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The inside story of Haas F1

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POLE POSITION

If an American team can succeed, it's Haas F1

HAAS F1 IS A VERY DIFFERENT PROPOSITION TO USF1.

Dieter Rencken visited the team's headquarters in North Carolina recently, and his usual thorough investigation into its activities reveals a very credible operation that can be expected to be on the Formula 1 grid in 2016.

While Haas F1 makes much of its American base, it has plenty of knowhow from grand prix racing's European heartland. There's a Ferrari deal that extends far beyond mere engine supply and a deal to work with Dallara to produce the chassis that gives it the skills required to get a car up and running.

So credible is Haas that some call it, with some justification, a Ferrari B-team. Both sides of that equation deny it, but the squad is certainly going to be standing on the shoulders of the biggest giant in F1 history.

● With all the talk about the direction of F1, now is your chance to have your say. *F1 Racing*, *AUTOSPORT* and *Motorsport News* have teamed up to produce the Global F1 Fan Survey – so have your say and you can be sure the results will be shown to the key decision makers in the sport. For more, check out www.autosport.com



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COMPETITION



FIND US ON



Cover illustration:
 Alan Eldridge

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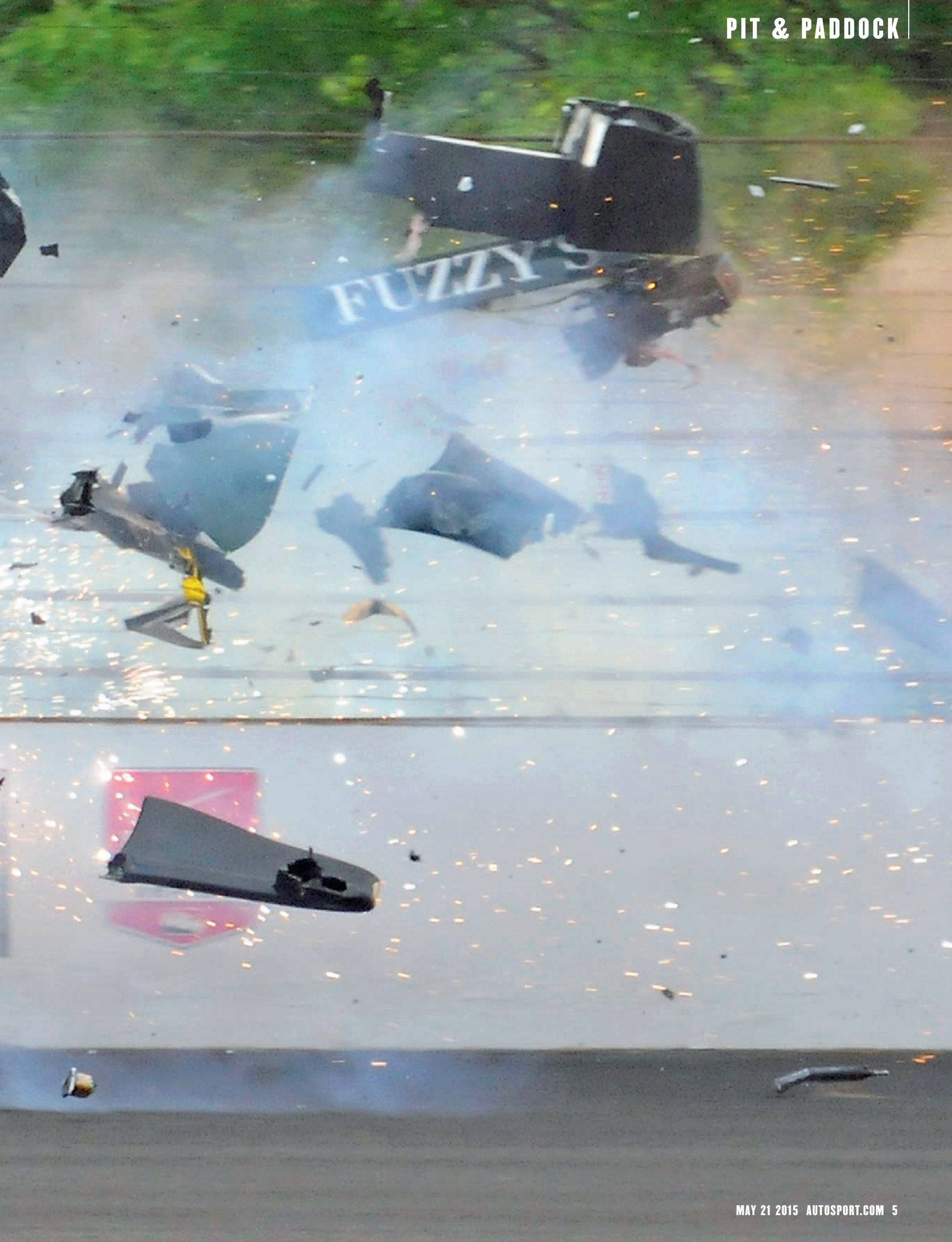
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THE BIG PICTURE

Ed Carpenter's hopes of taking a third consecutive Indy 500 pole take a dive. This heavy landing, after losing control at Turn 2 during practice, led to a 12th-place grid slot

Photographer Greg Huey/PA Photos





This week in F1

GLOBAL FAN SURVEY LAUNCHED

AUTOSPORT has teamed up with sister publications *F1 Racing* and *Motorsport News* to find out what the fans of grand prix racing really want. Head to www.autosport.com to find out how to have your say in the Global Fan Survey 2015 in association with *F1 Racing*, AUTOSPORT and *Motorsport News*.



COATES/LAT



STALEY/LAT

ROSBERG SETS BARCELONA TESTING PACE FOR MERC

Spanish GP winner Nico Rosberg set the pace in Barcelona in the first of two in-season tests, as a number of young drivers got a chance to drive.

The German clocked 1m24.374s on an unmarked Pirelli compound, as the Mercedes team was one of four assisting the F1 tyre supplier with the testing of new rubber.

Lotus reserve Jolyon Palmer was second overall and led the way on day two courtesy of a late run on super-softs. Mercedes' Pascal Wehrlein missed the first day because of illness but recovered to achieve the third-fastest time overall.

Pierre Gasly swapped from Toro Rosso to Red Bull on day two, achieving the sixth-fastest time behind Sauber's Marcus Ericsson and Raffaele Marciello, who secured his best time of the test in the Ferrari before a day in the Sauber.

Alex Lynn, who made his debut as

COMBINED TEST TIMES			BARCELONA MAY 12-13	
POS	DRIVER	CAR	TUESDAY	WEDNESDAY
1	Nico Rosberg	Mercedes F1 W06	1m24.374s	-
2	Jolyon Palmer	Lotus-Mercedes E23	-	1m26.080s
3	Pascal Wehrlein	Mercedes F1 W06	-	1m26.497s
4	Marcus Ericsson	Sauber-Ferrari C34	1m26.624s	-
5	Raffaele Marciello	Ferrari SF15-T	1m26.648s	-
6	Pierre Gasly	Red Bull-Renault RB11	-	1m26.683s
7	Daniil Kvyat	Red Bull-Renault RB11	1m26.904s	-
8	Jenson Button	McLaren-Honda MP4-30	-	1m26.927s
9	Alex Lynn	Williams-Mercedes FW37	-	1m26.967s
10	Pastor Maldonado	Lotus-Mercedes E23	1m27.338s	-
11	Nick Yelloly	Force India-Mercedes VJM08	1m27.396s	-
12	Esteban Ocon	Force India-Mercedes VJM08	-	1m27.520s
13	Pierre Gasly	Toro Rosso-Renault STR10	1m27.639s	-
14	Felipe Massa	Williams-Mercedes FW37	1m27.911s	-
15	Esteban Gutierrez	Ferrari SF15-T	-	1m27.930s
16	Carlos Sainz	Toro Rosso-Renault STR10	-	1m27.997s
17	Oliver Turvey	McLaren-Honda MP4-30	1m28.542s	-
18	Raffaele Marciello	Sauber-Ferrari C34	-	1m28.829s

Williams development driver, was eighth overall, four tenths quicker than Nick Yelloly, who made his F1 debut substituting for Wehrlein at Force India.

Esteban Gutierrez had his first outing

as Ferrari's reserve, as the team focused on improving its updated package, with 15th, two places clear of Oliver Turvey, who was tasked with helping McLaren test a raft of new parts.



XPIB/IMAGES

New-style supersoft tyre for Monaco

Pirelli will unveil a new compound of supersoft tyre for this weekend's Monaco Grand Prix.

The tyre – representing the first time any supersoft has been used this year – now provides greater resistance to graining and blistering.

Honda finalising development

Honda motorsport boss Yasuhisa Arai says there are certain key areas where his organisation will be required to spend its engine-upgrade tokens allocation.

“One area where we are weak is horsepower – we need more horsepower,” said Arai. “So one area to use the tokens is combustion, and the MGU-K and MGU-H because energy is a very important part.”



S. BLOKHAN/LAT

For all the breaking news, visit **AUTOSPORT.COM**

TICKETS TO SENNA Q&A AVAILABLE

Tickets are available for The Life of Ayrton Senna Q&A in aid of Great Ormond Street and the Royal Brompton and Harefield charities on June 30, where David Coulthard, Paddy Lowe and Patrick Head will share their memories of the Formula 1 legend. For more information, visit hexagonclassics.com/events



“From everything I’ve seen, we’re going to be fine. We’re not going to wind up going to the poor house”

Gene Haas is confident he made the right decision starting up a new American team for 2016

Ecclestone in Michelin snub

F1 boss Bernie Ecclestone does not believe the potential return of Michelin as tyre supplier would be good for the World Championship.

Michelin Motorsport director Pascal Couasnon has said the French manufacturer would be prepared to bid for the next supply contract, with

current provider Pirelli’s deal due to expire at the end of 2016.

But Ecclestone told AUTOSPORT: “All Michelin would do is make a rock-hard tyre that you could put on in January and take off in December because they don’t want to be in a position to be criticised.”



RENZO ZORZI: 1946-2015

ITALIAN RENZO ZORZI, WHO started seven world championship grands prix for Frank Williams and Shadow from 1975-77, has died aged 68. His best result was sixth in Brazil in '77 for Shadow.

Unfortunately, he is best known for his part in the accident that claimed the lives of team-mate Tom Pryce and marshal Frikkie Jansen van Vuuren at Kyalami in '77. Zorzi had stopped before van Vuuren ran across the track with a fire extinguisher and was struck by Pryce’s car.

Post-F1, Zorzi raced in the British Aurora series and in sportscars, and acted as a test driver for Pirelli.



F1 PREVIEW

MONACO GRAND PRIX

May 21-24



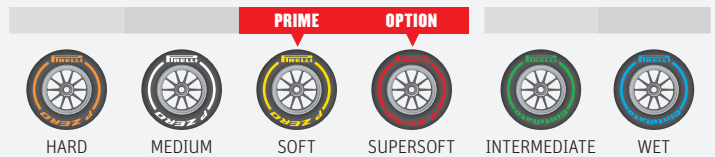
CIRCUIT INFORMATION

MONTE CARLO

LENGTH 2.075 miles NUMBER OF LAPS 78

2014 POLE POSITION Nico Rosberg	1m15.989s
QUALIFYING LAP RECORD Sebastian Vettel	1m13.556s (2011)
RACE LAP RECORD Michael Schumacher	1m21.439s (2004)

TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1

THURSDAY
FP1 0900 FP2 1300

SATURDAY
FP3 1000 QUALIFYING 1300

SUNDAY
RACE 1300

BBC 5 Live and the BBC Sport website will also offer live coverage of all sessions. BBC TV will carry highlights of both qualifying and the race.

PREVIOUS WINNERS

2014 Nico Rosberg	Mercedes
2013 Nico Rosberg	Mercedes
2012 Mark Webber	Red Bull
2011 Sebastian Vettel	Red Bull
2010 Mark Webber	Red Bull
2009 Jenson Button	Brawn
2008 Lewis Hamilton	McLaren
2007 Fernando Alonso	McLaren
2006 Fernando Alonso	Renault
2005 Kimi Raikkonen	McLaren

THEMES TO WATCH



HAMILTON v ROSBERG
Hamilton was beaten by Rosberg for the first time this year in Spain and will be keen to reassert his authority in Monte Carlo.



POINTS FOR McLAREN?
McLaren is still awaiting its first points but Jenson Button and Fernando Alonso reckon Monaco is their best chance.



RENAULT PERFORMANCE
All four Renault-powered cars finished in Spain, so Red Bull boss Christian Horner says performance must now be the priority.



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Ben Anderson

From the paddock

With Michelin recently voicing its enthusiasm for a return to F1, the sport's tyre-supply deal and the issues that come with it are again on the agenda

Amid all the wrangling over the future of Formula 1 recently, there is one technical aspect with supreme power to define the competitive make-up of the championship, and its future technical direction.

I'm not talking about wealth distribution, or refuelling, or 1000bhp engines and their architecture (all of which are significant, of course). I'm talking about tyres – the one element of the F1 equation by which all others must eventually be transferred onto the track.

It's not exactly a tyre war as we've come to know it, but the fact Michelin is ready to consider returning to F1 in 2017 at least creates potential for a contest over who will supply rubber for the championship when Pirelli's current deal expires at the end of 2016.

The last time Michelin was in F1, there was a full-blown tyre war with Bridgestone. This was an interesting period for F1 followers, mainly because the previously dominant Bridgestone-shod Ferraris suddenly had some genuine opposition again, firstly from McLaren and Williams, and later from Renault too.

Many would like a return to this sort of competition, which drove performance and created competitive variation. But, in the current climate of squeezed budgets and expensive engines, no one would reasonably countenance a return to that paradigm.

So if Michelin does return it will have to do so as sole supplier – the very thing that led it to pull out of F1 after 2006, leaving Bridgestone as monopolist.

This is a stinging rebuke, and means Michelin wants F1 to do a volte-face – adopting durable tyres that basically eliminate the need for pitstops altogether. Those who are disenchanted with the current state of F1 may welcome this change of emphasis. But the important question is: would the racing be better if tyres lasted longer and pitstops were eliminated?

Anecdotal evidence (where races have not been affected by adverse weather) suggests not. This year's Malaysian GP was captivating because of strategic variation; the 2012 season produced many different winners because the tyres fell apart easily; the 2010 Canadian GP was exciting because teams couldn't make the tyres work consistently.

People have short memories. I'm sure the drivers and engineers would love Michelin to return. The French manufacturer is renowned for making quality products wherever it, ahem, treads, and a fast, stable, consistent tyre would make the cars more rewarding to drive and easier to set up.

But the result will be processional racing (provided aerodynamic regulations remain largely unchanged). That's why F1 promoter Bernie Ecclestone – whose job is to ensure F1 remains interesting to fans and thus lucrative for him and his bosses – was moved to speak out against Michelin's mooted comeback.

The trouble is, many people (as ever where F1 is concerned) want to have their cake and eat it, so to speak. They want super-fast cars and drivers running flat out,

“Many would like a return to tyre competition, but no one would reasonably countenance it”

But the firm's motorsport director, Pascal Couasnon, has said Michelin will only return if F1 alters its technical regulations to make the tyres a “technical object again, not just a tool to do a more or less spectacular show”.

Unfortunately for him, that's exactly what the tyres in current F1 are designed to do. Pirelli gets bad press for ‘forcing’ drivers to go slowly and preserve their rubber in races, but it's because F1's stakeholders wanted change in order to end the formulaic trend of one-stop boreathons.

Remember the Canadian Grand Prix of 2010? Everyone thought that race was amazing, because it went against the grain. Bridgestone's tyres overheated and the competitive order was shaken by strategic variation. Pirelli was asked to create more ‘Canada 2010s’ with its rubber amid in a season in which one stop was the norm.

Couasnon joins those who now criticise Pirelli for its tyres being too hard and degrading too fast, saying, “tyres should offer stable performance and grip levels” and calling Pirelli's work “mediocrity, not technology.”

but that means ‘better’ tyres and lots of downforce. They want exciting racing and lots of unpredictability, but don't want tyres that drop off and cause lots of pitstops. They want drivers to go quickly in each stint of a race, but don't want the sort of strategic normality that often made refueling-era F1 boring and predictable.

A move to allow teams free choice from four compounds from next year sounds interesting initially, until you realise teams will quickly work out the overall fastest option for each circuit and all converge to the centre ground.

You can debate indefinitely whether F1 should focus on purity of competition over the needs of the ‘show’, but has anyone bothered to find out what the fans really want before proposing these changes? Probably not. So we've taken matters into our own hands by launching a comprehensive fan survey (in conjunction with sister titles *F1 Racing* and *Motorsport News*). What do you want F1 to be? Have yoursay at www.autosport.com. ❧

This week in motorsport

NEW GT3 PORSCHE IS REVEALED

Porsche has unveiled the new 991-shape 911 GT3 racer that will come on stream for next season. The new 911 GT3-R, which replaces the existing 997-model of the same nomenclature, is built around the road-going GT3 RS and its direct-injection four-litre flat-six engine. It will cost €429,000.



10

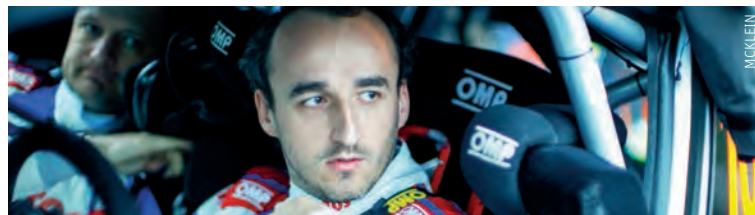


Gene will race LMP1 Nissan

Veteran Marc Gene is to race for Nissan's World Endurance Championship line-up later this season.

It is planned that the Spaniard, who stepped down into an advisory role ahead of the Le Mans 24 Hours next month, will race the GT-R LM NISMO in later rounds of the WEC, according to Nissan global motorsport boss Darren Cox. He said that the P1 line-up remains fluid for the final five rounds, starting with August's Nurburgring 6 Hours.

Nissan's three Le Mans rookies – Max Chilton, Tsugio Matsuda and Alex Buncombe – will undertake the 10 laps they are required to complete of the Circuit de la Sarthe at next week's Test Day at the wheel of a Ginetta-Nissan LMP3 car.



KUBICA GETS NEW FIESTA

Robert Kubica will drive an all-new Ford Fiesta RS WRC after all on this week's Rally of Portugal.

The Polish ex-Formula 1 star's appearance in one of five new Fiestas built by M-Sport had been in doubt after he

missed the last round of the World Rally Championship due to a disagreement with A-Style, the team that had been running him prior to his no-show in Argentina.

Kubica's Fiesta will be run by M-Sport and his own RK World Rally Team.

KEIJI MATSUMOTO 1949-2015



ONE OF THE MEN TO BEAT IN JAPANESE top-level motorsport in its peak era, Keiji Matsumoto, has died aged 65.

Matsumoto was Formula 2 champion in 1979 and twice runner-up afterwards. He was also a race winner in Formula 3000 and competed successfully against the top internationals who raced in Japan. Along with this, he was a member of the Nissan factory team at the Le Mans 24 Hours in 1987 and '88.

919 Le Mans test ticked off

Porsche has completed almost 4000 miles of testing with its Le Mans-spec 919 Hybrid over the course of its final endurance simulation ahead of the 24 Hours next month.

A solo 919 running with the new Le Mans aero kit tested at the Motorland Aragon circuit in Spain with all nine of Porsche's LMP1 drivers present. It racked up a total of 3954 miles over four days.

Neel Jani, second in World Endurance points, said: "We could definitely feel a difference in top speed; it was definitely a step forward in that respect."



For all the breaking news, visit AUTOSPORT.COM



EBREY/LAT

Lapierre for Silverstone

World Endurance Championship race winner Nicolas Lapierre will drive for the VonRyan Racing McLaren team in this weekend's Silverstone Blancpain Endurance Series round.

The Frenchman, who undertook two races with the ART McLaren squad in last year's BES, will drive a 650S GT3 together with Alvaro Parente and Adrian Quaife-Hobbs. Lapierre (above) replaces Bruno Senna, who has a clashing Formula E commitment in Berlin.

Nissan LMP1 driver Jann Mardenborough will also be on the grid for Silverstone's three-hour race. The Welshman will race the Pro-Am class RJN Nissan GT-R NISMO GT3 with latest GT Academy finds Gaetan Paletou and Ricardo Sanchez.



RS01 TEAMS GEAR UP

The Renault Sport Trophy has kicked off in anger with three days of testing at Valencia last week.

Italian Vittorio Ghirelli, the 2013 Auto GP champion, set the fastest time of the test with Zele Racing as teams prepare for the competition debut of the brand-new Renault RS01 at next week's Spa World Series round.

Several drivers from single-seaters have been lined up for the series, which will run with a pro-am two-driver

format. These include Briton Luciano Bacheta, who has joined former Megane Trophy heavyweight Oregon Team to partner ex-Megane racer Niccolo Nalio.

Also at Oregon is GP3 podium finisher David Fumanelli, who joins Formula Renault ALPS graduate Dario Capitanio.

Formula Renault Eurocup race winner Andrea Pizzitola and FR NEC ace Steijn Schothorst are also likely contenders, with ART Junior Team and Equipe Verschuur respectively.

In brief



OCON GOES ELECTRIC

Reigning European F3 champion, GP3 race winner and Formula 1 test driver Esteban Ocon got his first taste of Formula E at last weekend's Pau Grand Prix. Ocon (above), Jerome d'Ambrosio and GT ace Mike Parisy all took part in demonstration runs.

WOMEN ATTACK INDY

British IndyCar irregular Katherine Legge has been signed up to spearhead a new all-female attack on next year's Indianapolis 500 under the Grace Autosport name. Beth Paretta, who formerly ran the SRT/Dodge GT programme, is team principal, with Catherine Crawford and Jessica Rowe as engineers.

FISICHELLA AT LE MANS

Giancarlo Fisichella and Olivier Beretta will return to the AF Corse Ferrari line-up for the Le Mans 24 Hours. Fisichella will share with Gianmaria Bruni and Toni Vilander, and Beretta with Davide Rigon and James Calado.

F3 FUEL EXCLUSION

European Formula 3 racer Markus Pommer has been excluded from his seventh place in the first race from the Hockenheim round earlier this month. A fuel sample taken from the German's Motopark-run car after qualifying was found to consist of seven per cent of the Panta fuel used for the opening round at Silverstone, and 93 per cent of the Aral mandatory for DTM support events.

BUSCH RETURNS

Kyle Busch returned to NASCAR action last weekend in the All-Star race at Charlotte, three months after breaking his leg at Daytona. Busch finished sixth on his comeback outing in his Joe Gibbs Racing Toyota.

FONTANA IN FR3.5

Swiss-Greek GP3 racer Alex Fontana will sub for F1-committed Roberto Merhi at the Pons Racing Formula Renault 3.5 team this weekend in Monaco. Merhi returns for Spa.



BTCC



TCR

BRANDS FALLS INTO FOCUS

Race-winning British Touring Car Championship team Motorbase successfully ran both its new EcoBoost-powered cars for the first time at a Brands Hatch test last week.

Team regular Mat Jackson and new team-mate James Cole drove the

team's Ford Focuses in the test, which included qualifying simulations using data from the 2015 opening round.

Also running at Brands was the Onyx team with its TCR-specification Ford Focus – yet to race after gearbox problems at the opening round.

Kyalami to be redeveloped

Ex-South African Grand Prix venue Kyalami has temporarily closed to redeveloped into an FIA Grade 2 venue.

The circuit upgrades, which include some changes to its layout, mean that Kyalami will be eligible to host all levels of international motorsport with the exception of Formula 1.

FIA safety boss Charlie Whiting recently visited the venue to give his blessing to the project. The track will reopen by September this year.

BIG NUMBER

8

Points penalty dished out to IndyCar star Helio Castroneves for triggering the first-turn pile-up at the Indy road course round this month. The Brazilian lost the 2006 title by just two points...

SMP'S P2 CAR MAKES DEBUT

The new SMP Racing BR Engineering LMP2 car made its racing debut in the European Le Mans Series round at Imola last Sunday.

Two examples of the new Nissan-powered BRO1 coupe appeared, both run by the Franco-Russian team, with the lead car qualifying 2.794s off the pace in the hands of IndyCar refugee Mikhail Aleshin.

It came home six laps down in eighth, with Nicolas Minassian ending up in the gravel in the final hour in the sister car. The next outing will be the Le Mans 24 Hours.



Formula 1's rule changes explained

Formula 1 is bracing itself for a series of sweeping rule changes aimed at improving the show in time for 2017.

LAWRENCE BARRETTO explains

Plans for a major revamp of grand prix racing from 2017 have taken another step forward as the Strategy Group unveiled plans to introduce faster, wider and noisier Formula 1 cars.

F1 boss Bernie Ecclestone, FIA president Jean Todt and team principals from Mercedes, Ferrari, Red Bull, McLaren, Williams and Force India met to discuss the sport's future.

They agreed on a number of proposed changes to the regulations, including the shock return of refuelling, which will now go to the F1 Commission and then the World Motor Sport Council for final ratification.



Todt and Ecclestone joined the F1 Strategy Group discussions

12

REFUELLING

Of all the new rules, the return of refuelling came as the biggest shock – the process was banned from 2010 in order to save the costs of transporting the necessary equipment around the world.

But before its return is rubber-stamped, a feasibility study will be conducted to assess whether it is financially viable.

It is clear to see why the Strategy Group was keen on the idea. Cars will not need to run with the maximum fuel load, which means faster cars, lower lap times and a more spectacular show.

Lighter cars will reduce loads on the tyres, which means drivers should theoretically be able to push more – something which will go

some way to allaying concerns of those frustrated at hearing drivers say they need to manage their tyres during a race.

Refuelling also brings with it an element of the unknown on strategy, as the teams can vary the amount of fuel in the car at the start of the race and how much is taken on board at each pitstop.

GARY ANDERSON'S VERDICT

It will be a surprise if refuelling goes ahead. To introduce this and try to allow pitstops of two to three seconds with refuelling is madness. If you want to improve passing, that can be done on-track with dramatic aerodynamic changes that allow cars to run more closely together.



TEE/LAT



HIGHER REVVING, NOISIER ENGINES

Since the introduction of 1.6-litre V6 turbo engines last season, F1 boss Bernie Ecclestone has complained that the units are not loud enough.

That issue will now be addressed while sticking with the current generation of engines and thus stopping increases in costs.

A technical solution, rather than a gimmick, is being pursued, with plans focused on changing the tailpipe architecture and assessing how the wastegate is being used in order to raise sound levels.

Meanwhile, cars will revert to a

lighter six-speed gearbox, from eight, to increase revs and thus speed, which should help F1 reach its target of cutting lap times.

GARY ANDERSON'S VERDICT

I don't really see why this will increase the revs – it's the fuel-flow meter that limits the revs. With a six-speed gearbox and the fuel-flow meter controlling the engine revs, your average rpm is actually lower. I also don't see why a six-speed gearbox would increase the speed – drag versus horsepower equals speed.

FASTER CARS AND AGGRESSIVE LOOKS

The fastest lap in this year's Spanish Grand Prix, set by Lewis Hamilton, was 6.6 seconds slower than Kimi Raikkonen's lap record set in 2008.

Ask any driver if they would want a faster car and the answer would inevitably be a resounding yes. So the prospect of seeing lap times cut by five to six seconds is a welcome addition. But how will this be achieved?

Along with running with less weight because of refuelling, the combined minimum weight of the cars and drivers will also be reduced by 30-50kg.

Teams will be asked to target areas of the car such as gearbox and electronics for weight-saving, rather than giving heavier drivers a further disadvantage.

Cars will look different too, with the width of the 2017 challengers

increased by 20cm to two metres, as they were until 1997, and the front and rear wings also widened.

The rear-tyre width will be increased from 360mm to 420mm, which will increase grip.

GARY ANDERSON'S VERDICT

This confuses me. The weight limit was increased for 2015 because teams couldn't get their cars down to the weight limit. So how do you

get rid of 30-50kg? Cutting the gearbox from eight to six forward gears will save perhaps 3kg but the duty cycle on fewer gears will be higher. It's not just about taking out two gears, it could require a whole new design.

I would like to see the cars with tidy body surfaces, but they can be made to look meaner with bigger front and rear tyres, and wider, lower, shorter-cord rear wings.



DUNBAR/LAT

FREE TYRE CHOICE

While refuelling and faster, noisier cars have been pencilled in for introduction in 2017, the free tyre-choice measure will be enforced from next season.

