Turn 1, he is strong and confident through the two corners that follow and able to roll into Turn 3 decisively with the



front end responding. Valtteri Bottas is occasionally more lairy, sometimes running wider through Turn 2, but otherwise the Mercedes passes the eye test wonderfully.

Both the Ferrari and the Red Bull seem a little pointy on turn-in to the first corner, potentially as a result of the reduction in tyre tread that perhaps has made the Pirellis slightly less compliant.

The Red Bull always looks slightly harder to drive than the

other two, but it is more so here. As for Ferrari, the SF71H looks decent but neither Sebastian Vettel nor Kimi Raikkonen's car seems quite as connected to the track surface as the Mercedes. The slight hesitations and adjustments into Turn 3 reveal that.

But while tyres play a part, perhaps this is the 'real' Mercedes showing itself. Barcelona is an aero track. While Ferrari has made gains in the engine department in

particular this year, it perhaps still lags that bit behind in the quicker corners. Turn 3 is an unforgiving corner, one in which a slight downforce disadvantage can turn to a big time loss as you run wider later in the corner.

What can be seen trackside is the Mercedes we thought was there in testing is there on tracks like this. Provided, of course, the team and drivers can get the tyres working.

EDD STRAW



At Turn 3 you can get a proper read on a driver's confidence



Hamilton described his performance as "a convincing win"

not too bad to be honest. It was a little bit slower, but I don't think it affected me too much."

That was underlined by Vettel, on mediums seven laps younger, who did not get close enough to challenge him. Vettel was just 2.5s behind Verstappen when the VSC was removed, and for most of the rest of the race their lap times were similar, with Vettel inching about six hundredths closer each lap. The eventual gap was only 0.7s, but that was exaggerated by the fact that Verstappen could afford to finish with two relatively sedate laps.

Ricciardo was not a factor, since he had looped his Red Bull on the power at Turn 10 when the VSC ended. Fortunately he had enough of a gap to Magnussen, who had a superb weekend and was a clear best-of-the-rest on his way to sixth, not to come under threat. And he showed his pace late on with fastest lap.

Up front, Hamilton stroked it home and completed a resounding victory. After a difficult start to the season, Mercedes was back, and it was clear that this was partly thanks to doing a better job with getting the tyres into the right temperature window and keeping them there.

There were hints of conspiracy, largely fuelled by comments from the Ferrari drivers, that this was due to Pirelli's decision to reduce the

"RICCIARDO WAS NOT A FACTOR, HAVING LOOPED HIS RED BULL WHEN THE VSC ENDED"

tread depth by 0.4mm (in the vicinity of 10%) as a result of the blistering that occurred in testing at a resurfaced track for which race pace was increased by 4-5s per lap. Vettel suggested that the compounds were harder, but this was not the case.

"The compound is exactly the same, the construction is exactly the same, the difference is the thickness," confirmed Pirelli's Mario Isola. "I listened to the drivers' comments, of course, but it's difficult to explain from the technical side because if the supersoft was, let's say, excluded during the race because the general feeling was it was too soft, the problem is on the other side."

It may be that this inadvertently played into the hands of Mercedes thanks to making it slightly more difficult to overheat the tyres, a regular problem for Mercedes in qualifying, but the underlying pace of the car was always likely to shine through in Spain. It's true that Mercedes seemed better able to get the supersofts working, helping its slender advantage over Ferrari of just over a tenth in qualifying, perhaps dealing better with the tyres having a little less compliance on turn-in. But given that Mercedes was faster across all tyre compounds throughout the weekend, not to mention the fact that Ferrari was among the teams that had struggled with blistering in testing, this was no plot to help the Silver Arrows.

None of this mattered to Hamilton, who turned in his best race drive of 2018 to strengthen his lead in the drivers' championship.

"It's the greatest feeling to come here and have that kind of performance and a convincing win," he said. "Anybody who has a win wants to do it that way, and it's definitely a great feeling. Not every win feels as special as that one does." ❀



Grosjean suffers first-lap spin disaster

After crashing under the safety car in the last race in Baku and throwing away a top-six finish, the last thing Romain Grosjean needed was another shunt. But that's exactly what happened at Turn 3 on the opening lap of the Spanish Grand Prix when he spun, then fired his Haas across the track on the throttle, also wiping out Nico Hulkenberg and Pierre Gasly.

Grosjean started 10th and briefly climbed to eighth, but lost the rear and spun after team-mate Kevin Magnussen had a rear-end

wobble and slid across the track in front of him.

While Grosjean's loss of control was at least partly excused by reacting to Magnussen, and the fact that this compromised the airflow to his car, he tried to hang on to it for too long and ended up booting the Haas to the right-hand side of the track on the throttle.

"I don't think there is much to do," said Grosjean. "If I'd braked, the car would have slid the same way. I tried to stay on the throttle to spin it and not face everyone – it's quite a normal human reflex."

Grosjean was hit with a three-place grid penalty – to be served at the Monaco Grand Prix – for triggering the accident by the FIA stewards, who included former grand prix driver Derek Warwick.

"The driver explained to the stewards that he felt his momentum was going to carry him to the centre of the track, and therefore made the decision to apply power in an attempt to cross to the right side of the track and get out of the way of the cars behind," said the stewards' statement.

"The stewards found that while it is speculation as to where the driver's car would have ended up had he chosen other alternatives, it is certain that while crossing the track in front of the following pack of cars, which he chose to do, that a collision occurred."



Dominant Magnussen wins 'Class B'

Such is the gap between the top three and the rest that the most tightly fought battle is usually that for best of the rest. But in Spain, Kevin Magnussen was dominant, qualifying seventh and finishing sixth, over half a minute ahead of Carlos Sainz Jr.

Magnussen held onto seventh place at the start, despite a wobble in Turn 3 that inadvertently contributed to team-mate Romain Grosjean's spin. After that, there was little to say about his race as he drove around in the gap between the big three

teams and the rest, picking up sixth place when Kimi Raikkonen retired.

His advantage over Sainz was partly built because he avoided getting caught up in battles with big-three drivers when on track near them.

"I had a really good start," he said. "I was alongside the Red Bulls, but I didn't really want to fight them as I knew they were much faster. My job was to stay in seventh and settle down from there. I was able to defend well, and keep out of trouble on the first lap, so I was happy."





GORIA/SUTTONIMAGES

Mercedes pooh-poohs tyre-change speculation

Mercedes team principal Toto Wolff has rubbished the suggestion that Pirelli's decision to bring tyres with treads that were 0.4mm thinner to Barcelona was influenced by his team.

The modified tyres were specified by Pirelli after F1 squads experienced blistering problems on the resurfaced Barcelona track in winter testing.

Wolff was asked about rival teams allegedly suggesting that the change, which will also apply at the resurfaced Silverstone and Paul Ricard circuits, was made to help Mercedes as the German manufacturer

had suffered more than most in testing. Ferrari's drivers hinted that the change had worked against them, although stopped short of suggesting that this was deliberate.

"Is bollocks a bad word in English?" asked Wolff. "Rubbish. All teams had very heavy blistering at the test in Barcelona. Red Bull, Ferrari, ourselves. McLaren I think also. The tyres wouldn't have lasted in the race.

"I don't know where suddenly this rumour comes out that we have been influencing Pirelli and the FIA to change any tyres. I have never seen anything working like that, why should they do it?"

Q&A MARIO ISOLA Pirelli racing manager

The strong performance of Mercedes during the Spanish Grand Prix weekend led to suggestions that the reduction in tread thickness of the Pirelli tyres had played into the hands of the Silver Arrows. Pirelli racing manager Mario Isola explains the situation.



compounds, we had to wait until Melbourne. Once we confirmed that in Melbourne everything was back to a normal situation, I personally contacted all the teams to ask for their

opinion and I collected different opinions. After that, we had an internal meeting in Pirelli where we evaluated everything, and then we prepared a report for the FIA explaining why we were requesting this change.

Is this what the majority of teams wanted?

If you have a high level of blistering affecting all or most of the cars, you have a lottery, not a race. It's not the right approach and we, as a sole supplier, have to provide the same product to everyone that is a safe product, suitable for the circuit and so on. I don't

think that the slight modification in the tread thickness changed the balance of the performance of different cars.

The Ferrari drivers suggested the change went against them, leading some to suggest it was done to help Mercedes...

We would never do something like that. We work with all the top manufacturers, more than just those in F1, so why would we give an advantage to one?

Did the change have, by accident, an impact on the competitive order, particularly Mercedes given the problems it has had?

If you look at the race pace of the top cars, in some parts Ferrari was very fast, in some parts Red Bull, and Mercedes was very fast. I don't see a complete change in the order.

Alonso claims step after eighth place

After finishing eighth behind Renault's Carlos Sainz Jr and Haas driver Kevin Magnussen, Fernando Alonso declared the upgraded McLaren to be a match for the two teams.

With a substantial upgrade, including new nose, a new lead bargeboard deflector and diffuser tweaks, Alonso finished 40 seconds behind Magnussen but just 3s behind Sainz.

Having to run wide to avoid the spinning Romain Grosjean at Turn 3 dropped him to 11th on the first lap, but he was able to pass Esteban Ocon around the outside of the same corner and Charles Leclerc, then pick up one more place when Kimi Raikkonen retired.

"We knew that the upgrades would put ourselves in a better position in the midfield pack," said Alonso. "We did a good step. We were eight tenths behind Renault in Baku, nine tenths behind in China, but [in Spain] we were the same in qualifying and in the race.

"I think we caught up with Renault and probably with Haas as well, but the top three teams are still developing the cars at the same rate we do and unfortunately we've kept that gap."

While McLaren was 0.5% closer to the outright pace at Barcelona, it remains to be seen if this will continue in the upcoming races. The car was always likely to go better in Spain, suggesting McLaren still has work to do to get to the front of the midfield.



DTM ON FREE-TO-AIR-TV WITH FREESPORTS

THE MOST EXCITING TIN-TOP SERIES IN THE WORLD IS COMING TO YOUR LIVING ROOM

FreeSports

The DTM has already kicked off in dramatic style in 2018, and now every round can be watched on free-to-air TV in the UK thanks to FreeSports. Tin-top's most exciting championship the DTM has produced some of the closest racing seen in years in 2018, thanks to car changes which have equalised the field, and the championship delivered two wheel-banging encounters at its first pair of races, with close action throughout the field.

The championship heads to the Lausitzring this weekend, where double champion Garry Paffett and multiple race winner Jamie Green will spearhead Britain's assault on the double-header. Paffett took a third and a win at Hockenheim and is riding the crest of a wave in his Mercedes, while Green's Audi squad stumbled. Can they regain form in Brandenburg, East Germany? Reigning champion Rene Rast will be hoping so or his title defence could come unstuck.

The DTM is also a great way to spot the talents of the future. Rookies like European F3 graduate Joel Eriksson lit up the series at Hockenheim, while the storyline of Pascal Wehrlein returning to the championship after losing his Formula 1 seat, and whether he can get back to the pinnacle of the sport, will be a narrative worth watching. DTM has long since been regarded as the upper echelon of saloon car competition, the cars closer to single-seaters than your standard road cars. The big wings and splitters provide huge downforce, powered by 4-litre, naturally-aspirated V8s and with a cockpit like a fighter jet, there's not many motorsport series that provide such a dramatic spectacle.

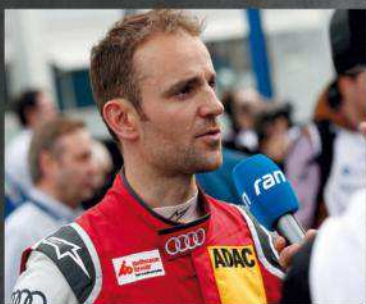
It also demonstrates the technical nous of some of the finest engineers – many of them British – in the sport, turning these family saloons into some of the fastest racing cars in the world.

And you can watch it all, live on FreeSports.

If you miss out on any of the action, the channel will also be showing highlights the Thursday after each round, an hour-long programme to satisfy your DTM fix.

As well as DTM, FreeSports already boasts live World RX coverage, and Australian Supercars highlights, as well as speedway, Monster Jam, Formula Drift and NASCAR. Couple that with Football, Boxing, Rugby Union, Rugby League, Basketball, Darts and Ice Hockey and you have the full package. The channel is also moving to HD on Sky and Freesat this Summer, and is expected to be available on Virgin Media in HD soon. FreeSports TV is available on Sky (422), Freeview (95), Freesat (252), TalkTalk (95), BT (95) and online via streaming service TVPlayer.

For more information visit freesports.tv and their social media pages





ANDRE/SUTTONIMAGES

Hartley in 'biggest impact'

Brendon Hartley missed qualifying thanks to an accident during Saturday practice that he considers one of the biggest of his career.

The 28-year-old Toro Rosso driver spun backwards into the barriers at the high-speed Campsa right-hander after putting a wheel on the grass on the outside before turning into the corner.

"Such a big impact like that, it's potentially the biggest impact I've had," he said. "I actually don't remember, and that's not because I just had an impact."

"I had a reasonably big crash in the first round of WEC in 2016 [at Silverstone, after contact with a GT car], but it wasn't such a big impact in the end. This was definitely the biggest I've had in a long time.

"Often I'm using this kerb on the entry to Turn 9, as many others do. This lap I used two or three centimetres too much and clipped the grass, and I think there's a bit of a hole there and it spun me around very quickly. After that I was a passenger."

Hartley had a solid run to 12th in his rebuilt car, although was never a points threat in the race.

Leclerc makes his point again

Charles Leclerc and Sauber headed to Barcelona expecting a difficult weekend, but the Ferrari junior showed why he is tipped as a future Maranello driver with a strong drive to 10th.

Leclerc went toe-to-toe with Fernando Alonso on his way to a second successive points finish, having started 14th and run ninth in the early stages. Although he benefited from the retirement of Kimi

SBLOXHAM
LAT IMAGES

Raikkonen, he was passed by Alonso at the restart after the VSC, and later by Sergio Perez, who was on fresher rubber while Leclerc was struggling with his front-left Pirelli.

"This is definitely the biggest surprise of the year in terms of performance," said Leclerc. "We expected to be very far off and in the

end it has been a lot better. Q2 again and another point, twice in a row – it's a really great weekend."

Leclerc impressed with his defence against Alonso, and also kept Carlos Sainz behind him after the Renault driver had pitted, at one stage holding him off in a wheel-to-wheel battle through Turn 1.

Ocon fails to finish, Perez scores

Esteban Ocon was on course to finish in the points before a problem at his pitstop and then an engine drama ruined his race.

The Force India driver ran 10th early on before being passed around the outside of Turn 3 by Fernando Alonso. But when he stopped on lap 29 he lost 25 seconds thanks to a problem on the right-rear corner.

"Part of the brake duct had failed, so when they took the wheel off it failed and dropped onto the axle," said technical director Andrew Green. "And then when they went to put the wheel on it all got caught up. So we had to take that debris out, reset the nut and put it all back on again."

Ocon (below) suffered an apparent engine failure while running 15th, but without the problems he would have finished ahead of team-mate Sergio Perez, who was ninth.

Perez ran 13th early on despite picking up bargeboard and front-wing damage early on, though this was not caused by the Turn 3 accident. After a front-wing change at his first stop, he pitted again under the VSC and was able to pass Lance Stroll and Charles Leclerc to secure ninth place.



SUTTON/SUTTONIMAGES



FREE PRACTICE 1

POS	DRIVER	TIME
1	Bottas	1m18.148s
2	Hamilton	1m18.997s
3	Vettel	1m19.098s
4	Verstappen	1m19.187s
5	Raikkonen	1m19.499s
6	Alonso	1m19.858s
7	Ricciardo	1m19.871s
8	Grosjean	1m19.906s
9	Vandoorne	1m20.083s
10	Gasly	1m20.508s
11	Magnussen	1m20.637s
12	Leclerc	1m20.665s
13	Perez	1m20.924s
14	Ericsson	1m20.984s
15	Sainz	1m21.053s
16	Ocon	1m21.144s
17	Hulkenberg	1m21.159s
18	Hartley	1m21.373s
19	Kubica	1m21.510s
20	Stroll	1m22.756s

WEATHER 24C Sunny

FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m18.259s
2	Ricciardo	1m18.392s
3	Verstappen	1m18.533s
4	Vettel	1m18.585s
5	Bottas	1m18.611s
6	Raikkonen	1m18.829s
7	Grosjean	1m19.579s
8	Magnussen	1m19.643s
9	Vandoorne	1m19.722s
10	Perez	1m19.962s
11	Ocon	1m20.024s
12	Alonso	1m20.035s
13	Hulkenberg	1m20.183s
14	Gasly	1m20.373s
15	Ericsson	1m20.501s
16	Leclerc	1m20.514s
17	Sainz	1m20.672s
18	Hartley	1m21.265s
19	Stroll	1m21.556s
20	Sirotkin	1m22.060s

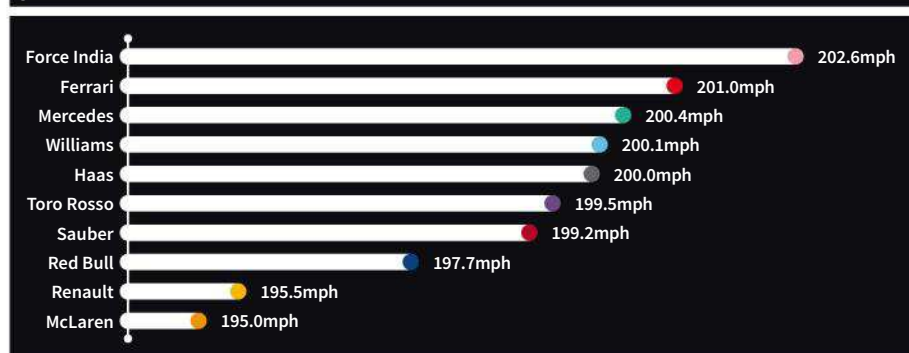
WEATHER 24C Sunny

FREE PRACTICE 3

POS	DRIVER	TIME
1	Hamilton	1m17.281s
2	Bottas	1m17.294s
3	Vettel	1m17.550s
4	Raikkonen	1m17.581s
5	Ricciardo	1m17.981s
6	Magnussen	1m18.357s
7	Grosjean	1m18.706s
8	Sainz	1m18.783s
9	Alonso	1m18.847s
10	Gasly	1m18.886s
11	Hulkenberg	1m18.905s
12	Verstappen	1m19.013s
13	Ocon	1m19.121s
14	Vandoorne	1m19.236s
15	Leclerc	1m19.292s
16	Perez	1m19.376s
17	Hartley	1m19.428s
18	Ericsson	1m19.744s
19	Stroll	1m19.900s
20	Sirotkin	1m19.909s

WEATHER 18C Sunny

SPEED TRAP



QUALIFYING 1

POS	DRIVER	TIME
1	Vettel	1m17.031s
2	Verstappen	1m17.411s
3	Raikkonen	1m17.483s
4	Ricciardo	1m17.623s
5	Hamilton	1m17.633s
6	Bottas	1m17.674s
7	Magnussen	1m18.169s
8	Alonso	1m18.276s
9	Grosjean	1m18.305s
10	Sainz	1m18.480s
11	Gasly	1m18.550s
12	Leclerc	1m18.661s
13	Perez	1m18.740s
14	Ocon	1m18.813s
15	Vandoorne	1m18.885s
16	Hulkenberg	1m18.923s
17	Ericsson	1m19.493s
18	Sirotkin	1m19.695s
19	Stroll	1m20.225s
20	Hartley	Notime

QUALIFYING 2

POS	DRIVER	TIME
1	Vettel	1m16.802s
2	Raikkonen	1m17.071s
3	Bottas	1m17.111s
4	Hamilton	1m17.166s
5	Verstappen	1m17.266s
6	Magnussen	1m17.618s
7	Ricciardo	1m17.638s
8	Grosjean	1m17.699s
9	Sainz	1m17.803s
10	Alonso	1m18.100s
11	Vandoorne	1m18.323s
12	Gasly	1m18.463s
13	Ocon	1m18.696s
14	Leclerc	1m18.910s
15	Perez	1m19.098s

QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m16.173s
2	Bottas	1m16.213s
3	Vettel	1m16.305s
4	Raikkonen	1m16.612s
5	Verstappen	1m16.816s
6	Ricciardo	1m16.818s
7	Magnussen	1m17.676s
8	Alonso	1m17.721s
9	Sainz	1m17.790s
10	Grosjean	1m17.835s

WEATHER 19C Sunny

SEASON STATS

DRIVERS' CHAMPIONSHIP

1	Hamilton	95
2	Vettel	78
3	Bottas	58
4	Raikkonen	48
5	Ricciardo	47
6	Verstappen	33
7	Alonso	32
8	Hulkenberg	22
9	Magnussen	19
10	Sainz	19
11	Perez	17
12	Gasly	12
13	Leclerc	9
14	Vandoorne	8
15	Stroll	4
16	Ericsson	2
17	Ocon	1
18	Hartley	1
19	Grosjean	0
20	Sirotkin	0

CONSTRUCTORS' CHAMPIONSHIP

1	Mercedes	153
2	Ferrari	126
3	Red Bull	80
4	Renault	41
5	McLaren	40
6	Haas	19
7	Force India	18
8	Toro Rosso	13
9	Sauber	11
10	Williams	4

QUALIFYING BATTLE

Hamilton	3	2	Bottas
Vettel	4	1	Raikkonen
Ricciardo	2	3	Verstappen
Perez	2	3	Ocon
Stroll	2	3	Sirotkin
Hulkenberg	4	1	Sainz
Gasly	2	2	Hartley
Grosjean	1	4	Magnussen
Vandoorne	0	5	Alonso
Ericsson	2	3	Leclerc

WINS

Hamilton	2
Vettel	2
Ricciardo	1

FASTEST LAPS

Ricciardo	3
Bottas	2

POLE POSITIONS

Vettel	3
Hamilton	2

STARTING GRID



RACE RESULTS 66 laps – 190.83 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Lewis Hamilton (GB)	Mercedes	1h35m29.972s	58	Su, Mn
2	Valtteri Bottas (FIN)	Mercedes	+20.593s		Su, Mn
3	Max Verstappen (NL)	Red Bull-Renault	+26.873s	8	Su, Mn
4	Sebastian Vettel (D)	Ferrari	+27.584s		Su, Mn, Mn
5	Daniel Ricciardo (AUS)	Red Bull-Renault	+50.058s		Su, Mn
6	Kevin Magnussen (DK)	Haas-Ferrari	-1 lap		Su, Mn
7	Carlos Sainz (E)	Renault	-1 lap		Su, Mn
8	Fernando Alonso (E)	McLaren-Renault	-1 lap		SSu, Mn
9	Sergio Perez (MEX)	Force India-Mercedes	-2 laps		Sn, Mn, Su
10	Charles Leclerc (MC)	Sauber-Ferrari	-2 laps		Sn, Mn
11	Lance Stroll (CDN)	Williams-Mercedes	-2 laps		Sn, Mn
12	Brendon Hartley (NZ)	Toro Rosso-Honda	-2 laps		Sn, Mn, Mn
13	Marcus Ericsson (S)	Sauber-Ferrari	-2 laps		Mn, Sn
14	Sergey Sirotkin (RUS)	Williams-Mercedes	-3 laps		Sn, Mn, Mu, SSn
R	Stoffel Vandoorne (B)	McLaren-Renault	45 laps-gearbox		Su, Mn
R	Esteban Ocon (F)	Force India-Mercedes	38 laps-oil leak		Sn, Mn
R	Kimi Raikkonen (FIN)	Ferrari	25 laps-power unit		Su
R	Romain Grosjean (F)	Haas-Ferrari	0 laps-collision		Su
R	Pierre Gasly (F)	Toro Rosso-Honda	0 laps-collision		Sn
R	Nico Hulkenberg (D)	Renault	0 laps-collision		Sn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m18.441s	-	61
2	Vettel	1m19.128s	+0.687s	61
3	Hamilton	1m19.133s	+0.692s	64
4	Verstappen	1m19.422s	+0.981s	62
5	Bottas	1m19.478s	+1.037s	56
6	Magnussen	1m20.246s	+1.805s	64
7	Alonso	1m20.727s	+2.286s	64
8	Perez	1m21.128s	+2.687s	43
9	Sainz	1m21.324s	+2.883s	61
10	Hartley	1m21.439s	+2.998s	63
11	Raikkonen	1m21.531s	+3.090s	23
12	Stroll	1m22.095s	+3.654s	60
13	Ocon	1m22.117s	+3.676s	36
14	Leclerc	1m22.122s	+3.681s	51
15	Ericsson	1m22.487s	+4.046s	50
16	Vandoorne	1m22.594s	+4.153s	38
17	Sirotkin	1m22.680s	+4.239s	57
-	Grosjean	no time	-	-
-	Gasly	no time	-	-
-	Hulkenberg	no time	-	-

WEATHER 16C Cloudy

TYRES n - New set u - Used set Available | SH - Superhard H - Hard M - Medium S - Soft SS - Supersoft US - Ultrasoft HS - Hypersoft Int - Intermediate W - Wet

WINNER'S AVERAGE SPEED 119.90mph FASTEST LAP AVERAGE SPEED 132.75mph

RACE BRIEFING

FRIDAY DRIVERS

ROBERT KUBICA replaced SIROTKIN at Williams

GRID PENALTIES

SIROTKIN Three-place penalty for causing a collision in Azerbaijan GP

HARTLEY Five-place penalty for replacement gearbox

RACE PENALTIES

VANDOORNE Five-second penalty and one point on licence for not staying to the left of the bollard between Turns 2 and 3 on lap one

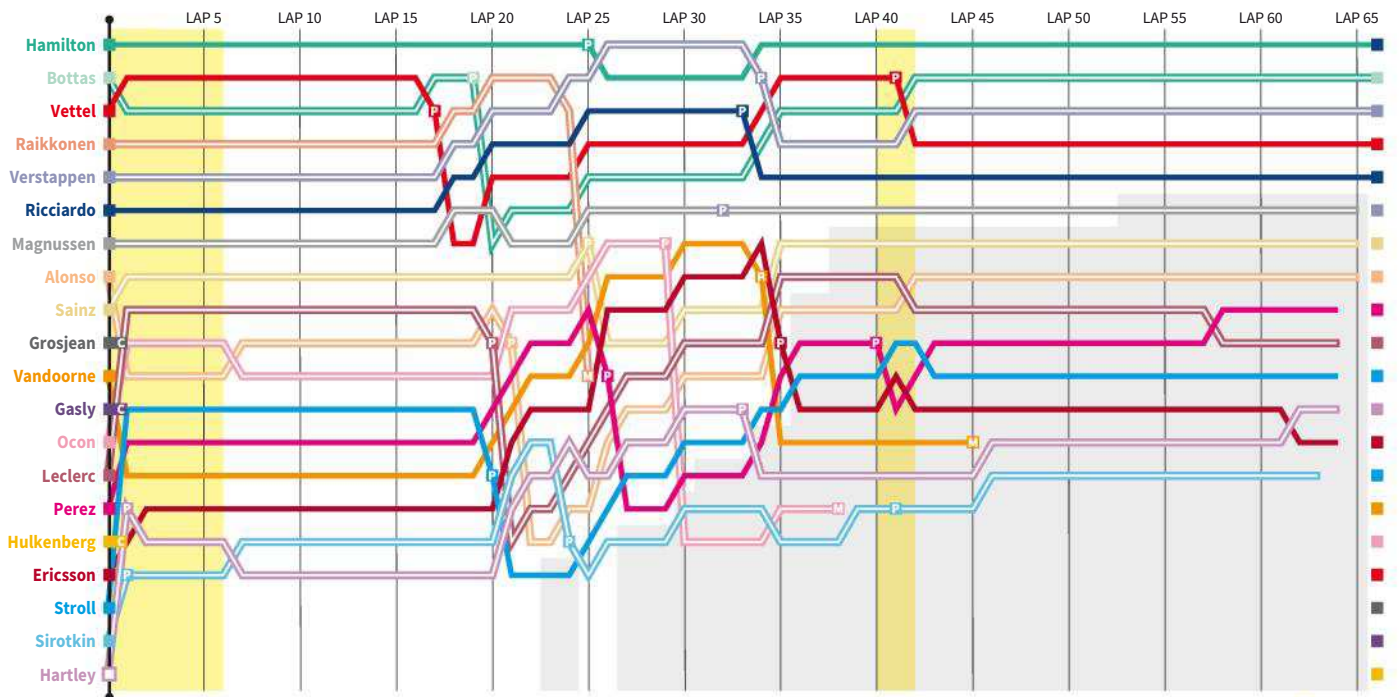
GROSJEAN Three-place penalty for next race and two points on licence for applying power and crossing the track while spinning on lap one

STAT
25
Bottas scored his 25th F1 podium, his 16th for Mercedes

NEXT RACE
MAY 27
MONACO GP
Monte Carlo



LAP CHART What happened, when



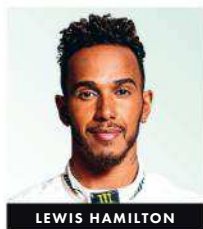
■ Pitstop ■ Crash ■ Mechanical failure ■ Spin ■ Penalty ■ Car lapped ■ Safety car

HAMILTON AND MAGNUSSEN TOP THE SCOREBOARD

The Mercedes star was back on top form, making his domination look easy, while the Haas man was head and shoulders above the midfield pack

EDD STRAW

MERCEDES



LEWIS HAMILTON



VALTTERI BOTTAS

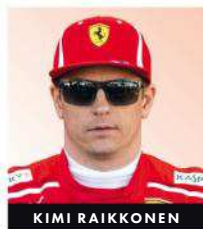
10 This was more like the Hamilton we, and the man himself, are used to seeing. His qualifying performance was strong, beating Bottas to pole. He executed the race superbly, building a lead in the first stint that meant he had plenty in reserve. Made it look easier than it was.

8 Agonisingly close to beating Hamilton to pole, his race was compromised by losing out to Vettel at the first corner. But his pace relative to Hamilton was stronger than the 20.6-second final gap suggested, and Bottas did a good job to make his mediums last to the end.

FERRARI



SEBASTIAN VETTEL



KIMI RAIKKONEN

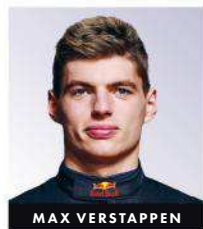
8 Fought an uphill battle given Mercedes' pace advantage, and did a good job, but the question is whether he should have been able to manage the front-left tyre well enough to manage the race on one stop. Sacrificing track position to Bottas and Verstappen as a result undid a lot of good work.

7 Wasn't as quick as Vettel, but he was softer on the front-left Pirelli, meaning he could well have made a one-stopper work. There's every chance he'd have been on the podium, and ahead of Vettel, had his race not come to a premature end. Not stunningly fast, but looked effective in the race.

RED BULL



DANIEL RICCIARDO

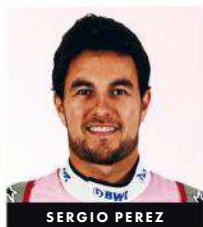


MAX VERSTAPPEN

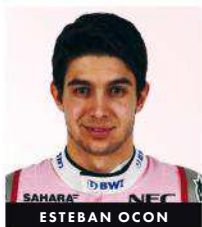
6 There was nothing wrong with Ricciardo's pace, as his fastest lap proved, but there were a few too many errors. A practice crash, running wide through the gravel exiting Campsa after the safety-car restart and then spinning at Turn 10 when the VSC ended meant it was a messy weekend.

8 This was the kind of weekend the under-fire Verstappen needed. While he did hit the back of Stroll as the race was getting back under way after a VSC, it was an understandable error that had no impact on his result. He had the edge on Ricciardo and avoided the mistakes of his team-mate.

FORCE INDIA



SERGIO PEREZ

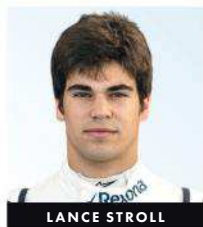


ESTEBAN OCON

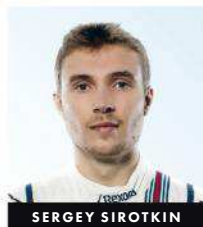
8 Perez's struggle to get the tyres switched on in Q2 led to an unusually big qualifying deficit to Ocon. Benefited from Ocon hitting trouble in the race, but drove well on a two-stop strategy in what was a challenging race to manage the rubber, collecting two valuable points.

8 Was unfortunate that, on a weekend where he seemed to have the edge over his team-mate, problems in the race left him with nothing. During the pitstop a damaged piece of brake duct got caught in the new wheel when they tried to put it on, before an engine problem ended his day.

WILLIAMS



LANCE STROLL

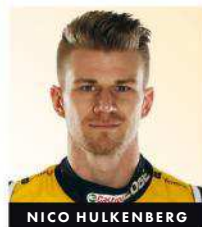


SERGEY SIROTKIN

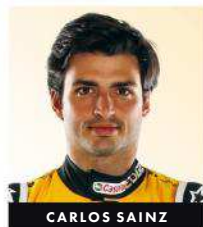
7 Shunts on Friday and Saturday – the second a strange one in qualifying where he kept his foot in despite serious understeer at the Turn 12 right-hander – held him back. Reckoned he could have got Leclerc with a few more laps. It's a shame the previous problems compromise his score.

5 Described this as his toughest race, not helped by his seating/belt position causing discomfort in a sensitive area. Had a difficult race, making three stops. Looping it on the throttle coming out of Campsa when the VSC ended was embarrassing, and he was relieved to get to the end.

RENAULT



NICO HULKENBERG



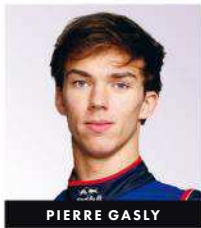
CARLOS SAINZ

6 One of those weekends when nothing went right. Had a fuel-pressure problem that eliminated him from Q1 before being wiped out by Grosjean in the race. Practice hinted he was a tenth off Sainz, but can't be judged on qualifying or the race, other than for the Turn 2 error that cost him ground.

8 Couldn't beat Magnussen's Haas in either qualifying or the race – the pace deficit was too big – making his seventh the best possible result. Beat Alonso after getting ahead at the start, although did go off at Turn 2 on the opening lap and perhaps could have bettered the McLaren in qualifying.



TORO ROSSO



8 Gasly's race only lasted until midway through Turn 3, when he was harpooned by the spinning Grosjean, so there was no chance to show what he could do. Even before being wiped out, others got in his way in Turns 1 and 2, but before his exit the foundations were laid for a possible run at the points.

5 His build-up to the race was defined by his huge crash at Campsa in Saturday practice. This meant he couldn't qualify, and led to the first-lap stop that ensured he was on a two-stop strategy. His race drive was solid, but never enough to get into serious contention for the points.

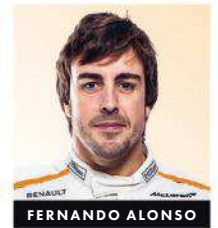
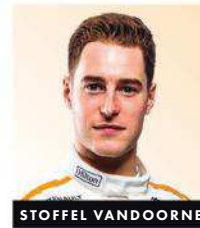
HAAS



3 Continues to infuriate as he had the pace to be right up there with Magnussen, although a qualifying off cost him downforce and contributed to the 0.159s deficit. The spin itself was forgivable, as Magnussen's wobble up ahead caused him to lose it. But keeping the rear tyres lit was idiotic.

10 Couldn't have qualified or raced better, and was strong throughout practice. Other than his wobble in Turn 3, which played a part in Grosjean's fate, and which you can't really criticise him for, he drove superbly. Was in a class of his own at the front of the midfield.

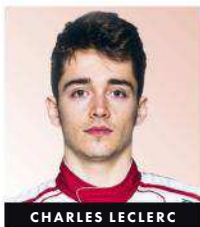
McLAREN



5 A couple of tenths slower than Alonso, any chance of a points finish was lost at the start when he ran wide at Turn 2 and didn't go around the required bollard – perhaps understandable in the heat of a race start. This cost him places and gave him a five-second penalty.

9 Going wide and off the track at Turn 3 to avoid Grosjean kept him out of trouble, but dropped him to 11th. As you'd expect, Alonso did a good job of recovering, passing Ocon – with a brilliant move around the outside – and Leclerc to take eighth. Another strong all-round performance.

SAUBER

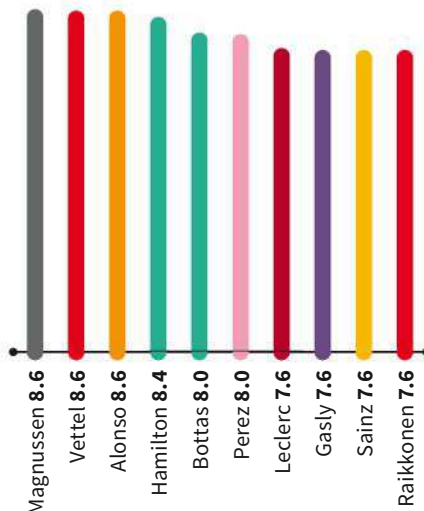


7 Didn't have the same level of pace as his team-mate, but made a decent fist of the race with a long opening stint, doing a great job to hold off the quicker Sainz after the Renault driver had stopped. But he wasn't quite able to lift himself onto the same level as Leclerc and get into the points.

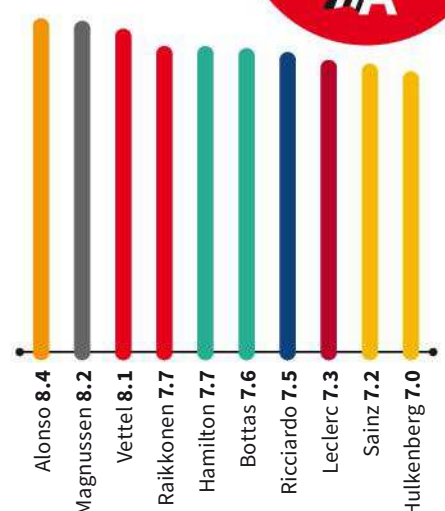
9 Leclerc is showing he's a very fast learner, adding a second consecutive points finish. Showed he has what it takes to convert a marginal points car into a top-10 finish with a very good race performance. One mark off as he would have gained a place in Q2 if he'd repeated his Q1 lap.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING AFTER ROUND 5



READERS' RATING AFTER ROUND 5



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Power gives Penske its 200th win

Will Power overcame the setbacks of the first races of the season to command the weekend and a race dominated by tyre and fuel tactics

DAVID MALSHER

Good racing drivers are often honest and self-critical. But the great ones are also self-analytical to the nth degree, so that just as they pore over data, dissecting sector times and describing their car's handling traits to their race engineers in lucid detail, so they also look at their own performances: "What could *I* have done to better *my* contribution to the performance this weekend?"

Will Power is one such driver and his Team Penske race engineer Dave Faustino loves him for it because it means he doesn't rush off chasing his tail to find a performance tweak when the majority of

the improvement can come from the driver.

The first four races of the season weren't an entire disaster for the #12 Team Penske Dallara-Chevrolet – Power fought the dominant Alex Rossi hard for the Long Beach win, and was reasonably satisfied with a runner-up finish. But what about the other three?

"It's been a terrible start to the season when you look at our results compared with how consistently fast we've been," he said after aquaplaning into a wall at the fourth round, Barber Motorsports Park. "With Andretti [Autosport], Schmidt [Peterson Motorsports] and [Dale] Coyne [Racing] in the mix up front, it's harder than ever to be consistently quick now,

but we've managed that and we're probably the only ones. But the results, man... unbelievable. They were all little mistakes that were preventable by me, so you can't call it bad luck," he concluded.

So, coming to round five on the Indianapolis Motor Speedway's 2.439-mile road course, Power wasn't taking much consolation from the "I coulda been a contender!" routine, especially not when he was languishing in 10th in the championship standings and his effervescent young team-mate Josef Newgarden was leading the points race. At a venue at which Power had won from pole position in 2015 and '17, he was no more determined than usual,



Power was relieved to take his first win of the year on Indy road course

INDY LIGHTS



Colton Herta had seen his Andretti Autosport team-mate Pato O'Ward have a decisive and winning edge at Barber Motorsports Park three weeks earlier, but at Indianapolis he fought back with a double of his own.

In qualifying, O'Ward beat him to both pole positions – the second by a mere 0.0007s – and in the two races they were both shuffled back at Turn 1, but Herta was more successful at clawing back.

In Friday's race, Victor Franzoni's Juncos car ushered both lead Andretti cars off track, allowing Belardi Auto Racing's Santi Urrutia to slip into the lead. But Herta picked off O'Ward and Aaron Telitz, Franzoni fell off, and into Turn 1 he drove around the outside of Urrutia to claim the lead and the win.

The next day, again Urrutia took the lead, but again Herta was not intimidated by the Uruguayan's vigorous attempts to defend in the closing stages as he caught back up. Down the front straight with three laps to go, Herta went to the outside of Turn 1 once more. He braked late and turned in and, although Urrutia ran him wide, Herta kept alongside, half on the grass. As he rejoined the track, Urrutia turned in across his bows, bounced off Herta's right-front wheel and spun down to fourth, Telitz and Franzoni claiming second and third.

WEEKEND WINNERS

INDY LIGHTS INDIANAPOLIS RACE 1

- 1 Colton Herta**
Andretti-Steinbrenner Racing
- 2 Santi Urrutia**
Belardi Auto Racing
- 3 Aaron Telitz**
Belardi Auto Racing

RACE 2

- 1 Colton Herta**
Andretti-Steinbrenner Racing
- 2 Aaron Telitz**
Belardi Auto Racing
- 3 Victor Franzoni**
Juncos Racing

but he was eager to get the job done.

And he did so emphatically, topping both practice sessions, qualifying on pole, and winning decisively. Yet more satisfying for Power was knowing that *he* was the difference maker this weekend. In qualifying, the next best Penske driver was Newgarden in sixth; in the race, the next best finished sixth, in the hands of IMS-only returnee Helio Castroneves.

In fact, Power's closest challenger in qualifying was ever-impressive Schmidt Peterson Motorsports rookie Robert Wickens, not even a whole tenth of a second from pole, while his team-mate James Hinchcliffe confirmed Honda-powered SPM's pace by lining up fourth. In-between was Sebastien Bourdais' Dale Coyne Racing machine, while just behind were rookie Jordan King's Ed Carpenter Racing-Chevy and Newgarden. Penske's 2016 champ Simon Pagenaud was a lukewarm seventh, just ahead of Rossi who, during practice, had looked like Andretti Autosport's only potential pole contender.

Yet the biggest disappointment was the mighty Chip Ganassi Racing operation, languishing in 15th (Ed Jones) and 18th (Scott Dixon). After two practices and qualifying in this two-day event, a radical set-up transformation was undertaken by the crew, leading to Dixon topping race warm-up and carving through the field to

finish second. Asked about the overnight changes, Dixon smiled: "Man, that's a long list! Dampers, springs, geometry, cambers... It was pretty much everything." He'd then add dolefully: "A team like ours shouldn't be as lost as we were..."

At the drop of the green flag, Power covered the inside line as he led the 24 cars the 'wrong' way down the famous pit straight. Wickens chose to tuck in behind, but Bourdais swept around the outside of the SPM car and into second. The multi-coloured swarm made it through Turn 1 successfully, but the fast-starting Takuma Sato, who'd dropped his left wheels half on the grass mid-corner, fully rejoined the track into Turn 2 and his right-front made contact with Castroneves's left-rear. It was enough to push the third silver Penske car into the fluorescent yellow stablemate of Pagenaud, who thus found himself bounced into the path of King, the man he'd passed into Turn 1. Both King and Pagenaud headed into the gravel and, while the 2016 champ hauled his way back on track, the rookie needed retrieving, so out came the full-course caution.

But not before Sato had an incident with the other ECR car, that of Spencer Pigot, who'd started ninth. Approaching the quick left-right Turns 5/6 chicane, Pigot realised he wasn't going to make it through alongside the Rahal Letterman Lanigan >>

Racing machine, tried instead to run through it, but instead launched himself over the kerbs and into the side of Sato. Ed Carpenter may have regarded this as karma for the Sato-triggered Turn 2 incident, but whatever, he'd now seen both cars start in the top 10, yet after just one lap they were running a lap down (King), and awarded a drivethrough penalty for avoidable contact (Pigot).

The restart saw Power and Wickens catch Bourdais napping – Power made good his escape, Wickens was on Bourdais' gearbox and, after some wheel-to-wheel dicing through Turns 1/2/3, the rookie went ahead. Their battle allowed Newgarden to close right up, and it took some stout defence from Bourdais to hold back the reigning champ and the fast-starting Rossi.

Meanwhile Dixon, who had started the race on the harder primary Firestones, had improved to 12th by the time he made an early first stop for the softer-compound alternate 'reds'. Two laps later, he set fastest lap of the race by around a half a second and was on a charge, so that when those ahead switched from reds to primaries, they were easy meat for the four-time champ.

Power and Wickens swiftly pulled a four-second margin on Bourdais, but ran only 1s apart – a gap that became still smaller when they encountered the chastised Pigot, who wanted to gain his lap back at the next caution period and was therefore reluctant to give way to the leaders, who inevitably then stacked up. Power and Wickens pitted together on lap 20, but while the Penske driver took on blacks – all drivers must use both tyre compounds in the race – his pursuer was now on reds. Power did what he could to stave off Wickens but, with the reds coming up to temperature more quickly, the IndyCar Series' super-rookie wouldn't stay behind for long. Down the back straight on lap 22, Power bowed to the inevitable, making a token move to protect the inside, but then tucking in behind the passing SPM car into the braking zone.



Pagenaud (22) spins into path of King and both head for gravel

"I knew he'd get me," Power said afterwards, "and then it was the hard part – not letting him build up too much of a lead. When he went onto blacks at the next stint with me on reds, I didn't want to use them too hard to catch back up. So on blacks I had to drive quali laps and keep within about five seconds."

An indicator of how good a job Power was doing was that Bourdais, on reds and still running just ahead of Newgarden, Rossi and the remarkable Mr Dixon, could not get within a second of the Australian.

Once he got off the blacks, Power ensured Wickens' mirrors were full of

silver. Onto the pit straight on lap 51 of 85, Wickens took the protective line next to the pitwall, forcing Power to go around the outside of Turn 1 under braking. But Willy P took the invite, the pair again gave each other just enough room through Turns 2/3/4, and this time the Penske driver was ahead.

That should have been it for Power – he could pull away and, when everyone stopped for another set of reds at the final stint, he'd have a comfortable margin. But that ideal scenario fell apart. The alternate-tyred Newgarden had charged onto Bourdais' tail and launched an attack to separate the Frenchman from third place. Coming into Turn 12, a wide 90-degree right-hander with high kerbs, the championship leader thought he had the momentum to outbrake the veteran. Bourdais, watching his mirrors, allowed some space for the #1 car, but Newgarden decided it wasn't going to work, mounted the kerbs to avoid Bourdais and bounced himself into a spin. And stall.

Out came the caution flags and, when the pits opened, in came everyone in tight convoy. Wickens' SPM crew was superlative, Power's merely strong, but Power emerged just half a nose ahead at pit exit. Behind them, Dixon's Ganassi crew was able to get him out ahead of Bourdais.