Teams will be free to choose two dry Pirelli compounds from a selection of four currently available per race.

Before the announcement, Pirelli motorsport boss Paul Hembery voiced concerns that such a move could lead to "reckless" choices and compromise safety.

But a framework from the tyre manufacturer will be in place to prevent instances where, for

example, the super-soft tyre is used at a high-speed circuit such as Monza.

While, in theory, the choice should add an extra spice to the show, the teams are likely to work out the quickest option for each circuit ahead of race weekends and will ultimately converge on the same compounds.

GARY ANDERSON'S VERDICT

This will just make it more confusing for the viewers. Currently, getting the tyre information is extremely difficult unless you have a bank of computers in your back pocket.



STALEY/LAT



ETHERINGTON/LAT

ENGINE FORMULA UNCHANGED

There have been calls for the sport to ditch the current generation of V6 engines and return to V8 powerplants with 1000bhp.

But the Strategy Group has sensibly voted for stability, pointing to the significant investment manufacturers have already made and the vast redevelopment costs required for a change.

Not only does that keep a control on costs, but it also maintains the

relevance of the power units to the road-car industry.

And, as Mercedes boss Toto Wolff said recently, the current power units will likely hit 1000bhp in the near future anyway, such is the rate of engineering development.

GARY ANDERSON'S VERDICT

It would make sense to dump the fuel-flow regulation and keep the fuel capacity at 100kg for the race.

ENGINE ALLOCATION STAYS AT FOUR

The proposal of switching from an allocation of four engines per car per season to five was rejected.

This means it will be a case of how many penalties a team will take, rather than if they take any.

Will the **Haas F1** American dream

The new Haas F1 team will hit the grand prix grid in 2016. **DIETER RENCKEN**
visited the team's base and explains why it should be taken seriously



come true?



Gene Haas presides over new F1 project



Dan Gurney's Eagle won '67 Belgian GP

It's the great American dream: the land of the automobile takes on Europe's best race teams in Formula 1, vanquishing all with home-grown drivers.

Many have tried, starting with Lance Reventlow's beautifully crafted but ultimately obsolete Scarabs, through to Dan Gurney's grand prix-winning Anglo-American Racers Eagle, Roger Penske's project (one win), and the Vel's Parnelli Jones Racing effort.

So far, though, the number of American drivers to have won world championships equals the team win-count (two), after Phil Hill and Mario Andretti did the Star-Spangled Banner proud in 1961 and '78 respectively. Five American drivers (from 70-odd starters, if 1950s Indianapolis participants – when the Brickyard race was a round of the world championship – are excluded) have won a grand prix. So the US does have some F1 form.

More recently, there was USF1, which was founded by Ken Anderson. While it failed even to build a car before closing (see panel, right), it inspired the newest American F1 effort, namely Haas F1 Team, which is an offshoot of the eponymous machine-tool company run by Californian entrepreneur Gene Haas.

The billionaire needs little introduction to most motorsport fans. Haas is the co-owner, along with Tony Stewart, of the championship-winning NASCAR squad Stewart Haas Racing, which has, among others, Danica Patrick and reigning champion Kevin Harvick on its driver roster. He is also the instigator of the famous Windshear windtunnel in Charlotte, North Carolina, regarded as one of the world's best motorsport facilities of that type.

When Anderson, a former Haas Racing employee, founded USF1 he pitched to Haas for support. Although the offer was declined, the industrialist followed the project keenly through supplying machine tools. Simultaneously, former Jaguar F1/Ford rally technical director Gunther Steiner, who relocated to America to work for Red Bull's NASCAR project, founded a carbonfibre business and moved into Anderson's orbit.

When USF1 collapsed ahead of its debut season in 2010, primary investor Chad Hurley (of YouTube/PayPal fame) asked Steiner to sort out the mess by engineering a merger with similarly embattled HRT. Steiner, a naturalised 50-year-old American born in Alto Adige – the German-speaking province in northern Italy – headed to London



Mario Andretti drove for Parnelli team



Gunther Steiner heads up Haas F1 Team's innovative operations

for meetings with F1 tsar Bernie Ecclestone. Thereafter, Steiner headed to Italy, where HRT's car was built by Dallara via a deal that saw the world's premier production racing car maker – and former F1 constructor – provide technical services to the Spanish project, which spluttered to a stop at the end of 2012. While he failed in his attempt at amalgamating the two, the experience persuaded the lanky butcher's son, who had long dreamed of team ownership, that it could be done.

"The essential bit I learnt is that Formula 1 is very difficult," says Steiner. "If you try to do it like they did 20 years ago – start out, make a car and go racing – it's just very difficult to do. Almost, in my opinion, impossible."

"To start from nothing, your own design team, designing and making everything, I think the only one that can do that is a [manufacturer team], and then with a lot of time. A two/three-year period. An OEM [original equipment manufacturer] can afford it, nobody else can. It doesn't make sense otherwise."



Scarab finished just one F1 GP in 1960



John Watson won '76 Austrian GP in Penske

But the fire burnt deep within him. With Steiner's close connections to the Italian motor racing scene, the initial consideration was to run a third Ferrari when that was on the cards. Then came the customer-car concept, and again Steiner's mind went into overdrive, but it was a relaxing of F1's "listed parts" (see column, right) that provided the definitive direction for the nascent project.

The list comprises those components that teams need to own the intellectual property to in order to be classed as constructor and qualify for a share of F1's revenues.

"If we source all other parts from, say, Ferrari, and have the listed parts made," thought Steiner, "we may have a chance."

Over a three-year period, his plan crystallised. One evening he met with Joe Custer, no-nonsense head of Haas's various motorsport interests and long-time friend of Gene's, for coffee in downtown Charlotte – NASCAR's centre of excellence and home to most teams, including SHR. Steiner pitched to Custer, who, once convinced ▶

LISTED PARTS

- Monocoque
- Survival cell
- Front-impact structures
- Roll-over structures
- Bodywork, with the exception of airboxes, engine exhausts and any prescribed bodywork geometries
- Wings
- Floor
- Diffuser



USF1 concept led to F1 budget-cap formula

WHY USF1 FAILED

USF1 was born of a massive dream, yet less than a year after being incorporated it died a lingering death. Its demise sullied the USA's reputation as a place that got things done in motorsport – after all, what did it say about the industry if an F1 team could not build a single car in a year, let alone go racing?

This is, though, grossly unfair, for the original concept was solid, but the execution poor, and not only for reasons within the gift of founders Ken Anderson and (journalist) Peter Windsor – men with broad F1 experience – whose wings melted when they flew too high, too fast.

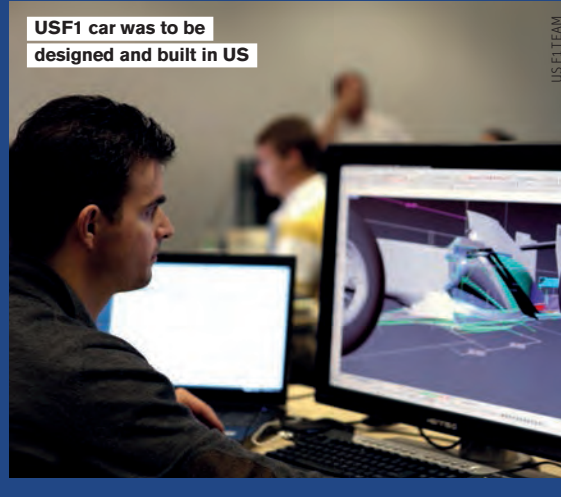
Fact is that, without their vision, the 2010 grid would have featured 18 cars, for it was their business plan that saved F1 when manufacturer teams left in droves by providing the low-cost model that begat Manor (Marussia), Lotus (Caterham) and HRT. USF1 should have been there, too, likely with Toyota power.

The story began in late 2008, when Anderson and Windsor pitched the FIA for a 2011 grid slot with a model that combined bought-in parts with a \$40 million budget. Then-FIA president Max Mosley, at the time at loggerheads with the manufacturers, grasped the potential and adapted the business plan, and the budget-cap formula was born.

As manufacturers withdrew, so Mosley pushed the \$40m formula to fill the void and threw open the entry process. Applicants based in Europe reacted quickly, while the instigators, who planned to devote another year to getting USF1 together, were instructed to be on the grid in March 2010 with Cosworth power, or forfeit the slot.

At the time of USF1's demise, a factory had been rented in Charlotte, seed backing secured from dotcom entrepreneur Chad Hurley and a car designed, but without vital time and local infrastructure the project was doomed.

Whether USF1 would have outperformed its trio of contemporaries had that year been granted remains debatable, but it is indisputable that the concept of the \$40m budget cap, announced by the FIA in March 2009, harks back to that December '08 presentation.



USF1 car was to be designed and built in US

▶ during numerous such meetings, escalated the plan. “[Steiner] had different business interests with some of the players in F1, so he had access, and that also intrigued me, because he did seem to have accurate, current information on where the sport was headed,” remembers Custer of those early-2012 meetings. “Sometimes you meet with people and it’s their own philosophy, and they’re out left field with some vision that nobody else has heard of, or understands...”

Once persuaded about the veracity of the project – this took almost a year – 54-year-old Custer arranged a meeting with Haas at Morton’s Grill, but, recalls Custer, “That was well into our discussions...”

Steiner’s Italian contacts proved invaluable. Not only was he acquainted with then-Ferrari team boss Stefano Domenicali, but his early career had brought him into

“WE’RE NOT TRYING TO BE SOUP TO NUTS BY CREATING EVERY ASPECT”

JOE CUSTER

contact with Dallara – “[founder] Gian Paolo Dallara is the godfather to all Italian racing engineers” – and the blueprint for a unique F1 model was devised.

“We made the first approach,” says Custer. “Stefano is a very good personal friend of mine, same age and a lot of things in common, and the plan went backwards and forwards for a few years to see if it worked, because Gene never wanted to start from nothing like a lot of other people did.”

In short, Ferrari would supply all non-listed parts, including full powertrain, and Dallara the initial design and manufacturing expertise, while Haas F1 Team developed its own infrastructure, and Steiner would run the show as a marketing pedestal for Haas Automation LLC, with external funding hopefully brought on board at a later stage to help defray costs.

“Apart from the engine I would say... we get all of the suspension from Ferrari, all non-listed parts we are getting from Ferrari,” explains Steiner.

“You can look at Appendix 6 [of the Sporting Regulations] and say, ‘This is what Haas gets from Ferrari’. The things we have to make by regulation, and will make, are the chassis or monocoque and what they call the ‘wet’ surfaces, everything outside the car, the bodywork, including radiators. This is what we design and make ourselves.

“The wings are part of the bodywork. We have to make the tailpipe ourselves. You can go to a certain point, then you have to make your own.”

All hinged on receiving an entrant licence from the FIA. Following a comprehensive due-diligence process, instigated to prevent debacles such as USF1’s failure, this was granted in April 2014. The original plan was to hit the grid this year but, crucially, this was pushed back to ’16.

An indication of the rigorousness of the diligence process may be gleaned from the fact that three teams applied for two vacant slots, with only one getting the nod.

What arguably tipped the deal in Steiner’s favour when he pitched to Haas was that the business model, which is almost unique in F1 terms, has form. Winning NASCAR



AUTOSPORT is given the tour of the factory



Stewart Haas Racing’s Joe Custer is used to winning in NASCAR

form, in fact. Stewart Haas Racing operates to an almost identical model, buying in major componentry as permitted by regulations, then “adding SHR value”, as Custer, whose son Cole is, at 16, the youngest winner of a NASCAR-sanctioned event, terms it.

During AUTOSPORT’s visit to Haas F1 Team’s pristine, 140,000-square-foot bespoke facility, situated at 4001 Haas Way in Kannapolis, 30 miles north-east of Charlotte, the first port of call was Windshear. This was followed by a visit to Hendrick Motorsports, the premier NASCAR team, which supplies hardware such as front and rear chassis frames, engines and rear axles to SHR.

“[We are] adding value, not trying to be soup to nuts by creating every aspect of a vehicle, but instead looking for suppliers, for partners, for any number of solutions to avoid the long, long curve of learning,” says Custer of the team’s approach.

“We’re here to race cars, not to develop every aspect of the technology. There are different solutions, and we’re ▶



Haas F1's US HQ at 4001 Haas Way



Haas heritage on show in presentation room



New autoclave area is ready to go

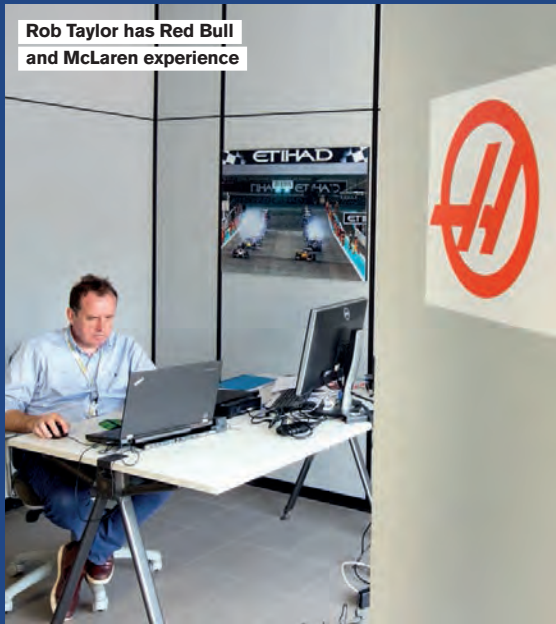


Attention to detail in every area



Machine-shop area working on suspension and windtunnel parts

Rob Taylor has Red Bull and McLaren experience



Haas's relationship with Ferrari will be crucial



Busch won recently at Richmond for SHR

Q&A

ROB TAYLOR HAAS F1 CHIEF DESIGNER

AUTOSPORT: What design philosophy are you following on the F1 car?

RT: We need to make a car which is safe but competitive enough to allow us to take advantage of the Ferrari aid and powertrain.

AS: That means comparing directly with Ferrari...

RT: It's going to be challenging, because we'll use their technology to manufacture the monocoque, for instance. They'll be down to a very competitive weight, then spend more on say battery weight, or components to make other parts more efficient. So we have to be competitive. We're using our own ideas, and the materials we're choosing are specific to produce a very competitive monocoque weight.

AS: Regarding other listed parts, are they all designed in conjunction with Dallara?

RT: From Dallara's perspective there are eight design engineers and maybe seven or eight structural analyst guys, all working on components to understand and benchmark our ideas.

AS: What's the total technical strength?

RT: I suppose we're 70 now, it's going up all the time. It's heading more towards 80 now.

AS: Are there any direct Haas F1 technical people other than yourself?

RT: Yes, eight at present.

AS: Are you going for a car that's easy to run to ensure you qualify?

RT: That's a difficult question. We're not being conservative. It's a race team so we've got to push boundaries, but obviously there's an awareness of not stumbling. We need to finish races, and perform well.

AS: Qualifying mid-grid?

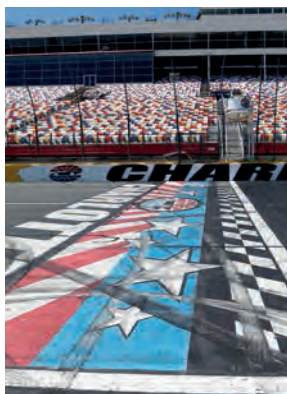
RT: That's the plan...

► open to different solutions in that respect, and we try to avoid reinventing the wheel.”

Does the philosophy work? You bet. On the Sunday AUTOSPORT flew into Charlotte, the flight path took us directly over Richmond, Virginia, where Stewart Haas Racing's Kurt Busch led team-mate Harvick for a photo-finish one-two, with Hendrick's Jimmie Johnson third. A fortnight later, two Hendrick drivers sandwiched Harvick on the Kansas podium.

No one in Kannapolis believes Ferrari will be quite as accommodating, but the fact remains that the US market is enormously important to Maranello – and to F1 as a whole. Haas Automation has another advantage: it is a Scuderia sponsor, and as such has access to the entire Fiat Chrysler Automobiles alliance, now the world's seventh-largest car manufacturer.

This leaves the way open for tremendous reciprocal trade opportunities; swapping machines for Ferrari bits, the mechanics of which can be marginally accounted for



Charlotte in North Carolina is home to US motorsport expertise



internally in each instance, thus reducing actual costs to both parties. In a nutshell, 50 million bucks'–worth of machine may cost Haas only two thirds that; ditto the Ferrari goods and services.

Talking of which, Haas is using Ferrari's revamped windtunnel, and not Windshear, for a variety of reasons, not least Maranello's proximity to Parma, Dallara's technical base and where Haas F1's design office is installed. This is headed up by chief designer Rob Taylor, who worked with Steiner at Jaguar Racing ahead of stints with Red Bull Racing and McLaren.

“We would have bitten off too much had we gone to Windshear,” says Steiner, “because we need to change it to a [60 per cent] scale model windtunnel [as required by F1's prevailing regulations]. Some work can be done, but, again, in the beginning we need to do things good, where processes are established, then move over to develop our own way.”

He refutes, though, that it forms part of Machiavellian

“WE WON'T USE RED AS OUR MAIN COLOUR, AND WHITE IS LIKE WILLIAMS”
GENE HAAS

conspiracies that enable Ferrari to book windtunnel time to what is still – until Haas's 2016 entry is accepted in November – an unregulated project, thereby bypassing F1's regulations.

“We rent windtunnel time from Ferrari, but it's our people who run the tests,” he says. “We have no interest in developing Ferrari's car; that does not make us good. We are working every second week, two shifts a day. Every other week is Ferrari's.”

“We have a 60 per cent model that is running, so we already know what the car will look like. It's been running since the end of December last year. Our model doesn't stay at Ferrari. It's taken out and goes back to Dallara when it's not running in the tunnel.”

He does not deny, though, that the car will look similar to Ferrari's, simply because it uses Ferrari hardware, including front and rear suspension componentry, fuel cell and steering. These determine the basic layout, and thus the outline shape.

“The cars will not just be yellow Ferraris because the bodywork will be different, and the chassis is different. I think the car will look different,” he says, providing the clearest indicator yet that Haas's cars will not race in the red/white corporate colours of Haas Automation.

Haas picks up the colour cue: “We have an agreement that we're not going to use red as a primary colour, so that wouldn't occur; white sounds more like a Williams or something. What we're looking for is our own identity. We just threw yellow [in the mix].”

“The main reason was you can see the car running around on TV, because that's one of the hardest things to do when watching a grand prix, to figure out which teams are which. It would be nice if they had bigger numbers or something more identifiable. You can tell a Ferrari, a Red Bull, you can tell a Mercedes, so [we] kind of need to have an overall, easily identifiable colour.”

Haas also makes no bones about his reasons for ►

▶ entering F1. “We really want to be known as a premium-brand machine tool, so we’re going to be a premium-brand race team – we’re not going to be bargain racers,” he says, denying there is any urgent need for outside support – although the team recently appointed former Budweiser/Bud Lite NASCAR and NFL marketing manager Adam Jacobs as chief marketing officer.

“Our goal is we’re going racing, whether we’re sponsored or not,” says Steiner. I believe there are people out there who want to be associated with us, but there’s also a price to that, too.”

For proof of Haas’s commitment to the team (and his chosen motorsport genre) look no further than Windshear and Haas Way. The latter accommodates Stewart Haas Racing (at 6001 Haas Way), but the stand-out building is the F1 base, complete with “clean” rooms, autoclaves,

“WE’RE LOOKING AT AMERICAN DRIVERS, BUT BEING AMERICAN ISN’T ENOUGH”

GUNTHER STEINER

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machine-shop facilities, race bays, administration/marketing offices, five conferencing rooms and an auditorium for sponsor presentations.

Steiner obviously refuses to talk money, but perusal of local websites suggests that \$35 million (£22 million) at least was invested, to which must be added the \$5m (£3.2m) British sources believe was paid for the (ex-Marussia) 40,000-square-foot Banbury building site to be used as the European race and logistics base. At the time of our visit, Steiner was busy ordering truck-tractor and trailers, and had just acquired an almost-new ex-Marussia CFD supercomputer.

Add in Ferrari contracts, Dallara deals, plus costs of 150-odd staff scattered across the world, and the commitment is substantial, and increasing daily.

Yet the team has contracted Dallara for engineering support, procures hardware from Ferrari, will base itself in Britain, and Charlotte offers a plethora of contract CFD operations, many of which undertake US military work – so why all this up-front real estate? The reason is simple, says Steiner: “We want and need to be taken seriously...”

Haas F1 Team differs from its doomed compatriot in every aspect – managerial, commercial, sporting, technical and political – by having been thought through thoroughly. Nowhere is this clearer than in the technical department. At the time of our visit certain areas within Haas Way buzzed away producing components, but no race-car items.

“We’re making [items] here, in our own machine shop – we’re machining parts, metal parts, for pit equipment and windtunnel models,” explains Steiner. “The majority are machined here, in the US, then shipped over.”

This permits a learning curve ahead of full-scale car-component manufacture. This philosophy applies equally to car design and build: of course the project would love to stamp ‘Made in the USA’ all over its designs, but, given how USF1 battled to put together supplier and engineering networks in NASCAR country, the decision was taken to (initially) go with Italy.



Marketing chief Jacobs has lots of experience from NASCAR and NFL

Anyone who has visited Charlotte will be au fait with the incredible array of motorsport expertise, facilities and opportunities offered by NASCAR’s hub on almost every street corner, but orientating people in F1’s specific ways takes time – a luxury USF1 did not have, and a commodity Haas does not intend wasting.

“Why did we contract Dallara to do the engineering stuff?” Steiner asks rhetorically, before answering his own question: “Because it’s a quicker and a safer way – keeping risks low. If you get too sharp, you cut yourself. We want to avoid that one...”

Hence the Dallara deal, although it differs fundamentally from the one struck by HRT that ended acrimoniously. To prevent a repeat, Steiner recruited Taylor, giving him carte blanche over design and engineering – in other words, Dallara produces for Haas, rather than selling it a design.

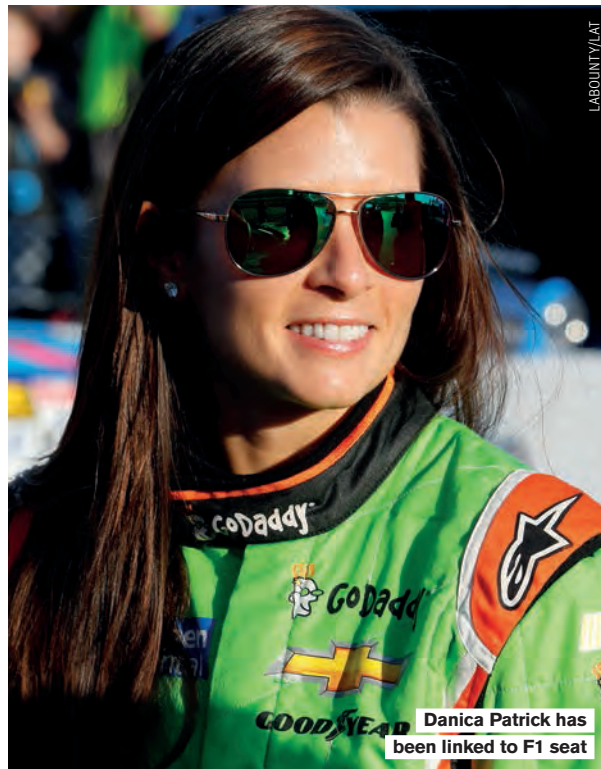
“We have about 70 people at Dallara,” says Steiner. “They work solely for us, like they’re employees, but instead of setting up our own design office with all

Steiner, Custer and Jacobs mean business



Ferrari tester Gutierrez may drive for Haas F1

COATES/LAT



Danica Patrick has been linked to F1 seat

LABOUNTY/LAT



Haas Way is also home to Stewart Haas Racing



Haas F1 will not use Windshear windtunnel

TEE/LAT

infrastructure, we did a deal with Dallara. Rob manages them. They have their own project manager, a Dallara guy, but technically they're managed by us."

Taylor admits Dallara may lack cutting-edge F1 expertise, but believes that, having worked "on non-competitive sets of regulations for the last few years, they relish the challenge of being back against a competitive set of regulations. They're definitely up for the challenge."

His design philosophy, like everything Haas F1 Team touches, is simple.

"We need to make a car which we're comfortable is safe, but will be competitive enough to allow us to take advantage of the Ferrari aid and the Ferrari powertrain," says Taylor. "It's going to be challenging."

"We're using our own ideas, and the materials we're choosing are specific to produce a very competitive monocoque weight, for instance."

On to drivers: what about Patrick, which would surely create plenty of buzz in F1? Although Haas recently suggested she should not be counted out of the line-up, Custer and Steiner are non-committal, indicating she is not that fired up. Steiner admits that Esteban Gutierrez, Ferrari's Mexican tester, is on his radar.

"We're looking at American drivers, but being American doesn't provide an automatic drive. If you're good, fine, but if you pick Americans because they're American and you're not successful, it's not good for the drivers, not good for the team, not good for the programme or the country," he says.

There is no doubt that Haas F1 Team is on the right track and moving towards its debut, in April in Melbourne, if draft 2016 calendars are any guide. Although the operation has made enormous progress since AUTOSPORT broke news about the project in January 2014, much work remains, although the requisite budget is clearly available.

Steiner's biggest challenge is coordinating Kannapolis, Parma, Maranello and Banbury into an effective fighting machine facing fortnightly battles across the globe. In many ways his role is akin to that of a general directing here, pushing there, cajoling upwards or damping expectation while keeping an eye on politics and looming wars. How will he manage?

"It's in the people, the right people in the right places," he says, adding: "I bought into it, and now I do it. I cannot just set it up, then leave it alone."

This time, the great American dream has all the ingredients required to become reality. **W**



Dallara supplied HRT F1 chassis

BELLANCA/LAT

WATTS/PA

Aero change was blamed for Castroneves' accident



Airborne accidents lead to shortened qualifying

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Heavy rain and three aerial accidents led to qualifying for the Indianapolis 500 being compressed into two hours and changes to the car specs. By **MARK GLENDENNING**

Newgarden's crash was caused by a puncture



WATTS/PA

The history books will forever show that Scott Dixon won pole position for the 2015 Indianapolis 500. But the story was all about the journey rather than the destination.

What was supposed to be a two-day process of setting the field was distilled to a couple of hours on Sunday afternoon, with some extra time tacked on for bumping. Heavy rain forced a complete cancellation of Saturday's running, but IndyCar had a solid contingency in place to conduct a full qualifying programme on Sunday. At least, it did until the brief practice session on Sunday morning, when Ed Carpenter's car snapped out from under him, spun up into the wall at Turn 2, flipped over, and skated to a stop along the back straight, trailing a shower of sparks from the airbox along the way.

Carpenter's accident looked dramatic, but in normal circumstances the repercussions wouldn't have extended much beyond the team, which had to get the spare car prepared in time for qualifying — a task complicated by their driver drawing an earlier qualifying slot.

But these weren't normal circumstances. Carpenter's was the third car to flip mid-crash during Indy 500 practice this year, following on from airborne accidents involving Helio Castroneves and Josef Newgarden earlier in the week. All three drivers were using the Chevrolet superspeedway kit, being run in a couple of configurations following the introduction of some special Indy-only components.

When Carpenter's car flipped as well, the series and manufacturers were left scrambling to answer two important questions just a few hours before an already-compromised qualifying session was due to start. First, were all of the crashes related in some way? And second, were they specific to Chevrolet?

Both questions had the same answer: we don't know. There was certainly no obvious link between

the spins that initiated the accidents in the first place. Castroneves was caught out by an aero imbalance following a set-up change and then didn't react quickly enough when the car started to get away from him; Newgarden suffered a puncture. At time of writing, the cause of Carpenter's crash had yet to be revealed, but the first two were disparate enough to dispel fears that some fundamental aero problem was causing the cars to snap around.

The uncertainty that remained was enough to prompt IndyCar to make drastic changes to the technical specifications for the weekend, and to what remained of the schedule. Chevy was ordered to modify its rear wheel covers, and the additional boost that is normally made available for qualifying (and was available on Friday which, ironically, was accident-free) was cut, reducing horsepower by 40-50bhp, and the cars qualified at the levels of boost usually mandated for the race.

Additionally, the series introduced the requirement that drivers race with the aero configuration that they qualified with, essentially forcing everyone to qualify in race trim.