The problem with pitting at this point



Dixon's speed while fuel-saving enabled him to claim second place



RESULTS ROUND 5/16, INDIANAPOLIS (USA), MAY 12 (85 LAPS – 207.315 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Will Power (AUS)	Team Penske / Dallara-Chevrolet	1h49m46.1935s
2	Scott Dixon (NZ)	Chip Ganassi Racing / Dallara-Honda	+2.2443s
3	Robert Wickens (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+8.1621s
4	Sebastien Bourdais (F)	Dale Coyne Racing / Dallara-Honda	+8.7293s
5	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+11.7462s
6	Helio Castroneves (BR)	Team Penske / Dallara-Chevrolet	+14.3860s
7	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+15.3368s
8	Simon Pagenaud (F)	Team Penske / Dallara-Chevrolet	+17.2354s
9	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+18.0987s
10	Takuma Sato (J)	Rahal Letterman Lanigan Racing / Dallara-Honda	+23.1137s
11	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+24.2632s
12	Zachary Claman DeMelo (CDN)	Dale Coyne Racing / Dallara-Honda	+30.0421s
13	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	+37.4374s
14	Tony Kanaan (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+41.3456s
15	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+41.6927s
16	Max Chilton (GB)	Carlin / Dallara-Chevrolet	+42.8434s
17	Gabby Chaves (CO)	Harding Racing / Dallara-Chevrolet	+45.0983s
18	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+53.1086s
19	Kyle Kaiser (USA)	Juncos Racing / Dallara-Chevrolet	+58.1755s
20	Charlie Kimball (USA)	Carlin / Dallara-Chevrolet	+1m11.7538s
21	Matheus Leist (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+1m17.9918s
22	Ed Jones (UAE)	Chip Ganassi Racing / Dallara-Honda	-1 lap
23	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	-1 lap
24	Jordan King (GB)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps

was that they would get the green on lap 60, with 25 to go, and no-one quick had yet gone more than 23 laps without needing fuel. Wickens, lacking significant fuel-saving practice, was uncertain in these circumstances, and a lap after the restart he gave way to Dixon, always brilliant at going quickly while saving fuel.

The Honda engine had been rumoured to be more economical than the Chevrolet this year, and maybe it still is, but Dixon could only stalk Power from around 1s in arrears, as they went full lean, expertly disengaged the clutch early at the end of straights, but compensated by carrying higher speeds through the turns. By the time the chequered flag flew, Power had eked out his lead to 2.2s, and Dixon was a further 6s up on Wickens.

Nonetheless, Wickens could again be proud of his weekend's work, earning a second podium and holding off the always-aggressive Rossi throughout the last stint. When the 2016 Indy 500 winner ran dry on the last lap, he conceded fourth to Bourdais but coasted home ahead of Castroneves.

On the top step of the podium, Power looked tired, relieved and eventually proud to have scored Penske's 200th victory. By the following afternoon, he was back into preparation mode as he seeks to win the team's 201st in just two weeks' time. *W*

Winner's average speed
113.318mph.

Fastest lap Dixon
1m10.5687s, 124.423mph.

Q3 1 Power 1m09.8182s;
2 **Wickens** 1m09.9052s;
3 **Bourdais** 1m09.9449s;
4 **Hinchcliffe** 1m10.0858s;
5 **King** 1m10.1326s;
6 **Newgarden** 1m10.7276s.

Q2 Wickens 1m09.8481s;
King 1m09.8879s;
Power 1m09.9156s;
Hinchcliffe 1m09.9570s;

Bourdais 1m09.9973s;
Newgarden 1m10.0067s;
7 **Pagenaud** 1m10.0382s;
8 **Rossi** 1m10.1062s;
9 **Pigot** 1m10.1601s;
10 **Castroneves**
1m10.1847s;
11 **Sato** 1m10.1979s;
12 **Kanaan** 1m10.3592s.

Q1 - GROUP 1
Bourdais 1m09.5510s;
Power 1m09.8557s;
Pagenaud 1m09.8982s;
Kanaan 1m10.0379s;
Sato 1m10.0492s;

Rossi 1m10.0596s;
14 **Andretti** 1m10.1044s;
16 **Chilton** 1m10.2113s;
18 **Dixon** 1m10.3221s;
20 **Veach** 1m10.3371s;
22 **Chaves** 1m10.5066s;
24 **Kaiser** 1m10.7394s.

Q1 - GROUP 2
Wickens 1m09.5215s;
Hinchcliffe 1m09.8244s;
Pigot 1m09.8647s;
King 1m09.8735s;
Newgarden 1m10.0768s;
Castroneves 1m10.0825s;
13 **Hunter-Reay**

1m10.0985s;
15 **Jones** 1m10.2859s;
17 **Rahal** 1m10.3605s;
19 **Claman DeMelo**
1m10.5064s;
21 **Leist** 1m10.6425s;
23 **Kimball** 1m10.7784s.

CHAMPIONSHIP
1 **Newgarden** 178;
2 **Rossi** 176; 3 **Bourdais** 152;
4 **Dixon** 147; 5 **Hinchcliffe**
144; 6 **Rahal** 142; 7 **Power**
135; 8 **Wickens** 133;
9 **Hunter-Reay** 125;
10 **Andretti** 105.

Aron's half-points, but no half-measures

The Estonian street-circuit maestro was on form for Pau Grand Prix victory, but even he was partially denied by the gloomy weather

MARCUS SIMMONS



The delightful quirkiness of the Pau Grand Prix continues. For last weekend's 77th running, the press conferences were moved into the side room of a shop selling household ornaments and furniture, conservative clothing and plant-pot holders. On the wall next to the stage? A pear-shaped mirror – yours for €395. Which was appropriate, for the weekend went pear-shaped for nearly every driver, and then it did so for the race itself.

The opening round of the final Formula 3 European Championship climaxed with Estonian talent Ralf Aron winning the historic Pau GP, a result that should have propelled him into the points lead. That it didn't is because a downpour of rain resulted in the truncation of the race after just eight laps of competitive action. Only half-points were awarded, meaning that second-race winner and local hero Sacha Fenestraz – the

Renault F1 junior entering his rookie season of F3 as the reigning Formula Renault Eurocup champion – stands atop the table.

On a weekend that everyone had already disregarded in offering any clues as to who will fight out the F3 title – Pau is random, after all – the weather conditions ensured it was even more unreliable as a performance indicator. But Prema Powerteam returnee Aron – back for a third year in the category after a season 'abroad' at Hitech GP – was always eyed as a dark horse.

His Pau GP victory, however, hadn't looked likely, despite the previous day pulling off the best move of the weekend – a breathtaking outside move on Dan Ticktum at Virage de la Gare, via minor contact, following a safety car restart. This had allowed him to take second place behind Prema team-mate Guan Yu Zhou in the opening race.

That had happened in the dry, but then the rain that had been forecast materialised

on Saturday afternoon, and turned the Pau weekend decidedly soggy in time for second qualifying, which decides the grid for the second and third races. Prema missed the set-up window, its drivers reporting no grip. On Sunday morning team boss Rene Rosin reported that the Italian team still hadn't worked out the problem, feeling it could be tyre pressures. Of the squad's quintet of drivers, only impressive rookie Marcus Armstrong had figured in the top 10 on the grid for race two. But somehow, on the second-best times that decide the line-up for the finale – the Pau GP itself – Aron had pulled out a lap good enough for third.

He lined up behind the Hitech GP duo of poleman Enaam Ahmed, the young Brit one of the star turns on his debut Euro F3 weekend, and Alex Palou. But when Palou stalled from an out-of-position start (for which he earned a drivethrough penalty) and Ahmed got wheelspin, Aron rocketed



Aron leads Ahmed and Daruvala behind the terminal safety car

FIA F3/SUE

into the lead even before the first kink, and could not be caught. "I had a big-time horrific start," said Ahmed. "I dropped the clutch too early and got a ton of wheelspin. Ralf seemed to have a lot more confidence than I did. As I got confident I got closer, and as it got wetter it seemed to suit my car more. But if you'd told me I'd put it on pole and finish second in the Pau Grand Prix, I'd have told you to piss off really!"

Aron didn't put a wheel wrong for eight laps until the safety car appeared. Armstrong had endured a bump with Ticktum at Gare on the opening lap, which in turn caused the Kiwi to ding the barrier, and this damaged his steering column. Ferdinand Habsburg got a run on him down the start-finish straight, only for Armstrong's steering to break completely, sending him into the barrier and giving Habsburg no chance of avoidance. The incredibly swift Pau marshals sorted the wreckage quickly, >>

HITECH TRIO FROM DISASTER TO PODIUMS



Ahmed celebrates Pau GP runner-up, as Aron applauds

It's a long way from BRDC British F3 at Snetterton to being asked to have your photo taken with a beret-clad spectator at the Pau Grand Prix, but Ben Hingeley took it all on his stride and was one of the surprises of the weekend in the shadow of the Pyrenees.

The whole Hitech GP team performed well – few had expected Enam Ahmed and Alex Palou to lock out the front row for the Pau GP, or Hingeley to take a third-row slot for race two. Even fewer expected this after free practice. Ahmed lost a lot of running with a battery problem, Palou with a downshift glitch. And then all three tore off their left-front corners in FP2 shunts – Ahmed while on an in-lap.

They bounced back, Ahmed defeating Palou in a scrap for sixth in the dry opening race after an opportunist move at the Lycee hairpin – even though he

was on maximum lock, the sheepish Brit effectively squeezed Palou onto the pavement, temporarily costing the Spaniard a place to Jehan Daruvala.

But wet qualifying was where they excelled. Ahmed scored GP pole and a second-row start for race two; Palou was twice on the front row. Hingeley – his Q1 foiled when he was one of the few not to use a second set of tyres – was this time hurt because he used a second set. They took too long to get up to temperature in the cold conditions, and a surefire pole contender only got in one decent lap.

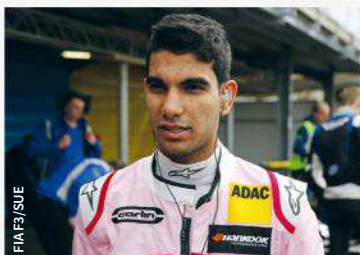
"I said to myself I'd put it on pole or die trying," said Ahmed, "and in the first part I almost did put it in the wall. But I don't find this place as scary in the wet as Knockhill or Oulton Park. We race so much in the UK in the wet – me and Ben were able to get on the pace much quicker."



Palou was on form, after dodgy start to weekend

FIA F3/SUE

IN SUSPENSE



Jehan Daruvala finished 30 out of 30 European F3 races in his rookie season in 2017, but by the end of Saturday his tally was zero out of one.

Just like Lando Norris last year, who was cruising to Pau GP victory, Carlin man Daruvala hit the kerb at the Foch chicane in the opening race, the left-front suspension failed, and he clanged into the barrier. Exactly the same thing had happened to Mick Schumacher (below) early in Friday qualifying – Schumacher’s FP2 time was unbeaten all weekend, but this shunt, together with Prema’s collective wet Q2 woe, left the German out of contention in all three races.

“They’re [the suspensions] breaking too much,” said Daruvala (above). “They have to sort this out. It’s just the luck of the draw – it doesn’t matter how much kerb you use. But there’s no point being disappointed. There’s nothing the team can do. It’s not my fault; it’s not their fault. It shouldn’t be happening.”

Anthony ‘Boyo’ Hieatt of Dallara spares supplier Formula Merchants, the sister company to Double R Racing, said the culprit part – the pushrod – is the same as has been used since 2012. He brought 20 to Pau, and had already run out by Saturday lunchtime, when it started raining...

Carlin was one team that asked the FIA if there was anything it could do to modify the part, but was declined – and the squad reckoned it was unlikely to be the only one that raised the question. The increase in power from new engines in 2014, plus the heavier ‘17 aero and safety kit and its increased downforce, may have played their parts in putting more stress on the components.



Fenestraz leads Scherer (13). Ahmed locks up; Hingeley (77) will clip him

but during the time behind the safety car the rain had turned into a deluge, and conditions were totally unsafe for racing.

That was a shame for Aron – “I was ahead so for me visibility was perfect!” – who had not looked like conceding his advantage, and had to make do with half-points. A hard racer for whom this season is a crunch campaign, Aron had said earlier in the weekend how important this race was to him. He loves street circuits – he was on the podium in Pau and the Macau Grand Prix in 2017, and he also set the fastest lap ever recorded by an F3 car at the Norisring. “To get the Pau GP win is pretty special for me, but I’m a little bit bummed that I couldn’t get full points – the team deserved that,” he said. And he also said that Prema had transformed its wet set-up overnight, this also allowing Robert Schwartzman and Mick Schumacher to race up to sixth and seventh: “Yesterday we were struggling a lot with the car – actually the whole team was. But that’s why Prema is the best team in the business – overnight we can go from off the pace to winning the race.”

So that’s where it went pear-shaped for Aron, while for Ferrari Driver Academy member Zhou – whose welcome breakthrough victory in the opener was fully deserved after he beat poleman Ticktum

away from the line and soaked up pressure throughout – it was during that second qualifying session. The Shanghai racer was one of the worst-affected in the wet, and his 25 points for his win remained his only ones.

For Fenestraz, the downturn was when he took a bold decision to opt for slicks for the Pau GP. The rain wasn’t too heavy before the formation lap, and from seventh on the grid this was possibly a punt worth taking. But as they set off under the green flags, it increased in intensity and his gamble was foiled. The hopes of the partisan crowd – Fenestraz’s grandparents hailed from Pau, so he is regarded as a local hero – were dashed, especially after his superb maiden F3 win.

This was built upon a superb Ahmed-denying final lap in wet qualifying. Carlin team-mate Nikita Troitskiy had thumped the wall at the Pont Oscar left-hander and was trying to get back to the pits, and Fenestraz caught him as they got to the Foch chicane. Troitskiy steered off line to give him room, and Fenestraz said he had to back off briefly to make enough room. The lap still gave him pole by 0.003s. On the other side of the Carlin awning, Jehan Daruvala was rueing catching Keyvan Andres on the last part of the lap. According to the Indian, up to that point he was looking good for pole – and in turn the penultimate lap that ended up being



To Pau: China in your hand. Zhou took first F3 win in opening race

his quickest would have been the fastest second-best tour of anyone, and he would have ended up on pole for the Pau GP...

Fenestraz's win was the best race of the trio. First he had to brush off a first-corner challenge from Ahmed, who then sailed wide because it was damp off-line and had a minor bump with team-mate Ben Hingeley. Then he endured frantic pressure from Motopark's spectacular rookie Fabio Scherer.

The Swiss was quick for much of the weekend, making contact with many of the barriers – but not session-terminating contact. "I really like difficult conditions and for sure I'm not scared about anything!" he grinned. He missed the peak of his tyres in dry qualifying – no disgrace for a rookie, even Aron did that – but his flamboyance in the wet rewarded him with two second-row starts. For half of the second race he put the heat on Fenestraz, especially when a small shower made the leader's life very difficult in judging track conditions.

Then came the crunch. Palou had a look up the inside into the Lycee hairpin, Scherer darted to the inside and blocked his path, but that carried his left-front wheel over the right-rear of Fenestraz, who had already turned in. Fenestraz was nervous about the bump, but all was well. Scherer pushed on with damage to his left-front suspension, before dropping it big-time at Foch – all four corners were damaged – and allowing Palou up to second and Armstrong to third.

Scherer – fourth behind Daruvala in the Pau GP – led the Motopark attack once Ticktum's weekend had gone off the rails. The Red Bull Junior took a superb pole for the first race, but at the start "I preloaded the clutch too much. As soon as I came off the clutch I got wheelspin." That allowed Zhou in front, and then Aron swept past to demote Ticktum to third with his majestic move.

In second qualifying, Ticktum had provisionally put himself on the front row despite broken brake bias, but then scooted down the escape road at Gare, costing him the last two laps and plummeting him to fifth- and third-row starts for Sunday. He was given a black-and-orange flag for a loose headrest in the second race, but at least took fifth in the GP.

And for Ticktum's fellow Macau GP hero Habsburg, it was the most pear-shaped weekend of all. He went quickest in FP1, before his brand-new VW engine cried enough on his FP2 in-lap – the Carlin mechanics changed it, but he copped a 10-place grid penalty for race one. Third in qualifying led to 13th on the grid and 11th in the race, before he was given a 20s time penalty and two licence penalty points for passing Scherer too early at the end of a full-course yellow. He then just wasn't happy in the wet Q2, and his weekend finished with that Armstrong shunt. Incredibly, he scored no points.

At least the Austrian archduke would be able to afford that €395 mirror. ❄

RESULTS ROUND 1/10, PAU (F), MAY 12-13 (24 LAPS – 41.160 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Guan Yu Zhou (PRC)	Prema Powerteam / Dallara-Mercedes F315	34m45.458s
2	Ralf Aron (EST)	Prema Powerteam / Dallara-Mercedes F317	+0.588s
3	Dan Ticktum (GB)	Motopark / Dallara-Volkswagen F318	+0.943s
4	Sacha Fenestraz (F)	Carlin / Dallara-Volkswagen F317	+1.791s
5	Marcus Armstrong (NZ)	Prema Powerteam / Dallara-Mercedes F317	+2.980s
6	Enaam Ahmed (GB)	Hitech Grand Prix / Dallara-Mercedes F315	+3.689s
7	Alex Palou (E)	Hitech Grand Prix / Dallara-Mercedes F315	+3.964s
8	Robert Schwartzman (RUS)	Prema Powerteam / Dallara-Mercedes F314	+5.116s
9	Marino Sato (J)	Motopark / Dallara-Volkswagen F314	+6.470s
10	Juri Vips (EST)	Motopark / Dallara-Volkswagen F315	+6.900s
11	Fabio Scherer (CH)	Motopark / Dallara-Volkswagen F316	+7.839s
12	Jonathan Aberdein (ZA)	Motopark / Dallara-Volkswagen F315	+8.572s
13	Julian Hanes (D)	Ma-con / Dallara-Volkswagen F312	+9.990s
14	Nikita Troitskiy (RUS)	Carlin / Dallara-Volkswagen F315	+10.273s
15	Mick Schumacher (D)	Prema Powerteam / Dallara-Mercedes F318	+10.690s
16	Artem Petrov (RUS)	Van Amersfoort Racing / Dallara-Mercedes F316	+11.347s
17	Ferdinand Habsburg (A)	Carlin / Dallara-Volkswagen F317	+27.410s
R	Keyvan Andres (D)	Van Amersfoort Racing / Dallara-Mercedes F317	16 laps-accident
R	Sebastian Fernandez (VU)	Motopark / Dallara-Volkswagen F314	15 laps-stopped
R	Jehan Daruvala (IND)	Carlin / Dallara-Volkswagen F315	13 laps-accident
R	Ameya Vaidyanathan (IND)	Carlin / Dallara-Volkswagen F316	8 laps-accident
R	Ben Hingeley (GB)	Hitech Grand Prix / Dallara-Mercedes F316	5 laps-suspension
R	Devlin DeFrancesco (CDN)	Carlin / Dallara-Volkswagen F312	2 laps-clutch

Winner's average speed

71.051mph. **Fastest lap** Aron 1m10.982s, 86.979mph.

Q1 - GROUP A

2 Zhou 1m10.022s;
3 Aron 1m10.061s;
5 Fenestraz 1m10.191s;
7 Daruvala 1m10.304s;
9 Armstrong 1m10.324s;
11 Scherer 1m10.534s;
14 Andres 1m10.806s;
16 Hingeley 1m10.909s;
18 Schumacher 1m11.093s;
20 Fernandez 1m11.127s;
22 Troitskiy 1m11.199s;
23 Petrov 1m11.458s.

WEEKEND WINNERS

FORMULA RENAULT NEC PAU

- 1 Alex Peroni MP Motorsport
- 2 Christian Lundgaard MP Motorsport
- 3 Logan Sargeant R-ace GP

RACE 2

- 1 Alex Peroni MP Motorsport
- 2 Christian Lundgaard MP Motorsport
- 3 Logan Sargeant R-ace GP

Q1 - GROUP B

1 Ticktum 1m10.013s;
4 Schwartzman 1m10.223s;
6 Palou 1m10.356s;
8 Ahmed 1m10.357s;
10 Sato 1m10.365s;
12 Vips 1m10.423s;
13 Habsburg 1m10.208s*;
15 Aberdein 1m10.605s;
17 DeFrancesco 1m11.178s;
19 Hanes 1m11.276s;
21 Vaidyanathan 1m11.873s.

RACE 2

(27 LAPS – 46.305 MILES)
1 Fenestraz 34m30.035s;
2 Palou +3.032s;
3 Armstrong +8.069s;
4 Hingeley +12.612s;
5 Ahmed +12.977s;
6 Daruvala +13.731s;
7 Hanes +21.293s;
8 Aron +21.815s;
9 Schwartzman +22.295s;
10 Schumacher +22.907s;
11 Habsburg +23.256s;
12 Zhou +24.530s;
13 Troitskiy +25.921s;
14 Andres +26.358s;
15 Fernandez +29.540s;
16 Vaidyanathan +40.378s;
17 Vips +41.266s; 18 Sato +50.579s; 19 Aberdein 24 laps-stopped; R Scherer 16 laps-accident; R Ticktum 7 laps-loose headrest; R DeFrancesco 4 laps-accident; R Petrov 4 laps-accident.
Winner's average speed 80.528mph.

Fastest lap Palou

1m10.377s, 87.726mph.

Q2 - GROUP A

1 Fenestraz 1m23.620s;
3 Ahmed 1m23.623s;
5 Hingeley 1m23.912s;
7 Daruvala 1m24.101s;
9 Aberdein 1m24.181s;
11 Aron 1m24.359s;
13 Schwartzman 1m24.462s;
15 Troitskiy 1m24.511s;
17 Andres 1m25.794s;
19 Vips 1m27.239s;
23 Petrov 1m29.626s.

Q2 - GROUP B

2 Palou 1m25.104s;
4 Scherer 1m25.592s;
6 Armstrong 1m25.649s;
8 Hanes 1m25.786s;
10 Ticktum 1m25.811s;
12 Habsburg 1m26.339s;
14 Sato 1m26.395s; 16 Zhou 1m26.395s; 18 Schumacher 1m26.739s; 20 Fernandez 1m27.345s; 21 DeFrancesco 1m28.250s; 22 Vaidyanathan 1m29.665s*. * Grid penalty.

RACE 3

(11 LAPS – 18.865 MILES)
1 Aron 18m42.164s; 2 Ahmed +1.051s; 3 Daruvala +2.130s; 4 Scherer +2.768s; 5 Ticktum +4.904s; 6 Schwartzman +5.839s; 7 Schumacher +6.769s; 8 Aberdein +8.378s; 9 Hingeley +10.481s; 10 Sato +11.599s;

11 Troitskiy +12.731s;
12 Vips +13.625s;
13 Zhou +14.810s;
14 Andres +15.749s;
15 Petrov +16.270s;
16 Vaidyanathan +17.731s;
17 Fernandez +19.332s;
18 Hanes +20.740s;
19 Palou +23.142s;
20 Fenestraz +24.763s;
R Armstrong 7 laps-accident; R Habsburg 7 laps-accident; R DeFrancesco 3 laps-suspension.

Winner's average speed

60.520mph. **Fastest lap** Aron 1m23.670s, 73.789mph.

GRID FOR RACE 3

- 1 Ahmed; 2 Palou; 3 Aron;
- 4 Scherer; 5 Daruvala;
- 6 Ticktum; 7 Fenestraz;
- 8 Armstrong; 9 Aberdein;
- 10 Sato; 11 Schwartzman;
- 12 Schumacher;
- 13 Hingeley; 14 Habsburg;
- 15 Troitskiy; 16 Hanes;
- 17 Andres; 18 Zhou;
- 19 Vips; 20 Fernandez;
- 21 DeFrancesco; 22 Vaidyanathan; 23 Petrov.

CHAMPIONSHIP

- 1 Fenestraz 37; 2 Aron 34.5;
- 3 Ahmed 27; 4 Zhou 25;
- 5 Armstrong 25; 6 Palou 24;
- 7 Ticktum 20; 8 Daruvala 15.5; 9 Hingeley 13;
- 10 Schwartzman 10.

WORLD OF SPORT



Russell wins while losing his bottle

FORMULA 2
BARCELONA (E)
MAY 12-13
ROUND 3/12

George Russell is on fire, and neither an errant water bottle nor the consequent investigation and fine from the stewards for his ART Grand Prix team could douse the Mercedes Formula 1 junior's heat.

A fourth in the reversed-grid race was "as good as it could have been" starting from eighth, but his first feature-race victory was masterful. It edges him closer to a genuine title showdown with early frontrunners Lando Norris and Alexander Albon.

For Albon, now confirmed with DAMS for the rest of the season after completing

the first two races without a long-term deal, a second pole position in as many qualifying sessions promised much for the feature encounter. But even a clutch-software upgrade for the troublesome F2 2018 couldn't help the Thai-British driver. Instead, it actually hindered him. One of the new sensors installed was faulty and Albon believed he was "lucky" just to get off the line. The result was that Nyck de Vries took the lead, but he would be prey for Russell.

The Brit believed the car he'd qualified fourth was "the hardest car I've driven in my whole racing career" and, with a tweak that went back towards ART's base set-up, he looked much more comfortable. After a first-lap virtual safety car, Russell was into the lead on lap six, wresting it from the

Prema Racing car of McLaren Formula 1 junior de Vries. Then another VSC – one of four in the race – arrived, and that's when Russell ejected the water bottle, which had come loose and obstructed his movement, onto the grass between Turns 4 and 5. It left a €3000-sized hole in ART's bank account, and a penalty point on Russell's licence.

"I managed to rip it off and I stored it between my legs for three laps – I planned to keep it there until the pitstop and throw it out at a safe time," he explained. "But when I saw the opportunity of the virtual safety car, I thought it was a good and safe opportunity to get rid of it."

From there, it looked to go awry. De Vries summoned pace from his back pocket, and closed in to fight. Russell admitted to being nervous – the last time the two fought for the lead, a late lunge and lock-up by de Vries at Turn 1 in Baku had pushed Russell off the track and to the back of the field.

There was no doubt the move would come, and it did with two laps to go. Like a racing kayak, de Vries's car went sailing down the inside at Turn 5. Russell merely opened the door, waited for de Vries to run wide, and then continued on his way.

A brilliant podium went to the eighth-starting Norris. He gambled on softs to start the race and should have been quicker in the early running, but was actually slower than the frontrunning drivers on mediums.

But once Carlin bolted the mediums onto Norris's car, his pace was astounding. So much so that he closed on the soft-shod



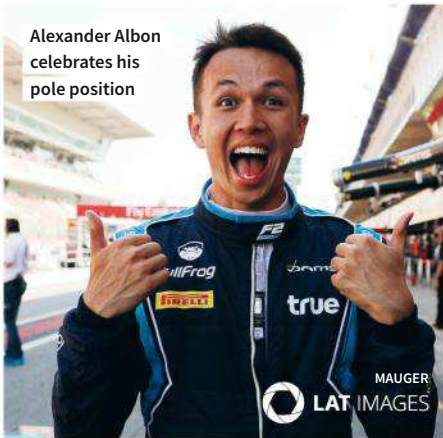
Norris charged onto a podium in feature race

Norris's championship lead has slipped but he still took podiums in both races



Russell claimed the win after a tough battle with de Vries

MAUGER LAT IMAGES



Alexander Albon celebrates his pole position

MAUGER LAT IMAGES

Russell and de Vries in the closing stages, and almost passed de Vries at Turn 10.

Norris had struggled in Baku, and he hasn't won since the Bahrain opener – although a bad weekend for him usually ends in bagging all-important points in true champion fashion. The same can't always be said of his rivals.

Campos Racing's Luca Ghiotto couldn't hold Norris at bay after starting from third, but did head the recovering Albon.

If Russell was strong, some praise must go to ART, which ended the weekend with two wins after Jack Aitken steered the sister machine to the sprint race win.

Aitken's charge in the feature race was hindered by a poor start, and a too-early undercut that meant his tyres went off late on. But in the sprint he combined searing pace with a fortuitous VSC that gave him a lead of over 10s. A safety car eradicated that, and a small error at Turn 5 allowed Albon to close in, but that was the only chance anyone had. The Renault junior was off and not to be beaten. It was redemption, after stalling in three of the first five races and suffering bad starts in the other two.

Norris followed Albon home, while early challenger Sergio Sette Camara's hopes were doused when his car shut down and the fire extinguisher went off just as he'd been passed for fourth by Russell. It follows running out of fuel in Baku, and one of F2's most consistent drivers now languishes 34 points off leader Norris.

JACK BENYON

RESULTS BARCELONA (E), MAY 12-13, RACE 1 (36 LAPS – 104.051 MILES)

POS	DRIVER	TEAM	TIME
1	George Russell (GB)	ART Grand Prix	1h02m58.902s
2	Nyck de Vries (NL)	Prema Racing	+1.036s
3	Lando Norris (GB)	Carlin	+1.760s
4	Luca Ghiotto (I)	Campos Racing	+5.714s
5	Alexander Albon (T)	DAMS	+6.098s
6	Jack Aitken (GB)	ART Grand Prix	+8.214s
7	Sergio Sette Camara (BR)	Carlin	+9.830s
8	Artem Markelov (RUS)	Russian Time	+20.857s
9	Tadasuke Makino (J)	Russian Time	+23.950s
10	Antonio Fuoco (I)	Charouz Racing System	+25.289s
11	Nirei Fukuzumi (J)	Arden International	+29.150s
12	Roy Nissany (IL)	Campos Racing	+36.719s
13	Roberto Merhi (E)	MP Motorsport	+58.771s
14	Nicholas Latifi (CDN)	DAMS	-1 lap
R	Sean Gelael (RI)	Prema Racing	27 laps-accident
R	Louis Deletraz (CH)	Charouz Racing System	27 laps-accident
R	Arjun Maini (IND)	Trident	10 laps-accident
R	Ralph Boschung (CH)	MP Motorsport	5 laps-accident
R	Maximilian Gunther (D)	Arden International	0 laps-spun off
NS	Santino Ferrucci (USA)	Trident	technical

Winner's average speed 99.125mph. Fastest lap Latifi 1m30.039s, 115.649mph.

QUALIFYING 1 Albon 1m28.142s; 2 de Vries 1m28.369s; 3 Ghiotto 1m28.400s; 4 Russell 1m28.524s; 5 Aitken 1m28.579s; 6 Latifi 1m28.605s; 7 Makino 1m28.620s; 8 Norris 1m28.923s; 9 Boschung 1m28.970s; 10 Merhi 1m29.081s; 11 Fuoco 1m29.130s; 12 Deletraz 1m29.136s; 13 Gunther 1m29.143s; 14 Sette Camara 1m29.256s; 15 Nissany 1m29.284s; 16 Gelael 1m29.307s; 17 Fukuzumi 1m29.376s; 18 Maini 1m29.407s; 19 Markelov 1m29.585s; 20 Ferrucci 1m30.440s.

RACE 2 (26 LAPS – 75.126 MILES)

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed. Deletraz given grid penalty and started 20th.

1 Aitken 45m21.511s; 2 Albon +1.550s; 3 Norris +2.864s; 4 Russell +8.106s; 5 Ghiotto +11.109s; 6 Gelael +13.702s; 7 Fuoco +14.837s; 8 Latifi +28.678s; 9 Markelov +29.065s; 10 Deletraz +29.437s; 11 Ferrucci +30.996s; 12 Gunther +32.428s; 13 Maini +33.236s; 14 Nissany +35.672s; R Merhi 22 laps-lost power; R Boschung 20 laps-puncture; R Sette Camara 12 laps-car shut down/extinguisher; R Makino 4 laps-accident; R Fukuzumi 4 laps-accident; R de Vries 1 lap-accident damage.

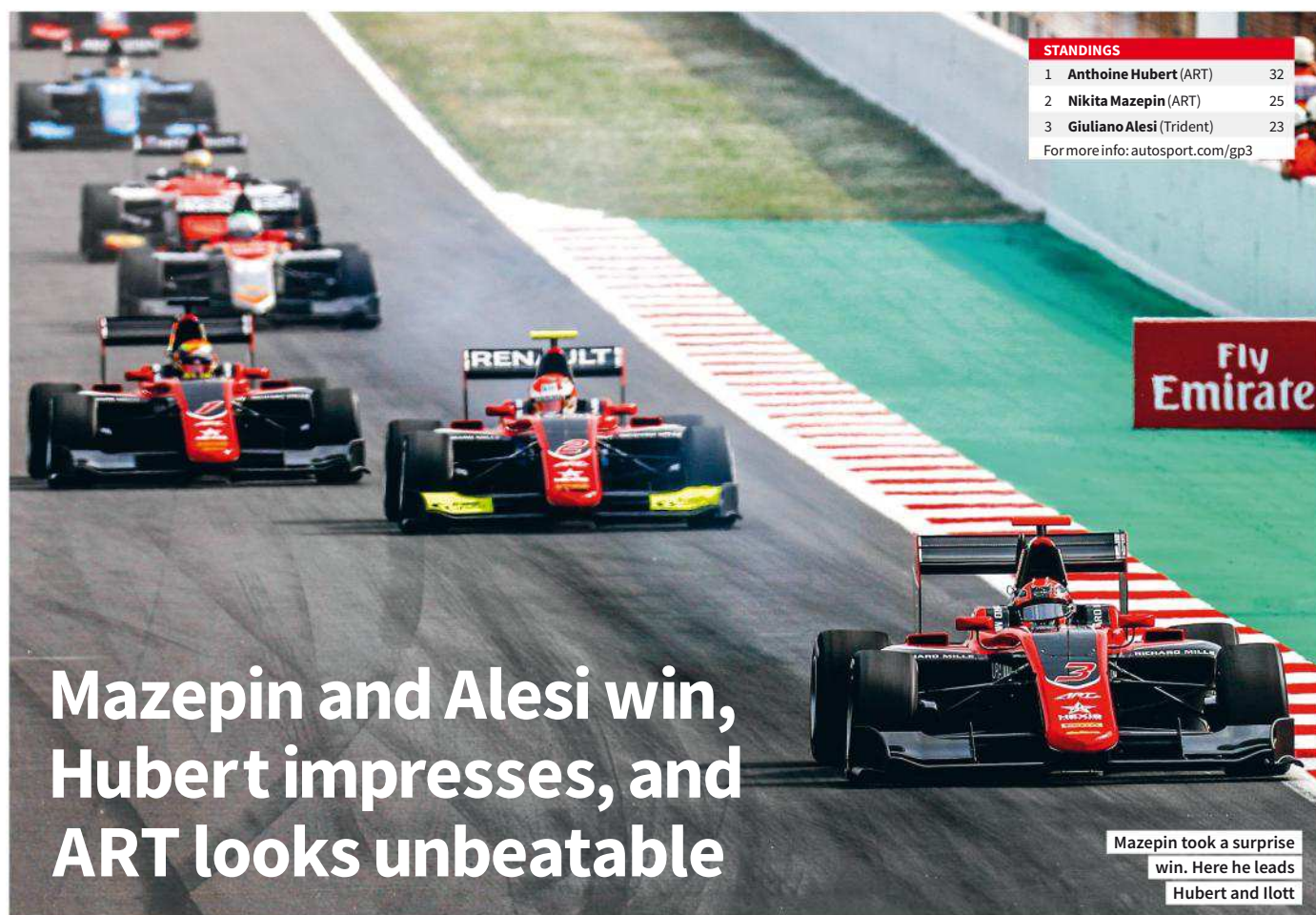
Winner's average speed 99.376mph. Fastest lap Russell 1m30.987s, 114.444mph.

CHAMPIONSHIP 1 Norris 80; 2 Albon 67; 3 Russell 62; 4 de Vries 46; 5 Sette Camara 46; 6 Aitken 43; 7 Markelov 34; 8 Ghiotto 22; 9 Latifi 21; 10 Fuoco 20.



Aitken instantly built a monster lead in Sunday's sprint race

PORTLOCK LAT IMAGES



Mazepin and Alesi win, Hubert impresses, and ART looks unbeatable

GP3
BARCELONA (E)
MAY 12-13
ROUND 1/9

It was a strong weekend in Spain for Anthoine Hubert. OK, he didn't win a race, but a series of small victories added up to the championship lead, as ART Grand Prix's domination of GP3 continued.

On Friday afternoon it appeared change was afoot. Leonardo Pulcini got the best lap of the later runners in qualifying and stuck his Campos Racing car on pole, the first non-ART driver at the head of the order since Barcelona in 2016. That wasn't in the script. Could France's superteam be beaten?

No, of course not. It was false hope for inter-team battles.

Pulcini squandered his start, and Russian ART driver Nikita Mazepin stormed to an early lead. Behind, Ferrari junior Callum



Ilott and Hubert duelled in an ART 1-2-3.

With 11 laps to go, though, it looked to all be going wrong for the Frenchman as Ilott found a way by. Announced as a Renault Sport-affiliated driver on Saturday morning, Hubert's race seemed to be falling apart. There's pressure on him this year as he's returning with ART after taking fourth in last year's standings and, with the Renault badge, there's added expectation.

But it was all a ruse.

Ilott began to struggle with tyres later on, and it was clear that Hubert had pulled off a tactical masterstroke. He looked to have retreated after losing the spot, but he was carefully managing his tyres. He attacked again late on and made an easy DRS-assisted move at Turn 1 that got the job done, and Hubert was now up into second.

Hubert also delivered the moment of the weekend in race two, with an overtaking move that couldn't have been more different.

After overnight rain, it continued to pour on Sunday morning, and all but Will Palmer near the back of the grid took wets as the rain eased, but the track was certainly wet.

Hubert started seventh, but was second at the end of the first lap and exuded sheer confidence with a move around the outside of poleman Juan Manuel Correa at Turn 12, a long right-hander with little room for manoeuvre. It was a great move, but still it wasn't to be Hubert's first GP3 win.

Giuliano Alesi jumped into an early

advantage, having fought off Jenzer teammates Correa and David Beckmann. Alesi managed the race beautifully, setting a string of fastest laps towards the end to put victory beyond all doubt, after an affair that brought out multiple safety cars.

Jake Hughes made up 10 spots to seal the final podium spot, after struggling with tyres. He couldn't switch on the fronts in qualifying for the feature race, and in the race his tyres suffered "100% wear", which neither ART nor Hughes could explain. But the problem didn't appear to be of Hughes's doing and the performance on Sunday gave something back to his crew.

The question is beyond all doubt then. ART is still well and truly title favourite. But we're not much closer to working out which driver is the favourite. Mazepin's dominance from the front was supreme in the feature, and the ease with which he won does not bode well for his team-mates. He managed his Pirellis at the first time of asking to take a win on his debut. But he was lacklustre in the wet, tarnishing the result slightly.

What we did learn was that, although MP Motorsport impressed on its debut, Jenzer had pace with Correa and Beckmann, and Trident with Alesi and Pulcini, none of them are ready to challenge ART in races. And if they do, words will be eaten.

To put it in context, ART leads the teams' championship by 59 points, after one round.

JACK BENYON

Ammermuller 'flawless' in Spanish win

PORSCHE SUPERCUP
BARCELONA (E)
MAY 13
ROUND 1/9

The Porsche Supercup is not often the most action-packed part of the Formula 1 bill, and safety cars can go one way or another. They can punctuate what entertainment there is on show, or they can ignite a procession. The mid-race safety car in the season opener at Barcelona (sort of) did the latter.

Poleman Michael Ammermuller, the reigning champion, held the lead at the start as Jaap van Lagen leapt from fourth to second, displacing the slow-moving Florian Latorre off the line and boldly toughing it out around the outside of Julien Andlauer at Turn 1.

The safety car came out immediately, thanks to Philipp Sager's car getting beached in the gravel, but a lap later it disappeared. Van Lagen kept Ammermuller in his sights initially before the lead



stretched just north of a second. Then the process repeated itself: safety car, van Lagen closed up, green flag, Ammermuller eased clear.

There was no further interruption for Ammermuller, who van Lagen described as "flawless", so the main interest became van Lagen's attempts to keep Dylan Pereira at bay. Pereira began his stealthy rise to third, after starting eighth, by vaulting Larry ten Voorde and Latorre on the opening lap. He held sixth for a couple of laps after the restart, and then in one magical tour got ahead of Mattia Drudi, Nick Yelloly and

Andlauer in a fierce scrap that included an epic wheel-to-wheel dice with Andlauer through the Turn 10 hairpin.

Pereira took advantage of the second safety car (caused by Stephane Denoual) to latch on to van Lagen's tail. For the final four laps they crossed the line just a couple of tenths apart, but the wily van Lagen kept 20-year-old Pereira at bay.

Ten Voorde shuffled Yelloly back to sixth late on, while Drudi – who briefly held fourth in that intense fight behind the podium finishers – was pushed back to 10th.

SCOTT MITCHELL

Vergne's unusual hat-trick

EUROPEAN LE MANS SERIES
MONZA (I)
MAY 13
ROUND 2/6

Jean-Eric Vergne is a man with the Midas touch at present. Not only has he extended his Formula E points lead with victory in Paris and swept aside the World Endurance Championship LMP2 regulars at Spa, the Frenchman made it three wins in as many series on his European Le Mans Series debut at Monza, but this time he left the heavy lifting to his G-Drive Racing team-mates.

The race was already well in hand by the time Vergne climbed aboard the TDS Racing-entered ORECA for the final hour, thanks to good pace from Roman Rusinov and Andrea Pizzitola, who had shared with Alex Imperatori at the Paul Ricard opener due to Vergne's FE campaign.

The trio proved an instant hit in the WEC and showed their intentions for Le Mans again in Italy by leading 84 of 124 laps. In a race blighted by four safety cars, the team's only scare came in the third hour when the two off-sequence United Autosports Ligiers were erroneously

waved past the pace car after staying out under the final caution period. Race control promptly resolved the error and Pizzitola wasted no time getting back to a lead that Vergne held to the end, elevating Rusinov/Pizzitola to the points lead.

Loic Duval, Matthieu Vaxiviere and Francois Perrodo came from the back of the LMP2 grid after a technical infraction in qualifying to complete a TDS Racing one-two. Vaxiviere narrowly held off a charging Paul-Loup Chatin in the IDEC Sport ORECA he shared with reigning champion Memo Rojas and Paul Lafargue.

Late drama decided the outcome in LMP3, as a puncture for Sean Rayhall and John Falb in the final 10 minutes handed Giorgio Mondini and Kay van Berlo victory for EuroInternational.

Matt Griffin, Aaron Scott and Duncan Cameron (Spirit of Race Ferrari 488) rebounded from their round one retirement to dominate GTE, defeating the Proton Competition Porsche 911 RSR of Marc Lieb, Marvin Dienst and Christian Ried.

The next round at the Red Bull Ring is not until July, with Le Mans the next target on the G-Drive/TDS hit list.

WEEKEND WINNERS

GP3

BARCELONA

Race 1 Nikita Mazepin

ART Grand Prix

Race 2 Giuliano Alesi

Trident

PORSCHE SUPERCUP

BARCELONA

Michael Ammermuller

Lechner Racing

ELMS

MONZA

LMP2

Roman Rusinov/Andrea Pizzitola/

Jean-Eric Vergne

G-Drive Racing/TDS

ORECA-Gibson 07

LMP3

Giorgio Mondini/Kay van Berlo

EuroInternational

Ligier-Nissan JSP3

GTE

Duncan Cameron/Matt Griffin/Aaron Scott

Spirit of Race

Ferrari 488 GTE



STANDINGS

1	Yvan Muller (Hyundai)	137
2	Gabriele Tarquini (Hyundai)	118
3	Thed Bjork (Hyundai)	112

For more info: autosport.com/wtcr

WTCR

NURBURGRING

Race 1 Yvan Muller
YMR Hyundai
i30 N TCR

Race 2 Esteban Guerrieri
Munnich Motorsport
Honda Civic
Type R TCR

Race 3 Thed Bjork
YMR Hyundai

Muller keeps Bjork,
Huff and Michelisz
at bay in race one

Comeback king Muller stakes title claim

WTCR
NURBURGRING (D)
MAY 10-12
ROUND 3 / 10

Thed Bjork's third-race WTCR world cup win gave the 2017 World Touring Car champion the victory his dominance at the Nurburgring Nordschleife deserved, and Esteban Guerrieri's triumph in the reversed-grid encounter provided the Argentinian foundations to kickstart his season, but it was the weekend's first winner whose performance in Germany fired the most ominous of warning shots.

Three podiums from the first two rounds of 2018 could hardly have been considered an underachievement, but Yvan Muller's display on the Nordschleife was at another level. Whether it was his determined charge off the line in the first race to take the lead at Turn 1, his 'brake-testing' of Frederic Vervisch in race two or the way he brusquely muscled aside Norbert Michelisz in Saturday's finale, the characteristics that made Muller a four-time WTCC champion were plain for all to see once again.

Muller's race-one launch gave him the edge on polesitter Bjork into the first complex and, although he never shook off the chasing pack comprising Bjork, Rob Huff and Michelisz, he would not be unseated from the lead. Muller

brought his Hyundai home, after three laps of the 15.77-mile circuit on Thursday evening, to score his YMR team's first victory on the world stage and his first World Touring Car win since the 2016 Motegi WTCC round.

Fourth in race two and a further podium meant the Frenchman ended the weekend the highest scorer, thrusting him into the drivers' points lead, although that ascent was boosted by Gabriele Tarquini enduring a disastrous event.

After salvaging seventh in qualifying for Thursday's opener, the erstwhile points leader was overzealous at the start and turned the Munnich Motorsport Honda Civic of Guerrieri around on the exit of the Grand Prix loop's Turns 1/2 complex. Tarquini's BRC Hyundai was able to continue without issue, but his race was over before the end of lap one when he overshot the Hohenrain Schikane before the start/finish straight and clattered the barrier.

If Thursday was bad, Saturday was a nightmare. Tarquini had run in the points in race two, but a tap from Gordon Shedden as the Briton tried to squeeze his WRT Audi past sent the Hyundai spearing off, barrier-bound again. Stranded until the end of the race in the Adenau forest, Tarquini had no hope of starting the final event and left Germany empty handed.

As for Muller's stablemate, Bjork righted

his previous wrong in race three, holding the lead into Turn 1 from the weekend's surprise package: Vervisch and his Comtoy Racing Audi. Pre-event Balance of Performance changes meant the Audi was no longer the heaviest car, and the RS3 LMS was always likely to perform well thanks to its slippery shape, but Vervisch's showing was still a headturner, even with his previous Nordschleife outings in (rear-wheel-drive) GT3 machinery in mind.

Third place in race two, which he grabbed with a late pass on Muller before Tiergarten, was just reward, and the Belgian could well have won the finale had he been able to keep his car alongside Bjork's on the run to Valvoline Kurve after some panel bashing exiting Turn 2, but Bjork stretched his legs thereafter to score his first win in close to a year.

But Muller was still the star. He said before the season that he hoped his World Touring Car comeback only lasts one year, but neither the deadpan nature of that utterance nor his insistence that he was more concerned with his duties as YMR team owner convinced many that he would not be back in the game to win. Any doubts about his commitment should have been eliminated by his Nordschleife weekend, and replaced by anxiety about what World Touring Cars' Godfather is capable of next.