The meetings with the teams and manufacturers during Sunday morning ate into the time allocated to qualifying, and the series was eventually forced to drop the published format, dispensing with the Fast Nine run-off altogether, and instead conduct a one-shot system whereby every driver had just one opportunity to achieve their four-lap average. Only the bump session at the end was retained, in which the three lowest qualifiers and any cars that had not yet qualified could fight over the final row on the grid. So dramatic and sudden were the changes that the series decided not to award championship points for qualifying.

IndyCar admitted that the measures might seem heavy-handed, but said that where any doubts existed over safety, it had to err on the side of caution.

THE GRID

1 SCOTT DIXON GANASSI CHEVROLET 226.760MPH	2 WILL POWER PENSKE CHEVROLET 226.350MPH	3 SIMON PAGENAUD PENSKE CHEVROLET 226.145MPH
4 TONY KANAAN GANASSI CHEVROLET 225.503MPH	5 HELIO CASTRONEVES PENSKE CHEVROLET 225.504MPH	6 JUSTIN WILSON ANDRETTI HONDA 225.279MPH
7 SEBASTIEN BOURDAIS KVSH CHEVROLET 225.193MPH	8 MARCO ANDRETTI ANDRETTI HONDA 225.189MPH	9 JOSEF NEWGARDEN CFH CHEVROLET 225.187MPH
10 JR HILDEBRAND CFH CHEVROLET 225.099MPH	11 CARLOS MUNOZ ANDRETTI HONDA 225.042MPH	12 ED CARPENTER CFH CHEVROLET 224.883MPH
13 ORIOI SERVIA RAHAL HONDA 224.777MPH	14 CHARLIE KIMBALL GANASSI CHEVROLET 224.743MPH	15 JUAN PABLO MONTOYA PENSKE CHEVROLET 224.657MPH
16 RYAN HUNTER-REAY ANDRETTI HONDA 224.573MPH	17 GRAHAM RAHAL RAHAL HONDA 224.290MPH	18 CARLOS HUERTAS COYNE HONDA 224.233MPH
19 SIMONA DE SILVESTRO ANDRETTI HONDA 223.838MPH	20 JAMES JAKES SCHMIDT HONDA 223.790MPH	21 TRISTAN VAUTIER COYNE HONDA 223.747MPH
22 ALEX TAGLIANI FOYT HONDA 223.722MPH	23 SAGE KAREM GANASSI CHEVROLET 223.595MPH	24 JAMES HINCHCLIFFE SCHMIDT HONDA 223.519MPH
25 CONOR DALY SCHMIDT HONDA 223.482MPH	26 TOWNSEND BELL D&R CHEVROLET 223.447MPH	27 TAKUMA SATO FOYT HONDA 223.226MPH
28 PIPPA MANN COYNE HONDA 223.104MPH	29 GABBY CHAVES BHA HONDA 222.916MPH	30 SEBASTIAN SAAVEDRA GANASSI CHEVROLET 222.898MPH
31 JACK HAWKSWORTH FOYT HONDA 223.738MPH	32 STEFANO COLETTI KV CHEVROLET 222.001MPH	33 BRYAN CLAUSON KVSH CHEVROLET 221.358MPH



“Perhaps we’re being cautious, but we think that’s the responsible thing to do”

MARK MILES, HULMAN & CO CEO

LEVITT/LAT

“This decision is based on our commitment to safety,” said Mark Miles, CEO of IndyCar parent company Hulman & Co. “We’re committed to protecting the safety as best as we possibly can of the competitors, the drivers and our fans. Perhaps we’re being [over] cautious, but we think that’s the responsible thing to do.”

With all of the drama on Sunday morning, the relatively uneventful nature of the qualifying session that played out later in the day came as something of a relief. Dixon was the fourth driver out, and of the 29 that followed, only Will Power appeared to pose the Kiwi any threat. Penske’s

and Ganassi’s strong pace during practice were backed up with an almost complete lockout of the first two rows, with Andretti’s Justin Wilson the only interloper, and the highest-placed Honda.

Thirty-four cars battled for the 33 grid places, and the man left standing was 1996 winner Buddy Lazier. Even this wasn’t a surprise. Running on a limited programme, he ran just a cluster of laps in practice, and missed his slot during qualifying. His sole appearance on Sunday came in the last four minutes of the bump session, in a completely trimmed-out car, but he wasn’t fast enough to knock out short track ace Bryan Clauson. ❧

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DOES THE INDY 500 STILL MATTER?

With the 99th running of the legendary race taking place on Sunday, **MARK GLENDENNING** asks whether it's still as big a deal as it once was

The first hint that the Indianapolis 500 operates on a different scale to any other motorsport event on the planet comes long before the green flag waves. It comes long before the vast Indianapolis Motor Speedway has even hulked up into view. It starts with the traffic.

Race-day traffic at Indy is a thing of legend. One of the event traditions is the detonation of a pyro to mark the sunrise on race day for the self-proclaimed 'Greatest Spectacle in Racing'. This bomb usually goes off sometime just after 5am, and it's entirely possible that a journalist who makes a pre-4am departure from their hotel in downtown Indianapolis – just six miles away – might still be sitting in traffic when the boom echoes across the infield. Virtually everyone who has attended the 500 has some war story about sitting in the long snake of immobile traffic along 16th Street, crawling glacially past the ticket touts and impromptu event-parking lots set up on patches of vacant land, hoping to make it to America's racing Mecca at the intersection of Georgetown Road before the green flag.

Indeed, there's no other race that makes you contemplate setting the alarm for 3.30am ahead of a 12.20pm green flag. Indy is its own beast, and with 102 years of history at the Speedway it has earned the right to a few idiosyncracies. In brand-recognition terms it must be one of the biggest names in sport: everyone has heard of the Indy 500, even if they can't tell you anything about the cars or drivers who race there.

It is part of motorsport's ultimate 'Triple Crown' along with the Monaco Grand Prix and the 24 Hours of Le Mans: a triptych that Graham Hill alone has conquered. But over 40 years have passed since he did so, and in that half-century the motorsport world has evolved dramatically. Different categories have developed in their own directions and become increasingly specialised:

when you consider that Juan Pablo Montoya is the only active driver to have won two of those three races, it becomes apparent just how long the wait might be before Hill has company in the record books.

But nothing survives for more than a century without undergoing some changes, and nor is it easy to navigate more than 100 years without acquiring a few scars along the way. A few decades ago, the Indianapolis 500 was perhaps the ultimate in 'Boy's Own' daring and machismo: short of actually going to war, it was hard to think of something that a human could go and do that offered the same potent blend of heroism and very real danger.

Appetites have changed now, and Indy, like every sporting event, is living in an increasingly crowded marketplace, chasing a new generation of fans for whom the exploits of AJ Foyt or Rodger Ward may not resonate in the same way as they did a couple of decades ago. Formula 1, under Bernie Ecclestone, followed a path of isolationism so effectively that a paddock that once launched full-scale Indy campaigns now goes about its business scarcely aware of what's going in central Indiana.

A sign of how different today's racing world is to that of 50 years ago can be found in a contemporary account of the 1966 race. Noting the three British chassis on the front row and the potential for European racing technology and sophistication to wash away the relatively muscular but hairy roadsters – as well as the

presence of Honda, Bruce McLaren and Chris Amon, who were on fact-finding missions – the report concluded with a warning that the spirit of the 500 would be lost forever unless the presence of foreign entries was regulated.

History shows us that the author needn't have worried, because the modern reality is 180 degrees from what he foretold. Now, the days

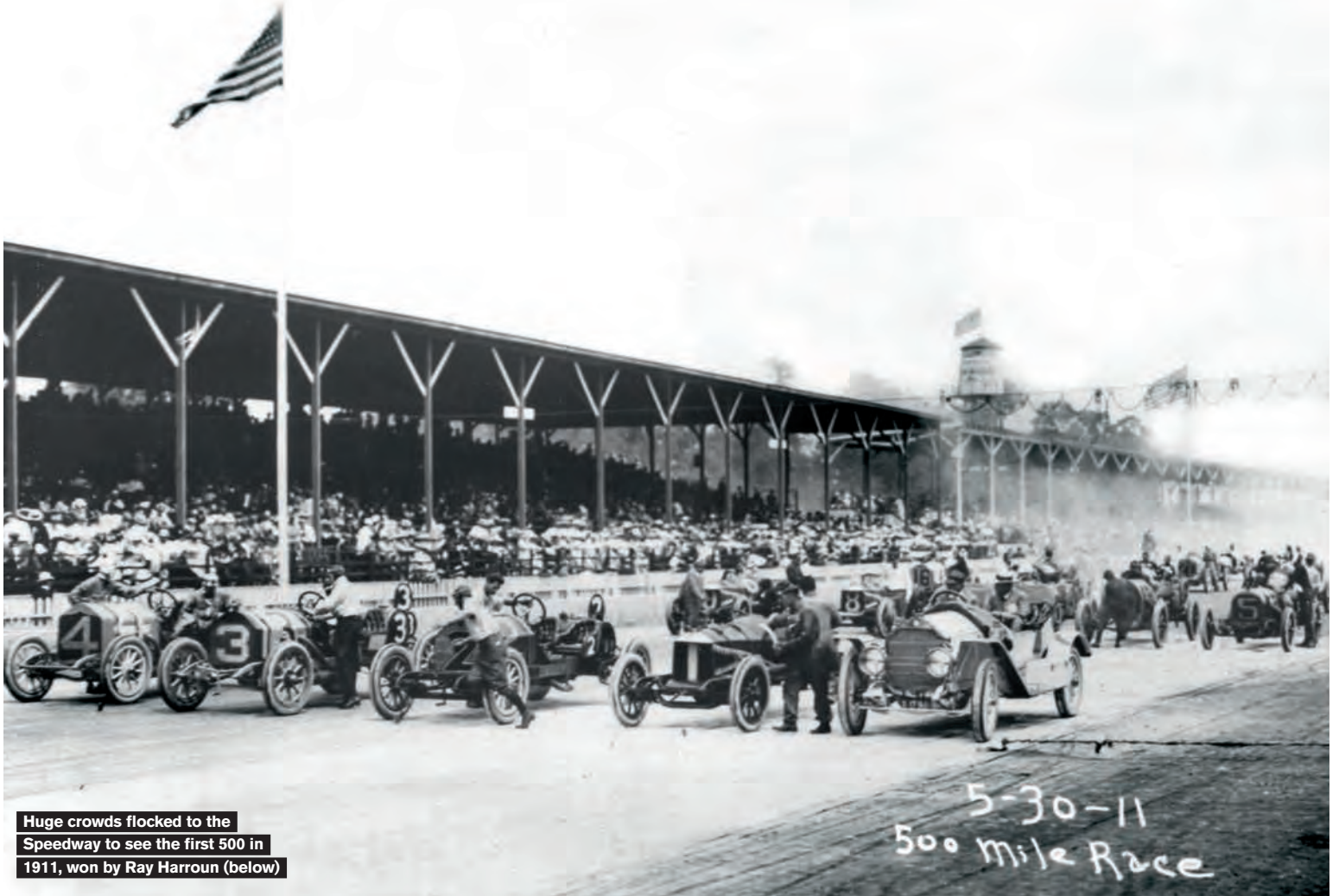
of cameos by high-profile foreigners has become a thing of nostalgic longing, and European racing and the Indy 500 have settled into completely different orbits.

So how do you measure the relevance of one of world motorsport's greatest assets in today's terms?

To begin with, it's absolutely central to the existence of IndyCar as a series. It's right there in the name: ▶



Left: the 1911 programme was clear about track's status. Right: the Borg Warner Trophy remains aspirational



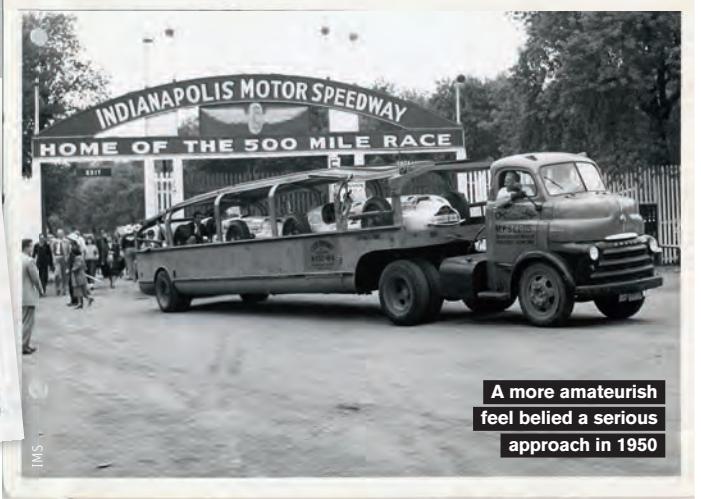
Huge crowds flocked to the Speedway to see the first 500 in 1911, won by Ray Harroun (below)



Graham Hill added Indy win in 1966 with Lola to his Formula 1 crown



Fans clamour for glimpse of heroes, even back in 1936



A more amateurish feel belied a serious approach in 1950

ABBOTT/LAT



Has American winner
Ryan Hunter-Reay raised
local interest this year?

► many different forms of race car have competed as ‘Indycars’ through the years, but the one thing that they’ve all had in common is that they race at the speedway in Indianapolis.

It’s not unique in being a blue-riband event: NASCAR has Daytona; V8 Supercars has Bathurst. But it may be unique in being bigger than the series that runs it. History remembers CART more fondly than the IRL because it had better teams and drivers, but the IRL had the Indy 500. And even if all of the IRL teams have now disappeared since the merger, present-day IndyCar is still built upon its foundation.

And it’s true that public interest in the US has waned, to a degree. When Rick Mears won from pole in 1991, 14.1 million Americans were sitting at home watching on TV. By the time Gil de Ferran’s turn came in 2003, that number had dwindled to 6.7 million. The nadir came in 2010, when Dario Franchitti’s defeat of Dan Wheldon was viewed in just under 3.8 million American households — the lowest rating for the 500 since live broadcasts commenced in 1986. Last year’s race rebounded to 5.9 million, helped, no doubt, by curiosity from NASCAR fans over how Kurt Busch would fare in his attempt to do the Indy/Charlotte double. Those viewers were rewarded with an American winner in Ryan Hunter-Reay, which means that this year’s race will be a great litmus test for the theory that the Indy 500 needed a home-grown winner to once again spark the imagination of the average American.

Attendances are harder to pin down. For one thing, IMS does not release attendance figures. Plus, the Speedway’s capacity has changed —

“ALL SPORTS GO THROUGH A NEAR-DEATH EXPERIENCE AND COME OUT OF IT” CHIP GANASSI

grandstands have been modified; infield areas have been opened up. And so it falls to empirical guesswork to get a sense for how many people turn up every year — the time spent waiting in traffic outside; the difficulty in securing a favoured infield spot; the length of beer queues.

This also creates another problem. Attendances during the ‘glory years’ are often claimed to be as much as 430,000, but this is also difficult to verify. There are some police estimates from the early 1980s that are in range of that figure, but there also seems to be a reasonable amount of suspicion that those numbers were compete hyperbole cooked up by overheated local sportscasters. So any talk of crowds being half what they used to be needs to be treated with caution, purely because it’s hard to pin down exactly what they used to be. On the bright side, half of that number still leaves us with a race-day crowd somewhere between 200,000 and 300,000 and this figure is entirely in keeping with the number of grandstand seats that are estimated to be in place, as well as the assumed capacity of the infield.

Indeed, race-day attendance has generally

remained consistently strong, if not by the Indy 500’s own standards, then certainly when compared with any other race globally. It is still the largest single-day sporting event in the world — sporting, not just motorsport. One Sunday every May, the Indianapolis Motor Speedway turns into a small city.

It’s true that attendances have dropped dramatically on the practice and qualifying days, although once again, it’s hard to say by precisely how much. It was partly to reinvigorate the earlier part of the Month of May that the IndyCar race on a reconfigured IMS road course was introduced last year.

Popular wisdom has it that any decline in both TV and attendance can be traced to the CART/IRL split in the mid-1990s. It’s a view that gets short shrift from Chip Ganassi.

“I think all sports at one time or another go through a near-death experience, and they come out of it,” he says. “I don’t know that putting the blame for today’s problems on the split are really indicative of what has happened since then. More than the split is that you have a constant change in management, and ►

The late Dan Wheldon
celebrates his second win
on the yard of bricks in 2011



KUHN/LAT

30

► philosophy, and masterplan. I'd look at that more than the split. The split is old news now. I don't know that you can blame anything on something from 20 years ago."

The idea that the split opened the door for NASCAR's rise also wobbles in the face of the evidence: by the time the IRL was formed, NASCAR's numbers had already been climbing for several years. Ganassi again: "It's easy to draw parallels and say this is because of that, but anybody who had their feet on the ground in both series in those days would tell you that there is not a lot of connection. Any time there's a coincidence these days, there's always a conspiracy theory behind it. But coincidences do happen."

That's not to say that the years when Dr Jack Miller and Paul Durant went wheel-to-wheel through Turn 4 at Indy while the likes of Jimmy Vasser and Greg Moore were racing in CART's US 500 at Michigan on the same weekend did not reflect poorly upon Indy at the time.

"When you don't have the best that your sport can bring represented at an event... the public is not stupid," says de Ferran. "They know that. Is it still the same event as it was? Yes. But a major element is missing."

Whatever may have happened with attendances and TV, those on the inside remain convinced of the 500's ongoing place in the motorsport universe.

"For me, there are various things that define a world-class sporting event," says de Ferran. "First and foremost is the level of competition. Second is the venue, and what kind of event it usually turns out to be. And third is the history of the event. Lastly, the level of difficulty. And when you look at the Indy 500, I believe that it scores very high on all of those counts.

"IT'S THE BIGGEST RACE IN THE WORLD AND SETS THE BAR FOR ACHIEVEMENT" SCOTT DIXON

"Is there any other race in the world I'd trade an Indy win for?" the Brazilian continues. "No. It's like an Olympic gold medal."

Scott Dixon, who won in 2008, agrees. "I think it's undoubtedly the biggest race in the world," he says. "I know being a kid, coming from New Zealand, you still knew exactly what the 500 was. The best racers for many years have been coming here to try to win back in the day, from many different formulas, which we don't see as much these days, which I think would be cool in the future."

"If you're competitive and you do well and you want to go to the main stage of any racing career,

it sets the bar for what you want to achieve."

It's also important to other stakeholders. The Teams declined to give details of the commercial value of an Indy win compared to a championship, and Chevrolet was equally coy about its priorities. (Although it should be noted that its aero-kit design was biased in favour of its speedway configuration).

But Honda Performance Development vice-president and COO Steve Eriksen was less shy. "Championship or Indy win? Indy win, no question," he says. "It's the number-one goal for our whole company, and it has been year after year. At the beginning of the year it's very easy to write our goals and objectives, because it always starts with the Indy 500."

"If you look at last year when we won the Indy 500, and the year before when we didn't, if you compare the metrics of the coverage and exposure for Honda, it's drastically different. Even though we competed in the Indy 500 in both instances, winning it made such a step change. It was like 50 per cent more coverage for the entire year because of that win. You can't overestimate how big the difference is between an Indy 500 win and any other race."

One of the most important prerequisites for a race to be considered iconic is also one of the least tangible: its capacity to incubate legend, ►



ABBOTT/LAT

Dixon became an
Indy 500 winner for
Ganassi in 2008

F1 EMIGRES TO INDY

The Brickyard has a rich history of hosting drivers with Formula 1 pedigrees: Jim Clark and Graham Hill were both still active F1 drivers when they won the Indy 500 in 1965 and '66 respectively; others such as Nigel Mansell, Johnny Herbert, Rubens Barrichello and Jean Alesi arrived in Indianapolis when their F1 careers were either over or on hold. (Some, like Juan Pablo Montoya and Jacques Villeneuve, moved in the other direction, and won the 500 before stepping into F1.)

But the westward flow across the Atlantic in May has become increasingly rare in recent years. The absence of current F1 drivers on the Indy grid can be explained very easily: there's a date clash with Monaco. But even if that barrier were to be removed, there seems to be little appetite among the current F1 crop for an oval adventure.

"I think the cultures have changed a lot," says Montoya. "You can't get people to do that anymore. The times are just different now. Even the contracts – if you have a Formula 1 contract, they won't let you do anything else. Most driving contracts won't let you drive anywhere other than your current duties. That's kind of normal now. It's a lot more complicated than people think."

Those contractual ties could easily be compounded by commercial conflicts between a driver's sponsors in F1 and a brand that they might

be aligned with – such as a manufacturer – at Indy.

It's hard not to see the high degree of difficulty at Indy as a factor as well, although there seems to be a consensus that the best F1 drivers could be taught to run effectively on the Superspeedway.

"Give me a Hamilton, a Vettel, a Bottas, one of those capable guys, and I wouldn't see why, with a little bit of testing and running with any capable team, they wouldn't be fine," says Chip Ganassi.

Herbert, who failed to qualify for the 2002 race, believes that the current generation of F1 drivers is too accustomed to having small mistakes go unpenalised to tolerate running 500 miles at extremely high speeds, while positioned just a few inches from a concrete wall.

"It goes back to safety – it is dangerous," he says. "The one guy in F1 now who would have loved the era I was in and beforehand; circuits narrow, white lines, grass, a bit of gravel, right on the edge with driver skill... the one guy who talks about it is Hamilton. He hates the big run-off areas and hates the people going off and coming back on again. He does it very, very rarely because his mentality is not to use and abuse it."

"It's very different today, so if you are a driver in F1 at the moment the nature of a race like Indy, where you don't have small accidents if it goes wrong, must seem very unusual."



The 1996 500 was the first after the CART/IRL split



Active Formula 1 ace Clay Regazzoni tried Indy in '77



Montoya conquered the 2000 500 before heading to F1



Jackie Stewart was fast but unlucky at The Brickyard

Whatever the naysayers claim,
the Speedway is still packed
to the rafters on race day



► even mythology. JR Hildebrand entered mainstream motorsport consciousness when he crashed while leading two corners from the end of the 2011 race. Had he done the same thing at Iowa Speedway, it would not have resonated. As it stands, he has become part of racing folklore.

“It sort of put me on the map for even the casual sports fan — good, bad or otherwise, depending on the commentary that went along with it,” Hildebrand says.

“But in the racing community, and certainly within IndyCar, that race made a big impact, and especially with me being a rookie. Even if you’re going out and consistently finishing in the top five, that’s not something that people really take notice of. You’ve got to be out there challenging for wins. And for me, that obviously came front and centre at Indianapolis; we had a shot at closing the deal in my first go at it.

I think it had a big impact on people’s

“THE 500 IS ART AND SCIENCE, KNOWING HOW TO MANAGE THE EVENT AS A WHOLE” GIL DE FERRAN

recognition of me as an IndyCar driver.”

Is the Indy 500 the race that it once was? No, but then 100 years offers a lot of scope for ebb and flow. If there is a sense of an event struggling to maintain relevance — beyond the point where virtually all traditional motorsport is struggling to maintain relevance — then perhaps that’s because it’s being viewed through a European lens.

“It’s hard to explain for people who’ve never been there, who’ve never been through the pre-race ceremony, have never been there to see so many people in once place,” says de Ferran.

“To talk about the level of difficulty... again, for people who’ve never done the Indy 500, as a team or as a driver, I can say that

it is a very hard event to master. It’s art and science, knowing how to manage the event as a whole. And I’m not just talking about race day, it’s the whole month. To drive around there alone is hard, and to be able to drive well and not make any mistakes and make good strategic decisions as a driver — when to move, when not to move... I can only compare it to things that I have done, but I can tell you that it is not an easy task.”

Like Monaco and Le Mans, the Indianapolis 500 remains one of the world’s truly great motorsport events. And like Monaco and Le Mans, if it disappeared you could never reinvent it. “When I dream about the moonlight on the Wasbah,” sings Jim Nabors in the build-up to the race each year, “then I long for my Indiana home”. And for however many hundred thousand people who are at the Speedway, that Indiana home is right there, in a gaping concrete monolith at 16th and Georgetown, waiting for the roar that follows the command to start engines. ❧



Red Bull links have taken Jordan to the Peugeot team



Jordan returns to his roots

Former British Touring Car champion Andrew Jordan's a rallycross man at heart. He's back in the saddle at Lydden this weekend, and targeting victory against the world's best, says **HAL RIDGE**

British Touring Championship star Andrew Jordan this weekend makes his second appearance at his home round of the World Rallycross Championship in as many years.

As the profile of rallycross continues to grow and more drivers from across the motor racing spectrum are attracted to dip their toe in the muddy water, many newcomers are becoming involved. But even last season Jordan was not a rallycross newbie.

He may not have competed in a rallycross Supercar for seven years, but Jordan did have significant previous experience of the sport, and even won at Lydden Hill – the 'home of rallycross' – in 2007 on his way to second in the British Rallycross Championship.

Jordan began his motorsport career in rallycross, initially travelling to events with his father Mike to race a 1000cc Mini, before jumping into a Supercar at 16 – a Ford Focus run by rallycross legend Will Gollop. Jordan

impressed, but at that time the sport could not offer a career platform for a driver to stay and the Midlander headed off to the BTCC instead in 2008.

On his one-off return to rallycross last term, the 2013 BTCC

champion stunned regulars in an OlsbergsMSE-run Ford Fiesta and claimed a home podium. This time around, Jordan will compete in a latest-specification Red Bull-backed Team Peugeot-Hansen 208.

"I'd had opportunities before [to race a Supercar again] but for me I didn't see the point in going back in something that didn't have the potential to get into the semi-finals," says Jordan. "I wanted to do it in a car capable of winning. Last year's result was fantastic, to stand on the podium at the event was really cool. Something I'd probably overlooked before the event was how cool it was to be taking part in your home round of a world championship."

Jordan has remained a fan of the sport since his full-time departure.



Jordan hopes he can win at home in latest-spec 208



One-off Lydden outing last year yielded a podium

“I just love the spectacle of it. I think what rallycross has is really special”
 ANDREW JORDAN



All smiles after third place at Lydden in 2014

MCKLEIN/LAT

In 2013, he became involved in rallycross as a commentary pundit for the European championship's television production, and is now a regular face in the paddock. Although his 2014 Lydden result means more expectation is on Jordan's shoulders this weekend, it is not the same as in his day job in the BTCC. "This time there's a bit more pressure because of what we did last year, but I'm not feeling it really," he reckons. "I'll go to Lydden and just drive the car as quick as I can. I've got two very good team-mates again [in Timmy Hansen and Davy Jeanney], a very quick car with a very good team; it's a great opportunity. "Obviously I want to do as well as I can and it would be really cool to

FIVE REASONS TO GO TO LYDDEN



1

PREDICTABLE UNPREDICTABILITY
 With only six final slots available, even after the four qualifying heats in World RX it's difficult to predict a winner. One bad heat time can drop a driver down the Intermediate Classification order, but starting from the back of the grid in either of the two semi-finals doesn't mean you are out of contention, and the tactical joker lap spices things up even more.

SPECTACULAR CARS
 While most high-level motorsport is getting quieter and more fuel-efficient, rallycross Supercars continue to pop and bang, split flames and screech tyres while sliding sideways at high speed. With brutal 600bhp engines and four-wheel drive, they can outaccelerate a Formula 1 car to 60mph.



2



3

MEGA ENTERTAINMENT
 The start is one of the most important phases in any race, but in rallycross there is little time to make up for lost ground if a bad start is made, with only four or six laps from the start lights to the finish flag. That makes each encounter a bruising, action-packed affair – last year a total of 75 races were run over the two days.

UNPARALLELED ACCESS/VIEWING
 The Lydden Hill circuit is fully visible from almost every vantage point, meaning nobody misses out on any of the action. The view also remains unspoiled by the high steel fencing that adorns the perimeter of most circuits in the current era. Paddock access is unrestricted, giving fans a great opportunity to meet motorsport heroes.