JACK COZENS



STANDINGS

- 1 **Johan Kristoffersson** (VW Polo) 75
- 2 **Sebastien Loeb** (Peugeot 208) 66
- 3 **Petter Solberg** (VW Polo) 65

For more info: autosport.com/wrx

McKLEIN

Loeb flies to Belgian success for Peugeot

WORLD RALLYCROSS

METTET (B)

MAY 12-13

ROUND 3 / 12

Sebastien Loeb ended a 19-month winless run in the World Rallycross Championship for himself and the Peugeot team by claiming his second career victory at Mettet.

Loeb took advantage of the grippier side of the Belgian circuit as polesitter Johan

Kristoffersson, on the slippery asphalt, had a slower getaway and fell into the clutches of those behind. While Loeb took the lead, points leader Kristoffersson was forced into the inside barrier at the entry to Turn 1, his PSRX Volkswagen Polo getting pitched onto two wheels. The only thing that kept the reigning champion's car the right way up was leaning on team-mate Petter Solberg's sister VW, and he exited the first corner behind the Peugeots of Loeb and Timmy

Hansen, who had fought back from being spun at the first corner of semi-final two.

Solberg was the first to take his joker, and passed Kristoffersson on track after the Swede had taken the extra route on lap two. Solberg also leapfrogged Hansen for second when he jokered later in the race.

Kristoffersson fell to fifth when Mattias Ekstrom took his joker lap on the final tour, the EKS Audi emerging ahead in fourth.

HAL RIDGE

Harvick's win intensifies Ford dominance debate

NASCAR CUP

KANSAS (USA)

MAY 12

ROUND 12 / 36

"It's pretty evident that the Fords have an unfair advantage this year, so I'll just throw that out there," said Toyota's reigning champion Martin Truex Jr after defeat in the NASCAR Cup series race at Kansas.

Penske Ford man Joey Logano, who finished third, looked across and couldn't resist a dig: "Boy, how the tides have turned and you don't like it."

"How does it feel?" retorted Truex.

"How does it feel? Not as good as the #4 [of winner Kevin Harvick], I can tell you that much," was Logano's final barb.

Once again the topic of manufacturer dominance returned to NASCAR, but this time it's Ford, not Toyota, getting the criticism as Harvick took his fifth, and Ford's seventh, of the season.

Harvick had been third late in the race, running behind the duelling Ryan Blaney and Kyle Larson with 31 laps of the 267 remaining.

Larson's Chevrolet had led until the first incident-induced caution caused by contact between Alex Bowman and Daniel Suarez, allowing Harvick to squeeze by on the restart as Blaney and Larson made contact and forced the Penske man into retirement.

Six drivers opted not to stop for fresh tyres during the resulting caution period with 20 laps to go, but Harvick stopped for four tyres and dropped to eighth place. He then regained his momentum when Hendrick Motorsports driver William Byron slid into Harvick's Stewart-Haas Ford team-mate Clint Bowyer and triggered a seven-car pile-up. Harvick then pulled off a late pass on Truex to score a win that got on the Furniture Row Racing driver's nerves.

WEEKEND WINNERS

WORLD RALLYCROSS

METTET

Sebastien Loeb

Team Peugeot Total Peugeot 208

NASCAR CUP

KANSAS

Kevin Harvick (below)

Stewart-Haas Racing Ford Fusion

NASCAR TRUCKS

KANSAS

Noah Gragson

Kyle Busch Motorsports Toyota Tundra





Makowiecki (left) defeated Christodoulou in hard-fought late-race showdown

Porsche pips Mercedes in 24-hour shootout

NURBURGRING 24 HOURS MAY 12-13

Although Porsche scored its 12th Nurburgring 24 Hours victory on a weekend where it clearly had the measure of its opposition, the eventual triumph of the #912 Manthey Racing 911 GT3-R was anything but straightforward.

Nick Tandy, Richard Lietz, Patrick Pilet and Frederic Makowiecki seemed to have a mountain to climb virtually from the start when they suffered a puncture that forced Pilet to do an extra lap of the Grand Prix loop and left them three minutes down.

But as several other frontrunners came a cropper – including the sister #911 Manthey machine, which dropped out in the night

when Romain Dumas slid on oil into the barriers – the speed of the #912 crew steadily brought them back into the fray.

By the early hours of the morning, it was nip and tuck between them and the Black Falcon Mercedes AMG-GT3 driven by Maro Engel, Adam Christodoulou, Manuel Metzger and Dirk Muller, which had enjoyed a virtually flawless run.

When the #912 was hit with a 3m32s stop-and-go penalty for failing to respect a Code 60 slow zone, it looked like the Black Falcon squad had done enough for a third Nurburgring triumph. But then the famous Eifel weather reset the fight.

Thunderstorms hit the Nordschleife in the early hours of the morning, but it was the arrival of fog after sunrise that

ultimately changed the face of the contest. With three and a half hours left on the clock – when the #4 Mercedes of Christodoulou had an advantage of five minutes – the race was red-flagged as visibility worsened.

Christodoulou was the only driver to have crossed the startline when racing was stopped, but the standings were rolled back a lap for the restart, putting the #912 car of Makowiecki right on the British driver's tail for the final 90-minute showdown.

When racing resumed, Makowiecki put the pressure on, clearly going for broke as the two leaders streaked away from the rest of the field. Christodoulou held firm for two laps, but it was clear that he was only delaying the inevitable.

As the pair started their third green-flag lap, Christodoulou defended the inside line going into Turn 1, but Makowiecki went around the outside, cut underneath the Mercedes and got the better drive out of the corner. Christodoulou half-spun on the exit, and was lucky not to damage his car when he kissed the left-side barrier. Undeterred, Christodoulou caught back up to Makowiecki's tail that same lap, helped by the Frenchman making a mistake at the Karussell, only to then aquaplane off at Galgenkopf and hit the barriers once again. That was when the Briton conceded defeat.

"I was pushing at the limit and beyond," said Christodoulou. "I wanted to win the thing so much, but in the end he [Makowiecki] was too quick. After the



Black Falcon Mercedes had to settle for second after a strong run

DAMLERAG



Tandy added to his Le Mans, Daytona, Sebring and Petit Le Mans successes



The weather played havoc and gave the Porsche crew a chance

contact with the barrier, I had to just bring it home because it was getting dangerous out there.”

That left Makowiecki to reel off the remaining laps and take the flag 26 seconds clear, delivering Manthey its sixth triumph and its first since 2011.

“When we got the penalty, [I believed] it was difficult for us to win,” said Makowiecki. “But we got the chance with the red flag to reset the race, and when you have this opportunity you can’t leave it. That’s why I’m really proud about what we did.”

Behind the lead pair, another frenetic battle for the bottom step of the podium was won by the Black Falcon Mercedes of Yelmer Buurman, Luca Stolz, Jan Seyffarth and Thomas Jager. Buurman seemed to have blown his chances when he spun off on the GP loop at the restart, but he caught up and passed both the sister #6 Black Falcon Merc of Hubert Haupt and the #7 Aston Martin of Maxime Martin to grab third.

Another lap down in sixth was the best of the Audis, the Land Motorsport Audi R8, which could have been in the lead fight without a crash for Kelvin van der Linde at Hohe Acht just after the 18-hour mark.

BMW suffered an even more wretched weekend than Audi, its best finisher being the Walkenhorst M6 GT3 that came 13th, four laps down. Both ROWE Racing cars had frontrunning pace but had been eliminated by sunrise with mechanical issues.

JAMIE KLEIN

TOP 10 RESULTS NURBURGRING 24 HOURS, MAY 12-13 (135 LAPS – 2128.94 MILES)

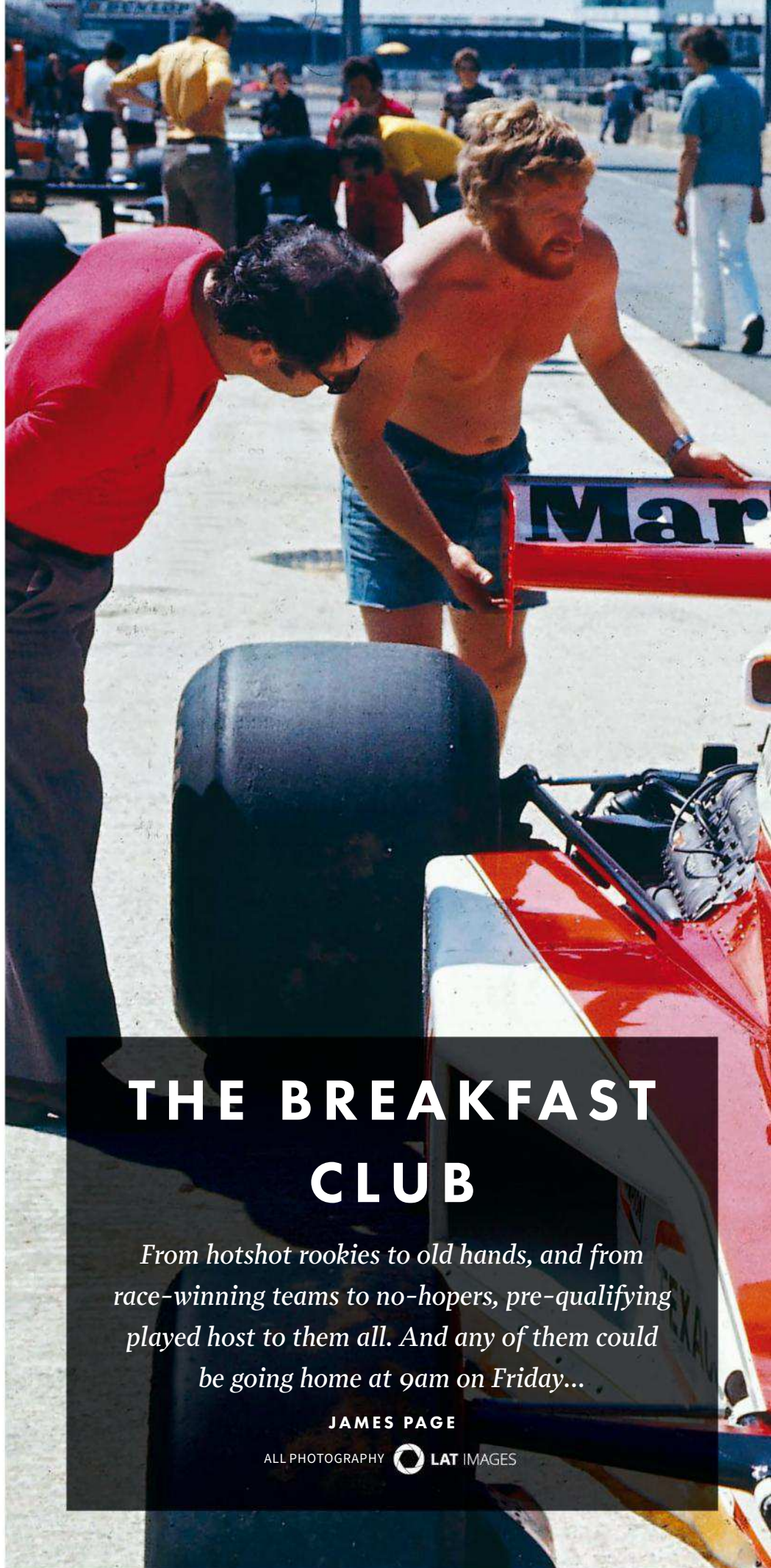
POS	DRIVERS	CAR	TIME
1	Richard Lietz/Patrick Pilet/Frederic Makowiecki/Nick Tandy	Porsche 911 GT3-R	24h00m09.010s
2	Maro Engel/Adam Christodoulou/Manuel Metzger/Dirk Muller	Mercedes-AMG GT3	+26.413s
3	Yelmer Buurman/Thomas Jager/Jan Seyffarth/Luca Stolz	Mercedes-AMG GT3	+10m23.367s
4	Maxime Martin/Marco Sorensen/Nick Thiim/Darren Turner	Aston Martin Vantage GT3	-1 lap
5	Hubert Haupt/Nico Bastian/Erik Johansson/Gabriele Piana	Mercedes-AMG GT3	-1 lap
6	Christopher Mies/Kelvin van der Linde/Sheldon van der Linde/Rene Rast	Audi R8 LMS	-2 laps
7	Christopher Haase/Frank Stippler/Frederic Vervisch/Nico Muller	Audi R8 LMS	-2 laps
8	Georg Weiss/Oliver Kainz/Jochen Krumbach/Christian Menzel	Ferrari 488 GT3	-3 laps
9	Klaus Bachler/Sven Muller/Martin Ragginger/Dirk Werner	Porsche 911 GT3-R	-3 laps
10	Kenneth Heyer/Sebastian Asch/Edward Sandstrom/Tristan Vautier	Mercedes-AMG GT3	-3 laps



World Endurance-crewed Aston Martin narrowly missed podium

INSIGHT

PRE-QUALIFYING RETROSPECTIVE



THE BREAKFAST CLUB

From hotshot rookies to old hands, and from race-winning teams to no-hoppers, pre-qualifying played host to them all. And any of them could be going home at 9am on Friday...

JAMES PAGE

ALL PHOTOGRAPHY  LAT IMAGES



Gilles Villeneuve made it through pre-qualifying for his F1 debut at the 1977 British GP



Guy Edwards failed to pre-qualify for 1977 British GP in BRM



There's a slight pause before Stefan Johansson answers. This is a man who raced for Ferrari and McLaren, who won at Le Mans and Sebring, and who ran his own teams in the States. In 1989, though, he joined Onyx for its debut season in Formula 1, and that meant being plunged into the unforgiving, unpredictable world of pre-qualifying. "I'm getting shivers just thinking about it," he says. "Nothing that I've done in motor racing comes close to the pressure, not even qualifying for the Indy 500. You'd arrive at 6.30am and you'd just be growling at everyone. You were like a caged animal waiting to go out."

It was a brutal system: one hour on Friday morning to determine not whether you'd be allowed into the race, but simply whether you'd be allowed into qualifying itself. A single mistake from the driver, or a mechanical problem with the car, and that could be it: your weekend was over before it had begun.

Throughout 1989, in particular, the margins between hero and zero were tiny. In Monaco, Brabham's Martin Brundle claimed the final pre-qualifying spot by 0.021 seconds – he went on to qualify fourth and finish sixth. In Canada, however, he was eliminated at the last moment by Alex Caffi, whose Scuderia Italia Dallara started its flying lap just five seconds before the chequered flag came out. In Germany, Michele Alboreto's Larrousse pipped Yannick Dalmas's AGS by 0.001s...

"If you made it through, Friday was always complete junk because your brain was fried," says Johansson. "If you didn't, Bernie would clear your stuff out and you were gone!"



Brundle finished sixth at Monaco in '89

All this by 9am on the first day of practice. Welcome to Formula 1.

Pre-qualifying was a necessity born of a very simple problem – too many people wanted to go grand prix racing. It wasn't a new problem, either. As early as 1974, there was conflict between the Constructors' Association and the governing body, which at that point was the CSI. The former, in effect, was making the sport a 'closed shop'. Led by Bernie Ecclestone, it offered a package to race promoters that enabled it to do the best deals for its limited membership. The CSI, meanwhile, preferred F1 to be open to anyone who wanted to turn up and have a go.

Before that year's British Grand Prix at Brands Hatch, for which a huge entry had been received, there was talk of allowing those who'd scored world championship points straight into the main practice sessions. The rest would have to pre-qualify. In the end, they let everyone take part, with the fastest 25 going through to the race.

For the same meeting three years later, however, a pre-qualifying session was needed. Fourteen cars were going for five available spots at Silverstone, with Gilles Villeneuve topping the timesheets on his debut in a McLaren M23. The system returned at certain races in 1978: future world champion Keke Rosberg was in his debut season with Theodore, but had to take an early bath at Long Beach, Monaco, Spain and Italy.

With the smaller grid dictated by the confines of Monaco, pre-qualifying was used in the Principality in 1979 and '80, but during '82 it was needed at five races in all. After that, the number of entrants dropped to more manageable levels until '88, when Scuderia Italia and Rial entered F1 with a single car apiece and EuroBrun turned up with two. And after dipping its toe in the water during the previous season, Coloni was returning for a full campaign – all of which meant that there were 31 cars. With only 30 able to take part in qualifying proper, the first free-practice session on Friday doubled as pre-qualifying in order to get rid of the slowest runner.

Scuderia Italia's car wasn't ready for the opening round in Rio, so it turned up with a modified Formula 3000 chassis. Its driver, Caffi, predictably failed to make the cut. He did so again in Canada, but the most regular fall guy was Gabriele Tarquini, whose Coloni missed out in Detroit, France, Britain, Germany, Spain and Japan.

"I was young and this was my big opportunity," recalls Caffi. "In Italian F3, it was normal to have perhaps 60 cars, then you'd have heats and a final. So I was quite experienced with that. For sure, it was not the ideal conditions, but you had to prove that you could do it."

For 1989, the situation became even more intense when 20 teams signed up for the championship, which led to the addition of a dedicated pre-qualifying session ahead of Friday practice. "It was difficult because it was not 'real' qualifying," says Caffi. "With that,



Keke Rosberg didn't make it to qualifying proper four times in '78 season



Onyx was one of 20 teams that signed up for F1 season in '89

you had time to prepare during free practice, both yourself and the car. With pre-qualifying, it was just one hour. You couldn't have any problems – it was like a lottery.”

The numbers are faintly surreal to a 2018 audience – a total of 47 drivers took part in grand prix weekends during the season, with 39 cars going for 26 grid positions. The top four from pre-qualifying went through, and the 13 who were forced to take part included those who'd been the least successful during the previous season, plus those who were either new to the grid (Onyx, for example) or returning to it after a year's absence (Brabham). Scuderia Italia, meanwhile, fielded a second car that would also have to take part. Caffi was not impressed when he discovered that he'd be returning to pre-qualifying while his new team-mate, Andrea de Cesaris, was spared the agony.

This was by no means the flotsam and jetsam of the paddock, either. “In 1989, the top cars in pre-qualifying were capable of being in the top 10 on the grid,” says Caffi. “In Brazil we had a technical problem, but we

“IN 1989, THE TOP CARS IN PRE-QUALIFYING WERE CAPABLE OF MAKING THE TOP 10 ON THE GRID”

knew we had a quick car.” He proved that point in Monaco by finishing fourth, and ran as high as second in Phoenix. He was lying fifth when he came up to lap de Cesaris, who promptly put him into the wall. By the time of the mid-season reshuffle following the British Grand Prix, they'd scored enough points to escape pre-qualifying.

“The second half of the season was probably my best in Formula 1,” says Caffi. “It wasn't that the pressure had been taken away, because the pressure in Formula 1 is always high. But it was nice not to have to get out of bed at 5am!”

Brabham, too, had done enough, but while Stefano Modena pre-qualified every time, it had been more of a rollercoaster ride for team-mate Brundle. After failing to make the cut in Canada and France, he got through in Britain, where he was characteristically honest in his assessment of the previous few weeks: “I don't know what it is – I'm driving like an old tart, frankly. You get a bit overaggressive. We had some good results, then a couple of non-pre-qualifiers and you start

to overdrive the car. You need to take your head outside the car, look back in and see what you're doing wrong. I certainly need to do that.”

Johansson pre-qualified for the first time in Mexico. Despite later finishing fifth in France, the vagaries of the system meant Onyx wasn't promoted at mid-season. Instead, Christian Danner's fourth place in Phoenix meant Rial beat the team to it. It didn't matter that Danner's team-mate Volker Weidler had never come close to pre-qualifying – Onyx endured another half-season of the Friday morning bunfight.

In a somewhat bizarre conclusion to the year, Johansson failed to pre-qualify in three of the last four races. At the one in which he did make it, though, he finished on the podium.

“I usually went well in Portugal,” he remembers, “but that was the first time I got to really plan the race. We'd had problems in a couple of pre-qualifying sessions, but I always felt that if I could qualify 10th or 12th, I had a chance. I was always a better racer than qualifier.

“I started on medium tyres – Bs or Cs, whatever they were called then – and the plan was to run on that one set. I put a heat cycle through them in practice, then put them aside. Everyone else stopped, and it just really worked out for us. When I finished, there was no rubber on the front tyres – they were down to the canvas.”

Sadly, the Onyx adventure unravelled during 1990, but there was still enough demand for pre-qualifying to remain part of a Grand Prix weekend. Throughout the first half of the season, the Larrousse pairing of Aguri Suzuki and Eric Bernard was generally quickest, and showed well enough to be promoted at mid-season. Their place was taken by the two Ligiers, proving that not even famous names from the past were immune from pre-qualifying.

In 1991, two years after his Scuderia Italia team-mate Caffi had been forced to go through the ordeal, de Cesaris found himself having to get up early on a Friday when he joined the new Jordan team alongside Bertrand Gachot. The Belgian driver had been at Onyx in '89 with Johansson, so he knew all about pre-qualifying.

“Andrea was excellent,” recalls Gary Anderson, Jordan's chief designer. “He was very experienced, which was a huge asset because all the circuits were new to us. And he put all that experience to good use too – he never forgot anything. There were no simulators then, so you had to go with a gut feel for set-up. Bertrand was excellent, too, but he was trying to prove a point a bit more, and overdrove the car sometimes. That led to a few more errors.”

The sublime 191 was comfortably quick enough to get through, and only in the opening round at Phoenix did either Jordan fail to do so – an engine sensor on de Cesaris's car worked loose and the team ran out of time to sort it. But that's not to say that it was all plain sailing. >>



TOP OF THE FLOPS

THE TEAMS THAT FAILED TO MAKE THE GRADE

For every pre-qualifier who was capable of running in the top six come Sunday afternoon, there was always at least one who never had a chance of progressing further than Friday. In 1989, Aguri Suzuki failed to pre-qualify at all 16 races. By Hockenheim, the ninth round, the desperation was starting to show. In a few memorable seconds, Suzuki clipped Piercarlo Ghinzani's Osella while overtaking it on the pit straight, then buried his Zakspeed into the barriers at the first corner, narrowly missing team-mate Bernd Schneider as he did so.

But surely the most memorable

**"IN 1989,
AGURI SUZUKI
FAILED TO PRE-
QUALIFY AT
ALL 16 RACES"**

also-rans were the 1990 Life and the 1992 Andrea Moda. The former used a ridiculously complex W12 engine that produced a maximum of 480bhp, when the likes of Honda and Renault were getting almost 700bhp. The car was heavy and unreliable, too, never completing more than eight laps at a time.

At Phoenix, Gary Brabham – son of three-time world champion Jack – was 35 seconds slower than the fastest pre-qualifier. After only two races, he'd had enough and veteran Bruno Giacomelli was drafted in to replace him. The Italian team's best effort came in Monaco, where Giacomelli got to within 14 seconds of Eric Bernard's benchmark time. Had it been qualifying proper, the Life would have been 20 seconds slower than Ayrton Senna's pole-position lap.

Everywhere else, the gap was even bigger – especially on fast circuits. Take Hockenheim, for

instance, where Giacomelli was 25 seconds from Philippe Alliot's Ligier, which topped pre-qualifying. And at Monza, Olivier Grouillard's Osella was fastest on Friday morning with a lap of 1m26.947s. Giacomelli could manage only 1m55.244s...

The Modenese team finally switched to a Judd powerplant in time for the Portuguese and Spanish Grands Prix, but without success. It decided against travelling to Japan and Australia for the last two races of the season.

Andrea Moda was founded when Italian shoe designer Andrea Sassetti bought Coloni. His original drivers were Alex Caffi and Enrico Bertaggia, but both were fired after criticising the team, which had been excluded in South Africa for not paying its \$100,000 deposit and didn't run in Mexico because the cars weren't ready. Perry McCarthy and Roberto Moreno were on board for the third round in Brazil.