4



5

get back on the podium, but I don't feel as much pressure as going to a touring car race. That's my job so I'm expected to do as well as I can every weekend. "Maybe I am at Lydden too, but if I have a bad weekend in touring cars it puts a dent in your championship, whereas I'm not in

BIG NAMES AND HOME HEROES
 The Lydden Hill entry list is made of up motorsport megastars and British heroes. Reigning World RX champion Petter Solberg and double DTM champion Mattias Ekstrom head the bill, joined by 2013 BTCC champion Andrew Jordan. Two-time British rally champion Guy Wilks will make his rallycross debut and four-time British rallycross champion Julian Godfrey contests his home event.

the championship here, I can just go and enjoy the opportunity. To be working with the Hansen family and Peugeot Sport, I feel very lucky." The BTCC is not too far of a departure from rallycross: short, sharp racing where wheel-to-wheel action is commonplace. But Jordan says there is more to the attraction

to it than just the format. "I just love the spectacle of it, at places like Lydden and Holjes [Sweden], the tracks are built in such a way that it's like being in a stadium even though you're not," Jordan enthuses. "It's exciting, there's no doubt about that! I love the cars, I still get surprised at how fast they are and I love how short, sharp and punchy rallycross is. "It's also the lack of bullshit involved that's cool. I know it will get more commercial over the next few years but I think it's important that it keeps its earthy feel. "Being more commercially led is obviously a good thing, but it doesn't want to end up being something it's not or wasn't. I'm sure it won't, but I think what the sport has is really special." ❧



Jordan made his name in touring cars, but started in 1000cc Minis

WHITTINGTON

Racing's Finishing school

Koiranen GP has emerged from Finland to become a top team in GP3 and Formula Renault, and now has its own Formula 4 series with the biggest prize in junior motorsport. **MARCUS SIMMONS** went along to find out how



Toro Rosso F1 racer Sainz took the 2011 FRenault NEC title for Koiranen

FORMULA
RENAULT 2.0
EURO CUP

WORLD
SERIES
by Renault

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Sainz (r) and Kvyat lost out to Robin Frijns in 2011 F Renault Eurocup...



Finland brought us Keke Rosberg, Mika Hakkinen, Kimi Raikkonen and Valtteri Bottas, but what do the country's natives know about setting up and running a racing car? OK, we'd expect them to know all the handy tweaks for old rally cars, snowmobiles and reindeer-pulled, present-laden sleighs, but until recently Finnish teams hadn't even blipped onto the European circuit-racing radar

That's changed in the past five years, and today Koiranen GP is recognised as one of the leading squads in junior single-seater racing. From its Formula Renault ranks, Bottas, Daniil Kvyat and Carlos Sainz Jr have all graduated to Formula 1, and its GP3 squad propelled Dean Stoneman into Red Bull's consciousness at the end of last year.

Now Koiranen is a go-to place in Renault, a team capable of putting a strong driver atop the GP3 podium, and for 2015 runs the entire show in the brand-new SMP Formula 4 Championship, which not only brings the FIA's bottom rung of the ladder into the governing body's long-neglected Northern European Zone

thanks to a joint effort between the authorities in Russia, Finland and Estonia, but offers the biggest prize at this level of the sport: €350,000 (£250,000) towards a Formula 3 European Championship budget.

If this sounds like a sudden rise to prominence that'll be followed by an even more spectacular burnout, think again. Until recently the team was known as Koiranen Bros Motorsport in deference to founders Jari and Marko Koiranen. Jari, the older of the two, was Finnish Formula 3 champion in 1984 and then contested a handful of British F3 rounds in '85 in a Magnum. Marko was a top gun of Finnish F4 (run for F3 chassis but with spec 1600cc VW engines) in the early 1990s, before quitting the driving seat to set up a karting team. That soon turned into an F3 squad that happened to give a certain young karter named Raikkonen his first test in a car – a '96 Dallara-Mugen – in '98...

That same year, present-day Koiranen GP CEO Afa Heikkinen first began to get involved with the team. From an entrepreneurial family, Heikkinen spent the next few years concentrating on business interests, but kept in touch with the Koiranens, and was back on board when the team made the move to German Formula Renault in 2003. ▶

Jimmy Eriksson has already won GP3 races for Koiranen and leads the team in 2015



SBLOXHAM/CP3

► “We had won what you can win in Finland,” says Marko Koiranen. “In 2002 there was a Eurocup race at Anderstorp in Sweden, quite easy for us to go and watch. I went with my brother and one mechanic, and that’s the time we took the decision: this is the next step. We contacted the German championship and they helped us a lot.”

For 2006, the German and Dutch Renault series merged to form the Northern European Cup, and the following year the team ran a 17-year-old Finn to third in the championship...

“Valtteri is the guy who used his brain, no stupid mistakes, brings the car to the flag in the points,” says Koiranen, who had his heart set on graduating to the Eurocup for ’08 with his new prodigy. But Bottas was a man in demand.

“I tried to make a very good offer to Valtteri,” recalls Koiranen, “but Motopark was a big team and they wanted quite small money...”

Koiranen’s belated Eurocup return (after a short foray in the mid-2000s) came in 2010, the first year with the category’s new chassis. Marko Koiranen claims that Kevin Korjus, the Estonian who won that year’s title, is the most important single driver in the team’s history.

“In 2010 we had been testing at Valencia,” he says, “and we had two drivers signed, plus the possibility of either Kevin or a Finnish guy.”

“My brother had been helping Kevin’s small Estonian team, with engineering and spare parts, the year before. Afa and I knew the Finnish guy had the better budget, but we made the decision that maybe this young guy is more hungry. So we took Kevin and [Koiranen claps his hands]... the rest is history.”

Red Bull came calling, placing Formula BMW graduates Sainz and Kvyat with the team for 2011. Sainz won the NEC title that year from Kvyat, the duo only beaten by Robin Frijns in the Eurocup, while the Russian stayed on for another year, winning the FRenault ALPS crown and narrowly pipped to the Eurocup by Stoffel Vandoorne.

“The 2010 success [with Korjus] opened doors,” affirms Heikkinen. “Suddenly I had Helmut Marko on the phone saying, ‘Are you interested?’ Then 2011 was a confirmation. And then it all started rolling in the right direction.”

By now the team had a new base in Barcelona. Since its move to German Formula Renault, the Koiranens had operated out of a small workshop near Cologne, but needed somewhere bigger. With the recession in full swing in Spain, premises were found for one-third the price of an equivalent facility in Germany – and handily close to the winter-test venues.

Also on board in a full-time role now was Heikkinen, who had dropped his parallel business interests to devote all his attentions to the team. While he is the public face of the squad as CEO, Marko Koiranen – who eccentrically uses a brace of 1960s Cadillacs as his everyday transport – is team principal, with brother Jari slightly winding



The Koiranen-run SMP F4 series kicked off at Ahvenisto in Finland last weekend

“SUDDENLY I HAD HELMUT MARKO ON THE PHONE SAYING, ‘ARE YOU INTERESTED?’” AFA HEIKKINEN

down his involvement but still engineering. Beneath the staccato-voiced Finns is a truly international team of 10 other nationalities

That growth was in part facilitated by the expansion to GP3 for 2013, which has netted six wins in two seasons – two each for Aaro Vainio (in one of which he led home Korjus in a Koiranen one-two), Jimmy Eriksson and Stoneman. There are now 20 full-time staff at the

Barcelona facility, but there is also a group of an extra 20 taking shape at Koiranen’s new SMP F4 base in Estonia. This is thanks in no small way to ex-F1 driver Mika Salo, who acts as sporting director for the new championship in the same manner as he has taken care of much of the project of SMP Bank co-owner Boris Rotenberg (a gentleman racer in GTs) in prototype racing and Blancpain competition.

“We used to run some of the young [SMP-backed Russian] drivers in Renault ALPS,” says Heikkinen. “Mika started to get more and more involved, and we started to talk about why there is no championship in northern Europe or Russia. We spent six or seven months working on this and had quite an advanced plan to go with a car manufacturer. We would do a full operation for SMP and they would pay everything – ideal for a team like us!”

But the plan fell through. Once the FIA had become alerted to the aborted project, negotiations began in late 2013 for a series that kicked off last weekend on the challenging Ahvenisto circuit, one hour north of Helsinki.

“I came back from meeting the FIA in Geneva,” says Heikkinen, “phoned Marko and Alexandra [Consani, the team’s executive director] and said if it’s not too risky would they back me up? We went back to the Russians and said, ‘Shall we do something together?’”

Salo takes up the thread: “Mr Rotenberg came up with the idea to start a championship, because he wants to help young drivers and our drivers are very old! I sort of pushed him that we should start this with Koiranen.

“When we started to do this, I realised there was not enough racing in Finland either and that it needed the same thing, so I pushed SMP and the AKK [Finland’s governing body of motorsport] to understand that there was no point having a five-car championship in Finland, the same in Russia and the same in Estonia.

“This is a much nicer way to bring all the [SMP protege] drivers together and support them, not like going to Italy, where there are some teams testing more than anybody else. Also, they can race and then go to school on Monday.”

SMP’s support is vital: it’s contracted to



Bottas made FRenault bow with Koiranen in 2007

CHRIS SCHOTANUS

WHAT THE GRADUATES SAY

Co-founder Jari Koiranen tried his hand in British F3 in '85...



... while brother Marko, also an ex-racer, is the technical brain



Afa Heikkinen fronts the team and now his own F4 series

VALTTERI BOTTAS

Finished third in Formula Renault NEC in 2007 with Koiranen

I had my first test in a single-seater with them at the end of 2006 at Botniaring in Finland. They really guided me well. Jari Koiranen helped with engineering and I learned a lot with them. I got some sponsors from Finland to help and had my first race with them, and in the last race of the season we won.

When a new driver comes from karts, the team always needs to be patient because it takes time to learn. But they also need to be good in how they teach you to do these things – if you teach the wrong things to young drivers with driving style or something, possibly later in your career it's difficult to change. For me, they guided me really well. I have only good words to say about them. *Edd Straw*



CHRISCHOTANUS

CARLOS SAINZ

Won Formula Renault NEC in 2011, and finished second in the Eurocup, with Koiranen

I don't know how they do it, but they always find a very good car set-up baseline and from there on they don't change it during the year, and they are only focused on extracting the full performance from the drivers. They really go into detail in the data and really push for you to improve in every area.

They give you a car and say, 'If you drive like this, you will be in P1.' It gives you confidence because you are always driving the same car, so it makes you adapt quickly. *Ben Anderson*



provide at least 10 paid-for Russian drivers, leaving Koiranen to find the rest – a smattering of Finns, plus Swede Joel Eriksson (brother of Jimmy) and Brit Enaam Ahmed. For €150,000 (£108,000), that 350k prize for F3 (along with €150,000 – a significant part of an FRenault budget – for the runner-up) is a huge carrot.

"We have to try to create a system where talent can take you all the way up," says Heikkinen. "This is cheaper than top-level karting, and all our partners have put something into it. Hopefully a driver can find 150k from

family money, and if you are very good maybe you can go all the way. We need the Hamiltons and Kimis who came with nothing."

Why F3, a category Koiranen doesn't run in? "It's the greatest category," asserts Heikkinen, "the greatest school for a driver. And choosing F3 means everyone can see that that the championship is independent from our race teams. But it's not easy to come up with this prize money – people might think the Russians give us an open cheque, but it's not the case!"

The series chose the Tatuus-chassis/

Abarth-engine package, tried and trusted from last year's first FIA F4 series (in Italy), and operates with one engineer to every four drivers, as well as coaching from Korjus, Vainio and ex-Koiranen FRenault racer Miki Weckstrom among others. Interestingly, it has also used 'practice' races for the young guys at test sessions – with rolling commentary on Twitter.

"We used this kind of model with Sainz and Kvyat and it worked quite well," says Heikkinen. "We try to prep the drivers for different things – starts, qualifying, the pressure – so they know what's happening." And it's not only drivers who are being trained: a partnership with the Finnish mechanics' school allows students to gain work experience in SMP F4, and if they're good they could get a job at the team.

With its own series, and another F1-backed champion in the form of McLaren junior Nyck de Vries, who scooped the Renault Eurocup and ALPS titles last year, the team has moved on a lot since those humble beginnings.

"When I started this team," says Marko Koiranen, "people didn't trust a Finnish team to get results, and for years this was a problem for us. We would lift up a driver one year, then they went somewhere else. But not anymore. Now we get good drivers and keep them!"

Marko Koiranen rates Kevin Korjus as the team's most important driver



Ex-F1 racer Mika Salo (r) is guiding the F4 racers

Heikkinen heads Solberg, Andersson and Bakkerud



MCKLEIN/DE

WORLD RALLYCROSS METTET (B), MAY 16-17 RD 3/13

Heikkinen defeats champ Solberg

FINN TOOMAS HEIKKINEN BECAME the third different winner from the three rounds held to date in his Marklund Motorsport VW Polo.

Heikkinen started from pole position with team-mate PG Andersson alongside. The pair made equal starts but, with Heikkinen on the inside for the tight Turn 1, Andersson was forced wide, allowing the pack through.

That allowed reigning world champion Petter Solberg into second place. The Norwegian had started on pole for his semi-final but gambled on the start lights changing and

jumped the start. He had to take two joker laps as penalty, yet finished an impressive second to Andersson after a great drive.

In the final, Solberg pushed Heikkinen hard in the opening laps before electing to take his joker on the third tour. Carrying too much speed into the extra route section, Solberg ran wide and lost time. Heikkinen took his joker on the next lap, and the gap the Finn had pulled out over Solberg was enough to repeat his Mettet victory from 2014.

"It's fantastic to win here again, I really owe this to the guys," he said.

"They've given me the type of car I want and like. The level is really high right now so it's really hard to win, which makes it feel even better."

Solberg extended his points lead with second, while Reinis Nitiss made up for a poor start to finish third in his OlsbergsMSE Ford ahead of the recovering Andersson and Andreas Bakkerud, who was slowed by a puncture.

DTM star Mattias Ekstrom picked up damage in the first-corner scrum and was forced to stop on the second lap with the loose bonnet on his Audi S1 impairing his view of

the road ahead. Johan Kristoffersson had been top qualifier at the Intermediate Classification but picked up a puncture in his semi-final and didn't make the final.

● Hal Ridge

RESULTS

1 Toomas Heikkinen (Volkswagen Polo), 6 laps in 4m02.117s; 2 Petter Solberg (Citroen DS3), +0.840s; 3 Reinis Nitiss (Ford Fiesta); 4 Per-Gunnar Andersson (VW); 5 Andreas Bakkerud (Fiesta); 6 Mattias Ekstrom (Audi S1). **Points 1 Solberg, 82**; 2 Johan Kristoffersson, 60; 3 Heikkinen, 57; 4 Bakkerud, 56; 5 Timmy Hansen, 50; 6 Nitiss, 43.

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PIRELLI WORLD CHALLENGE MOSPORT (CDN), MAY 16-17 RD 5/11

Caddy tees up double

JOHNNY O'CONNELL BOUNCED BACK impressively from a major fire last time out at Barber Motorsports Park, guiding Cadillac Racing's back-up ATS-V.R GT3 to a hard-earned pair of victories.

Triple and reigning champion O'Connell also snared a couple of poles to close to within striking distance of series leader Olivier Beretta, who could manage only a seventh and an eighth from the pair of races in Remo Ferri's Ferrari 458 Italia despite starting each race among the top three.

The two Dyson Racing Bentley Continental GT3s of Butch Leitzinger and Chris Dyson also enjoyed an excellent weekend, while Kevin Estre kept himself in the championship mix with a



second and a sixth in the K-PAX/Flying Lizard McLaren 650S.

Ryan Dalziel maintained second in the standings despite finishing only 13th and ninth in Effort Racing's Porsche 911 GT3-R.

● Jeremy Shaw

RESULTS

Race 1 1 Johnny O'Connell (Cadillac ATS-V.R GT3), 25 laps in 50m28.419s; 2 Kevin Estre (McLaren 650S GT3), +0.392s; 3 Butch Leitzinger (Bentley Continental GT3); 4 Chris Dyson (Bentley); 5 Mike Skeen (Audi R8 LMS ultra); 6 Robert Thorne (McLaren). **Race 2 1 O'Connell**, 36 laps in 50m33.338s; 2 Leitzinger, +0.539s; 3 Dyson; 4 Skeen; 5 Bryan Heitkotter (Nissan GT-R GT3); 6 Estre. **Points 1 Olivier Beretta, 819**; 2 Ryan Dalziel, 784; 3 O'Connell, 736; 4 Estre, 729; 5 Ryan Eversley, 593; 6 Skeen, 586.

SUPER TC2000 OBERA (RA), MAY 17 RD 3/12

Rossi ends his drought

TOYOTA TEAM ARGENTINA LEADER

Matias Rossi ended his 20-race Super TC2000 victory drought by leading all the way at the rolling Obera track in the north-east.

Rossi led initially from fellow heat winner Christian Ledesma's Renault, but Ledesma would retire from third place when a miscommunication from his pit led to an accident behind the safety car.

Facundo Chapur held second place in his Fiat under pressure from the Chevrolet of Franco Vivian, and despite Vivian later giving him some breathing space Chapur could not get onto terms with Rossi.

Peugeot drivers Agustin Canapino and Nestor Girolami soon clambered up the order after grid handicaps in their heats, but engine trouble with four laps to go ended Canapino's race, promoting Girolami to fourth.

● Tony Watson

RESULTS

1 Matias Rossi (Toyota Corolla), 23 laps in 48m57.983s; 2 Facundo Chapur (Fiat Linea), +4.776s; 3 Franco Vivian (Chevrolet Cruze); 4 Nestor Girolami (Peugeot 408); 5 Lucas Colombo Russell (Chevy); 6 Facundo Arduso (Fiat Linea). **Points 1 Chapur, 55**; 2 Rossi, 54; 3 Girolami, 49; 4= Agustin Canapino & Arduso, 45; 6 Colombo Russell, 44.



Rossi's Toyota leads the field

**NASCAR SPRINT ALL-STAR
CHARLOTTE (USA), MAY 16**

Hamlin is the million-dollar man in NASCAR

A PITLANE SPEEDING PENALTY needn't cost you \$1 million, as long as you give yourself time to fight back. Denny Hamlin proved that with his victory in NASCAR's non-championship All-Star race on Saturday night.

Brad Keselowski had the flipside of that experience, earning his penalty just before the final short shootout and squandering a likely win in an event he'd led the majority of.

Hamlin and Joe Gibbs Racing had earned pole in the three-flying-laps-and-a-pitstop qualifying session, but were defeated by Kasey Kahne in part one of the five-segment race. Although Hamlin then copped his pit penalty after part two, he had time to regain ground over the next phases, helped by changing just two tyres in the stops between parts two and three, and then hanging on in third place in that segment despite his shortage of fresh rubber.

Keselowski had done even better with that tyre strategy, 'winning' segment two on two new tyres and then topping segment three as well, putting him on top of the average position chart used to determine the order going into the last shootout.



Hamlin earned a few bob

But, to crew chief Paul Wolfe's audible dismay, Keselowski exited the final pitstops too fast and was demoted to 18th.

Meanwhile, Hamlin's recovery gave him sixth in the line-up heading into those stops, where JGR leapfrogged him to the front. He hung on thereafter under pressure from champion Kevin Harvick and segment-four winner

Kurt Busch to take the big-money prize, while Keselowski could only claw back to ninth.

RESULTS

1 Denny Hamlin (Toyota Camry), 110 laps; 2 Kevin Harvick (Chevrolet SS); 3 Kurt Busch (Chevy); 4 Jeff Gordon (Chevy); 5 Matt Kenseth (Toyota); 6 Kyle Busch (Toyota); 7 Kasey Kahne (Chevy); 8 Joey Logano (Ford Fusion); 9 Brad Keselowski (Ford); 10 Dale Earnhardt Jr (Chevy).



Winterbottom took double Winton win

V8 SUPERCARS WINTON (AUS), MAY 16-17 RD 4/14

Prodrive Fords smoke it

PRODRIVE RACING DOMINATED WITH three wins from three poles at Winton Raceway, but it was not a perfect weekend for the Ford team.

Chaz Mostert was the star in qualifying, and he and team-mate Mark Winterbottom split the three wins between them. But Mostert lost the chance to take out Sunday's race, dropping a wheel off while in a handy lead and spearing off the track. That left Winterbottom in the

lead, and he claimed the win and, with it, the championship lead.

To underline Prodrive's form, the team's 'third' entry of David Reynolds was well in the fight all weekend, mixing it up with the best of the Holden drivers, Fabian Coulthard and Craig Lowndes.

Nissan had a strong weekend, with Michael Caruso and Rick Kelly both on the podium, while Todd Kelly also showed that the Altima is

developing into a strong race car.

It was a tough weekend for the most recent men to take the title, Jamie Whincup and James Courtney. Whincup struggled for pace in all three races in what is the nearest thing he has to a bogey track. Courtney showed some speed, but triggered a 'friendly-fire' event in the second race that involved team-mate Garth Tander and the 'satellite' entry of Lee Holdsworth. Then, in the final race, Courtney was docked championship points after a clash with Rick Kelly.

● Phil Branagan

RESULTS

Race 1 1 Chaz Mostert (Ford Falcon), 20 laps in 28m40.0082s; 2 Mark Winterbottom (Ford), +2.8733s; 3 Michael Caruso (Nissan Altima); 4 David Reynolds (Ford); 5 Todd Kelly (Nissan); 6 Fabian Coulthard (Holden Commodore). **Race 2 1 Winterbottom**, 20 laps in 28m38.3166s; 2 Rick Kelly (Nissan), +0.8377s; 3 Mostert; 4 Reynolds; 5 Shane van Gisbergen (Holden); 6 Jamie Whincup (Holden). **Race 3 1 Winterbottom**, 67 laps in 1h40m41.5755s; 2 Coulthard, +1.8980s; 3 Craig Lowndes (Holden); 4 Caruso; 5 Garth Tander (Holden); 6 Reynolds. **Points 1 Winterbottom, 937**; 2 Lowndes, 925; 3 Coulthard, 851; 4 Whincup, 801; 5 James Courtney, 795; 6 Tander, 734.



ASIAN GT

Ferrari pair Davide Rizzo and Anthony Liu won the opening round at former Korean GP venue Yeongam after Liu charged past the other leading runners during his stint. Mok Weng Sun had emerged from the pitstops with the lead after James Calado had driven the first stint in their Ferrari, but was passed first by the Aston Martin of Frank Yu (started by Richard Lyons) and then Liu. Yu finished second from Mok. The second race went Aston pair Darryl O'Young/Jonathan Venter, with Rizzo/Liu second and the Bentley of Adderly Fong and Keita Sawa third.

ASIAN CARRERA CUP

It was a New Zealand benefit in the two races at Yeongam, with Chris van der Drift heading home Craig Baird in both races, followed by Dutchman Roelof Bruins.

SMP FORMULA 4

Finn Aleksanteri Huovinen goes down in the record books as the first winner in the Koiranen-run series at Ahvenisto. He led home compatriot Niko Kari and Russian Vladimir Atoev in a race that finished under the safety car due to a big crash. Huovinen doubled up to win race two, while Nerses Isaakyan fell out of the battle for second on the last lap, promoting Atoev and Brit Enaam Ahmed. Kari won the finale on the road, but a jumped-start penalty dropped him to third behind Nikita Troitskiy and ahead of Joel Eriksson.

FRENCH FORMULA 4

Sacha Fenestraz was the master of Pau, winning the first and third races of the weekend from pole position. Fenestraz led Valentin Moineault and Gabriel Aubry home in both races, although in the finale Aubry only moved up when Giuliano Alesi outbraked himself. Mexican Axel Matus drove away from the chaos behind in the reversed-grid race to win from Alesi.

DUNLOP V8 SUPERCARS

Cameron Waters was untouchable at Winton. The Prodrive Ford driver dominated all three races, winning each time from the Holdens of Andrew Jones and Paul Dumbrell. Waters leads the series by 118 points from Dumbrell.

PHAROHS RALLY

Qatar's Nasser Saleh Al-Attiyah continued his relentless 2015 form to claim an emphatic victory in the Egyptian Pharaohs Rally, round four of the FIA World Cup. The Mini All4 Racing driver won only one of the five desert stages, but a puncture and a missed waypoint cost main Saudi rival Yazeed Al-Rajhi dearly. Al-Rajhi won three stages in his Toyota Hilux to take second from Vladimir Vasilyev.

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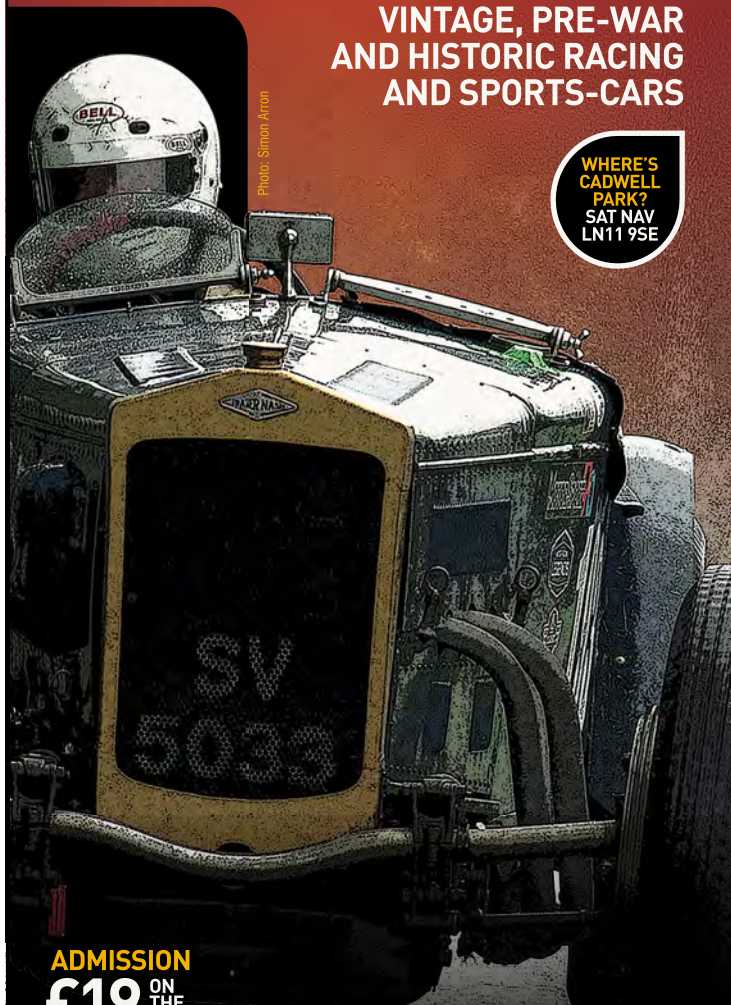


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Tincknell and Patterson
lead the field away

JOHN ROURKE/ADRENAL MEDIA/ELMS

ELMS IMOLA (I), MAY 17 RD 2/5

TDS Racing recovers to easy win

EVEN IN A RACE LASTING FOUR HOURS, when you start out of position you know life is going to be difficult. So after spinning the TDS Racing ORECA-Nissan 05 into the Acque Minerali gravel, Tristan Gommendy expected to have more work to do by the time he finally got back behind the wheel for the final two stints.

But by then the race was already won. All he had to do was to reel off the final 90 minutes and close out a victory that was a long time coming for the French squad, which last won at Silverstone in April 2014. The winning margin of 12.140s belied how under control Gommendy, together with team-mates Pierre Thiriet and Ludovic Badey, had things in the second half of the race as they sealed the first win for the French marque's latest LMP2 design.

While starting driver Thiriet set

about climbing from ninth on the grid to second, which he achieved before the half-hour mark, it was the Jota Sport Gibson-Nissan 015S that built a big lead. Harry Tincknell led Thiriet by almost 19 seconds in the car that Filipe Albuquerque had qualified on pole when the safety car eradicated the advantage.

Tincknell was puzzled by the safety car, as there was no car stopped trackside. In fact, it was to clear gravel that had been dragged onto the circuit by the LM GTE-class Marc VDS BMW Z4 driven by Henry Hassid.

During that safety-car period, the challenge of the Greaves Motorsport Gibson that had won last month's Silverstone season opener started to unravel. Starting driver Bjorn Wirdheim pitted to hand over to Gary Hirsch, putting it out of synch.

Thiriet, who was replaced by Badey, and Tincknell, who stayed in the car for a double stint, made their stops after the restart.

It was during Simon Dolan's stint that Jota lost the race. Frustrated by unyielding GT-class traffic, Dolan bounced across the kerbs at Variante Alta, shedding a sizeable part of the front-left bodywork and leaving his wheel exposed. As the safety car was deployed to clear up the debris, Dolan pitted and lost his six-second lead, which handed first place to Badey in the TDS entry.

At the restart, Hirsch was close behind, but spun exiting the last corner approaching the green flags. This gave Badey a 20-second lead by the end of the restart lap.

The Greaves car finished a lapped fourth behind Jota, whose machine was brought home third by Albuquerque, despite a late splash of fuel and a post-race time penalty for a pitstop infringement.

Second went to the Murphy Prototypes squad and its older-specification ORECA 03R. Nathanael Berthon qualified second and 63-year-old Mark Patterson held that position for the opening 10 laps before falling back. But a strong double stint from Michael Lyons and a rapid run to the flag from Berthon netted a great result.