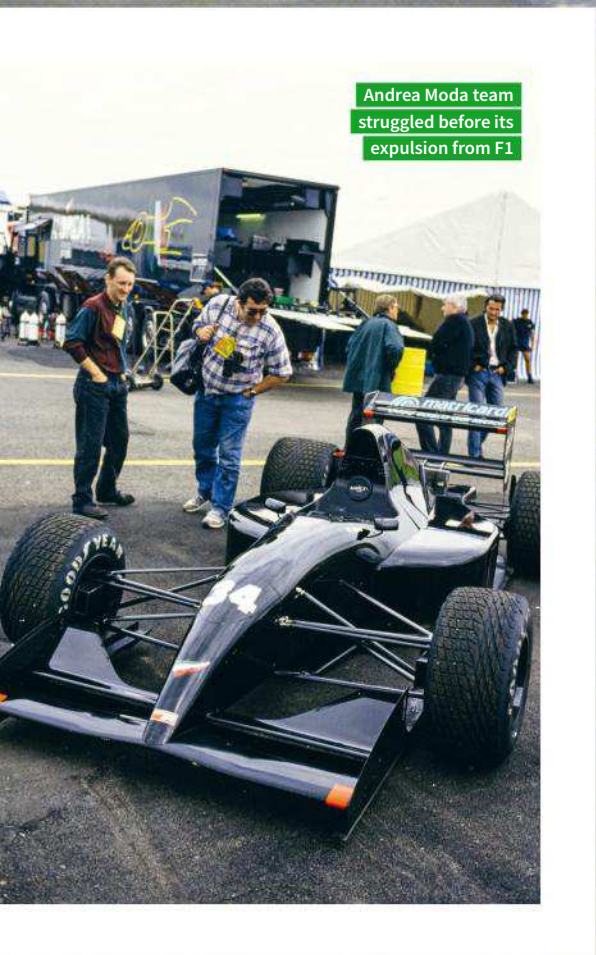
Moreno somehow managed to get onto the grid in Monaco, but McCarthy's position was compromised when FISA prevented Sassetti from putting Bertaggia, who'd returned with \$1m in sponsorship, back in the second car.

In Spain, McCarthy – who wasn't being paid and covered his air fares by working for a travel company – barely made it out of the pitlane before the engine stopped. At Silverstone, he was sent out on wet tyres despite the track being bone-dry. In Hungary, the team didn't get him out until 45 seconds before the end of pre-qualifying, meaning that he had no chance of posting a flying lap.

A smaller field at Spa meant that both Andrea Modas were promoted straight into qualifying, but neither made it to the grid. Sassetti was arrested in the paddock for alleged fraud, and his team was thrown out of F1.



Jordan was quick but team still felt pressure



Andrea Moda team struggled before its expulsion from F1

“We were on Goodyears and the other pre-qualifiers were on Pirellis,” recalls Anderson. “The Goodyears were useless at the beginning of the hour when the track was dirty, and whereas Pirelli would take the tyres, clean them up and send them out again, the Goodyears were ‘one-hit wonders’. You had to wait until the last five minutes – the later the better, because the track was getting faster all the time. You tried to get a lock on it with 10 minutes to go, but it meant there was a lot of pressure on the team.”

The drivers, too. Throughout the pre-qualifying era, there was no second chance, so they simply had to get out there and post a time, whatever the conditions. “The track would always be half-damp,” says Johansson, “the conditions were always shit. And it was green because no-one else had gone out. The last five minutes were vital because the track just got quicker and quicker.”

“At Spa [in 1988] there was fog everywhere,” recalls Caffi. “At the top of the hill, I didn’t know where to brake because I couldn’t see! It was more like a stage on the Monte Carlo Rally. And it was the same if it was wet in some parts of the circuit but not others. You just had to get on with it.”

It was stressful, it was exciting, it was unpredictable, but by 1993 it was gone. Only 13 teams arrived at Kyalami for that year’s South African Grand Prix, and all 26 cars started the race. By the middle of the decade, Ecclestone’s ‘closed shop’ was becoming a reality. It wasn’t long before new entrants were having to pay a \$48million deposit to enter F1, and a limit of 12 teams was imposed. The opportunity for a small squad to get into the sport on a tight budget and be competitive against the established names – in the way that Scuderia Italia, Onyx and Jordan had been able to – had all but disappeared. By having to get through pre-qualifying and then qualifying, they’d had to prove that they were good enough, but at least they were able to give it a try.

“Now, you’ve got 10 teams and they’re guaranteed a start,” says Anderson. “Back then, you had pre-qualifying, then after Saturday another four cars went home! Having that process of elimination showed that the best 26 cars from the entry of 36 – or whatever it was – went racing. It was a tough time, and points only went down to sixth. So, even if you got through to the race, you could finish seventh and go home with nothing.”

“The world has changed,” says Caffi. “Now it’s 20 cars, and to have more is very difficult. From my point of view, it’s another sport entirely. Formula 1 is very technical, but the world is very technical. It wouldn’t be possible to have Formula 1 like we had in today’s world. And when I was young, I met people like Niki Lauda and Clay Regazzoni – they said the same about my era as people do about this one! Teams like Scuderia Italia, EuroBrun, Coloni – they wouldn’t happen now, which is sad. I have great memories, but you can’t go back.”

“Of the 20 today, 10 are damn good but there might be teams out there who could do better than the other 10,” concludes Anderson. “But they’ll never be found unless there’s a way of getting in the door. It costs so much money now – knocking on the door of £100million. You can’t have them spending that much and then packing up at 9am on Friday...” ❄

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DRIVERS FURIOUS WITH 'DANGEROUS' SAFETY CAR CALL

NATIONAL FF1600

The British Racing & Sports Car Club has issued an apology to National Formula Ford 1600 drivers after the safety car was left stationary beyond a blind crest during the latest round of the championship.

The safety car was scrambled on the

first lap of the third race at Knockhill last weekend after Matt Round-Garrido stopped on the inside of the first corner. Drivers reported seeing no yellow flags or safety car boards until they encountered the pace car.

Its location – out of the drivers' eyeline until they had passed over the crest –

Swift upgrades SEAT gearbox

TCR UK

TCR UK driver Carl Swift was forced to miss the Knockhill races last weekend after delays in receiving a sequential gearbox.

Swift was one of two entries in the DSG Trophy, for those with a direct-shift gearbox, in the season opener at Silverstone, but wanted to upgrade his SEAT Cupra.

"It's a shame, the new gearbox just arrived too late," said Swift, who will now compete with the Maximum Motorsport squad. "It was supposed to be here from Spain last week [over a week before Knockhill] but we didn't get it until Tuesday."

Swift said the choice was made for him because the only other DSG entrant, Stewart Lines, is converting to the sequential 'box.

"The DSG Trophy is all well and good if there's five or so cars battling for it, but when

there's two cars fighting at the back of the field and you're not far enough back to be in a different class, it makes you look like you're not very good," he said.

Swift's absence meant the grid dropped to 11 cars at Knockhill – down from 13 at Silverstone – as Super GT racer Sean Walkinshaw made his TCR UK debut.

Walkinshaw, son of ex-Formula 1 team boss Tom, stood in for his team's regular driver Howard Fuller for the Scottish round, having never previously driven a front-wheel-drive car. The team had to miss the practice session after a wishbone breakage during Friday's test session.

Despite this, Walkinshaw took his Honda Civic FK2 to a fifth place in race one before claiming third in the second race.

STEPHEN LICKORISH & STEPHEN BRUNSDON



prompted the field to take evasive action and chaos ensued. Championship leader Niall Murray launched over the top of Michael Eastwell's Spectrum before spearing back across the track.

Clerk of the course Peter Daly confirmed that an investigation had been completed.

Daly said: "We had a car stranded [Round-Garrido's]; we then went for the safety car and yellow flags. In hindsight they probably came out too late and the safety car had not started moving.

"We have reviewed it and it was not a good thing at all. The safety car normally comes out after the hairpin, but because it was called before the end of the first lap it was not where it should have been."

The accident prompted a furious reaction from drivers.

Sebastian Melrose, whose Graham Brunton Racing Ray GR18 narrowly avoided the safety car, was particularly critical.

"The safety car came out before the pits, on the left-hand side of the blend line, and it was stationary," he said.

"I came underneath the bridge and everyone just checked up, so I pulled over to the right and I saw the safety car in the middle of the track. I hit the brakes, locked up and went into the pitwall. I missed the safety car by half an inch."

Swift Cooper driver Luke Cooper said it was "probably the most ridiculous thing I have ever seen in racing", while Cliff

Dempsey Racing returnee Neil Maclennan, who won the restarted race, was one of the first drivers to reach the safety car and labelled its presence as "shocking, disgraceful and very dangerous".

Autosport understands the MSA steward from the event has discussed the matter with the MSA safety director and the governing body will investigate.

- Maclennan, last year's runner-up, is aiming to take part in the remainder of the season after making his comeback at Knockhill. He missed the opening round of the year at Silverstone after encountering budget problems, and will also race in the Festival at Brands Hatch.

STEPHEN BRUNDSON



**EX-MORETTI AND BELL
IMSA CAR RACES AT
SILVERSTONE IN OSS**

The Nissan NPT90 GT car piloted by Derek Bell and Gianpiero Moretti in the 1993 IMSA series ran in the OSS races at Silverstone last weekend. Matt Manderson, who borrowed the car from owner Roland Lewis, took a best result of second in the third of the weekend's races. Manderson only managed to qualify 31st for the opening race on the full GP layout, but stormed through to finish seventh by the chequered flag. He went on to finish ninth in the second race aboard the Nissan, which ran in its period livery.

Photograph by Mick Walker

Praise heaped on inaugural C1 24H race

CITROEN C1

Leading figures in British motorsport have praised the Citroen C1 Challenge following the success of its first UK 24-hour race at Rockingham.

Forty-nine cars started the round-the-clock marathon, with the Team C'est La Vie line-up of Robin Welsh, James MacIntyre-Ure, Paul Dickinson, Chris Chadwick and Matt Maxted taking victory.

Demand outweighed grid space for the 24 hours, so 32 cars competed in a three-hour, 91-lap 'overspill' race, won by the Poorboys Racing team.

Among the entries for the main event were British Touring Car Championship boss Alan Gow, World Touring Car champion Andy Priaulx and his FIA Formula 4-racing son Seb, and BTCC race winner Rob Austin.

Gow said: "This event really appealed to me from the moment I found out about it. It is a no-pressure weekend and the cars are great fun to drive. It's cost-effective and there's no reason why this can't continue to grow and be a success. I am gutted we didn't win though..."

Austin credited the series as a great way to bring people into motorsport.

"I can't imagine the number of



Forty-nine cars took part in C1 24-hour race

newcomers who were at Rockingham – what a way to start a racing career," he said. "The atmosphere was brilliant and we have already started planning our return."

Priaulx added: "I started in club racing and people are so nice, there's a lot of respect – this is everything that professional motorsport isn't and perhaps it's what top-level racing has lost."

The event attracted drivers across a broad range of experience and background.

Andre Marques, Valter Fernandez, Jose Faria, Goncalo Inacio and Frederico Pestana,

all from Portugal, finished 21st.

"We hired a van, brought the car in it by road and came on the Calais-Dover ferry," said lead driver Marques. "But we made the trip as we are hoping to set up a C1 series in Portugal with links to the UK."

Former Stock Hatch champion Ryan Bensley had his first race for six years when he shared Josh Cook's WRC1 car to fifth. And rally man Tony Clements was reunited with former navigator Andrew Balfour as the pair came 35th.

JACK BENYON

Zamparelli and Gamble make it a brace

CARRERA CUP GB

Dino Zamparelli and George Gamble became the first double victors in the Porsche Carrera Cup GB this season after taking the spoils at Monza last weekend.

The series made its first appearance at the Italian circuit, supporting the European Le Mans Series, and both races were full of incident.

Zamparelli triumphed

in the opening contest, but was aided by poleman Dan Harper colliding with Lewis Plato at the first corner, triggering a multi-car crash behind.

Harper was later given four points on his licence and docked eight championship points for causing the collision.

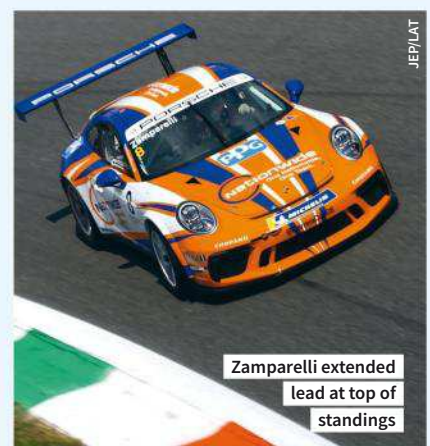
Zamparelli pulled away later in the race, ahead of a tight battle for second, which finished with Tio Ellinas heading Tom

Wrigley and Gamble.

Team Parker driver Gamble grabbed the race-two lead at the start and was never headed, despite Zamparelli's and Ellinas's best efforts to get ahead.

The results mean Zamparelli has extended his advantage at the head of the standings to six points over Ellinas, with the next races taking place at Oulton Park next month.

STEPHEN LICKORISH



Zamparelli extended lead at top of standings

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TVR suffers heavy damage

GT CUP

Mike Saunders is hopeful that his TVR Cerbera GT will make a return to racing next month despite suffering extensive damage in a 120mph shunt.

A brake-master-cylinder failure during the opening GT Cup race of the season at Donington Park caused Saunders to crash into the barriers at McLeans.

The 31-year old suffered heavy concussion and bruising, while damage to the car included a twisted chassis and cracked gearbox.

"It wasn't the opening round we were hoping for," said Saunders, who was returning to the GT Cup in his TVR for the first time since 2013, having recently raced in Bernie's V8s.

"We lost the brakes in qualifying which had never been an issue before, so we changed everything. Then in the race coming into McLeans the brakes failed



completely and I was doing a fair rate.

"It was a decent-size accident. I went in with the front end, and the barrier curves from left to right so I was probably fairly lucky as the passenger side took the hit. The wheel actually ended up in the passenger side. It's just such a shame – we put a lot of effort in to getting it back out this season."

Saunders plans to rebuild the car and have it back out for the Time Attack meeting at Brands Hatch on June 24.

STEFAN MACKLEY

Wilkinson's late call-up

RADICAL SR1 CUP

GT racer Ollie Wilkinson was a late entry for last weekend's Radical SR1 Cup at Snetterton as he builds up his racing experience.

Wilkinson, 21, is sharing an Audi R8 LMS GT3 with seasoned sportscar man Bradley Ellis in the International GT Open this year, and the duo will also field the car in this weekend's GT Cup event at Brands Hatch.

"I had a spare weekend and it's about getting as many miles as I can, and the Radical is a nice change," said Wilkinson,

who was fourth in both races.

"This is only my second season of racing so I'm still adapting to using aero and the feeling of a car moving around. The Radical was really good fun. I'd like to do a few more if I can."

The SR1 Cup featured 14 cars compared to nine at Oulton Park. On the grid was jeweller Doug Newman, who will turn 80 in July. The Gold Arts founder had his first race outing for 15 years, finishing 13th in race one and opting not to start the wet second race.

ROB LADBROOK

IN THE HEADLINES

FISHER TO BUILD NEW CAR

A high-speed roll cost reigning Tin Tops champion Dan Fisher vital points in defence of his title at Brands Hatch last weekend. "We were planning to build a new car, and it means we don't have a choice now," said the Bognor Regis driver after his Honda Civic suffered a crushed roof following his off at Paddock.

SOLID HISTORICS DEBUT

Ginetta GT5 Challenge frontrunner Scott McKenna impressed on his historic racing debut in the AMOC meeting at Oulton Park. McKenna shared a TVR Grantura Mk3 with Robi Bernberg, who owns McKenna's primary sponsor. The former Ginetta Junior racer grabbed pole position and third place with Bernberg in the Equipe GTS race. "I looked at one point and I was doing 102mph, but it felt like about 202mph!" he said.

BUMPER BARC ENTRIES

Last weekend's British Automobile Racing Club meeting at Silverstone on the Grand Prix layout was characterised by bumper grids in all categories. The Classic Formula Ford 1600 field had 33 cars – up from 17 – while three classes of Caterham Graduates totalled 52. OSS featured 37 entries, Britcar 33 and 38 for the British Superkarts. The Kumho BMW Championship had 29.

EDWARDS BACK ON TRACK

Double Welsh Sports and Saloon Car champion Blake Edwards made a return to racing for the first time in more than 20 years at Oulton Park last weekend. Edwards, winner of the inaugural season in 1990 and again in '91, finished 13th and 11th in the races in a Renault Clio 172.

HEAVY CRASH FOR MORRIS

Classic Formula Ford 1600 frontrunner Rick Morris escaped a terrifying roll in the second Silverstone race last weekend with just bruises after being clipped by another car. The 71-year old had been unable to take the grid in race one after a suspension failure was found, which left him starting at the back in race two. His Royale RP26 rolled at Maggotts on lap one.



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MSV BOSS PALMER POWERS DONINGTON INTO FUTURE

Donington Park's history features great highs, and lows, but new investment from MotorSport Vision means prospects for the circuit are strong

MARCUS PYE

MotorSport Vision is the perfect name for Jonathan Palmer's burgeoning organisation, because as the successful circuit group expands, its fabulous components command equal billing.

Just as JP reinvigorated tired and neglected Brands Hatch, Cadwell Park, Oulton Park and Snetterton on the back of his Bedford Autodrome driving centre's huge success, he and his team have quickly transformed the seemingly beleaguered Donington Park into a destination for racers, trackday drivers and spectators.

Unlike Murray Walker I did not witness the Silver Arrows competing at Donington in the later 1930s – I blame being 34 years his junior – but I was among the pilgrims who eagerly convened on the Leicestershire/Derbyshire county line on May 28, 1977, when visionary and motorsport nut Tom Wheatcroft reopened the circuit to car racing after a 38-year lull.

I was 18, seven weeks from joining Autosport as a staffer, when I travelled to the Else Motor Group-backed meeting with pals Robert Synge (long before he founded the Madgwick Motorsport

"WONDERFULLY FLOWING, WITH SERIOUS ELEVATION CHANGES, DONINGTON IS LIKE NO OTHER"

equipe) and his fellow Stowe School 'attendee' James Penrose, a future F1 helmet technical guru.

The weekend was as memorable for a party chez Penrose on the Chatsworth estate as it was for the racing, staged in glorious sunshine, with thousands of spectators basking on the grassy banks fringing the track. I wasn't at the Formula 1 grand prix in 1993 but, bound for Loton Park's British Hillclimb Championship opener, listened to Ayrton Senna's stupendous opening lap described on the radio – but the opener remains one of the most significant club racing events I've attended.

Wonderfully flowing, with serious elevation changes at each end, this was a circuit like few others, save perhaps Oulton and Cadwell – both long within the MSV family these days. While the War Office-requisitioned venue had become the Breedon Depot following its closure in 1939, Donington was diametrically opposed to the UK's typical airfield tracks.

Palmer excelled at Donington en route to F1, initially racing his three-litre Marcos GT in Modsports, a popular category in the 1970s now revived by the Classic Sports Car Club. There was no British F3 race there in '81, JP's championship year, but he won Donington's '83 European F2 race and the title in Ron Tauranac's factory Ralt-Honda.

We were all gutted when Donington Ventures Leisure Limited's ill-starred attempt to take the circuit over and prise the British GP from Silverstone resulted in the place falling into disrepair and disrepute. Rather than being excited about promises, as earthmovers plodded forlornly up and down the infield at the so-called 'final' Historic meeting, I felt that it was posturing. "It's all over bar the digging," I wrote in one report.

Palmer's MSV took over from the Wheatcroft family [to which Donington returned when the DVLL outfit went bust] in January 2017, having ambitiously taken a lease on the venue until 2038.

"Our hands were completely tied until we cleared the CMA [the government's Competition and Markets Authority] but from September we really got stuck in. Since then we've invested close to £3million improving the venue," states Palmer.

Apart from resurfacing the paddocks, creating the excellent Garage 39 restaurant and starting to build a series of new toilet blocks, MSV has added a fine new feature in the form of a grandstand on the outside of Hollywood, affording perhaps the finest view at any UK circuit, from the approach to Redgate, plunging down the Craner Curves then sweeping back up through Schwantz and McLeans almost to Coppice.

"We're looking at modern hospitality suites and evolving Donington into something I believe Tom Wheatcroft would have been immensely proud of. That's very important to me," says Palmer. Having tidied it up and moved the offices to an airy suite overlooking the paddock entrance, Palmer's longer-term plan is to incorporate pre-war manager Fred Craner's house [the circuit office until recently] into a clubhouse with restaurant and bar open to all.

"The track originally ran past it and, with [a campus of] 680 acres, we could recreate that section within a landscaped area."

When I competed in club events I adored racing at Donington, and got on well with it. With or without the GP loop it was kind to me, too. In 1986 I scored a hard-earned Classic F3 win [within a BRSCC Open race] in my ex-Thierry Tassin Argo JM6. In 1990 outright successes in Barry Lee's Caterham-BDA and an AC Cobra shared with Mike Freeman, plus class wins in Don Wood's fabulous Lola T294 and an Austin A40 made it my best season. Whatever you drive there, it's always fun. #



JANSON FONG

Lyons held off Caffi after great pass on Hall to win in McLaren M26

JANSON FONG

JANSON FONG

Britons break the bank at Monte Carlo

MONACO HISTORIQUE
ACM
MAY 13

For the 11th running of its magnificent series of biennial Historic Grands Prix, the Automobile Club of Monaco opted for a trio of races for three-litre Formula 1 cars, and some superb racing resulted. Also on the agenda were races for GP cars from the 1920s to the early '60s, and sports-racing cars, all of which meant that for once Formula Junior and Classic F3 were squeezed out. The sight of grids comprising well over 20 cars, all in period liveries, was breathtaking.

Picking the race of the day is an impossibility but one that certainly left a lasting impression was for the 1973 to '76 F1 cars. Stuart Hall, in the ex-Peter Revson 1973 Canadian GP-winning McLaren M23, had been outstanding in qualifying to secure pole position by two seconds from Michael Lyons (ex-James Hunt McLaren M26). On a track still wet from earlier rain, Hall retained his advantage on lap one until Lyons pulled off the passing manoeuvre of the day, going around the outside of Hall into the Harbour

Chicane. There was nothing ragged about the move, completed by a driver with supreme confidence in his ability.

Hall fought back for the next nine laps, under constant pressure from Alex Caffi (fourth in the 1989 Monaco GP for BMS Dallara), before slightly overshooting the Chicane and a lap later running wide at Rascasse, which let Caffi's Ensign through. Immediately the Monaco-residing Italian closed in on Lyons, who withstood everything the former F1 driver could throw at him. With three laps remaining, Caffi clipped the barrier entering the Chicane, spun and retired a lap later with broken rear suspension. Hall was second, fending off Marco Werner's ex-Niki Lauda Ferrari.

Although the track had a dry line for the following 1977 to '80 race, everyone chose the safe option of wets, knowing that they would be marginal towards the end of the 18 laps. In his first race at Monaco, Martin O'Connell's victory was never in doubt with the ATS D4, a copycat Williams FW07, although he lacked fourth gear for much of the race. Nick Padmore (Shadow DN9) took an impressive second under intense

pressure from Jordan Groggor's Warsteiner-liveried Arrows A3, the South African losing places on the opening lap and becoming stuck behind GP Extreme team-mate Nicky Pastorelli until the Dutchman outraked himself at Ste Devote. Lyons found his Hesketh 308E devouring its tyres and fell away to fourth, although he won the non-ground-effect class.