The close-fought LM GTE class

was decided late on in favour of the AF Corse-run AT Racing Ferrari 458 Italia driven by Alessandro Pier Guidi and Alexander Talkanitsa Sr and Jr. Pier Guidi passed Andrea Rizzoli's Formula Racing Ferrari late on for the lead, with the Proton Competition Porsche driven by Marco Mapelli also slipping past.

In LMP3, the University of Bolton-entered Ginetta-Nissan claimed its first ELMS win, with the AF Corse Ferrari of Stuart Hall, Rino Mastronardi and Francesco Castellacci winning in GTC.

RESULTS

1 Pierre Thiriet/Ludovic Badey/Tristan Gommendy (ORECA-Nissan 05), 138 laps in 4h01m08.999s; **2 Mark Patterson/Michael Lyons/Nathanael Berthon (ORECA-Nissan 03R)**, +12.140s; **3 Harry Tincknell/Simon Dolan/Filipe Albuquerque (Gibson-Nissan 015S)**; **4 Bjorn Wirdheim/Gary Hirsch/Jon Lancaster (Gibson-Nissan)**; **5 Oswaldo Negri Jr/Tracy Krohn/Nic Jonsson (Ligier-Judd JSP2)**; **6 Jose Ibaenz/Ivan Bellarosa (ORECA-Nissan 03R)**. **LMP3** Rob Garofall/Morten Dones (Ginetta-Nissan LMP3). **LM GTE** Alexander Talkanitsa Jr/Alessandro Pier Guidi (Ferrari 458 Italia). **GTC** Stuart Hall/Francesco Castellacci/Rino Mastronardi (Ferrari 458 Italia GT3). **Points** **1 Thiriet/Badey/Gommendy, 40**; **2 Wirdheim/Lancaster/Hirsch, 38**; **3 Tincknell/Dolan/Albuquerque, 34**; **4 Negri/Krohn/Jonsson, 22**; **5 Patterson/Lyons/Berthon, 18**; **6 Pu Jun Jin/Nick de Bruijn, 16**.



TDS gave the ORECA
05 its maiden victory

GABITOMESCU/ADRENAL MEDIA/ELMS



CITROËN'S RING-A-RING O' ROSES

The C-Elysees cleaned up in the first world championship races on the fearsome Nurburgring Nordschleife for more than 30 years. **STUART CODLING** watched all the action from an historic event

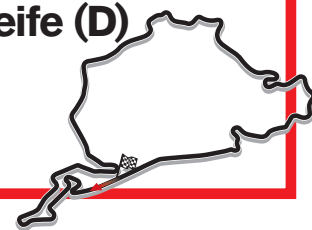


WTCC

Nurburgring Nordschleife (D)

May 16

Round 4/12



OF ALL THE MOTOR RACES AT WHICH TO DEVELOP a creeping sense of déjà vu, the first-ever World Touring Car event at the Nurburgring Nordschleife – the first world championship race there for over 30 years, in fact – seemed an unlikely candidate. And yet there it was.

Jose Maria Lopez on pole position for Citroën? Could be – but then, surprisingly given his recent dominance, this was ‘only’ his 10th WTCC pole. No, it was indubitably the presence of Hugo Valente, P2 on the grid once again in his luminous-striped Campos Chevrolet – and not only that, but expressing disappointment at missing out on pole for a second consecutive WTCC round. Two weeks previously, in Hungary, he had outlined a similar feeling of frustration after qualifying on the front row.

The question, surely, was whether a privateer could be serious about toppling Lopez from the perch to which he has become accustomed?

“Pretty serious,” he said, albeit with a grin and a slight giggle. “I don’t think they see me coming, you know? They’re so fast and so used to always being first, second, third. But I strongly believed we could get pole today. I had a good lap in practice where I was just six-tenths off the pace even though I made some mistakes. Now I just had too much oversteer in qualifying, maybe because the track temperature had gone down. If you aim for second that’s the best you’re going to do, if you aim for pole you might just get it!”

Others in the independents’ camp point to the fact that besides the latest upgrades, Valente also has access to the services of RML chief engineer Duncan Laycock, one of the architects of the Cruze programme during its pomp, and can therefore be expected to be among the fastest Chevrolet runners.

“We have more to do in terms of long-distance pace in the races but in qualifying we’re right there. They have 60kg more [in compensation weight], but I think that’s about to change so maybe you won’t see me after qualifying...”

That last sentiment proved uncannily true. Valente was slow away from the start – it would have been tough to beat Lopez to the first corner anyway, but here he was forced into a rearguard action within metres as the black Zengo Honda of Norbert Michelisz appeared alongside (“Oh, that’s great,” Valente had said when informed ▶

“I don’t think [the Citroëns] see me coming. They’re so used to being first, second, third...”

HUGO VALENTE

► that Michelisz would be behind him on the grid. “Excellent news. Awesome”).

Valente swerved right, hitting the Civic’s front-left corner, but Michelisz just kept his foot in rather than allow himself to be directed into the pitwall. As a result, momentum carried Michelisz through the first corner in the wake of Lopez, Sebastien Loeb and Yvan Muller, while Valente plummeted down the order. It was instant disappointment, then, for those who had hoped for something other than a Citroen whitewash, but the two three-lap races that followed would also confound those cynics who had opined that a touring car race wouldn’t work on the Nordschleife. The short initial loop of the grand prix track provided some opportunities for overtaking, particularly on the opening lap, and once through the deceptively narrow ‘gate’ on to the Nordschleife the WTCC machinery looked lively enough.

Still, as the field streamed through the gate on the opening lap, only Michelisz and the factory Honda of Gabriele Tarquini in fourth and fifth stood in the way of outright Citroen domination, since Ma Qing Hua and Mehdi Bennani were in close attendance. Stefano D’Aste inherited the mantle of leading Chevrolet runner in eighth, since Valente had dropped on to the fringes of the top 10 and was under threat from the old-spec Cruze of ‘Queen of the Ring’ Sabine Schmitz.

Making a guest appearance at the behest of the WTCC promoter, Schmitz had struggled to get to grips with front-wheel-drive machinery but was relishing a chance to compete at this level. “It gets better with every session,” she had told AUTOSPORT pre-race. “And if you’re not on pole [she qualified 15th] further back is not such a bad place to be. I’ve seen how much contact they have in these races - you have to avoid the accidents and that’s my chance.”

Schmitz made her move around the outside of Valente at the entrance to the Nordschleife and as he moved to cover, Tom Chilton nimbly shot past them both on the inside line, only to be tapped by Valente and edged on to the grass. All three managed to continue with Valente ahead once more, and he seemed to have redeemed himself when he caught and passed the second works Honda of Tiago Monteiro at the end of the lap, slipstreaming by on the long drag out of Dottinger Hohe.

The area’s infamously fickle weather was coming into play, though, and as spots of rain began to fall Valente slid wide at the Dunlop curve and Monteiro slipped by once more. At the fast uphill left-hander that followed Valente took too much kerb and spun away into the barrier, then abandoned his stranded car in frustration - a move that would cost him a €1000 fine for



Valente qualified on the front row but fell back in opener

It’s amazing, an incredible circuit. You can’t understand until you’re in the car

YVAN MULLER

failing to assist recovery operations.

“I’m very disappointed,” he said. “My start was very bad – all the Chevrolets started badly. It’s something that we’re working on.”

Valente was not the only driver out, for Tom Coronel (Chevrolet) and Rob Huff (Lada) had already stopped on the opening lap and Chilton’s Cruze suffered terminal damage after ingesting gravel thrown up during Valente’s spin. No other drivers wanted to damage their mounts ahead of race two so the order up front remained static, save for Ma passing Tarquini within sight of the chequered flag, but Schmitz warmed the spirits by using all her guile to keep the Lada of Jaap van Lagen behind her en route to 10th.

The first race acted as a loosener for what would be a tense and occasionally ragged final act. All the drivers had got a taste for it now, having tackled the ‘Ring in race conditions.

“It’s something amazing, an incredible circuit,” enthused Muller. “You can’t understand until you’re in the car and you drive flat-out. When you drive around here in the road car you think, ‘Ah, that’s something special,’ but there’s a big step between this and being in a race car playing for the best lap. It’s something incredible. No traction control, no ABS. Very demanding. Ah!”

It was *deja vu* again as a Chevrolet on the front row of the reversed-grid race two went backwards at the start. This time it was Coronel, whose Cruze had been rapidly patched up after falling victim to the first-lap fracas in race one.



Interest ran high for first world championship event since 1983

GERMAN CARRERA CUP NURBURGRING (D), MAY 16, ROUND 2/9

Poleman Muller is the Ringmeister



Muller kept Eng at bay for Nordschleife victory

SVEN MULLER SWEEPED TO VICTORY FROM POLE position in the four-lap Porsche Carrera Cup Germany race, edging out fellow front-row starter Philipp Eng as the field threaded through the first corner and then keeping him at arm's length throughout. Eng challenged repeatedly through the Nurburgring's Grand Prix loop on the opening lap but then fell back slightly as he fended off Christopher Zochling, who had shot through from sixth on the grid to third at Turn 1.

The leading trio then edged away from the chasing pack, each separated by just over a second, with Michael Ammermuller holding down a lonely fourth place ahead of a similarly isolated Alex Riberas and Robert Renauer. Jeffrey Schmidt prevailed in an entertaining three-car dice for seventh place after initial incumbent Klaus Bachler took to the grass on the third lap, but came under sustained pressure on the final

tour from Matteo Cairoli and Nicki Thiim. All three crossed the line within a second.

Thiim, the 2013 Porsche Supercup champion, had an eventful race after losing five places from seventh on the grid in the crush at the first corner. He spent the first two laps shadowing a resilient Christian Engelhart, finally passing him at the Dunlop Curve on the GP loop despite taking to the grass at the exit. Bachler's error gifted him another position and then he forced Ben Barker into running wide at Brunnchen, but he ran out of laps to make further progress.

RESULTS

1 Sven Muller, 4 laps in 34m27.546s; 2 Philipp Eng, +1.238s; 3 Christopher Zochling; 4 Michael Ammermuller; 5 Alex Riberas; 6 Jeffrey Schmidt; 7 Matteo Cairoli; 8 Nicki Thiim; 9 Ben Barker; 10 Sean Johnston. **Points 1 Schmidt, 42; 2 Engelhart, 40; 3 Eng, 40; 4 Barker, 39; 5 Riberas, 36; 6 Zochling, 33.**



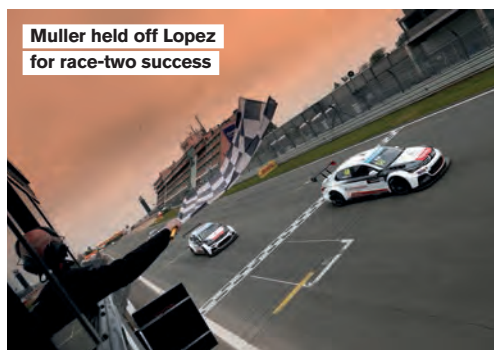
Loeb rallied his way to second in race one

XPB IMAGES

As Monteiro led from pole, Muller slotted in behind with Tarquini in pursuit. Initially Coronel stemmed the flow of the chasing Citroens, making the most of the latest specification of RML engine. But although the Cruze is slippery enough in a straight line to be a match for the Hondas, as Valente demonstrated in race one, Citroen had trimmed as much wing as possible from its C-Elysees and they were simply devastating on the run up towards Tiergarten.

Muller passed Monteiro there at the end of the first lap, while Bennani, Ma, Lopez and Loeb breezed by Coronel as easily as if he had forgotten to engage top gear. The infighting between the pursuing Citroens continued all the way to the final lap as Lopez harried Ma at every corner, even after they both passed Bennani.

"He was really at the limit," said Lopez later.



Muller held off Lopez for race-two success

"We were losing time and I was really nervous."

Muller, too, was conscious of the C-Elysee's twitchiness in the corners, and elected to back off a little after getting crossed up on the grand prix loop at the beginning of the final lap.

"I thought, OK, slow down, nobody can pass me on the Nordschleife," he said.

Monteiro and Tarquini duly closed in once more, while behind them Ma finally lost control and spun into the barrier at Aremberg. That forced Lopez to slow, but only for a moment.

"Then I thought, 'Should I stay or try?' Well..."

He arrived at Dottinger Hohe on Tarquini's bootlid and swept past on the straight – past a surprised Monteiro, too, reaching the chequered flag "very attached", in his words, to Muller.

It was a result both extraordinary and, given Citroen's recent dominance, somehow familiar.



LADA BACK TO THREE

After dropping to a two-car entry after Rob Huff's car sustained heavy damage during a Hungaroring test, Lada Sport has said it will revert to running three cars at the next round in Moscow. Huff will again be joined by Jaap van Lagen (above), but AUTOSPORT understands that Mikhail Kozlovskiy's participation has yet to be confirmed.

WTCC COURTS GIROLAMI

Argentine Super TC2000 champion Nestor Girolami could enter selected WTCC rounds later this season if series boss Francois Ribeiro's plans come to fruition. Girolami tested a Lada Vesta at the Hungaroring two weeks ago and is "super committed", according to Ribeiro. Contractual matters with Peugeot in Super TC2000 could mean Girolami hires an ex-works car. Ribeiro is known to want another leading South American driver in the fold to develop a rivalry with Jose Maria Lopez.

CHILTON STARTING AGAIN

Tom Chilton was among the pacesetters in the Nurburgring morning warm-up session after reverting to a set-up from the previous season. "I think our winter testing led us astray," he said. He came away empty-handed after sustaining damage in race one.

SCHMITZ SHINES

'Queen of the Ring' Sabine Schmitz enjoyed a taste of front-wheel-drive machinery in a guest drive aboard a Munnich Chevrolet. More familiar with Porsches and other big GTs, she admitted to a touch of culture shock. "When you come out of a GT car, it's such a big difference," she said. "With the Porsche with the big rear tyres you can just go flat out and carry the speed." Schmitz took the old-spec Cruze (below) to 10th in race one after a long battle with Jaap van Lagen's Lada. She was 11th in race two.

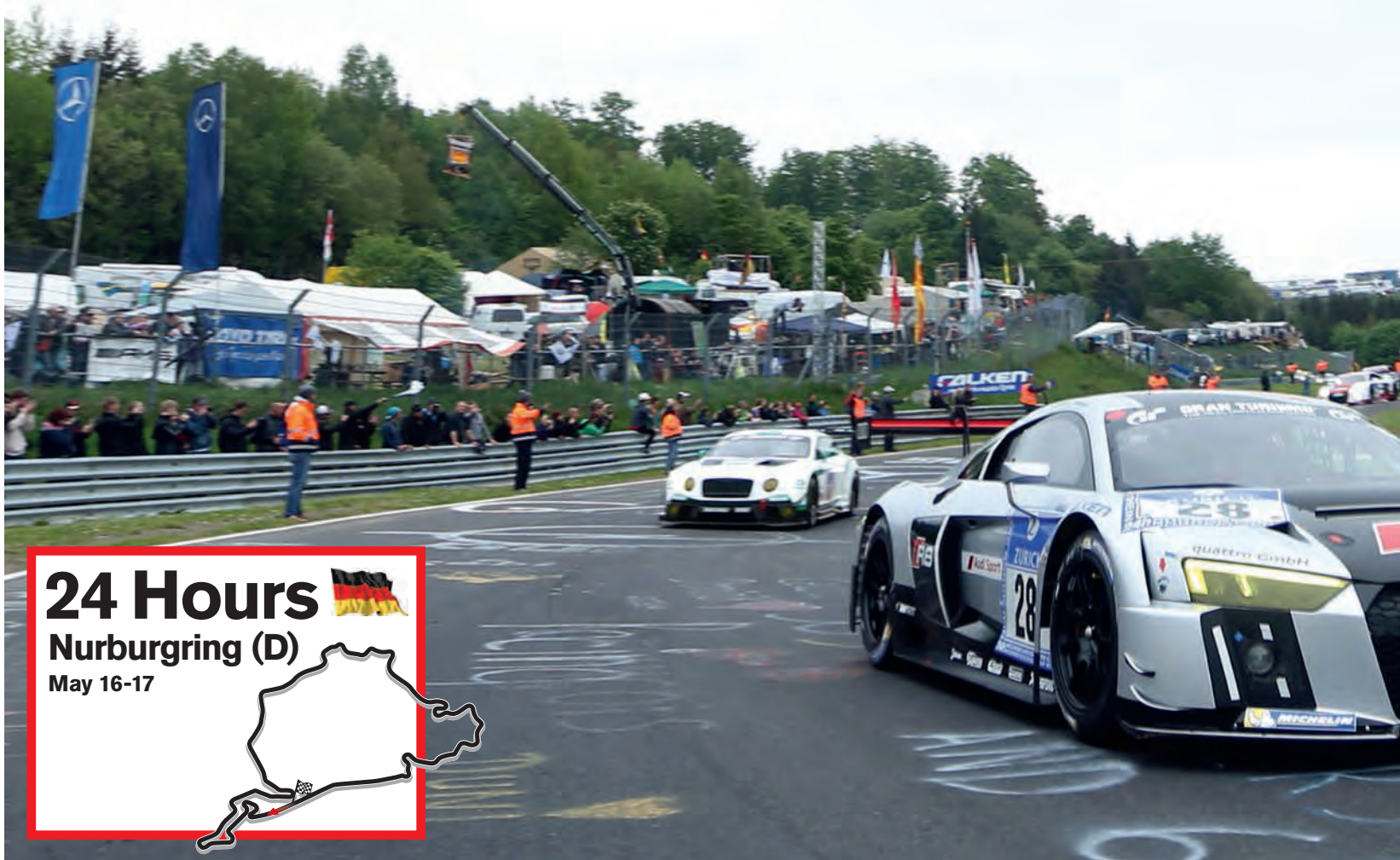


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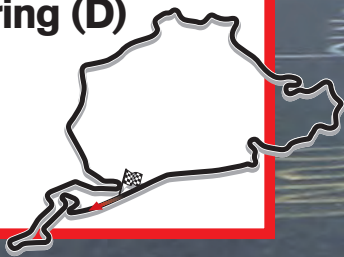
RESCUING THE NURBURGRING 24 HRS

Scorned by some sportscar purists as too crowded, too frantic and too random, the Nurburgring 24 still attracts fans from all over Europe. But this year its existence was threatened. By **STUART CODLING**

48



24 Hours 
Nurburgring (D)
 May 16-17



WHEN JANN MARDENBOROUGH'S NISSAN GT-R lifted over the crest at the Nordschleife's iconic Flugplatz and cartwheeled into the crowd during a VLN race in March, killing one spectator and injuring several others, the Nurburgring was pitched into possibly its biggest crisis since Niki Lauda nearly lost his life there in 1976. The future of the Nurburgring 24 Hours, arguably the venue's most important regular event since the grand prix became biennial, was thrown into doubt amid understandable hand-wringing. "We cannot and will not go back to business as usual after an accident of this kind," said

Christian Schacht, the general secretary of Germany's motorsport governing body, the DMSB. "The security of the participants and especially the spectators must be a top priority." The instant impact was a blanket ban on cars in the GT3 sub-classes from SP7 up – in effect anything above a BMW 1M-Coupe or similar – from competing at the Nurburgring, including at the 24 Hours. That would have eliminated half the cars in the field – and certainly the most exciting ones so far as spectators were concerned. It would also have cut against the very ethos of the serpentine, myth-ridden 14 miles of the

Nordschleife. What, you wonder, would Rudolf Caracciola have made of it? Ultimately the authorities relented, and the result is a compromise that hasn't met with universal approval. Drivers must now comply with speed limits in three mandatory 'slow zones': 200km/h between Hocheichen and the area of the Flugplatz after the crest where the accident took place; 250km/h from that point to Schwedenkreuz; and 250km/h from Dottinger Hohe to Antoniusbuche. The WTCC cars were found to be running fractionally above those speeds last weekend, but not so much as to



“We cannot and will not go back to business as usual after an accident of this kind”

CHRISTIAN SCHACHT

require technical intervention. In race conditions in the 24 Hours, failure to observe these slow zones - and 'Code 60' local yellow-flag zones with a 60km/h limit - carried time penalties on a sliding scale according to the size of the infraction, with outright exclusion a possibility for serial or flagrant offenders.

The situation is freighted with a potent and compelling logic: when car performance exceeds a racetrack's safety capabilities, something has to give. Either that performance envelope has to be reduced or the circuit itself has to change. Given the Nurburgring's recent financial travails, it's no

wonder that the latter is off the table for now; but with 160 entries for the 24-hour race, a major money-spinner for the track and the areas around, the show had to go on. Purists may chafe at the very notion of amending the track, but several of the more abrupt elevation changes have been reworked in the past, as happened at Le Mans after Peter Dumbreck's flip in the Mercedes in 1999.

For now, perhaps, the speed limits are the least-worst option, but the long-term solution must be both practical and culturally acceptable.

“I've been coming here since I was six,” says ▶

**The Dumbreck/Henzler/
Ragginger/Imperatori Falken**
Porsche took final podium slot



► Ring legend Klaus Ludwig. “I love the track deep in my heart. In my deepest dreams I knew every bump, every asphalt change, everything. “You have to have respect. You have to change your mindset when you leave the GP track. You have to think, ‘Now I am on the Nordschleife.’ “We can see from the data that the guy [Mardenborough] was going too fast. After that, the whole thing [racing at the Nürburgring] was on the ventilator... It’s difficult because you can talk to 10 different experts about track safety and get 10 different opinions. What they did now, with the speed limits, I don’t think it’s really the right way to do it.”

Asked by AUTOSPORT to elucidate – or to posit an alternative solution – Ludwig took his foot off the gas, but didn’t go as far as selecting reverse gear. “Smaller air restrictors? I don’t know. It’s hard to say how much it brings in time. We were already at the last VLN running 31mm on the Mercedes. It makes less difference than you think, because here you go fluidly fast – there isn’t so much stop and go, you don’t need so much acceleration power as on an ordinary track.”

Another controversial addition this year has been the all-new Audi R8 LMS, making its 24-hour race debut here. It shares nothing but the name, most of the engine, and a familial resemblance with its predecessor, since the forthcoming road car version has been designed in tandem with the Lamborghini Huracan with which it shares the majority of its components (including a carbon tub, though the race car’s chassis is aluminium and steel). Audi predominantly claims gains in aerodynamic performance, weight saving and safety, but the new R8 LMS was visibly more settled over the more hostile sections of the Nordschleife.

“In my opinion,” snorted Ludwig, “it has nothing to do with a GT3 car. It’s a prototype.

“What they did now, with the speed limits, I don’t think it’s really the right way to do it”

KLAUS LUDWIG

It’s a new ball game. You can’t buy one...”

You will soon – and since the GT3 rules are changing for 2016, Audi’s rivals will have to evolve their own offerings, too. That could mean more safety questions to answer.

What sets the Nürburgring 24 Hours apart from Le Mans – aside from its shorter history – is scale and volume, which is probably why so many sportscar purists view it askance. It is a crate of Warsteiner and a pile of pork chops beside La Sarthe’s steak frites and demi-bouteille of vin rouge. It has its own peculiar ecosystem that is, upon first encounter, baffling: 160 entries, whittled down to 151 starters in 2015, occupying 21 classes and beginning the race in three separate starting procedures. Each garage has to accommodate at least three teams, adding to the complications of pitstop co-ordination.

The track is longer, but narrower, and more crowded. There are no LMPs but traffic remains a factor, since the large GT3 entry must share asphalt real estate with a peculiar assortment of lesser machinery including Hyundai i30s, Renault Clios, Subaru Imprezas, and even the local cultural icon that is the Opel Manta with a foxtail attached to its aerial, pedalled by drivers including 1984 DTM champion Volker Strycek.

**Massive field, led by VDS
BMW polesitter and Black
Falcon Merc, in early running**



XPB IMAGES

To thread together a coherent narrative from all the on-track *sturm und drang* is nigh-on impossible, but for the many denizens of nearby campsites that appears not to be the point.

As befits a 24-hour race in which the majority of the frontrunners are experienced hands, the 2015 24 Hours got off to a relatively civilised start with none of the leaders attempting to win the race at Turn 10. BMWs dominated the early running, albeit in a shuffled order after Martin Tomczyk (#20) surged through from the second row to lead from polesitter Jorg Muller (#26) and Marco Werner (#19), with Andreas Simonsen’s Mercedes (#2) dropping back from second to fourth and then slipping further back over the course of the opening stint, ultimately overhauled by Lance David Arnold in the #84 Bentley. Only one of these cars would be running at the end.

The four much-fancied new Audi R8s ran in formation behind the leaders during the first hour, but the first pitstops – and the delays associated with the crowded pitlane and on-track traffic – soon shook up the order. The #29 Thiim/Joens/Kaffer/Vanthoor R8 entered by WRT fell out of the running early when Pierre Kaffer hit a backmarker and repairs dropped it to near the tail of the field; Laurens Vanthoor completed a stint in it as they fought back before he was rostered to the sister car.

The onset of darkness and the inevitable Nürburgring wet weather brought further hazards, accounting for the departure of the #20 Team Schubert Mercedes when Claudia Hürtgen spun into the barrier after going over the crest at Pflanzgarten, followed by the #19 that went off at Dottinger Hohe in the eighth hour. By then the

**Runner-up BMW
takes on new tyres**



XPB IMAGES

**GP loop is part of
monster 'Ring lap**



XPB IMAGES



Sandstrom, Mies, Muller and Vanthoor: winners' selfie

rain was intense enough to have tipped the delicate balance of tyre choice in favour of full wets, which the Phoenix Audi team demonstrated by extending the lead of the #1 R8 driven by last year's winners Christopher Haase, Christian Mamerow, Rene Rast and Markus Winkelhock.

Marc VDS dithered and lost ground with their cars, compounded when the #26 Z4 had a flash fire in the pits after a fuel spill. All that would become academic, though, for neither Phoenix car would see the dawn: Mamerow shunted at the Karussel after hitting another car, and the #4 Basseng/Stippler/Rockenfelder/Fassler R8 made a lengthy stop for a new exhaust then crashed out just over an hour after rejoining.

Staying on the pace while keeping out of trouble is a key skill in any 24-hour race but possibly none more so than here, where the road is narrow, crowded and strewn with debris. Peter Dumbreck complained of "critical moments in the night where drivers ahead suddenly decelerated to below 60km/h for double-waved yellows, causing several near-impacts". The state of his #44 Porsche's nose come daybreak suggested that 'near' was perhaps not the right word for those moments but even so, thanks to attrition, he was in the thick of a three-way fight for the lead.

The Falken 911 didn't have quite the legs to hold on as the race developed into a duel between

the #28 Mies/Vanthoor/Sandstrom/Muller WRT R8 and the #25 Luhr/Palmtala/Westbrook/Martin BMW in the final hours. Divergent pitstop schedules meant they alternated the lead without encountering one another on track, so each put their chargers in ahead of the final stops:

Vanthoor vs Martin, which Vanthoor won, setting fastest lap in the process. When Christopher Mies took over for the final hour he emerged with a minute in hand, finally crossing the line 40.729s ahead – the narrowest winning margin since '93.

Little more than 100 of the 151 starters were running, but that is the way with any 24-hour race; simply to finish is an achievement. The lead changed 35 times, a new record for the event on its 43rd running. For the Nurburgring 24 Hours the crisis seems to be over.

"I think this is the most demanding 24-hour race there is," says Vanthoor. "Obviously you have Le Mans which is famous, and has great cars and a high level of competition, but here you have the track itself, and the traffic, the weather conditions, such a long lap..."

"Often you find yourself at the start of the Nordschleife on slick tyres and it starts to rain, and if it's dark you can't see where it's wet – I think last night I had one of the most difficult stints of my life," admitted Vanthoor.

"The slow zones worked fine for me," the Belgian added. "Though maybe they're just a temporary solution. We shouldn't make the cars less powerful; this is an incredibly demanding race and it should stay that way."

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GIOVINAZZI DENIES DENNIS A TREBLE

Jake Dennis had broken his F3 win duck in the first race at Pau, then doubled up in the second, but Antonio Giovinazzi pounced when Dennis hit strife in the Grand Prix. By **MARCUS SIMMONS**





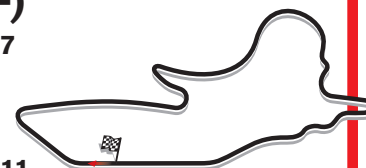
Pau GP first-corner jostle: it's Dennis from Giovinazzi, Gunther and Leclerc

Euro F3



Pau (F)

May 16-17



Round 3/11



Pau-dium joy for Giovinazzi, his dad and engineer Ogle

WHEN IT COMES TO THE PAU GRAND PRIX, THE LINE between success and failure is so fine it's hardly there at all. On these demanding, tortuous, tight, barrier-lined streets, Jake Dennis had been in his element. The Briton loves Pau, and on his third visit to the track had taken all three pole positions and the first two wins. But when it came to the Grand Prix itself on Sunday – doubling up as a regular points-scoring Formula 3 European Championship race – damaged left-front suspension cost him victory to Antonio Giovinazzi.