Looking to avenge his embarrassing loss of victory in the 2003 Monaco Formula 3000 race, that year's champion Bjorn Wirdheim returned to the Principality armed with Eje Elgh's ex-Henri Pescarolo/Ronnie Peterson March 711 for the 1966 to '72 F1 race. In a faultless drive on a still-dry track, the Swede held off relentless pressure from the Rofgo Racing McLaren M19A of Hall, whose resolute attempts to overtake just about everywhere recalled Nigel Mansell looking for a way past Ayrton Senna in '92.

Paolo Barilla had been going well in his ex-Clay Regazzoni Ferrari 312B until a clash with Clivio Piccione's McLaren M14A into Mirabeau eliminated both, leaving Lyons to complete the podium after a mighty drive in his Surtees TS9 from ninth on the grid.

For the 1500cc F1 race, Andy Middlehurst (doing a decent impression of Jim Clark) led Joe Colasacco (in the John Surtees role) throughout but it was an intense battle, the Lotus 25 driver having to call on all his reserves to keep the American's 12-cylinder Ferrari jewel behind. After working with veteran Team Lotus mechanic Bob Dance for much of the day before to rectify problems with the car, Middlehurst's fourth straight win in this event was his hardest yet and very well-deserved. Best of the rest



JANSON FONG

'Clark' beat 'Surtees' to win the 1960s F1 encounter



was the always impressive James King in his 1964 French GP-winning Brabham BT7.

Tony Wood won his second successive 1950s F1 race in the Tec-Mec Maserati after almost stalling at the start, which poleman Nick Padmore (Lotus 16) and Julian Bronson (Scarab) were adjudged to have jumped. A splendid early tussle between early leader Bronson and Padmore went the way of the Lotus driver after a neat pass into Rascasse, but both paid the price for their starts with drivethrough penalties, which confused the timing system so that the race was flagged after nine of the 10 laps, leaving them unable to retrieve the lost places. A delighted Joaquin Folch-Rusinol (Lotus 16), who has competed at all 11 Monaco Historiques, joined Wood and Padmore on the podium, with Bronson only a fraction behind.

Run in rain, the sportscar race provided a masterclass from Chris Ward, the Cooper-Jaguar driver utterly unapproachable in the treacherous conditions, winning by over half a minute from impressive Monaco rookie Ben Short in Nick Riley's ex-Archie Scott Brown Lister-Maserati.

The anticipated Pre-War Grand Prix Cars and Voiturettes battle between ERA drivers Paddins Dowling and Michael Gans, who had been split by 0.291s in qualifying, never materialised in the race after Gans made an indifferent start from pole. Dowling led throughout, followed at an increasing distance by Gans. After taking a drivethrough penalty for a jumped start, Nick Topliss was the third ERA driver on the podium after passing Anthony Sinopoli's Maserati 6CM/4CM on the 11th of the 10 laps when the latter spun at Mirabeau. The Swiss driver was given the place back when the correct race distance was applied.

IAN TITCHMARSH

RESULTS MONACO HISTORIQUE, MAY 13

FORMULA 1 CARS 1973-76

(18 LAPS) 1 Michael Lyons (McLaren-Cosworth M26);

2 Stuart Hall (McLaren-Cosworth M23) +9.346s; 3 Marco Werner (Ferrari 312B3); 4 Andrew Haddon (Hesketh-Cosworth 308C); 5 Jordan Groggor (Maki-Cosworth F101C); 6 Max Werner (Ferrari 312B3).

Class winner Marco Werner.

Fastest lap Alex Caffi (Ensign-Cosworth N176) 1m50.266 (68.09mph).

Pole Hall. Starters 25.

F1 CARS 1977-80 (18 LAPS)

1 Martin O'Connell (ATS-Cosworth D4);

2 Nick Padmore (Shadow-Cosworth DN9) +2.568s; 3 Jordan Groggor (Arrows-Cosworth A3); 4 Michael Lyons (Hesketh-Cosworth 308E); 5 Jamie Constable (Shadow-Cosworth DN8); 6 Manfredo Rossi di Montelera (Lotus-Cosworth Type 80).

CW Lyons. FL Groggor 1m42.041s (73.58mph). P O'Connell. S 26.

F1 CARS 1966-72 (12 LAPS)

1 Bjorn Wirdheim (March-Cosworth 711); 2 Stuart Hall (McLaren-Cosworth M19A) +0.389s; 3 Michael Lyons (Surtees-Cosworth TS9); 4 Charles Nearburg (Brabham-Cosworth BT33); 5 David Shaw (March-Cosworth



721 Eifelland); 6 Joaquin Folch-Rusinol (McLaren-Cosworth M19C).

CW Adrian Newey (Lotus-Cosworth Type 49B); Franco Meiners (Ferrari 312B3 'Snowplough'). FL Hall 1m34.295s (79.63mph).

P Wirdheim. S 24.

F1 CARS 1961-65 (10 LAPS)

1 Andy Middlehurst (Lotus-Climax Type 25); 2 Joe Colasacco (Ferrari 1512) +0.608s; 3 James King (Brabham-Climax BT7); 4 Charles Nearburg (Brabham-Climax BT11); 5 Andrew Beaumont (Lotus-Climax Type 24); 6 Dan Collins (Lotus-Climax Type 21).

CW Collins. FL Colasacco 1m48.873s (68.96mph).

P Middlehurst. S 29.

FRONT-ENGINE GRAND PRIX AND FORMULA 2 CARS

1946-60 (9 LAPS) 1 Tony Wood (Tec-Mec Maserati

F415); 2 Nick Padmore (Lotus-Climax Type 16) +5.962s;

3 Joaquin Folch-Rusinol (Lotus-Climax Type 16);

4 Julian Bronson (Scarab F1);

5 Guillermo Fierro-Eleta (Maserati 250F); 6 Max

Smith-Hilliard (Lotus-Climax

Type 16). CW Klaus Lehr (Talbot-

Lago T26C); Ian Nuthall (Alta).

FL Padmore 1m53.633s

(66.06mph). P Padmore. S 23.

FRONT-ENGINE SPORTS-

RACING CARS AND

PROTOTYPES 1952-57

(10 LAPS) 1 Chris Ward

(Cooper-Jaguar Mk1 T33);

2 Ben Short (Lister-Maserati)

+34.064s; 3 Tony Wood

(Lister-Bristol); 4 Fred Wakeman

(Cooper-Jaguar Mk2 T38);

5 Martin Hunt (HWM-Jaguar);

6 Pat Blakeney-Edwards (Frazer-

Nash Le Mans Replica).

CW Wood; Hunt. FL Ward

2m18.797s (54.09mph).

P Ward. S 28.

PRE-WAR GRAND PRIX CARS AND VOITURETTES (10 LAPS)

1 Paddins Dowling (ERA

R5B 'Remus'); 2 Michael

Gans (ERA R1B) +17.538s;

3 Anthony Sinopoli (Maserati

6CM/4CM); 4 Nick Topliss

(ERA R4A); 5 Lukas Halusa

(Bugatti T35C); 6 Terry Crabb

(ERA R12C 'Hanuman 1').

CW Gans. FL Dowling

2m01.641s (61.72mph).

P Gans. S 14.



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Old hand Murray on top in Formula Ford

KNOCKHILL
BRSCC
MAY 12-13

As much as the British Racing & Sports Car Club's first meeting using Knockhill's reversed configuration presented "new" and "different" challenges for the National Formula Ford 1600 drivers, it was an old hand of sorts who came up trumps in Scotland.

Trundling his Van Diemen through the gravel exiting the hairpin on the opening lap of a pulsating second race of the weekend, 2016 champion Niall Murray surely thought his victory chances were slipping away. His sensational recovery to claim the unlikely



of wins, however, was one that will live in his memory for years to come.

"Typical Formula Ford race really – it was as frantic as it can be," said Murray. "When I was in the gravel trap on the first lap, I was thinking, 'Why did I try going around the outside of him?' I knew he wasn't going to let me, but I had to go for it."

'He' being Team Dolan team-mate Matt Round-Garrido, who for half a race looked certain to score his second successive victory after breaking his duck in a scintillating opening race.

Despite a hugely frustrating final-race retirement, Murray – who finished second to Round-Garrido's Medina Sport in race one – left the Fife circuit with a bolstered championship lead over Luke Cooper.

But the weekend produced an episode that could have been catastrophic. Race three began benignly, despite Round-Garrido not making the first corner due to mechanical failure. The safety car was deployed at the end of the lap, but was sitting stationary over a blind crest on the main straight. With precious few yellow flags, the field of 21 drivers did their best to avoid hitting the road car.

Murray came off worst as he was launched over the Kevin Mills Racing Spectrum of Michael Eastwell before hitting the tyre barriers.

The race was red-flagged and bumped to

the end of the schedule, when series returnee Neil Maclennan (Ray) pulled off an amazing overtake on Cooper around the outside of the chicane to take victory in his first weekend's racing since last year's Festival.

"Unbelievable, it's a great feeling to be back, and being competitive from the word go is really satisfying," said Maclennan.

The incident marred what had been an exceptional weekend of racing, which began with a thrilling encounter on Saturday afternoon. Off the line, Round-Garrido and fellow front-row starter Nico Gruber held station into the first corner, with Maclennan squeezing ahead of Jamie Thorburn. Before long, Maclennan passed Gruber and engaged in a race-long battle for supremacy with Round-Garrido. The pair exchanged slipstreaming overtakes on one another either side of a safety-car intervention for James Clarke's stricken Mygale.

On the restart, Murray, recovering from qualifying electrical gremlins, stormed around the outside of Maclennan under braking to wrest away second. It remained that way until the flag, with Round-Garrido delighted to grab his first win.

Race two looked to be run in much the same vein, as Round-Garrido robustly protected his lead from Murray, who took to the gravel and dropped to ninth.

Round-Garrido and Maclennan resumed their race-one battle, but the Dolan driver

KNOCKHILL WEEKEND WINNERS

BRSCC NATIONAL FORMULA FORD 1600

Race 1 Matt Round-Garrido (Medina Sport JL17)
Race 2 Niall Murray (Van Diemen RF99)
Race 3 Neil MacLennan (Ray GR16)

CATERHAM ROADSPORT CHAMPIONSHIP

Race 1 Daniel French Race 2 James Murphy

CATERHAM SEVEN 270R CHAMPIONSHIP

Race 1 Pete Walters Race 2 Pete Walters

CATERHAM SEVEN 310R CHAMPIONSHIP

Race 1 Gordon Sawyer Race 2 Gordon Sawyer

CATERHAM SEVEN 420R CHAMPIONSHIP

Race 1 Danny Winstanley Race 2 John Byrne

MAZDA MX-5 SUPERCUP

Race 1 Luke Herbert
Race 2 Luke Herbert
Race 3 Jonathan Greensmith

PORSCHE CHAMPIONSHIP

Race 1 Adam Southgate (Boxster)
Race 2 Adam Southgate (Boxster)
Race 3 James Coleman (Boxster S)

SMRC TROPHY

A Gould/L Gould (Porsche Cayman)

TCR UK

Race 1 Daniel Lloyd (Volkswagen Golf GTI TCR)
Race 2 Daniel Lloyd (Volkswagen Golf GTI TCR)

For full results visit:
www.tsl-timing.com

lasted just four laps before a stuck throttle pitched him into the gravel at Butcher's.

Having made a series of well-executed dives into the Hairpin, Murray made gradual progress and powered past MacLennan for the lead with five minutes remaining. His victory was assured a lap early thanks to Ross Martin's stuck-throttle-induced off at Clark's causing a red flag.

Thorburn recovered from contact with KMR rookie Hugo Bentley-Ellis in race one to score a brace of third places in the remaining two encounters.

Despite his non-score in the final race, Murray left Scotland with a strong points haul – a result of driving more with the mind than the heart, according to the Irishman.

"You have to know your opponent in these situations," Murray explained. "I knew I had the pace. A couple of years ago I would have driven flat-out and gone off, but with a bit of experience you've just got to learn to be patient."

Patient he was, as title rival Joey Foster endured a weekend to forget. The FF1600 veteran was disqualified for contact with Martin at the Hairpin in race two. An eighth in race one and 10th in the final encounter failed to boost his mood, and Foster now needs to bounce back at Brands Hatch in June if he is to keep up with Murray.

STEPHEN BRUNSDON

LLOYD REMAINS UNBEATEN IN TCR UK



Daniel Lloyd continued his unbeaten start to the TCR UK championship by recording his second double victory in a row at Knockhill. The WestCoast Racing driver was virtually untouchable all weekend, converting pole position into two routine wins in his Volkswagen Golf GTI.

Indeed, Swedish squad WestCoast was the team to beat as early as Friday afternoon in the pre-event test session on the reversed layout. Lloyd was quickest in three of the four sessions, with only team-mate Andreas Backman denying the Huddersfield local a clean sweep.

Come the race meeting, Lloyd showcased his TCR expertise, topping qualifying by an impressive 0.3 seconds over Aiden Moffat's Alfa Romeo Giulietta.

Lloyd was made to sweat on race morning, though, as a near-farcical scrutineering mix-up threatened to derail the opening race. Four cars, including Lloyd, were deemed underweight and excluded from the session, relegating them to the back of the grid. WestCoast appealed and, due to the proximity of the race start, the decision was overturned and the original grid restored. This allowed Lloyd to romp home to victory in a wet-dry first race, which was scrappy for everyone behind.

Ollie Taylor finished second in his Team Pyro Honda Civic, but only after three trips through the gravel. Moffat looked a worthy challenger before a driveshaft failure curtailed any hopes of challenging Lloyd out front.

Josh Price, who was using Pyro's spare engine after his own suffered a major failure ahead of qualifying, finished a strong third in his first TCR meeting. Price was impressive all weekend long and could have taken his maiden victory in the reversed-grid second race. But once more it was Lloyd who denied the BTCC racer

after a measured drive from ninth. Price held on to second ahead of polesitter Sean Walkinshaw's similar FK2 Civic.

Taylor lost valuable championship points after a clumsy coming-together with the third WestCoast VW of Jessica Backman, sending the Pyro driver into retirement at the Hairpin. Lloyd extended his championship lead over Andreas Backman to 66 points ahead of next month's visit to Brands Hatch.

A total of 113 Caterhams entertained spectators with eight gripping races. The pick of the action came in the 270R category as Pete Walters claimed a brace of breathtaking wins. Walters was never more than two seconds in front during either race and withstood massive pressure from Jay McCormack and Jamie Falvey to edge a red flag-interrupted opener. He then beat McCormack to take race two, as Falvey fended off James Wingfield to complete the podium.

Danny Winstanley and John Byrne split the 420R race wins, while Roadsport honours were shared by Daniel French and James Murphy. The 310R category was dominated by Gordon Sawyer, whose 9.4s victory in the 30-minute second race was a particular highlight.

Reigning Mazda MX-5 Supercup champion Luke Herbert had a near-perfect weekend as he claimed two wins and a second place in the three races. Jon Greensmith took the final victory, beating Herbert, James Blake-Baldwin and pre-weekend points leader Jack Harding by a combined total of 0.6s.

It was a similar story in the Porsche Championship as Andy Southgate added a second place in the final race to two earlier victories in his Boxster. After trailing Southgate twice before, James Coleman claimed the final win in his Boxster S.

STEPHEN BRUNSDON



Jones fights back to claim prize in Turner

OULTON PARK
AMCR
MAY 12

Declan Jones was the class of the Jack Fairman Cup field as he romped to victory in the AMOC opener at Oulton Park in a Turner Climax.

A slipping clutch made it tougher for the former Ginetta racer. He was swamped at the start from pole position as Rob Newall took the lead in his Jaguar XK120.

Jones fell back to fifth by the first corner, but he made a rapid recovery to run second by the end of lap one. The next time around he crossed the line in the lead.

A dominant 29-second victory would be the reward for 'Tatty Turner', the name given to the diminutive car in its heyday



for famously "carrying taped-up battle scars", according to Jones.

The battle for second was closer and won by Newall in a sprint to the line ahead of Martyn Corfield, who worked his way through from 13th in his Austin-Healey.

Renault UK Clio Cup regular James Dorlin deputised in Alistair Dyson's Jaguar Mk2 and battled quicker opposition before a mistake at Knickerbrook on lap eight dropped him out of the podium positions. "It's really nice that the [Dorlin] Mk2 behind us was my old car from the 1980s", said the experienced Newall, now 70 years old. "I sold that back in '97."

Dorlin's father Peter also ran inside the top five early on, only for engine problems to sideline his Jaguar Mk2.

In the Equipe GTS Pre-63 race, Corfield added more silverware to his day's collection. A superb launch from second on the grid gave his Austin-Healey the lead into Old Hall for the first time, threatened only by the similar Healey of Mike Thorne, whose lunge forced Corfield to brave it out around the outside at Cascades to defend his lead. "It's the first win for the car since we got it," said Corfield after a cautious final three laps on an oil-ridden track.

In stark contrast, polesitter Tom Andrew endured an opening lap to forget, retiring his Elva Courier. Brian Arculus picked up

the pieces to finish second in his Lotus Elite as Thorne and co-driver Sarah Bennett-Baggs fell to sixth. Nick Matthews (Austin-Healey 100/4) arrived home third ahead of David Reed's restored Aston Martin DB2.

The later-era Equipe GTS race went the way of Tom Smith's MGB, battling off attacks from a trio of TVR Grantura rivals. Smith disposed of the fast-starting Mark Ashworth at Hislops on lap two and pulled clear to win by 27s, leaving a three-way TVR fight for the remaining rostrum spots. Polesitter Robi Bernberg dropped 40s in the opening half of the 40-minute race before handing over to Ginetta GT5 racer Scott McKenna, who trimmed the gap to the jostling Rob Cull and Ashworth with a string of fastest laps. McKenna's chance came on the final lap as Cull – passed by a charging Ashworth – spun at the banked hairpin to hand McKenna third on an "enjoyable" historic racing debut.

BMW took the fight to Porsche in a thrilling AMOC Intermarque race, but fell narrowly short as Robert Hollyman's Porsche 964 grabbed a hard-fought victory from Gavin Dunn's BMW M3.

Hollyman showed his cards early, getting the better of Edward Leigh's BMW M3 Evo at Old Hall on the second lap. Leigh fought back, but retired the car after its engine

OULTON PARK WEEKEND WINNERS

AMOC INTERMARQUE CHAMPIONSHIP
Robert Hollyman (Porsche 964)

EQUIPE GTS
Tom Smith (MGB)

EQUIPE GTS PRE-63
Martyn Corfield (Austin Healey 3000)

GT CHALLENGE
Tony Jones (Ferrari 430 Challenge)

JACK FAIRMAN CUP
Declan Jones (Turner Climax)

WELSH SPORTS & SALOONS
Race 1 Patrick Smyth (Lotus Elan S3)
Race 2 Stephen Cunniffe (SEAT Cupra)



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“started rattling like a washing machine”.
A rapid pitstop for Dunn enabled him to jump Hollyman for the lead. But Hollyman would not be deterred, breaking the leader’s valiant defence when Dunn ran deep at the Shell Oils hairpin with fewer than three minutes remaining. The Porsche 911 of Tim Bates and Steven Wood completed the podium in a lonely third.

The GT Challenge looked set to be a battle between Ferraris as Tony Jones and polesitter Wayne Marrs disputed the lead early on. Jones moved ahead in his 430 Challenge on lap seven and began to edge away after the mandatory pitstops, then Marrs fell back with gearbox trouble.

British GT racer Mike Newbould used the outing to gain valuable miles in his HHC Motorsport Ginetta G55 and finished second despite a drivethrough penalty for a short pitstop. Mark Smith rounded out the podium in his BMW E36.

The Welsh Sports and Saloon Car Championship enjoyed two races, won by Patrick Smyth and Stephen Cunniffe. Smyth’s Lotus Elan chassis benefited from its aerodynamic bodywork modifications and he was untouched from pole position in race one, before Cunniffe grabbed victory late in the second outing from fellow SEAT Cupra driver Mike Nash.

DAN MASON



BARN-FIND ASTON Dating from 1952, the Aston Martin DB2 of David Reed was the oldest car at the meeting. It was discovered in a Portsmouth barn in 2003, having languished there for around 30 years. The car has been rebuilt over the past three and a half years, using a Lagonda steering rack, disc brakes from a DB4 MkIII and a three-litre engine. Reed came fourth in the Equipe Pre-63 race.



ONE OF A PAIR Alex Quattlebaum handed his Leco Sport to son Scott for the Jack Fairman Cup race. The closed-wheel car, created in 1954, is one of just two examples, and epitomises an era of self-build invention. “People [at the time] were complaining about the way other people were driving,” said Quattlebaum. “Another said, ‘Why don’t you go and make a car if you’re so good?’”



ROAD TO LE MANS Team BRIT ran its Aston Martin GT4, which has specially modified controls for its injured drivers, in the GT Challenge race. Warren McKinlay and James Hill guided the car to fourth place. “It’s an automatic, but braking is hard on the pain in my right hip,” said Hill. “My lower left leg doesn’t work – I can drive the car by adapted foot and hand controls.”

Blackman overcomes Smith challenge for Intermarque double

Blackman (leading) has won all four Intermarque races this year



BRANDS HATCH
BARC
MAY 12-13

Reigning champion Malcolm Blackman won both of Sunday's races in the Intermarque Championship, but had to work probably harder than ever before against an inspired Lewis Smith.

Smith headed the triple title winner in race one until a total electrical failure stopped him after the hairpin, but clawed

his way back from 20th in race two and sat on Blackman's tail from lap six in an all-Vauxhall Tigra battle. Blackman also had to work hard after starting 10th on a partially reversed grid, and resisted a brave effort by Smith to swoop around the outside on the last corner despite overheated tyres resulting from the early charge. Reuben Taylor (Peugeot) and Ian Hales (Tigra) each scored a third place.

Missing out on pole position in wet qualifying for the Michelin Clio Cup

Series proved only a temporary blip in Ben Palmer's domination of the early season, in which he has now netted six wins in six races. Poleman Ronan Pearson was second in race one after Tyler Lidsey was penalised for an incident at Druids, but Lidsey was a strong second in race two.

Rikki Taylor tightened his grip on the Tin Tops points table with a quarter of this year's races completed. The Essex Ford Fiesta driver maintained a 100% success rate in his class and claimed an outright

Mansfield's Radical takes double at busy Bishopscourt

BISHOPSCOURT
BARC
MAY 12-13

The County Down meeting had a heavy two-day schedule, with Sam Mansfield making history in the all-new 50-minute Open Endurance Series despite trouble restarting at a mandatory pitstop.

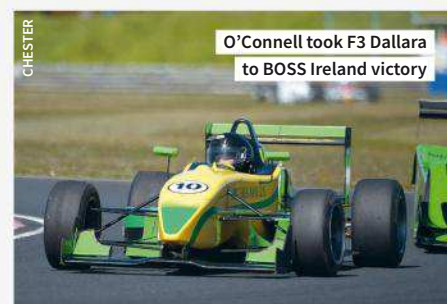
The Radical SR8 driver, who also picked up a win in the first BOSS Ireland race, had a 3.6-second gap to Shane Murray's SEAT Leon after the 40 laps. Rod McGovern was just 2.5s further back in another Leon to get a podium finish, highlighting the close mixed-grid racing, while Neil and Ger Tohill made use of the dual-driver option in fourth.

Leading into the first corner, Eamon Matheson looked like the one to beat

in the BOSS Ireland races, but he pitted with issues. Mansfield couldn't make it three wins on the day, with the Dublin man pushed to the back of the grid for race two after signalling a problem. He got going, but Paul O'Connell claimed the win despite his Dallara F302 showing signs of smoke at the flag.