Now into his second season in F3, Dennis has always been a natural racer, but his qualifying demons had hitherto given him too much to do. He put that right at Pau with his first pole position – by an enormous margin in the wet – and then his second and third too. On a circuit where it's so hard to pass, these played a crucial role in setting up his arrival as an F3 race winner.

That fine line between success and failure was also illustrated by Giovinazzi. The grid for the third race of an F3 race weekend is always decided by the drivers' second-best laps in second qualifying, and at Pau the field is split into two groups for qualifying due to the size of the entry and the nature of the track. The Italian earned his place on the front row by topping his group on second-bests by a mere 14 thousandths of a second from Charles Leclerc. Those 14 thousandths ensured that it would be Giovinazzi hounding Dennis when his bent trackrod worsened to the extent that his car was almost undriveable, rather than Leclerc.

They won't shout about it, but Leclerc and the Van Amersfoort Racing team will rue this infinitesimal eclipse by Giovinazzi in qualifying. The Monegasque had looked stunning on the track, initially in the wet conditions during which free practice and first qualifying played out, and then in the dry from second qualifying onwards.

This represented the first time on a dry Pau track in an F3 car for Leclerc (who raced there in Formula Renault last year), but he was flinging the car around, the rotation of the car's rear end from apex to apex exquisite, his Dallara a tool to artistically express his talent. Leclerc did four laps in the 1m10s, Giovinazzi managed two. Leclerc's quickest was three tenths clear of Giovinazzi's, earning him a front row for race two. Meanwhile his theoretical best, merging all his best sector times, was a whopping six tenths clear of Giovinazzi's. But still the bright yellow Jagonya Ayam-liveried Carlin car was able to sneak in that fastest second-best time ▶

► to earn its ticket to the front row for race three by that tiny margin.

Dennis was comfortably clear in his group, which took to the track afterwards and had better track conditions. A red flag in the wet session allowed the sun to break through and dry the circuit a little, ensuring better lap times. In the dry this group also got the rub of the green, with only one red flag after a few minutes, while Leclerc, Giovinazzi and their comrades suffered two in the final five minutes.

Still, there's little doubt that 2012 McLaren AUTOSPORT BRDC Award winner Dennis and the Prema Powerteam squad would have been celebrating victories in the first two races even if he'd started second on the grid, and that's because Leclerc's ability to get his car off the line at the start seemed to desert him this weekend.

By contrast, Giovinazzi's getaways were electric and in the first race he burst through from fourth on the grid to chase Dennis, with Leclerc in turn close behind. Dennis said he had to drive at only 90 per cent to preserve his maiden F3 win, and it was even easier for him in a chaotic second race.

Once again Leclerc fluffed his start, this time conceding second to Maximilian Gunther. The German's challenge ended at the restart from the third safety car, when he hit the rear end of Dennis and damaged his front wing. Leclerc squeezed through as Gunther slid wide at the first corner, Virage de la Gare, and then Giovinazzi speared himself down the inside of the Mucke Motorsport man at the Lycee hairpin. Gunther had nowhere to go other than the barriers, and an enormous chain-reaction slow-speed pile-up/traffic jam ensued. That caused a red flag and a restart, which posed no problem for Dennis.

Finally Leclerc made a respectable getaway in the GP itself, but this time it was from fourth on the grid. But had he made that launch from the second-place starting slot he'd missed out on by those 0.0148s, it could have been a very different story...

Dennis continued to drive brilliantly, even with his problem. "Even at Hockenheim, if you look the pace was there for him to start in the first two rows," said Prema team boss Rene Rosin. "He just had a little bit of bad luck with space [traffic]. He's improving all the time, doing a good job."

And on a circuit he loves... "This is such a prestigious track," Dennis had gushed after qualifying. "I love driving here. And I'm unbelievably happy because Pau is the best place to be on pole. I could probably win the race with three wheels on, it's so hard to overtake here."

In hindsight, that was a rather unfortunate remark! Giovinazzi had applied early pressure, before falling away, then closing up as Dennis's predicament worsened to the extent that he could hardly get around left-hand corners. That led to a magic minute of full-fat racing, Giovinazzi drawing alongside at Gare, the tight Pont Oscar left-hander and Lycee, before slipping through when Dennis ran wide just after the Foch chicane.

Giovinazzi had driven superbly. He's not often the fastest man, but he has the ability to attack to the max, fully ragging his car, while bringing home the points – it's now nine podiums in nine races



Maini made a big step forward

FORMULA RENAULT ALPS PAU (F), MAY 16-17, ROUND 2/7

Hubert's double as Hughes surges



Hubert passes under Pont Oscar

ANTHOINE HUBERT TOOK A CONSUMMATE double victory at Pau, as Jake Hughes took his first maximum points score to kickstart his title bid.

Frenchman Hubert is only contesting selected ALPS rounds as a wildcard entrant, but the Tech 1 Racing man secured both pole positions and was never headed in either race. In the first he kept himself just out of reach of Russian Matevos Isaakyan, who claimed maximum points in his JD Motorsport car, while Simon Gachet claimed third.

Martin Kodric shrugged off an early challenge for fourth from Hughes, who then concentrated on defending from Stefan Riener. All three Brits – Hughes, Jack Aitken and Ben Barnicoat – had been short-changed by a red flag shortening the damp first qualifying session during the changeover period from rain tyres to slicks.

Barnicoat was on the front row for race two,

but a burnt-out clutch meant he was swamped off the line, and when he was pinched by Isaakyan at the first corner they collided, causing a safety car.

Hughes became the only newcomer to the Pau circuit to get onto the Renault podium all weekend with a strong run to second place in his Koiranen GP machine, with Formula Renault 3.5 ace Matthieu Vaxiviere unable to challenge him. Gachet moved up to fourth from Riener and Aitken when Kodric spun.

RESULTS

Race 1 1 Anthoine Hubert, 21 laps in 27m18.471s;

2 Matevos Isaakyan, +0.564s; 3 Simon Gachet; 4 Martin Kodric; 5 Jake Hughes; 6 Stefan Riener. **Race 2 1 Hubert, 20 laps in 26m52.341s;** 2 Hughes, +2.247s; 3 Matthieu Vaxiviere; 4 Gachet; 5 Riener; 6 Jack Aitken. **Points** 1 Aitken, 75; 2 Riener, 66; 3 Hughes, 61; 4 Isaakyan, 43; 5 Thiago Vivacqua, 31; 6 Philip Hemprecht, 26.

this year for the points leader. "When it comes to hard, wheel-to-wheel racing Antonio and Jake are two of the best out there, and they proved that – it was clean," said Matt Ogle, the Carlin engineer who ran Dennis last year and has Giovinazzi under his wing in 2015. "I feel so sorry for Jake – he's one of my closest friends in racing – but pleased for him to have won. And I'm proud of Antonio!"

Giovinazzi shrugged it off. "I was just driving really safely because I didn't want to crash. It was difficult to overtake Jake; really tight."

Dennis plummeted out of the points, and on the way earned himself a five-place grid penalty for the next round at Monza after colliding with Sam MacLeod on the final lap – a sad end to what had been a brilliant weekend. Leclerc, meanwhile, joined Giovinazzi as a triple podium getter after finishing third behind Gunther.

Gunther, for whom this was the sixth consecutive race he'd started from third on the grid, finally grabbed his first podium, and overall the 17-year-old was the most impressive of all the Pau first-timers. He looked very confident on the track, and considering his first taste of the track in the dry was in second qualifying, to be beaten only by Dennis in his group was a great achievement.

"It's very cool to drive so close to the walls and to be at the limit of the car," he said. "But we had to compromise on tyre pressures, because I needed laps to learn the track. Maybe I handled

it better than I thought!"

Other strong rookie drives were put in by Van Amersfoort duo Arjun Maini and Alessio Lorandi. Smiling Bangalore teenager Maini claimed his first points with a fourth and a fifth, ditto Italian karting graduate Lorandi with sixth and seventh. Lance Stroll also put in his best drive to date, a feisty effort taking him from ninth to fourth in the GP.

But for Stroll's team leader at Prema, Felix Rosenqvist, it was a weekend to forget. The pace was there on occasion, as shown by second-fastest lap in race one, but he couldn't make it happen in qualifying. "It was one of those days, just a combination of all the bad things that can happen," he said. "I was not 100 per cent in the car, not pole-position quick, and then I just had bad timing in qualifying and didn't sort out the traffic well. I don't like to make excuses but I don't think I managed a free lap all day."

Rosenqvist therefore could not hang onto the Pau GP trophy upon which his name is engraved as 2014 winner. Both Dennis and Leclerc would have been thoroughly deserving recipients this time, but Giovinazzi is the man who made it happen in his typically forceful yet classy style. He spotted that line between success and failure, and walked just the right side of it.

FOR FULL RESULTS, PAGE 56

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



THE ACHING CALF MUSCLES ARE always a reminder that you're not long home from Pau. From the grassy Parc Tissier in which the Formula 3 paddock is located, you need to climb 100 steps to cross the bridge over the Avenue Napoleon Bonaparte – the steep uphill road that takes the circuit from the Virage de la Gare to Pont Oscar – and then up to the Boulevard des Pyrenees, where thousands of locals lean over the balustrade to look down upon the action.

Head into the park, walk past the waterfall-fronted Palais Beaumont to the chicane, where the statue of moustachioed World War One hero Marechal Foch looks disapprovingly down upon the desecration inflicted upon the kerbs and barriers by 35 young nutters in F3 cars.

One of these is Callum Ilott. The



Callum Ilott: bravery not in question

16-year-old Red Bull junior was sitting GCSE exams during the week, and it's tempting to wonder whether he'll see the following question on his Maths paper: 'If Callum rotates his F3 car at 90 degrees to the trajectory through two bends in quick succession in the wet, what chance him avoiding a big shunt, let alone setting

provisional pole for race one?'

Incredibly, that's exactly what Ilott – who is blessed with extraordinary reflexes – managed, although he was jumped on the final two laps by Maximilian Gunther and then Jake Dennis. He dropped out of the points in the race when a divebomb by the similarly brave and youthful Alessio Lorandi

– who was fastest in wet free practice in just his third car-racing weekend – into the Lycee hairpin sent Ilott wide.

Just two little cameos that make Pau such a special event. There are irritations about it – especially when access one day becomes 'interdite' the next – but it's a wonderful place.

Carlin's miracle workers get cars back on track

The Carlin mechanics started Pau fixing one of the biggest shunts of the event, and ended it inspecting heavy damage from another.

The team worked wonders to repair a big shunt for Gustavo Menezes in free practice – during which he aquaplaned off in the wet

at Virage de la Gare – in the tight two-hour window before qualifying. Two days later, Tatiana Calderon was hit from behind by Kang Ling on the run up the hill to Pont Oscar in the final race, the Chinese racer riding onto the back of her car all the way up to her rollhoop.

In the Friday crash, a burst of rain

caught out Carlin trio Menezes, George Russell and Callum Ilott in quick succession. "I aquaplaned and nearly hit the barrier," said Russell. "I got on the radio to warn the guys and as I did that I heard this big thump [Menezes] behind me!"

Menezes paid tribute to the team. "They rocked 'n' rolled!" said the Californian. "It's a bit of a shame I couldn't reward them with a good grid position because we were on it in the morning. I was literally backing off every lap in traffic."

Calderon was unfazed by her crash. "It looked a lot worse than it was," she said. "It's yellow flags there on the first lap so we were all in a line, and he [Ling] said he normally brakes there at 150 metres. Maybe you can do that if you qualify first!"



Menezes ended third race with this off

BIG NUMBER

2

Drivers with travel woes. Woking-based American Gustavo Menezes turned up at Gatwick only to find his passport was not in his bag, after his mum had been tidying up at home, so he had to dash back and take a later flight. Fabian Schiller's luggage went astray, leading him to drive in borrowed kit.

Fittipaldi injury forces him out

PIETRO FITTIPALDI WAS RULED OUT of action after breaking a bone in his left hand in a crash during second qualifying.

The shunt already meant Fittipaldi had failed to qualify for races two and three, and doctors prevented the Brazilian-American from lining up his Fortec Motorsport car on the sixth row for the opening race.

"I wanted to drive but the doctors here called the hospital," said Fittipaldi, who is hoping to be fit for the next round at Monza. "I just braked a bit deep in the last



Fittipaldi broke a bone in hand

chicane, locked up the tyres and my right-front grabbed the wall."

Fortec had also lost Peter Li from its line-up for Pau, Li having to return to China to attend to family business due to the illness of his father.

POMMER PENALTY

Markus Pommer lost an early fifth place in the Pau Grand Prix when he was given a drive-through penalty for being out of position at the start. Meanwhile, Motopark team-mate Sam MacLeod scored his first points for ninth in race two, despite carrying significant damage from the pile-up that caused the red flag.

SIGNATURE SETBACK

Signature had a perplexing return to Pau, a town where such is the team's success that boss Philippe Sinault has been awarded a golden key and honorary citizenship! Alex Albon was fifth in race one, but electronics problems, which caused his car to randomly change gear, ruled him out of contention in the other two. Team-mate Dorian Boccocacci was a top-10 qualifier for the first time, but engine failure in race one meant a new VW powerplant and a trio of 10-place grid penalties, which carries through to race one at Monza.

RUSSELL MOVES UP

George Russell suffered sudden back pain in the final race in Pau from a suspected torn muscle, and had to drive one-handed. The Briton had a disappointing time in qualifying but made progress up the field to finish in the top eight in all three races.

MORENO SKIPS ONE

Julio Moreno missed the final race when T-Sport elected to have his NBE engine repaired back in the UK rather than take three 10-place grid penalties for a change of powerplant, which would have carried over to the first two Monza races.

RESULTS ROUND-UP



Lopez took fourth straight race-one win of the season

WORLD TOURING CAR CHAMPIONSHIP

ROUND 4/12 NURBURGRING, MAY 16 RACE 1 (3 LAPS - 47.307 MILES)

- 1 Jose Maria Lopez (RA) Citroen Total Citroen C-Elysee WTCC 26m02.550s
 - 2 Sebastien Loeb (F) Citroen Total Citroen C-Elysee WTCC +4.930s
 - 3 Yvan Muller (F) Citroen Total Citroen C-Elysee WTCC +8.759s
 - 4 Norbert Michelisz (H) Zengo Motorsport Honda Civic WTCC +9.918s
 - 5 Ma Qing Hua (PRC) Citroen Total Citroen C-Elysee WTCC +10.516s
 - 6 Gabriele Tarquini (I) Honda Racing Team JAS Honda Civic WTCC +10.789s
 - 7 Mehdi Bennani (MA) Sebastien Loeb Racing Citroen C-Elysee WTCC +11.389s
 - 8 Stefano D'Aste (I) Munnich Motorsport Chevrolet RML Cruze TC1 +12.755s
 - 9 Tom Chilton (GB) ROAL Motorsport Chevrolet RML Cruze TC1 +21.910s
 - 10 Sabine Schmitz (D) Munnich Motorsport Chevrolet RML Cruze TC1 +35.348s
 - 11 Jaap van Lagen (NL) Lada Sport Lada Vesta WTCC +35.726s
 - 12 John Filippi (F) Campos Racing Chevrolet RML Cruze TC1 +36.572s
 - 13 Gregoire Demoustier (F) Craft Bamboo Chevrolet RML Cruze TC1 +47.474s
 - 14 Tiago Monteiro (P) Honda Racing Team JAS Honda Civic WTCC 2 laps-puncture
 - R Hugo Valente (F) Campos Racing Chevrolet RML Cruze TC1 1 lap-accident
 - R Tom Coronel (NL) ROAL Motorsport Chevrolet RML Cruze TC1 1 lap-acc dam
 - R Rob Huff (GB) Lada Sport Lada Vesta WTCC 0 laps-steering arm
- Fastest lap** Lopez, 8m40.352s, 109.097mph.

QUALIFYING

- 1 Lopez, 8m37.327s; 2 Valente, 8m38.579s; 3 Loeb, 8m39.935s; 4 Michelisz, 8m40.595s; 5 Ma, 8m41.252s; 6 Muller, 8m41.356s; 7 Tarquini, 8m43.495s; 8 Monteiro, 8m43.723s; 9 Chilton, 8m43.808s; 10 D'Aste, 8m47.370s; 11 Schmitz, 8m49.174s; 12 Bennani, 8m42.565s; 13 Coronel, 8m43.646s; 14 Filippi, 8m44.632s; 15 Demoustier, 8m52.581s; 16 Huff, 8m45.685s; 17 van Lagen, 13m24.993s. * = grid penalty.

RACE 2 (3 LAPS - 47.307 MILES)

- 1 Muller, 26m17.149s; 2 Lopez, +0.173s; 3 Monteiro, +0.539s; 4 Tarquini, +0.694s; 5 Loeb, +3.402s; 6 Bennani, +4.062s; 7 Huff, +5.365s; 8 Coronel, +8.865s; 9 van Lagen, +10.000s; 10 Filippi, +18.077s; 11 Schmitz, +32.769s; 12 Demoustier, +33.311s; R Ma, 2 laps-accident; R D'Aste, 1 lap-accident damage; R Michelisz, 0 laps-collision; NS Valente-accident; NS Chilton-radiator.
- Fastest lap** Lopez, 8m42.380s, 108.673mph.

GRID FOR RACE 2

Decided by qualifying, but with the top 10 reversed.

- 1 Monteiro; 2 Coronel; 3 Tarquini; 4 Bennani; 5 Muller; 6 Ma; 7 Michelisz; 8 Loeb; 9 Valente; 10 Lopez; 11 Chilton; 12 Filippi; 13 Huff; 14 D'Aste; 15 Schmitz; 16 Demoustier; 17 van Lagen.

CHAMPIONSHIP

- 1 Lopez, 177; 2 Loeb, 127; 3 Muller, 126; 4 Monteiro, 73; 5 Ma, 64; 6 Michelisz, 61; 7 Tarquini, 58; 8 Chilton, 44; 9 Bennani, 40; 10 Valente, 31.



Bennani leads a pack on the Nordschleife

NURBURGRING 24 HOURS

MAY 16-17

156 LAPS - 2459.984 MILES

- 1 Christopher Mies (D)/Edward Sandstrom (S)/Nico Muller (CH)/Laurens Vanthoor (B)
- 2 Maxime Martin (B)/Lucas Luhr (D)/Markus Palmtala (FIN)/Richard Westbrook (GB)
- 3 Peter Dumbreck (GB)/Wolf Henzler (D)/Martin Ragginger (A)/Alexandre Imperatori (CH)
- 4 Augusto Farfus (BR)/Jorg Muller (D)/Nicky Catsburg (NL)/Dirk Adorf (D)
- 5 Abdulaziz Al Faisal (SA)/Hubert Haupt (D)/Yelmer Buurman (NL)/Jaap van Lagen (NL)
- 6 Felipe Fernandez Laser (D)/Michela Cerruti (I)/John Edwards (USA)/Daniel Keilwitz (D)
- 7 Nicki Thiim (DK)/Christer Jons (D)/Pierre Kaffer (D)/Laurens Vanthoor (B)
- 8 Harold Primat (CH)/Christopher Bruck (D)/Clemens Schmid (A)/Marco Seefried (A)
- 9 Alex Buncombe (GB)/Kazuki Hoshino (J)/Michael Krumm (D)/Lucas Ordonez (E)
- 10 Kenneth Heyer (D)/Philipp Frommenwiler (CH)/Rob Huff (GB)/Christian Krognos (N)
- 11 Marc Busch (D)/Dennis Busch (D)/Christiaan Frankenhou (NL)
- 12 Alex Young (MAL)/Franky Cheng (PRC)/Marchy Lee (PRC)/Shaun Thong (PRC)
- 13 'Gerwin' (NL)/Manuel Metzger (CH)/Philipp Eng (A)/Hannes Plesse (D)
- 14 Masahiko Kageyama (J)/Hiroyuki Iishiura (J)/Kazuya Oshima (J)/Takuto Iguchi (J)
- 15 Henry Walkenhorst (D)/Ralf Oeverhaus (D)/Christian Bollrath (D)/Stefan Aust (D)
- 16 Stefan Mucke (D)/Darren Turner (GB)/Pedro Lamy (P)/Richie Stanaway (NZ)
- 17 Otto Klohs (D)/Robert Renauer (D)/Harald Schlotter (D)/Jens Richter (D)
- 18 Carlo van Dam (NL)/Hideki Yamauchi (J)/Tim Schrick (D)/Marcel Lasee (D)
- 19 Frank Kraling (D)/Marc Gindorf (D)/Connor de Phillippi (USA)/Klaus Abbelen (D)
- 20 'Alex Autumn' (D)/Marc Hennerici (D)/Dominik Brinkmann (D)/'Don Stephano' (D)

Winners' average speed: 102.053mph.

Fastest lap: J Muller, 8m18.690s, 113.836mph.



WRT Audi R8 triumphed in gruelling 'Ring 24 Hours

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 3/11 PAU, MAY 16-17

RACE 1 (27 LAPS - 46.305 MILES)

- 1 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315 35m54.103s
 - 2 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315 +0.680s
 - 3 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314 +1.196s
 - 4 Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312 +7.079s
 - 5 Alexander Albon (T) Signature Dallara-Volkswagen F315 +7.613s
 - 6 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312 +9.833s
 - 7 Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312 +14.113s
 - 8 George Russell (GB) Carlin Dallara-Volkswagen F312 +14.695s
 - 9 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315 +15.122s
 - 10 Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312 +16.301s
 - 11 Callum Iott (GB) Carlin Dallara-Volkswagen F312 +18.314s
 - 12 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312 +18.654s
 - 13 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315 +19.502s
 - 14 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314 +22.087s
 - 15 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312 +23.334s
 - 16 Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314 +25.821s
 - 17 Tatiana Calderon (CO) Carlin Dallara-Volkswagen F312 +26.092s
 - 18 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314 +29.970s
 - 19 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313 +31.549s
 - 20 Kang Ling (PRC) Mücke Motorsport Dallara-Mercedes F312 +32.069s
 - 21 Martin Cao (PRC) Fortec Motorsports Dallara-Mercedes F312 +34.272s
 - 22 Julio Moreno (EC) T-Sport Dallara-NBE F312 +38.656s
 - 23 Markus Pommer (D) Motopark Dallara-Volkswagen F315 +39.127s
 - 24 Ryan Tvetter (USA) Carlin Dallara-Volkswagen F312 +39.912s
 - 25 Matthew Solomon (PRC) Double R Racing Dallara-Mercedes F313 +42.321s
 - R Sam MacLeod (GB) Motopark Dallara-Volkswagen F315 24 laps-saving car
 - R Gustav Malja (S) EuroInternational Dallara-Mercedes F312 21 laps-front wing
 - R Nicolas Pohler (D) Double R Racing Dallara-Mercedes F313 17 laps-accident
 - R Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312 14 laps-accident
 - R Dorian Boccolacci (F) Signature Dallara-Volkswagen F314 10 laps-engine
 - R Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312 5 laps-accident
 - R Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312 0 laps-accident
 - NS Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F312 injury
 - NQ Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314
- Winner's average speed** 77.386mph.
Fastest lap Leclerc, 1m10.925s, 87.049mph.

QUALIFYING 1 - GROUP B

- 1 Dennis, 1m21.795s; 2 Gunther, 1m22.581s; 5 Iott, 1m22.644s; 7 Lorandi, 1m22.651s; 9 Russell, 1m22.945s; 11 Maisano, 1m23.194s; 13 Menezes, 1m23.287s; 15 Boccolacci, 1m23.372s; 20 Hyman, 1m23.578s; 22 Beretta, 1m23.514s; 24 MacLeod, 1m23.884s; 26 Jeffri, 1m24.185s; 28 Rao, 1m24.297s; 30 Tvetter, 1m24.446s; 31 Pohler, 1m26.841s; 32 Pommer, 1m24.557s; NS Fittipaldi, 1m23.091s.

QUALIFYING 1 - GROUP A

- 2 Leclerc, 1m22.845s; 4 Giovinazzi, 1m23.296s; 6 Albon, 1m23.375s; 8 Jensen, 1m23.570s; 10 Maini, 1m23.723s; 12 Stroll, 1m23.919s; 14 Rosenqvist, 1m23.950s; 16 Sette Camara, 1m24.244s; 17 Malja, 1m24.811s; 18 Ferrucci, 1m24.304s; 19 Calderon, 1m24.853s; 21 Cao, 1m25.543s; 23 Schiller, 1m25.825s; 25 Moreno, 1m26.434s; 27 Solomon, 1m26.679s; 29 Ling, 1m26.873s; NQ Raghunathan, 1m27.678s. * = grid penalty.

RACE 2 (27 LAPS - 46.305 MILES)

- 1 Dennis, 49m15.706s; 2 Leclerc, +0.662s; 3 Giovinazzi, +2.736s; 4 Maini, +5.468s; 5 Rosenqvist, +5.979s; 6 Russell, +9.711s; 7 Albon, +11.023s; 8 Pommer, +11.972s; 9 MacLeod, +15.644s; 10 Stroll, +15.927s; 11 Ferrucci, +17.347s; 12 Jensen, +17.651s; 13 Lorandi, +18.366s; 14 Menezes, +19.010s; 15 Iott, +19.342s; 16 Cao, +20.177s; 17 Jeffri, +20.923s; 18 Gunther, +21.576s; 19 Calderon, +22.186s; 20 Sette Camara, +22.689s; 21 Tvetter, +23.666s; 22 Hyman, +25.148s; 23 Pohler, +26.643s; 24 Rao, +27.024s; 25 Malja, +32.958s; 26 Boccolacci, -1 lap; R Beretta, 25 laps-accident; R Maisano, 19 laps-accident; R Ling, 19 laps-accident; R Schiller, 19 laps-accident; R Moreno, 13 laps-engine; R Solomon, 1 lap-accident; NQ Fittipaldi; NQ Raghunathan.
- Winner's average speed** 56.398mph.
Fastest lap Dennis, 1m10.629s, 87.413mph.

QUALIFYING 2 - GROUP B

- 1 Dennis, 1m10.253s; 3 Gunther, 1m10.613s; 5 Pommer, 1m10.798s; 7 Lorandi, 1m10.999s; 10 MacLeod, 1m11.095s; 12 Russell, 1m11.162s; 14 Maisano, 1m11.221s; 16 Beretta, 1m11.248s; 18 Iott, 1m11.277s; 19 Boccolacci, 1m11.079s; 21 Menezes, 1m11.516s; 23 Jeffri, 1m11.557s; 25 Tvetter, 1m11.883s; 27 Hyman, 1m12.261s; 29 Pohler, 1m12.769s; 31 Rao, 1m13.031s; NQ Fittipaldi, 1m14.775s.

QUALIFYING 2 - GROUP A

- 2 Leclerc, 1m10.386s; 4 Giovinazzi, 1m10.659s; 6 Maini, 1m10.927s; 8 Albon, 1m11.084s; 9 Rosenqvist, 1m11.091s; 11 Stroll, 1m11.133s; 13 Ferrucci, 1m11.284s; 15 Jensen, 1m11.661s; 17 Ling, 1m11.777s; 20 Sette Camara, 1m11.902s; 22 Solomon, 1m11.978s; 24 Schiller, 1m12.281s; 26 Cao, 1m12.598s; 28 Calderon, 1m12.673s; 30 Moreno, 1m13.255s; 32 Malja, 1m13.706s; NQ Raghunathan, 1m14.252s. * = grid penalty.

RACE 3 (28 LAPS - 48.020 MILES)

- 1 Giovinazzi, 35m56.242s; 2 Gunther, +1.945s; 3 Leclerc, +2.411s; 4 Stroll, +13.499s; 5 Maini, +15.116s; 6 Rosenqvist, +16.264s; 7 Lorandi, +17.551s; 8 Russell, +25.696s; 9 Jensen, +27.096s; 10 Ferrucci, +27.689s; 11 Sette Camara, +31.043s; 12 MacLeod, +34.593s; 13 Solomon, +35.109s; 14 Boccolacci, +35.500s; 15 Jeffri, +36.864s; 16 Iott, +37.513s; 17 Tvetter, +41.704s; 18 Schiller, +42.551s; 19 Rao, +42.920s; 20 Pommer, +43.603s; 21 Maisano, +45.194s; 22 Pohler, +51.158s; 23 Dennis, +52.592s; 24 Cao, +52.847s; 25 Malja, +54.262s; 26 Hyman, +1m07.675s; R Albon, 25 laps-electronics; R Beretta, 13 laps-accident; R Menezes, 4 laps-accident; R Ling, 0 laps-accident; R Calderon, 0 laps-accident.
- Winner's average speed** 80.172mph.
Fastest lap Dennis, 1m10.636s, 87.405mph.

GRID FOR RACE 3

- 1 Dennis; 2 Giovinazzi; 3 Gunther; 4 Leclerc; 5 Pommer; 6 Albon; 7 Lorandi; 8 Maini; 9 Stroll; 10 Beretta; 11 Rosenqvist; 12 MacLeod; 13 Sette Camara; 14 Russell; 15 Jensen; 16 Iott; 17 Ferrucci; 18 Menezes; 19 Boccolacci; 20 Solomon; 21 Jeffri; 22 Ling; 23 Maisano; 24 Calderon; 25 Tvetter; 26 Schiller; 27 Pohler; 28 Cao; 29 Rao; 30 Hyman; 31 Malja; NS Moreno. * = grid penalty.

CHAMPIONSHIP

- 1 Giovinazzi, 164; 2 Leclerc, 149; 3 Rosenqvist, 110; 4 Dennis, 96; 5 Gunther, 64; 6 Russell, 57; 7 Stroll, 51; 8 Albon, 50; 9 Jensen, 28; 10 Menezes, 26.

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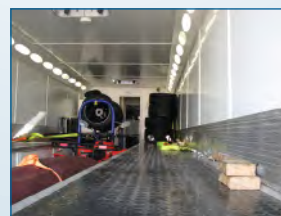
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Seven club will headline revived Festival bill

HAWKINS

Zandvoort revives British event

Dutch 'festival' will feature Mini 7 Racing Club and catch-all GT race

THE ZANDVOORT BRITISH Race Festival has been revived for 2015, with an allcomers British Saloon car race running to MSA standards and the Mini 7 Racing Club headlining the billing.

The organisers of the British-themed event at the Dutch track have approached Mini 7 bosses with the idea of bringing cars from both the Se7en and Miglia championships across for standalone races during the October 3-4 meeting.

The British Race Festival was a regular event at Zandvoort between 1994-2002. It was set to run in 2014 but was dropped from the calendar when the DTM took its place at the last minute.

Zandvoort chief executive officer Erik Weijers said: "We're trying to bring the festival back to life. There's been interest from Dutch

and German clubs with British cars, and we've got an agreement with the Mini 7 Racing Club.

"There will be dedicated races for the Minis as well as for historic touring cars and GT machines," added Weijers. "The cars will then take part in an Allcomers race. There are plans for 80 to 90 pre-war cars from the Zandvoort Vintage Revival to be demonstrated too.

"We will use this year as a starting point to gain momentum for the event and hope that more cars and clubs will join in later years."

Zandvoort already has a hefty British influence on its meetings, with the British Racing and Sports Car Club holding its substantial 'Eurofest' event there in June headlined by Britcar, while the Caterham Graduates and the

Historic Sports Car Club's Pre-1980 Endurance series also visit the North Sea circuit, which is renowned as one of Europe's most-challenging venues.

The lure of racing overseas is a big factor for the Mini championships, according to 7 Racing Club commercial manager Colin Peacock,

"We always wanted to go abroad again, but we lost money the last time we held a race event overseas at Zolder in 2013," he said. "Interest is strong this time and we're looking at entries in the mid-teens at the moment. It would be a good way to extend our 50th season of Mini Se7en racing.

"If the Festival goes well, it would be fitting for the club to see if the event could host the points-scoring, championship finale at Zandvoort next season."

SCOTT MITCHELL
FEATURES
EDITOR

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THERE WAS A GREAT DEAL OF clamour following Sophia Floersch's double at Thruxton a couple of weeks ago. No doubt her gender had a lot to do with that.

That frustrates me, because you cannot qualify someone's success on the basis of gender. Otherwise you're basically admitting surprise that a 'lady racer' could succeed.

Yes, it's less common – rare, even – for a woman to be successful in motorsport. But it's a numbers game as much as anything. For every 100 boys stepping out of karts to cars there might be one girl.

So why do we think Floersch targeting a single-seater move next year is so significant (see page 68)? Simple. She is a very promising driver.

The last driver to win both races in a Ginetta Junior weekend was Jack Mitchell, at Oulton Park last year – but he was a sophomore racer who also went on to be champion. No rookie has won twice in a weekend since the series adopted the G40 in 2010.

That is an impressive achievement, let alone the fact that Floersch is the youngest victor in the championship's history. Her Infinity stablemate Lando Norris took until June at Croft – where he racked up significant testing mileage – to bag a first Junior win, and he was a driver with a huge amount of hype thanks to his stellar karting pedigree and strong backing.

The bottom line is for a 14-year-old rookie to dominate a weekend in a series as competitive and robust as Ginetta Juniors, at a circuit like Thruxton, is extraordinary.

Floersch's double deserved to be celebrated. Let's just make sure it's for the right reasons.



F1 GTRs together at Le Mans again

Le Mans

Reunited McLaren F1s to meet at Le Mans

McLAREN WILL CELEBRATE 20 years since its single Le Mans 24 Hours victory next month by reuniting all five of the F1 GTRs that finished the 1995 race.

The cars, including the race winner of Yannick Dalmas, JJ Lehto and Masanori

Sekiya, will complete a parade lap on the Saturday morning before the 83rd running of the race on June 13. It will be the first time all five cars have been reunited since the 1995 event.

Frenchman Dalmas, a four-time Le Mans victor, will handle the race winner,

while Lehto and Sekiya will be on hand to drive some of the other F1 GTRs that are taking part in the parade.

Seven race-modified F1 GTRs were entered in the 1995 race, with the five finishers occupying first, third, fourth, fifth and 13th places.



Floersch (leading) will make F4 switch

Ginetta Junior

Youngest-ever Junior winner targets F4

GINETTA JUNIOR SENSATION

Sophia Floersch is to graduate to FIA Formula 4 next season in either Britain or Germany.

The 14-year-old German karting graduate became the youngest-ever winner of a Ginetta Junior race last time out at Thruxton, and went on to claim a double victory at the Hampshire circuit.

The plan for Floersch, who is part of the same Infinity Sports Management stable as Harry Tincknell, George Russell and Dan Ticktum, has always been to switch to single-seaters when she is 15.

Infinity's Harry Soden said: "Whether it will be Formula 4 in England [MSA Formula] or Germany we don't know yet. We'll be looking to do tests with

your Fortecs, Carlins and Ardens in England and your Muckes, Van Amersfoorts and Premas in Germany."

Floersch has already tested a German F4-spec Tatuus-Abarth, when she spent two days with Motopark at Valencia last December.

Soden insisted that the priority at present remains her Ginetta campaign, in which she lies fourth in the standings.

"We don't want to take our eye off the Ginetta thing, I'm very mindful of that," he said. "One race weekend doesn't change everything, so we want to keep our feet on the ground."

"While the whole media thing since Thruxton has been unbelievable and really nice, we have to work even harder now for her to stay at the front because everybody will want to beat her."

GT Cup

Regular GT duo set to race 1988 Cosworth in GT Cup

FORMER BRITISH GT CHAMPIONS

Jim and Glynn Geddie will race a 1988 Ford Sierra Cosworth RS500 in the second half of this season's GT Cup.

The father and son pairing from Aberdeen, who lifted the British GT title together in 2011, have bought the Sierra that Jim McLoughlin used to win the Classic Touring Car Racing Club Pre '93 Touring Car Championship title last year.

Glynn Geddie, who contested a part season in last year's British Touring Car Championship while his father will continue to race his McLaren MP4-12C. The pair will then share the RS500 for the longer two-driver races.

"It was the last original, un-built RS500 shell in the world," Geddie Sr

said. "The plan is to have it out for the Silverstone GP round [on June 13/14]."

The pair are already developing a Group B 1979 Porsche Turbo, but setbacks have curtailed its running for the remainder of the 2015 season.



Geddie duo are set to share Cosworth

Renault UK Clio Cup

Clio Cup on the road at Coventry Motofest

THE RENAULT CLIO CUP UK will join the billing at the Coventry Motofest for the May 30/31 event.

Frontrunners Ant Whorton-Eales and Jordan Stilp and series regulars Dan Holland, George Jackson and the BKR team will all be at the event to demonstrate their cars.

James Noble, Festival Director said: "We are so excited to have the Renault UK Clio Cup teams at Motofest 2015."

"It's very popular and provides a



Stilp among Coventry visitors

spectacle for the crowds who flock to catch the championship action. It's going to be an amazing for all those attending."

The festival incorporates running on closed sections of a nearby ring road and Stilp would like to see a similar event added to the Clio Cup calendar.

"I'm excited about it, it would be nice if Renault did a road race through a town or something like that. I've always wanted to know how the car would handle on the road," he added.

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Champion of Brands

Rivett eyes Champion of Brands slate after return

FORMULA FORD 1600 ACE MATT
Rivett will contest the remainder of the Champion of Brands series as he returns to racing after a five-year absence. Rivett, 36, won the 2006 Castle Combe FF1600 title but took a break from racing after the 2010 Walter Hayes Trophy to concentrate on family and business matters. Rivett entered last weekend's first CoB round in the 1997

Ray that World Endurance champion Anthony Davidson piloted for the works team during the 1999 Formula Ford Festival. Rivett's father, Chris, had formerly used the car for sprinting. Rivett qualified 10th after engine and gearbox issues, which forced him to withdraw from the race.

"Obviously this weekend didn't go to plan," said Rivett. "I've wanted to get back into racing for a while, and James Beckett's series is really competitive. "We reworked the Ray over the winter to get it into competitive shape but before this weekend I'd done 20 laps on six-year-old tyres, so it was eye-opener running fresh tyres in qualifying. It's a great sensation being back out there again though."

Formula 1 commentator Ben Edwards was fifth on his CoB return last weekend.



Rivett's back in FF1600

HAWKINS

Goodwood Revival

Cobra success honoured

THE 50TH ANNIVERSARY OF THE Shelby Daytona Coupe's world championship sportscar success in 1965 will be celebrated at this year's Goodwood Revival.

The cars were built in 1964 and '65 to take on the Ferrari 250 GTO in the GT class and while the Scuderia still won the International Championship of Makes title in 1965, the Cobra won the GT title.

All six original Shelby Daytona Coupes, each now valued in excess of

£5,000,000, will be at Goodwood, marking the first time they will have ever been together in the same place. Two are expected to race in the RAC Tourist Trophy and all six will take part in a special demonstration along with other racing Cobras in the September 11-13 event.

All the Cobras will be based in the concrete shelters behind the Jackie Stewart Pavilion, which will be dressed to replicate the Sebring pits from 1965.



Shelby Daytona at '65 Le Mans

LAT

F3 Cup

Crossey aims for more F3

FORMULA FORD REGULAR ASH
Crossey is hoping for additional runs in the F3 Cup this year after making his debut in the category at Brands Hatch last weekend.

Former Castle Combe FF1600 frontrunner Crossey secured a late deal to join the Enigma Motorsport team to race its Dallara F301 at the Kent track. The 21-year-old from Bristol took a best finish of fifth place from the three outings.

"I had never even sat in the car until Friday for the test and it was amazing how much downforce the Dallara had compared to the FF1600 cars I'm used to," said Crossey. "The races could have

gone better. We had an ECU-mapping problem and because of that I had a few problems getting the car off the line at the starts.

"I'd like another chance this year, perhaps with a more modern car."



Crossey suffered from ECU trouble

HAWKINS

HUMBLE PYE

The voice of club racing

Pre-'80s Endurance made epic debut



JONES

"HSCC'S PRE-'80 ENDURANCE MAKES A FLYING START"

The opportunity to race on Silverstone's Historic Grand Prix circuit without the crowds and duration of the annual Silverstone Classic has made the HSCC's International Trophy meeting hugely popular with competitors. Last weekend's edition featured the club's full palette of classes, plus Flavian and Vanessa Marcais' GT & Sports Car Cup (in its 10th season) and the inaugural Pre-'80 Endurance Series race, a joint promotion between the parties.

What a start that was! Three Cosworth DFV-powered sports-prototypes – two Lolas (one with Le Mans pedigree) and one of Jorg Obermoser's delicious Toj confections in its Warsteiner livery – two-litre Group 6 cars of the '70s, brutish V8 Chevrolet Corvette, De Tomaso Pantera and Ford GT40, a Porsche 934/5. Even Bruce Stapleton's Morgan +8, which contested World Championship events, graced a spectacular field that also embraced Historic Sports 2000s.

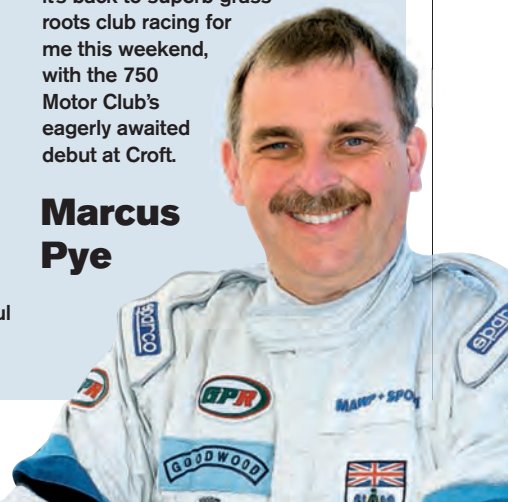
As an evolution of the Martini Trophy series, for which support has been patchy in the face of Peter Auto's European-based CER championship, the Pre-'80 promotion is going to grow. This year's trifecta of tasters visits Brands Hatch's GP circuit (at July's HSCC Superprix) and the wonderful Dijon-Prenois, all period World Championship venues.

Indeed, there is much to look forward to this season. At an exclusive soiree in Goodwood House last Thursday, Lord March talked excitedly of the 23rd Festival of Speed (June 26-28) at which seven of the eight Mercedes-Benz 300SLRs are already promised to celebrate the 60th anniversary of Sir Stirling Moss and Denis Jenkinson's 1955 Mille Miglia victory, NASCAR king Richard Petty will run his newly-restored Plymouth Superbird and MotoGP champion Valentino Rossi will weave his magic.

Looking further ahead, our generous host also previewed the 18th Motor Circuit Revival Meeting (September 11-13), which includes a Bruce McLaren tribute, all six Shelby American Daytona Cobra coupes 50 years after their GT-class World Championship victory and an all-Ferrari race.

As I lick my lips in anticipation, it's back to superb grass roots club racing for me this weekend, with the 750 Motor Club's eagerly awaited debut at Croft.

Marcus Pye



Liguori leads Hadfield
in all-Lola scrap



INTERNATIONAL TROPHY SILVERSTONE, MAY 16-17 HSCC

Liguori *il vincitore* in Lola battle

MICHELE LIGUORI STEERED HIS howling Lola-DFV T292 to victory over the Gitanes T282 of Leo Voyazides and Simon Hadfield – Jean-Louis Lafosse/Reine Wisell/Hugues de Fierlant's 1973 Le Mans mount – as the new **Pre-1980 Endurance Series** made a very promising debut at the HSCC's annual International Trophy feast.

Liguori scarpered as Voyazides, whose Friday test was wiped out by fuel-pressure problems, found his rhythm. Hadfield clawed back past John Burton's Chevron B26 and the newly acquired B19 of Andrew Kirkaldy/Martin O'Connell in a quality field.

As at Donington, Voyazides and Hadfield triumphed in the **GT & Sports Car Cup** showpiece, completing a hat-trick for Voyazides in the Shelby American-sanctioned Daytona Cobra Coupe. Will Nuthall/Tony Wood finished a strong second in Wood's Lister-Jaguar, with Kirkaldy/O'Connell (Jaguar E-type)

third. The sister cars of Jon Minshaw/Graeme Dodd and long-time leader Sam Hancock followed.

Martin Melling and Graeme Dodd emerged victorious in the **Jaguar Heritage Challenge**, with the E-type of Sam Hancock/Ben Shuckburgh running out of fuel on the final lap. John Cleland (Mk1) and Nick Finburgh (XK120) shed wheels at Brooklands and Woodcote respectively, as John Clark/Richard Shaw growled home second ahead of Martin Hunt/Pat Blakeney-Edwards. Jaguar's 1988 Le Mans hero Andy Wallace (Mk1) and Calum Lockie (XK120) topped classes in a fine field.

Greg Thornton (Surtees TS11) won Saturday's monster **Derek Bell Trophy** counter, shaped by a multi-car melee at Copse, which was triggered when Neil Glover – whose start from fifth in the unique F5000 Chevron B37 was ballistic – lifted to avoid tagging poleman Richard Evans's FAtlantic March 79B. Evans led until a puncture forced



John Cleland loses
a wheel off his Jag

retirement, freeing Thornton, pursued by Phil Hall (F2 March 752) and the F5000s of Paul Campfield (Chevron B24) and Ian Ashley (Lola T300), who had a rear tyre explode crossing the finish line.

Evans rebounded from the puncture with the drive of the weekend in Sunday's race. Starting 26th, he wrung everything from his 1600cc BDA, taking the lead on lap five to the delight of family and friends in the BRDC stand, whose cheers drowned the engine noise. Period F5000 ace Ashley – forced to switch to 13-inch diameter rear wheels as he had no 15-inch spare – harassed Thornton before lunging past into Brooklands.

Mark Dwyer (March 742) won an exciting F2 class from the 782s of Steve Allen and Swede Torgny Johansson. Max Bartell (ex-Rupert Keegan Chevron B38) earned **Classic F3** honours, but there was late FAtlantic drama when, having carved his way through the field, John Finch vaulted Andy Huxtable's sister Chevron B34.

Thornton was also in **Touring**

Car action but his Mustang faded after locking horns with Neil Brown's similar car from the off. Brown won from double champion Tim Davies's two-litre Lotus Cortina as New Zealander Warren Briggs won a British Commonwealth Mustang pugilism bout with Canadian Peter Hallford.

With French and German drivers at the sharp end and eight nations in the mix, the **1000cc F3** races gave glimpses of the screamer era's gang warfare of 1964-70. Francois Derossi (Chevron) and Roland Fischer (Tecno) led, but Peter Thompson (Brabham) and Simon Armer (March) claimed one apiece.

A spirited **Guards Trophy** lead duel between Andrew Kirkaldy and Simon Hadfield in Chevrons was defused when Hadfield tripped over John Davison (Lotus Elan 'Gold Bug') at Becketts. Kirkaldy and Hadfield relayed Martin O'Connell and Michael Schryver respectively, but they remained well apart. Reigning champion Mike Whitaker commanded the Pre-'66 GT brigade in his TVR Griffith.

Having marked his rivals' cards with third and second at Thruxton's **Historic FF1600** opener, novice Richard Mitchell (Merlyn) nailed his first victory – at mentor Mike O'Brien's SpeedSport base – after a sensational battle with Simon Toyne, breakthrough poleman James Hadfield and Rob Wainwright. Wainwright crossed the line 0.209s ahead of Mitchell after yellow-flag confusion approaching Brooklands, but a 30-second penalty for a



Thornton (left) fights
it out with Evans



Mitchell leads the FF1600 swarm



Jacobs dusted off his Merc for a win



Kirkaldy and Hadfield had top Chevron scrap

mismounted transponder left him in 11th place.

Driving his steeply raked Mercedes-Benz 450SL for the first time in three years, Ian Jacobs stormed to an emotional HRS victory, dedicated to his late wife. John Davison's Elan outran the TVRs of Julian Barter and Peter Shaw, while class-winner Jim Dean's Europa's left-rear wheel fell off as it reached the podium!

Polesitter Shaw was also out of luck in HRS/FiSCar when his Elan broke, leaving Roger Waite to fly the Lotus flag against the V8 Morgans of

Richard Plant and Kevin Kivlochan. In the end, Waite split the Moggies with a late flourish. Andrew Sharp's Aston Martin DB2 overpowered Robin Ellis's Elite in the '50s set.

Andrew Hibberd passed Formula Junior poleman Sam Wilson but couldn't keep him behind. Michael Hibberd ceded third to Manfredo Rossi, and Arden MSA Formula engineer Jack Woodhouse finished fifth ahead of Richard Smeeton. Andrew Tart (Bond) shaded Mark Woodhouse (Elva) by 0.083s in a gripping front-engined tussle.

● Marcus Pye

Admirable Nelson's victory in battle of Pinto eras

Nelson Rowe's trophy haul dates back to junior karting days and the Gloucestershire vet's consummate driving skill was evident as he hurled his Reynard SF79 to victory over Ian Pearson's new-era Van Diemen RF82 in a tremendous **Historic versus URS FF2000** event finale.

"I was all over the road trying to stay with him," said Rowe, who took advantage when his rival (and Thruxton double winner) locked up and slid wide into the tight right-handed Village corner. Nelson snatched first gear for extra drive out of The Loop, only to miss his upchange at Woodcote and was repassed.

Rowe was back ahead when he overshot his braking point for Village on the last lap, "but I made the same mistake," said Ian. "Nelson deserved to win today. He was mighty through Becketts. When I saw him mowing the lawn in my mirrors I thought the pressure was off. But he came right back at me!"

In the 40th anniversary of the Ford Pinto-powered class there was a satisfying symmetry to the result, justifying the unification of the Pre-'81 and Pre-'83 grids on longer circuits.

Back in his Spax-liveried Reynard SF77, reigning champion Benn Simms narrowly beat Anthony Hancock to third place while Marc Mercer (son of veteran racer David) snatched sixth behind Tom Smith's Royale RP27 on the last lap, usurping Callum Grant's ex-Ian Briggs Delta T78/80.

Lancastrian Tom White won the early class – where David Margetts explored his family's heritage in a rare Dulon MP21 – in his pretty Osella, repaired since its Thruxton incident.

HISTORIC FF2000 & URS CLASSIC FF2000 (10 LAPS)

1 Nelson Rowe (Reynard SF79) 22m05.136s (98.64mph); 2 Ian Pearson (Van Diemen RF82) +0.984s; 3 Benn Simms (Reynard SF77); 4 Anthony Hancock (Van Diemen RF82); 5 Tom Smith (Royale RP27); 6 Mark Mercer (Van Diemen RF82). **CW** Pearson; Tom White (Osella FAF). **FL** Rowe 2m11.032s (99.98mph). **P** Pearson. **S** 39.



Pearson and Rowe (behind) in 'old and older' FF2000s

RESULTS

PRE-80 ENDURANCE SERIES (24 LAPS) 1 Michele Liguori (Lola-DV T292) 50m45.645s (103.14mph); 2 Leo Voyazides/Simon Hadfield (Lola-DV T282) +32.464s; 3 Andrew Kirkaldy/Martin O'Connell (Chevron-BDG B19); 4 John Burton (Chevron-BDG B26); 5 Kevin Wilkins (Toj-DV SC302); 6 Jon Minshaw (Lola-Chevrolet T70 Mk3B); 7 James & Andrew Schryver (Chevron-BDG B26); 8 John Sheldon (Chevron-FVC B19); 9 Kevin Cooke (Royale-BDA RP17); 10 Anthony Hancock/Steve Nichols (Lola-FVC T212). **Class winners** Kirkaldy/O'Connell; Minshaw; Sheldon; Hancock/Nichols; Peter Hallford/Nigel Garrett (Chevrolet Corvette); Hans Hubner (Porsche 934/5); Andy Storer/Marty Donn (Chevron-Ford B52). **Fastest lap** Hadfield 2m01.352s (107.96mph). **Pole position** Liguori. **Starters** 26.

GT & SPORTS CAR CUP (25 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra Daytona Coupe) 1h01m55.931s (88.06mph); 2 Will Nuthall/Tony Wood (Lister-Jaguar Knobbly) +20.824s; 3 Andrew Kirkaldy/Martin O'Connell (Jaguar E-type); 4 Jon Minshaw/Graeme Dodd (Jaguar E-type FHC); 5 Sam Hancock/Sam Thomas (Jaguar E-type); 6 Garhame & Oliver Bryant (AC Cobra); 7 Robert Bremner/Andy Shepherd (AC Cobra); 8 John Clark/Richard Shaw (Jaguar E-type); 9 Mark Williams (AC Cobra); 10 Martin Hunt/Patrick Blakeney-Edwards (Jaguar E-type). **CW** Nuthall/Wood; Mark Pangborn/Jeremy Welch (Austin-Healey 3000); Giuseppe Ward/Richard Bull (TVR Grantura); Robi Bernberg/Paul Ugo (Cooper T39 Bobtail); Mark Richardson/John Bowles (AC Ace-Bristol). **FL** Hadfield 2m22.907s (91.67mph).

P Hadfield. **S** 38.

HSCC JAGUAR HERITAGE CHALLENGE (16 LAPS) 1 Martin Melling/Graeme Dodd (E-type) 41m59.009s (83.09mph); 2 John Clark/Richard Shaw (E-type) +8.651s; 3 Martin Hunt/Patrick Blakeney-Edwards (E-type); 4 Harry Wyndham (E-type FHC); 5 Jim Tester (E-type); 6 Robert Gate (E-type). **CW** Tester; Bob Binfield (E-type); Mark Donnor (XK120); Andy Wallace (Mk1); Derek Weale/John Sykes (C-type). **FL** Andrew Kirkaldy (E-type) 2m26.269s (89.57mph). **P** Kirkaldy. **S** 28.

DEREK BELL TROPHY (8 LAPS) 1 Greg Thornton (Surtees-Chevrolet TS11) 16m26.936s (105.89mph); 2 Philip Hall (March-BMW 752) +16.818s; 3 Paul Campfield (Chevron-Chevrolet B24); 4 Ian Ashley (Lola-Chevrolet T300); 5 Steve Allen (March-BMW 782); 6 Frank Lyons (Eagle-Chevrolet FA74). **CW** Hall; Ashley; Martyn Donn (Lola-BDA T760); James King (March-BDA 712); David Shaw (March-Toyota 803B); Anthony Hancock (Van Diemen-Ford RF82). **FL** Richard Evans (March-BDA 79B) 2m01.442s (107.88mph). **P** Evans. **S** 37.

RACE 2 WITH CLASSIC F3 (10 LAPS) 1 Evans 20m26.068s (106.61mph); 2 Ashley +19.769s; 3 Thornton; 4 Jeremy Smith (March 2-4-0); 5 Mark Dwyer (March-BDG 742); 6 Campfield. **CW** Ashley; Thornton; Dwyer; King; Maxim Bartell (Chevron-Toyota B34). **FL** Evans 2m00.156s (109.03mph). **P** Thornton. **S** 31.

HRSR HISTORIC TOURING CARS (8 LAPS) 1 Neil Brown (Ford Mustang) 20m32.801s (84.77mph); 2 Tim Davies (Ford Lotus Cortina) +2.067s; 3 Warren Briggs (Ford Mustang); 4 Mark Davies (Ford Cortina Lotus); 5 Peter Hallford (Ford Mustang); 6 Graham Pattle (Ford Lotus

Cortina). **CW** T Davies; M Davies; Pattle; Roger Godfrey (Austin Cooper S); Simon Benoy (Hillman Imp); David Lloyd (Ford Mustang). **FL** Greg Thornton (Ford Mustang) 2m31.842s (86.28mph). **P** Thornton. **S** 22.

HISTORIC F3 (9 LAPS) 1 Peter Thompson (Brabham BT21) 21m49.704s (89.80mph); 2 Simon Armer (March 703) +0.340s; 3 Roland Fischer (Tecno 70); 4 Francois Derossi (Chevron B17); 5 Ian Bankhurst (Alexis HF803); 6 James King (Chevron B17). **CW** Sam Wilson (U2 Mk3). **FL** Thompson 2m22.834s (91.72mph). **P** Derossi. **S** 29.

RACE 2 (9 LAPS) 1 Armer 21m46.342s (90.03mph); 2 Thompson +0.646s; 3 Bankhurst; 4 Fischer; 5 Mark Linstone (Brabham BT21); 6 Steve Seaman (Brabham BT21). **CW** Mauro Poponcini (Cooper T76). **FL** Thompson 2m23.236s (91.46mph). **P** Thompson. **S** 27.