The Future Classics' first visit had 20 cars on the grid. Timothy Duggan's SEAT Ibiza won, but with a closer affair for race two the Milford man was third behind winner Anthony Kelly in a Honda Civic and Stephen Dunne. After 11 laps, 1.4s split the podium places. Brian Sexton (Rover 200) set the fastest lap but later spun out.

The two Formula Vee wins went to Dan Polley, who punched the air with delight as he took the chequered flag just ahead of Colm Blackburn. The gap was 0.17s in



Sunday's opening race and even closer at 0.12s in the second. Lee Newsome watched on in third, closely in race one – the three cars side by side on occasions – and more than 9s back in the later contest.

Although appearing unsteady through a chicane on the opening lap of the second of three rolling-start Global GT races, Conor Farrell claimed two wins, with Peter Drennan getting the final shortened five-minute race victory – a reward for providing one of the closest battles alongside Farrell in race two. Touching an outside kerb may have denied Drennan two top spots, but fastest-lap bragging rights were earned.

triumph on a treacherously slippery Indy circuit. He beat Danny Brooker's Vauxhall Astra in a hotly contested second race, but local man Brooker also notably won his class both times and scored a career-first overall victory in race one.

The less-than-pristine appearance of Nick Crispin's Citroen 2CV is clearly misleading, as he won twice on Saturday in races full of typical slow-motion action. Pete Sparrow provided the main opposition, but retired in race one by responding to a black-and-orange flag for a loose filler cap, not realising it was the last lap. Race two brought Sparrow a hard-earned second place, but he might have finished anywhere in a jostling lead group.

A storming getaway from eighth on the grid and some good luck with backmarker traffic helped Steven Dickens to win the first of three Clubmans Sports Prototype races in his Mallock. The older Mallock of late entry Mark Charteris several times looked poised to take over after starting at the back, but each time he was thwarted by slower cars. Charteris wasn't to be denied in race two, but in traffic on the last lap a charging Clive Wood surged alongside in a photo finish. Charteris was firmly in charge in race three.

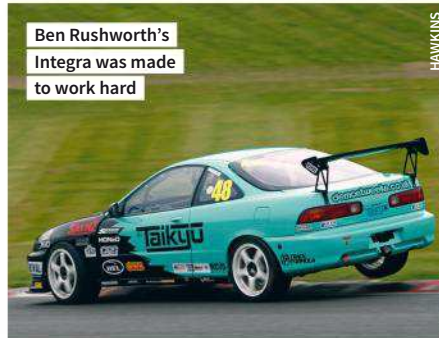
SEAT driver Brad Kaylor earned his maiden win in a soggy Classic VW Cup with Ken Lark second. Lark's Corrado triumphed in the dry, with Daniel Rose second from ninth on the grid after a poor tyre choice the day before. Kaylor finished sixth.

Two BARC Saloons/VTEC Challenge races ended with the same top three, but victory was far from easy for Ben



HAWKINS

Crispin won in battle-scarred 2CV



Ben Rushworth's Integra was made to work hard

HAWKINS

Rushworth's Integra, especially in race two, in which Craig Rainer's potent Ford Escort was very much in the hunt. Rainer ended up losing out in traffic. Robert Burkinshaw's Integra followed these two at a distance.

Rod Birley's troubles continued in the Modified Saloons, normally his happy hunting ground. Victory over Malcolm Wise in race one looked set to be repeated, but the local man's Escort suffered intermittent cutting-out and finished a lap behind.

BRIAN PHILLIPS



CHESTER

Jackie Cochrane's Sunbeam was in dominant form



CHESTER

Burke took ITCC double

Jackie Cochrane's 4700cc Sunbeam Tiger was the Historic dominator. He won the first race, on Saturday evening, by 36.5s, but a more relaxed approach from the Armagh driver on day two meant his margin was down to 14.7s. Tommy Doherty's Ford Capri trailed on both occasions, with Michael Doyle trying hard in his third-placed Lotus Elan.

Honda Integra racer Ulrick Burke took a double in the Irish Touring Car Championship, as did Andrew Armstrong in the Northern Ireland Saloons in a BMW M3 – the two series running together to boost race appeal. The ASK Supercars

got the first drop of the flag in the two-grid race and, while Alan Watkins was quickest of them all in the first, Charlie Linnane won the repeat.

Paul Thompson won a heated Northern Ireland Sevens race, while Grey Kelly appeared to have an easier time in the Strykers. Owen Purcell headed both Zetec-spec Ford Fiesta races, with Michael Cullen winning the Fiesta ST category first time around, while a shortened second race – following a red flag – went to Darragh McMullen.

WILLIAM NEILL

WEEKEND WINNERS

BRANDS HATCH

2CV CLASSIC CHAMPIONSHIP

Race 1 Nick Crispin Race 2 Nick Crispin

BARC SALOONS & VTEC CHALLENGE

Race 1 Ben Rushworth (Honda Integra DC2)

Race 2 Ben Rushworth (Honda Integra DC2)

CLASSIC VW CUP

Race 1 Brad Kaylor (SEAT Leon Supercopa)

Race 2 Ken Lark (VW Corrado)

CLUBMANS SPORTS PROTOTYPES

Race 1 Steven Dickens (Mallock Mk29)

Race 2 Mark Charteris (Mallock Mk20/21)

Race 3 Mark Charteris (Mallock Mk20/21)

INTERMARQUE

Race 1 Malcolm Blackman (Vauxhall Tigra)

Race 2 Malcolm Blackman (Vauxhall Tigra)

JUNIOR SALOON CAR CHAMPIONSHIP

Race 1 Frankie Taylor Race 2 Frankie Taylor

MICHELIN CLIO CUP SERIES

Race 1 Ben Palmer Race 2 Ben Palmer

MODIFIED SALOONS

Race 1 Rod Birley (Ford Escort WRC)

Race 2 Malcolm Wise (Ford Escort Cosworth)

TIN TOPS

Race 1 Danny Brooker (Vauxhall Astra VXR)

Race 2 Rikki Taylor (Ford Fiesta Zetec)

BISHOPSCOURT

BCV8 CHAMPIONSHIP

Rob Spencer (MGB GTV8)

ASK SUPERCARS/ITCC/NI SALOONS

Race 1 Alan Watkins (Supercars)

Race 2 Andrew Armstrong (BMW M3)

BOSS IRELAND

Race 1 Sam Mansfield (Radical SR8)

Race 2 Paul O'Connell (Dallara F302)

GLOBAL GT LIGHTS

Race 1 Conor Farrell

Race 2 Conor Farrell

Race 3 Peter Drennan

FORD FIESTA STs

Race 1 Michael Cullen

Race 2 Darragh McMullen

FORD FIESTA ZETECs

Race 1 Owen Purcell Race 2 Owen Purcell

FORMULA VEE

Race 1 Dan Polley (Sheane)

Race 2 Dan Polley (Sheane)

FUTURE CLASSICS

Race 1 Timothy Duggan (SEAT Ibiza)

Race 2 Anthony Kelly (Honda Civic)

HRCA

Race 1 Jackie Cochrane (Sunbeam Tiger)

Race 2 Jackie Cochrane (Sunbeam Tiger)

NORTHERN IRELAND SEVENS

Race 1 Paul Thompson (Raw Stryker)

Race 2 Paul Thompson (Raw Stryker)

OPEN ENDURANCE SERIES

Sam Mansfield (Radical SR8)

For full results visit:
tsl-timing.com
 and speedhive.mylaps.com

Medeiros scythes through Classic Formula Ford field

SILVERSTONE
BARC
MAY 12-13

The pair of Classic Formula Ford 1600 races at Silverstone last Sunday lived up to their name.

Series returnee Adriano Medeiros qualified his Van Diemen RF80 on pole for the first race, at the front of a 33-car field, but a broken exhaust connection forced him out on the second lap.

Simon Hadfield in a Titan Mk4 and Mike Gardner (Crossle 30/32F) were left scrapping for the spoils with Scott Mansell (Crossle 35F). The lead changed hands several times, but it was a decisive move by Hadfield at the back of the Grand Prix layout that sealed the deal.

The second encounter was red-flagged

after just two corners following a heavy roll for Rick Morris, and, while the restarted race lasted just 18 minutes, Medeiros didn't even need all of that to claim victory from 31st. His speed was evident after just one corner when he passed six rivals, and he'd scythed ahead of 11 cars by the Village complex on the opening lap. Pumping in a series of laps more than a second quicker than the rest, the Brazilian soon found his way into a lead that he would not relinquish.

The pair of Britcar Endurance Championship races were won by Johnny Mowlem and Ivor Dunbar in their Ferrari 488 GT3, aided in no small part by Mowlem's prowess at the wheel in mixed conditions.

In the 50-minute race, Mowlem



Mansell (89) battled with Hadfield (110)

WALKER

inherited a 10-second deficit to the sister Ferrari of Richard Neary and David Mason, but the GT ace's blistering lap times got him past Neary on the final lap for the victory.

Rain in the two-hour race made it a tactical call for who would blink first and pit for wet tyres, but Mowlem's searing pace allowed him to lap the entire field to claim a second win with Dunbar.

A huge field of more than 50 Caterhams joined for a pair of slipstreaming encounters headed by Jamie Ellwood, Luke Cooper and Oliver Gibson in the Sigmax class.

Race one was settled in favour of Cooper,

Reid scores hat-trick at Mini Festival

Reid continued his unbeaten run in Mini Challenge Cooper Pro



STYLES

SNETTERTON
MSVR
MAY 12-13

Kyle Reid continued his clean sweep of this season's Mini Challenge Cooper Pro races by taking all three wins at Snetterton's Mini Festival.

Reid won the opener in wet conditions after a late pass on Robbie Dalgleish, who had started with rain tyres all-round compared to Reid, who had slicks on the front.

Despite gear-selection problems, Reid held off Dalgleish to win the dry second race. He then took the final victory after a long fight with Simon Walton, who spun down to eighth on the last lap after contact with Richard Newman.

"It's a long year – I just need to go out there and do my best. The team are doing an awesome job," said Reid.

Alex Nevill likewise continued an unbeaten season with a trio of Cooper Am class victories.

Andrew Langley won the wet opening Cooper S class race comfortably from pole, but spun at Riches in the dry second outing and finished seventh. That race was won by Jon Davis, who was third behind Rob Austin and Will Fairclough when a red flag was shown after Samantha Bowler crashed at the exit of Riches. The result was based on countback, when Davis had been leading.

Austin was declared the race-three winner after the victor on the road, Stuart Lane, was disqualified when his mechanic



Sherrington leads the huge OSS field

WALKER

but his luck ran out when a decisive move from Ellwood on the left-hand run through Maggotts allowed the Leicester-based driver to top the second.

Colin Wells took two wins in the Kumho BMW Championship, but the first in particular did not come easily, with Darren Fielding, Garrie Whittaker, Matthew Evans and Piers Reid in the A1 class hounding the championship leader with regular challenges at the Village complex. Wells did enough to hang on, though, following it up with a smoother-running second race.

The second OSS race was the highlight

of the series' three outings, with Patrick Sherrington, Bradley Smith and Stefano Leaney fighting it out for the trophy. Leaney (Norma) and Sherrington (MCR) were the early leaders as Smith made his way from the back of the grid. Steady progress got his Juno into the podium battle and, when traffic worked in his favour, a committed side-by-side dice through Club gave him the win.

A second victory in race three left Smith beaming as he departed the Northamptonshire track, while Leaney had to settle for his sole race-one win.

JASON NOBLE

took his car to his garage after the race in error, instead of to scrutineering.

Ryan Harper-Ellam said it was a "big weight off the shoulders" to take both Radical wins in his SR1 Gen 2, following a frustrating opening round at Oulton Park.

James Pinkerton, who won both Cheshire races, finished second in the opening Snetterton thrash after an early battle with Chris Preen allowed Harper-Ellam to build a five-second lead. In the wet second race, Pinkerton finished third after a "really bad idea" to use slicks.

Reigning Civic Cup champion Lee Deegan won both Mini Miglia races. In the first, he rose from third on the grid to lead within a lap in sodden conditions, winning by 7s. He took the second after a long battle with Rupert Deeth, resolved on the final lap when Deeth – who believed there was fluid on track – slid at the Brundle/Nelson chicane, allowing Deegan past.

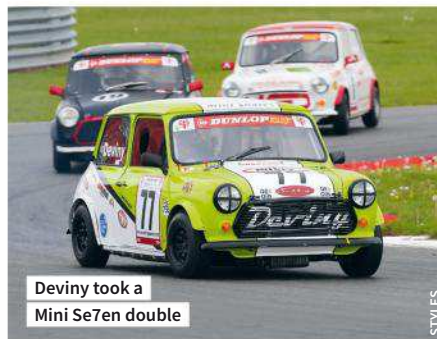
Andrew Deviny won both Mini Se7en races, pipping a multi-car battle in the wet opener. Daniel Budd and Joe Thompson led at the start of the final lap but touched at Riches, leaving them third and sixth respectively. Deviny's dry race-two victory was comfortable, with a 10s lead.

Monoposto marked its 60th anniversary at Snetterton as Ben Cater and Tony Bishop took the honours across three F3/2000/FR2000/Moto 1400 races. Cater won the wet opener in his Dallara F306 as Bishop, shadowing him, spun his F304 out on the penultimate lap. Bishop took race two after passing Cater at mid-distance. Cater won the third race after Bishop started



Deeth (23) lost out to Deegan (0)

STYLES



Deviny took a Mini Se7en double

STYLES

from the pits with clutch problems.

Dax Ward took all three Monoposto Moto 1000/Classic/1800/1600 wins in his Jedi Mk6. He inherited the first after the bodywork flew off leader Tom Rawlings's Speads on the start-finish straight. Ward led the second race all the way, although Dean Warren was close behind until he retired at half-distance with a broken fuel fuse. Ward won the third race comfortably after Rawlings retired on the first lap.

GRAHAM KEILLOH

WEEKEND WINNERS

SILVERSTONE

BRITCAR

Race 1 Johnny Mowlem/Ivor Dunbar (Ferrari 488 GT3)

Race 2 Johnny Mowlem/Ivor Dunbar (Ferrari 488 GT3)

CATERHAM GRADUATES

Race 1 Luke Cooper

Race 2 Jamie Ellwood

CLASSIC FORMULA FORD 1600

Race 1 Simon Hadfield (Titan Mk4)

Race 2 Adriano Medeiros (Van Diemen RF80)

KUMHO BMWs

Race 1 Colin Wells (E46 M3)

Race 2 Colin Wells (E46 M3)

MSA BRITISH SUPERKARTS

Race 1 Carl Hulme (Anderson/VM)

Race 2 Liam Morley (Anderson/DEA)

Race 3 Liam Morley (Anderson/DEA)

OSS

Race 1 Stefano Leaney (Norma M20FC)

Race 2 Bradley Smith (Juno)

Race 3 Bradley Smith (Juno)

SNETTERTON

MINI CHALLENGE COOPER PRO/AM

Race 1 Kyle Reid

Race 2 Kyle Reid

Race 3 Kyle Reid

MINI CHALLENGE COOPER S

Race 1 Andy Langley

Race 2 Jono Davis

Race 3 Rob Austin

MINI MIGLIA

Race 1 Lee Deegan

Race 2 Lee Deegan

MINI SE7EN

Race 1 Andrew Deviny

Race 2 Andrew Deviny

MONOPOSTO F3/2000/FR2000/MOTO 1400

Race 1 Ben Cater (Dallara F306)

Race 2 Tony Bishop (Dallara F304)

Race 3 Ben Cater (Dallara F306)

MONOPOSTO MOTO 1000/CLASSIC/1800/1600

Race 1 Dax Ward (Jedi Mk6)

Race 2 Dax Ward (Jedi Mk6)

Race 3 Dax Ward (Jedi Mk6)

MSVT TRACKDAY CHAMPIONSHIP CLASSES A & S

Jamie Gibbs/Ryan Gibbs (BMW M3)

CLASSES B, C & D

Gary Burstow (BMW 328i Coupe)

MSVT TRACKDAY TROPHY

Tim Evans (Honda Civic Type R)

RADICAL SR1 CUP

Race 1 Ryan Harper-Ellam

Race 2 Ryan Harper-Ellam

For full results visit: tsl-timing.com

FINISHING STRAIGHT

IN THE MEDIA • ARCHIVE • QUIZ



PERCHANCE TO STREAM:

On demand. It's become an inescapable fact of life for media providers and something to which consumers have developed a sense of entitlement. No longer are evenings centred around, 'Oh, I'll just watch this.' We're now in a position to say: 'I want to watch this.'

So you could say it was inevitable that the new, digitally focused Formula 1 would try to embrace Netflixification with the launch of F1 TV Pro and F1 TV Access.

In layman's terms F1 TV Pro is a full English breakfast – albeit one that's not available in the UK owing to Sky's exclusive TV deal. It features live races, live onboard cameras, unedited team radio, plus a whole host of other extras. F1 TV Access, the only option available in the UK, is very much the lighter option, although it builds on the features previously available within the Formula 1 app for a similar monthly fee.

F1 TV Access is £2.29 per month, £19.99 annually (discounted to £17.99 until May 31), and gives subscribers access to session highlights and archived footage, as well as timing data and a driver tracker. That

seems reasonable enough, but there are several reservations based on the first weekend of the service.

While the archived footage does stretch back to the world championship's inaugural season in 1950, it's still significantly lacking – particularly as you rewind beyond the past few years. At the moment there are only a handful of archived races available.

But Formula 1 is aware of this shortcoming, saying: "With such a rich history of races, digitising the entire F1 archive is taking us a little while longer than expected. But we will get there... keep checking back as more races become available."

So the archive is a bit thin on the ground for now, but what those people who don't have a Sky subscription are probably more interested in is the here and now: session highlights. Unfortunately, while you could enjoy full highlights of the Spanish Grand Prix on F1's official YouTube channel from around 7pm on Sunday, they couldn't be accessed on F1 TV until several hours later.

F1's YouTube channel, which has more than 1.2million subscribers, is an ocean of bespoke, engaging content. On top of session highlights you can also enjoy pre and post-race F1 Paddock Pass shows, which would justify a paid subscription as a standalone.

At this point it should be reiterated that it's free to subscribe to the F1 YouTube



Formula 1™



F1 TV ACCESS

channel, so you would expect rather more of the subscription offering. And if you compare F1 TV with NFL Game Pass, for example, which includes every game across every season (both live and playback), access to shows and a dedicated 24-hour TV channel, F1 TV is a sparse offering considering it's priced similarly to the NFL's product.

"AT THE MOMENT THERE ARE ONLY A HANDFUL OF ARCHIVED RACES"

In F1 TV's defence, it's still early days, and Formula 1 has acknowledged and apologised for the teething troubles it encountered with the Pro service over the launch weekend – even offering partial refunds. F1 TV will, undoubtedly, improve. But you wonder why it was launched when it clearly wasn't quite ready.

F1 fans have gone their entire lives without such a service, so they could have waited a few more months for it to be fully operational. If you're based in the UK, then for the moment it's probably better to spend your £2.29 on snacks to eat while enjoying F1's YouTube channel.

JACK MILBURN

THIS WEEKEND'S EVENTS

<p>INTERNATIONAL MOTORSPORT</p> <p>Rally Portugal World Rally Championship Rd 6/13 Matosinhos, Portugal May 17-20 TV Live BT Sport 2, Friday 1900. BT Sport 3, Saturday 1500. Red Bull TV, Saturday 1045. Live coverage on wrc.com All Live service (available via WRC+). TV Highlights Motorsport.tv, Saturday 0100, 2330, Sunday 2330</p> <p>Formula E Rd 8/10 Berlin Tempelhof, Germany May 19 TV Live Eurosport 2, Saturday 1700. TV Delayed Channel 5, Saturday 1945</p> <p>World Touring Car Cup Rd 4/10 Zandvoort,</p>	<p>Netherlands May 19-20</p> <p>TCR Europe Rd 2/7 Zandvoort, Netherlands May 19-20</p> <p>DTM Rd 2/10 Lausitzring, Germany May 19-20</p> <p>Super GT Rd 3/8 Suzuka, Japan May 20</p> <p>Australian Supercars Rd 6/16 Winton, Victoria, Australia May 19-20</p> <p>NASCAR All-Star Charlotte, North Carolina, USA May 19 TV Live Premier Sports, Saturday 2300</p> <p>V8 Stock Cars Rd 5/12 Santa Cruz do Sol,</p>	<p>Brazil May 20</p> <p>Super TC2000 Rd 4/12 Potrero de los Funes, Argentina May 20</p> <p>MotoGP Rd 5/19 Le Mans, France May 20</p> <p>UK MOTORSPORT</p> <p>Silverstone MSVR May 18-20 Blancpain GT: Blancpain Series Endurance Cup, Formula Renault Eurocup, Lamborghini Super Trofeo TV Live Motorsport.tv, Sunday 1400</p> <p>Oulton Park VSCC May 19 Vintage and Pre-War races, Morgans, Ferrari Classic, 500cc F3</p> <p>Thruxton BARC May 19-20</p>	<p>BTCC, F4, Clio Cup, Ginetta GT5, Ginetta Juniors TV Live ITV4, Sunday 1115</p> <p>Cadwell Park HSCC May 19-20 Historic F3, Historic FF2000, Historic FF1600, Historic Touring Cars, Classic Clubmans, Historic Road Sports, '70s Road Sports, Formula Junior, Sprites/Midgets</p> <p>Brands Hatch MSVR May 19-20 LMP3 Cup, GT Cup, F3 Cup, Lotus Elise, Lotus Cup, Radical Challenge, Production BMWs, Racing Saloons</p> <p>Mallory Park 750MC May 20 Historic 750 Formula, Toyota MR2s, Classic Stock Hatch, Sport Specials, 750 Formula</p>
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FROM THE ARCHIVE

Pierluigi Martini's Minardi-Ford M189 splashes spectacularly through the Phoenix pitlane during qualifying for the 1990 US Grand Prix. Saturday's unexpected downpour resulted in Friday's qualifying times deciding the grid positions. Pirelli's qualifying tyres helped shake up the order, with Martini starting the race from the front row, just 0.067 seconds behind pole-winner Gerhard Berger's McLaren-Honda MP4/5B.



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TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN?



WHO IS THIS?

This second-generation superstar would ultimately surpass his father's achievements, but there was a tragic similarity in the way their lives ended.

Hailing from a northern powerhouse, initially he took to the track on two wheels, but it was when an old friend of his father's gave him a break that things took off on four.

It took a while for him to make his mark, but when it clicked he was literally unbeatable – in fact it was only his decision to chase a bigger prize that interrupted his streak.

A dispute over his pay prompted him to switch to another racing family, but despite a promising start it would be a disappointing campaign.

Things were on the up before he took a famous dip in the Mediterranean and then a cruel repeat of history struck.

ON THIS DAY

1 Which future world champion scored his first F1 podium on this day in 1981?

2 Today is Luca Cadalora's birthday. How many 500cc motorcycle GPs did he win?

3 It's Anthony Reid's birthday today. For how many different manufacturers did he win in the BTCC?

4 Which Brit scored his first DTM podium on this day in 2009?

5 Piercarlo Ghinzani made his F1 debut on this day in 1981. Of the 111 races he entered, how many times did he fail to qualify or pre-qualify?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when John Cleland, Ford Falcon, Bathurst 1000, October 7 2001. Who is this? Al Unser Jr. On this day 1) 21. 2) Ronnie Peterson. 3) Darrell Waltrip. 4) 2008. 5) Stirling Moss. Name the helmet Keke Rosberg.

IN NEXT WEEK'S ISSUE



NEW DARK CLOUDS OVER McLAREN

DUNBAR LAT IMAGES

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Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, 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 11431. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

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Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT. Tel: +44 (0) 20 7429 4000. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

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