GUARDS TROPHY SPORTS RACING & GT CARS (17 LAPS) 1 Andrew Kirkaldy/Martin O'Connell (Chevron B8) 40m31.559s (91.47mph); 2 Simon Hadfield/Michael Schryver (Chevron B6) +37.118s; 3 James Schryver (Chevron B8); 4 Charles Allison (Chevron B8); 5 Maxim Bartell (Elva Mk7S); 6 Stuart Tizzard (Lenham Spider). **CW** Tizzard; Michael & Andrew Hibberd (Lotus 23B); Michael Whitaker (TVR Griffith); Julian Thomas/Nigel Greensall (Jaguar E-type); Peter Thompson (Marcos 1800GT); Allan & Daniel Ross-Jones (Triumph TR4). **FL** Kirkaldy 2m16.153s (96.22mph). **P** Kirkaldy/O'Connell. **S** 36.

HISTORIC FF1600 (7 LAPS) 1 Richard Mitchell (Merlyn Mk20) 16m41.171s (91.30mph); 2 Simon Toyne (Lola T200) +1.500s; 3 James Hadfield (Titan Mk4); 4 William Nuthall (Jamun T2); 5 Jonathan Baines (Merlyn Mk20);

6 Mike Wrigley (Merlyn Mk20A). **CW** Toyne. **FL** Toyne 2m21.586s (92.53mph). **P** Hadfield. **S** 33.

70S ROAD SPORTS (9 LAPS) 1 Ian Jacobs (Mercedes-Benz 450SL) 22m32.591s (86.95mph); 2 John Davison (Lotus Elan S3) +27.791s; 3 Julian Barter (TVR 3000M); 4 Peter Shaw (TVR Tuscan); 5 James Dean (Lotus Europa); 6 Peter Rutt (Porsche 911). **CW** Barter; Dean; Robert Gate (Jaguar E-type); James Rutt (Alfa Romeo 2000GTV); Dave Karaskas (MG Midget). **FL** Jacobs 2m28.194s (88.40mph). **P** Jacobs. **S** 28.

HISTORIC ROAD SPORTS & FISCAR 50S INTER-MARQUE (12 LAPS) 1 Richard Plant (Morgan +8) 32m10.314s (81.29mph); 2 Roger Waite (Lotus Elan S1) +6.870s; 3 Kevin Kivlochan (Morgan +8); 4 John Davison (Lotus Elan S3); 5 Patrick Ward-Booth (Ginetta G4); 6 Barry Ashdown (Lotus Elan). **CW** Waite; Andrew Sharp (Aston Martin DB2); Mike Freeman (Lotus Elite); Robin Ellis (Lotus Elite); Antony Ross (Alfa Romeo 1750 Spyder); Marc Gordon (Jaguar XK120); David Cottingham (AC Ace-Bristol). **FL** Peter Shaw (Lotus Elan S1); 2m32.243s (86.05mph). **P** Shaw. **S** 36.

FJHRA HISTORIC FORMULA JUNIOR (9 LAPS) 1 Sam Wilson (Lotus 20/22) 21m19.520s (91.91mph); 2 Andrew Hibberd (Lotus 22) +6.268s; 3 Manfredo Rossi (Lotus 22); 4 Michael Hibberd (Lotus 27); 5 Jack Woodhouse (Lotus 20/22); 6 Sam Smeeth (Lotus 22). **CW** Andrew Wilkinson (Lynx T3); Crispian Besley (Cooper T56); Andrew Tart (Bond FJ); Ian Simmonds (Envoy Mk1); Peter Mullen (OSCA). **FL** Wilson 2m20.894s (92.98mph). **P** Wilson. **S** 44.



BRANDS HATCH, MAY 16-17 MSVR

Seldon and Feakins double up

MATT SELDON SECURED TWO hard-fought wins in the **Racing Saloons** contests on Saturday.

Local man Seldon led away from pole at the start of the first Racing Saloons outing and never looked back, but his father and fellow front-row man Peter Seldon made a slow start and dropped down the field. This helped propel Karl Cattliff into second, with reigning Production BMW champion Stuart Waite moving into third.

This left Seldon Sr to tussle with Darren Stamp for fourth. The two fought hard for the majority of the race, but Stamp held on.

It was Seldon Jr's turn to make a sluggish start in race two. Having started on pole, he would drop back to fifth by the end of the opening tour, as Cattliff held off a challenge from Waite at Paddock to assume

the lead of the 20-car field.

Unperturbed, Seldon worked his way back into fourth by lap two. Three laps later he swept past Waite on the outside at Paddock before stripping Cattliff of his advantage at Druids on lap seven. Cattliff kept the gap to less than a second for the remainder of the race, but Seldon would not be denied his second win.

Gary Feakins also secured a double success in the **Production BMW** races on Sunday, as fierce battles raged behind him.

Feakins made no mistake in converting his first-race pole position into a lead in the first race, leading Matt Swaffer and Rob Cooper into Paddock. Further around the first lap, front-row starter Matthew Wileman slid off at Clearways.

As Feakins built up a sizeable gap, Cooper continued to chase Swaffer, while Jack Gabriel was coming under huge pressure from George Sealey. An excursion at McLaren scuppered Sealey's hopes, as Cooper inherited second behind Feakins when Swaffer was penalised for being out of position on the grid, dropping him to sixth.

Swaffer bounced back to claim second in race two behind Feakins, who led from lights to flag.

Phil Collard proved unbeatable in the first **Nippon Challenge and Deutsche Marques Cup** race, steering his striking Mazda RX7 to victory ahead of James Janicki's Nissan Skyline. At the start of race two, Rob Horsfield blasted his Toyota MR2 Speedster into an immediate lead from fourth on the grid. Collard pushed hard, but was unable to make a decisive pass.

There was action aplenty in the opening **Monoposto 2000/1800/1600 & Dtec** contest on Saturday. Reigning Mono 2000 champion Robbie Watts was pitched into the Paddock gravel on the opening lap. Richard Purcell spun off from second at Graham Hill Bend on lap 10, which helped a charging Ben Cater to claim second behind dominant race winner Daryl

Jones. Watts battled back to finish second in race two behind Jones.

Like Jones, David Hemingway was a double winner, but both his **MR2 Race Series** races ended dramatically. Adam Lockwood and Nathan Harrison tangled at Surtees on the final lap in race one, elevating Neale Hurran and Arron Pullan onto the podium. Later, Hurran spun on oil when running third in race two, handing the position to Peter Higton.

A startline shunt reduced the first **Tricolore Trophy & Coupe Cup** race to just eight laps. Simon James's Citroen Saxo narrowly fended off Carl Chambers's Peugeot 306 to claim the spoils. The result was replicated in race two, as Jon Winter and Paul Manyweathers shared the Coupe Cup wins.

Despite relentless race-long pressure from Aaron Steele, Louis Hamilton-Smith won by a mere 0.105s in a thrilling opening **F3 Cup** contest on Saturday. Italian Jacopo Sebastiani claimed third place, ahead of Stuart Wiltshire. Steele reversed the result in the second and third races on Sunday, each time leading home Hamilton-Smith and Wiltshire.

The two **VAG Trophy** races were won by Andy Wilmot in his VW



Feakins took a pair of Production BMW wins



Seldon goes up the inside of Cattliff to take the lead



Wilmot leads the VAG Trophy pack

Golf, as Tom Swayne and Rob Cox secured a runner-up spot apiece.

Jeremy Timms maintained his perfect start to the season in the **Mono Moto & Mono Classic 2000** double-header, cantering to victory in both races ahead of Adrian Wright's GEM AW3.

Four drivers had turns in the lead of the **Trackday Trophy** contest, but it was the Peugeot 306 of Dan and Ben Abbitt that took victory, while the **Team Trophy** event went to Darren Goes in his SEAT.

The closing stages of an exciting **Champion of Brands** event proved controversial. Patrick Dussault and Oliver White collided at Paddock when disputing the lead. White spun and Dussault was handed a 10s penalty, so Stephen Daly picked up the pieces to secure the win.

● Mark Libbeter

Scragg triumphed in the Innes Ireland Cup



RACHEL BOURNE

OULTON PARK, MAY 16 AMOC

Scragg proves himself up for the Innes Ireland Cup

CHRISTOPHER SCRAGG STEERED his Jaguar E-type to a commanding victory in the **Innes Ireland Cup**. A great scrap for third was settled after the pitstops, with the Chatham brothers coming out on top. Robert Rawe finished runner up driving a replica version of the Aston Martin DP214 that Ireland debuted at Le Mans in 1963.

Despite losing first from his pole-position spot on the opening lap, Darren McWhirter soon had his Jaguar XK120 into an unassailable position at the front of the AMOC '50s Sports Cars field. He was swamped on the grid with David Reed leading into Old Hall and son Tom McWhirter leading the first lap after starting sixth. McWhirter Jr held second to the end, ahead of Martyn Corfield.

David Tinn made the most of the pitstop phase to close in and steal **Aston Martin GT4 Cup** honours. He was out of the lead

battle before the stops as Steven Byrne and Spencer Marsh looked to have the race sewn up. But Tinn positioned himself at the front with nine minutes to go, and pulled away for a brilliant win.

In a **Pre-War/Immediate Post-War** race that strangely lacked any Pre-War cars, Michael Dowd dominated in his beautifully turned out Cooper Bobtail. After starting on pole, Dowd kept his lead in the face of initial pressure, and edged away from fellow front-row man Martyn Corfield and Paul Kennelly.

An inspired run to the finish for Matt Spark was ended with a lock-up at Lodge, leaving Luke Browes clear to take a **Sports Car v Saloon Car Challenge** win. Browes set off at a furious pace in the early running, building up a gap of over six seconds. Spark then began a succession of fastest laps at the mid-point of the race, before the lock-up forced him into holding second.

Only a lap-one safety car gave

Tom Smith any worries, as the MGB driver had a leisurely **Equipe GTS** afternoon drive at Oulton. Smith took the win by 45.380s, with no identifiable threat to his superiority.

Second was decided on the final lap after Andrew Bentley completed an opportunistic move on Pete Foster.

"He was slow out of Druids, I got a run on him and he left the inside open," said Bentley. "I just got it stopped it in time."

The **Intermarque** series produced a fraught race, with bumper-to-bumper racing and plenty of incidents to boot.

Polesitter Wayne Marrs fell back in the early running, and struggled to pass the lead group, but an undercut strategy got him into clean air and allowed him to jump into the lead after the stops.

"I knew if I got in to the pits, if I got a clear run when I got out I could put a few quick laps in and jump them," said Ferrari driver Marrs. "So that's how I did it!"

Before the stops, Marrs was hit from behind and worried if his car would make it to the end.

"I got pushed off on one of the corners and lost a lot of time," Marrs explained. "It hit me so hard it lifted the car up in the air. After that I wasn't sure whether the car would finish."

Christopher Scragg, who had been leading before the pitstops, came out behind Robert Hollyman's Porsche, and couldn't erase the gap.

● Jack Benyon



Marrs's Ferrari 355 won in Intermarque

RACHEL BOURNE

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Caterham bouts won at the last

THE NARROWNESS OF CADWELL PARK and the 75 Caterham 7 racers entered in the **Caterham Graduate Championship** meant a need to split the entry into five grids.

The split didn't please all, with the most powerful 7s in the **Sigma** class forced to practice and qualify on the Saturday before racing on the Sunday. It may have irked some, but it didn't dilute the racing, with Jeremy Webb taking a brace of victories.

Having missed the last round at Brands Hatch, Webb's first victory proved a surprise after Neil Shinner's clean sweep of wins in 2015. Shinner rarely featured in the first race as Webb overcame a race-long battle with Dylan Stanley, culminating in a last-lap overtake at Coppice, to seal victory.

The second race proved just as thrilling, with a safety car causing late drama. In the closing stages, Stanley and the improved Shinner touched and the loss of time handed Webb a clear route to win.

Andrew Outterside proved unable to handle the eventual race winners of Jason Gale and Nigel Board in the



Sigma class.

In the first, Gale was able to grab the lead and cruise to a comfortable victory, but the following race proved more challenging with a three-car battle between Gale, Board and Outterside. Board took the lead on the final lap with a move at Park to seal the win.

Oliver Gibson grabbed a brace of wins in the **Mega** class. Declan Dolan looked set for victory after clinging on to an early lead, but Gibson closed the gap, eventually dispatching Dolan for his first win of the weekend.

In the second, Gibson once again erased a strong lead, this time to move past Dolan at Mountain to

seal his brace.

There were also double victories in both the **Classic** and **Super** classes. While Graham Smith was able to take relatively comfortable Classic wins, Toby Briant was made to work hard for his in two race-long battles with Gareth Cordey.

There was a similar battle in the **Max5 Championship**, featuring a two-car battle between Paul Roddison and Jonathan Halliwell. Roddison had to overcome Halliwell's bright start in the opener, and a restart after a safety car provided him with the impetus to take his first win.

In the second, Halliwell's mistake

and an off at Hall Bends made Roddison's win look far more comfortable than it was.

It wasn't just safety cars affecting races, but red flags too, as Pete Sparrow had lady luck shine on him in the **2CV Classic Racing Championship**.

After grabbing a race-one victory, in the second Sparrow lost out to Kris Tovey moments before the red flag. With results taken from the previous finished lap, Sparrow was able to make it two from two.

Andrew Rogerson ran unchallenged to victories in the **MG Owners' Club Championship** heading Simon Kendrick twice.

● Tom Errington

Tomkins rebounds from exclusion to earn victory

THE STATESIDE FLAVOUR OF THE **Pickup Truck Championship** took centre stage on 1.5-mile oval at Rockingham. The grid was paraded in front of the crowd prior to the trademark oval racing order of "gentlemen, start your engines".

Reigning champion Michael Smith thundered clear from a tightly-packed field early on to take the first round. Paul Tompkins was excluded from third place with an underweight car, promoting Gavin Murray to the podium. But Tompkins' pace shone through in race two as he nipped past leader Mark Willis at the last before indulging in a show of donuts.



Ben Hingeley, a series rookie, was arguably the star of the weekend in **Formula Jedi**. The karting champion dominated both races from pole, 10 seconds the margin to current championship leader Lee Morgan, who finished second in race one.

In the **Excool OSS Championship**, Mike Jenvey was cruelly denied a hat-trick of wins thanks to a mechanical fault on the last lap of the weekend, having just smashed Rockingham's OSS lap record. As it was, Graham Cole took advantage, sneaking past the limping Jenvey.

The **Irish Global Light Trophy** ran a depleted field after the attrition of the OSS Championship, Paul Fitzpatrick the winner after a messy 10-lap sprint.

Another rookie, Adam Southgate, impressed in the Porsche Championship, passing veteran Richard Avery at Deene hairpin on the way to double wins. Andrew Hack walked away from a race-one smash after a spin at Chapman to



join Jayson Flegg and Ed Hayes, who took race three, in providing stiff opposition for the front two.

Close action is synonymous with **Porsche Club** racing. The 924s matched the Boxsters in this regard. Adam Croft locked out Class C with all three wins. Alfred Piesinger vaulted from the back to the front in one lap to lead all but the final tour in race three – a dominant Croft inevitably nipped past.

Liam Sullivan stormed through the **Mighty Minis'** reversed field in race two, and reeled in championship leader Braydon Fletcher before pouncing to make it a brace of wins. Jamie White also doubled up the victories in the **Super Mighty Minis**.

There were further doubles for Martyn Clatworthy in the **Smart 4two Cup** and Peter Dixon in his Civic in the **Honda VTEC Challenge**. Chris Brockhurst and Malcolm Blackman earned a win apiece in the **Intermarque Championship**, after points leader Matt Simpson retired from both.

Jamie Golby took a class victory and two second places in the **TVR Challenge** in his Cerbera. John Seery, an invitational entry in his Westfield, offered competition to eventual winners Andy Race and Hugh Marshall, until he spun in successive races.

● Sean Leach

RESULTS ROUND-UP

BRANDS HATCH

MSVR, MAY 16-17



TOYO TYRES RACING SALOONS (17 LAPS) 1 Matt Seldon (BMW E36 M3) 15m32.910s (79.24mph); 2 Karl Cattliff (BMW E36 M3) +2.611s; 3 Stuart Waite (BMW M3); 4 Darren Stamp (BMW E36 M3); 5 Peter Seldon (BMW E36 M3); 6 Stephen Pearson (BMW E36 M3). **Class winners** John Willcocks (BMW E30 M3); Roger Kneebone (BMW E30 325i); Ian Clark (Ford Capri GXL); Gary Feakins (BMW E30). **Fastest lap** M Seldon 54.083s (80.40mph). **Pole position** M Seldon. **Starters** 22. **RACE 2 (17 LAPS)** 1 M Seldon 15m32.987s (79.23mph); 2 Cattliff +0.742s; 3 Waite; 4 Nigel Innes (BMW E36 M3); 5 Stamp; 6 P Seldon. **CW** Willcocks; Kneebone; Clark; Andy Gay (E30 320). **FL** M Seldon 53.887s (80.69mph). **P** M Seldon. **S** 20. **PRODUCTION BMW (16 LAPS)** 1 Gary Feakins 15m55.873s (72.78mph); 2 Rob Cooper +4.688s; 3 Jack Gabriel; 4 Alex Ball; 5 Dean Spurr; 6 Matthew Swaffer. **FL** Feakins 58.812s (73.94mph). **P** Feakins. **S** 34. **RACE 2 (16 LAPS)** 1 Feakins 15m52.821s (73.02mph); 2 Swaffer +6.582s; 3 Cooper; 4 Gabriel; 5 Mark Palmer; 6 George Sealey. **FL** Feakins 58.946s (73.77mph). **P** Feakins. **S** 33.

NIPPON CHALLENGE/DEUTSCHE MARQUE CUP (16 LAPS) 1 Phil Collard (Mazda RX7) 15m40.616s (73.97mph); 2 James Janicki (Nissan Skyline) +0.500s; 3 Anthony Day (Toyota MR2 Mk2); 4 Rob Horsfield (Toyota MR2 Speedster); 5 Danny Cassar (Honda Integra Type-R); 6 Nerijus Zabotka (Subaru Impreza). **CW** Day; Cassar; Andrew Roberts (Honda Civic EK); David Hemingway (Toyota MR2 Mk1). **FL** Janicki 53.988s (80.54mph). **P** Collard. **S** 34. **RACE 2 (14 LAPS)** 1 Horsfield 15m00.746s (67.58mph); 2 Collard +0.151s; 3 Janicki; 4 Day; 5 Cassar; 6 Zabotka. **CW** Day; Cassar; David Payling (Honda Civic); Hemingway. **FL** Janicki 54.370s (79.98mph). **P** Collard. **S** 33.

MONOPOSTO 2000, 1800, 1600 & DTEC (14 LAPS) 1 Daryl Jones (Dallara F302) 12m04.456s (84.03mph); 2 Ben Cater (Dallara F301) +12.362s; 3 Shane Kelly (Formula Renault); 4 Malcolm Scott (Dallara F398); 5 Tony Bishop (Dallara F304); 6 Kevan McLurg (Dallara F399). **CW** Julian Hoskins (Vector TF93); Jay Bridger (Mygale SJ2001); John Whitbourn (Ray FF Duratec). **FL** Bishop 46.610s (93.29mph). **P** Jones. **S** 28. **RACE 2 (19 LAPS)** 1 Jones 15m01.952s (91.60mph); 2 Robbie Watts (Lola F106/03) +10.690s; 3 Bishop; 4 Cater; 5 Neil Harrison (Dallara F302); 6 Scott. **CW** Whitbourn; Matthew Walters (Formula Ford Zetec); Ben Edwards (Van Diemen RF92). **FL** Jones 45.953s (94.63mph). **P** Watts. **S** 25.

MR2 RACE SERIES (14 LAPS) 1 David Hemingway 15m14.974s (66.53mph); 2 Neale Hurrin +4.692s; 3 Arron Pullan; 4 Peter Highton; 5 Craig Rankine; 6 Eddie O'Kane. **FL** Pullan 59.017s (73.68mph). **P** Adam Lockwood. **S** 32. **RACE 2 (12 LAPS)** 1 Hemingway 13m15.836s (65.57mph); 2 Pullan +1.032s; 3 Highton; 4 Lockwood; 5 O'Kane; 6 Danial Farmer. **FL** Hurrin 59.487s (73.10mph). **P** Hemingway. **S** 31. **TRICOLEURE TROPHY & COUPE CUP (8 LAPS)** 1 Simon James (Citroen Saxo) 7m33.809s (76.65mph); 2 Carl Chambers (Peugeot 306 Rallye) +1.673s; 3 Mathew Darlington (Peugeot 106 GTI); 4 Dave Clark (Renault 5GT Turbo); 5 Andrew Mitchell (Peugeot 205 GTI); 6 Kevin Jones (Renault Clio 200). **CW** Darlington; Clark; Mitchell; Adam Gittings (Renault Clio); John Winter (Hyundai Coupe); Gerard Merriman (Citroen Saxo VTR). **FL** James 55.425s



F1 TV commentator Edwards was back in action at Brands

HAWKINS

(78.45mph). **P** James. **S** 29. **RACE 2 (17 LAPS)** 1 James 15m55.590s (77.36mph); 2 Chambers +1.658s; 3 Darlington; 4 Mitchell; 5 Jones; 6 Clark. **CW** Darlington; Mitchell; Clark; Gittings; Tony Hunter (Peugeot 106); Paul Manyweathers (Hyundai Coupe). **P** James. **S** 28. **F3 CUP (21 LAPS)** 1 Louis Hamilton-Smith (Dallara F306) 15m33.010s (97.87mph); 2 Aaron Steele (Dallara F307) +0.150s; 3 Jacopo Sebastiani (Dallara F311); 4 Stuart Wiltshire (Dallara F308); 5 Daniel Tapinos (Dallara F311); 6 Ashley Crosse (Dallara F301). **CW** Crosse. **FL** Hamilton-Smith 43.772s (99.34mph). **P** Steele. **S** 9. **RACE 2 (20 LAPS)** 1 Steele 14m47.293s (96.01mph); 2 Hamilton-Smith +4.426s; 3 Wiltshire; 4 Tony Bishop (Dallara F307); 5 Crosse; 6 Sebastiani. **CW** Crosse. **FL** Steele & Bishop 43.814s (99.25mph). **P** Steele. **S** 9. **RACE 3 (26 LAPS)** 1 Steele 20m41.588s (91.06mph); 2 Hamilton-Smith +1.850s; 3 Wiltshire; 4 Sebastiani; 5 Frank Thomas (Dallara F305/6); 6 Tapinos. **FL** Sebastiani 43.876s (99.11mph). **P** Steele. **S** 8. **VAG TROPHY (15 LAPS)** 1 Andy Wilmot (Golf) 15m43.396s (69.14mph); 2 Tom Swayne (Scirocco R TFSI) +1.713s; 3 Rob Cox (Golf GTI R); 4 Paul Taylor (SEAT Leon Cupra R Mk1); 5 James Pile (Mk6 Golf GTI); 6 Simon Tomlinson (Golf). **CW** Rob Allum (Golf GTI 1.8T). **FL** Wilmot 53.102s (81.89mph). **P** Wilmot. **S** 20. **RACE 2 (17 LAPS)** 1 Wilmot 15m23.951s (80.01mph); 2 Cox +12.364s; 3 Taylor; 4 Swayne; 5 Tomlinson; 6 John Robins (SEAT Leon K1). **FL** Wilmot 53.279s (81.61mph). **CW** Allum. **P** Wilmot. **S** 19. **MONOPOSTO CLASSIC 2000 & MOTO (18 LAPS)** 1 Jeremy Timms (Dallara) 15m55.669s (81.90mph); 2 Adrian Wright (GEM AW3) +2.980s; 3 Craig Hurrin (Jedi Mk6); 4 Robin Dawe (Vauxhall Lotus); 5 Jason Timms (Speads RMO7); 6 Anthony Gauntlett (Jedi). **CW** Dawe. **FL** Jeremy Timms 45.097s (96.42mph); **P** Jeremy Timms. **S** 28. **RACE 2 (20 LAPS)** 1 Jeremy Timms 15m30.605s

(93.45mph); 2 Wright +26.923s; 3 Graham Read (Dallara); 4 Marc Fortune (Jedi); 5 Hurrin; 6 Bryn Tootell (Van Diemen RF99 F4). **CW** Tootell. **P** Jeremy Timms. **S** 25. **MSV TRACKDAY TROPHY (45 LAPS)** 1 Dan Abbitt/Ben Abbitt (Peugeot 306 Rallye) 45m09.597s (72.22mph); 2 Simon Clark (Mini Cooper S Challenge) +12.029s; 3 Chris Howes-Roberts/John Langridge (Ford Fiesta); 4 Gary Burstow (BMW 328i); 5 Jim Hart (Mazda MX5); 6 Steven Kelly (Renault Clio). **CW** Burstow; Hart; Gary Cooper (Ford Fiesta); Ben Cook/Dave Jackson (Ford Fiesta). **FL** Burstow 56.454s (77.02mph). **P** Abbitt/Abbitt. **S** 18. **MSV TEAM TROPHY (63 LAPS)** 1 Darren Goes (SEAT Supercopa) 1h00m49.464s (75.06mph); 2 Mark Nenadic (Audi S3 Quattro); 3 Nik Barton/Bob Hosier (SEAT Leon); 4 Colin Tester/John Endacott (Ford Sierra); 5 Phill Barrett/George Barrett (Ford Focus); 6 Mark Penny (Vauxhall VX220). **CW** Penny; Jamie Going/Dan Holland (Ford Fiesta). **FL** Goes 54.788s (79.37mph). **P** Goes. **S** 16. **CHAMPION OF BRANDS FORMULA FORD 1600 (18 LAPS)** 1 Stephen Daly (Ray GR11) 15m35.830s (83.64mph); 2 Oliver White (Van Diemen) +7.717s; 3 Patrick Dussault (Ray); 4 Ashley Dibden (Mygale SJ10); 5 Ben Edwards (Van Diemen RF92); 6 Neil Tofts (Mygale SJ08). **FL** Dussault 50.984s (85.29mph). **P** Dussault. **S** 16.

OULTON PARK

AMCR, MAY 16



INNES IRELAND CUP (19 LAPS) 1 Christpher Scragg (Jaguar E-type) 40m02.012s (76.65mph); 2 Robert Rawe (Aston Martin DP214 Replica) +1m27.528s; 3 Oliver Chatham/James Chatham (Austin-Healey 3000 Mk1); 4 Nicholas King (Ford Mustang); 5 Pete Foster/Tim Mogridge (Triumph TR4); 6 Richard Squire (Mustang). **CW** Rawe; Foster/Mogridge.

FL Scragg 2m01.228s (79.93mph). **P** Scragg. **S** 6. **AMOC '50S SPORTS CARS (14 LAPS)** 1 Darren McWhirter (Jaguar XK120) 30m06.042s (75.11mph); 2 Tom McWhirter (Tojeiro Jaguar) +31.007s; 3 Martyn Corfield (Austin-Healey 100/4); 4 Jeremy Cooke (Cooper Bobtail); 5 David Reed (Aston Martin DB2); 6 Andrew Moore (Jaguar XK150). **CW** T McWhirter; Corfield; Cooke; Reed; Mark Hoble (Triumph TR2). **FL** D McWhirter 2m07.167s (76.20mph). **P** D McWhirter. **S** 17. **ASTON MARTIN GT4 CUP (25 LAPS)** 1 David Tinn (Aston Martin GT4) 50m18.231s (80.26mph); 2 Steven Byrne/Spencer Marsh (Aston Martin N24) +23.796s; 3 Peter Montague/Zak Mercer (Aston Martin GT4); 4 Nicholas King (Aston Martin DB4); 5 Edward Brunet (Aston Martin GT4); 6 Robin Marriott (Aston Martin GT4). **FL** Marsh 1m51.063s (87.25mph). **P** Montague/Mercer. **S** 7. **PRE-WAR/IMMEDIATE POST WAR (PRE 1956) (10 LAPS)** 1 Michael Dowd (Cooper Bobtail) 21m38.804s (74.61mph); 2 Martyn Corfield (Austin-Healey 100/4) +16.282s; 3 Paul Kennelly (Jaguar XK120 OTS); 4 Mark Hoble (Triumph TR2); 5 Glynn Allen (Aston Martin DB2 Lightweight); 6 Rob Pinchbeck (Jaguar XK120 Roadster). **FL** Dowd 2m07.483s (76.01mph). **P** Dowd. **S** 7. **SPORTS CAR V SALOON CHALLENGE (16 LAPS)** 1 Luke Browes (Westfield SEW) 21m10.673s (83.88mph); 2 Matt Spark (Caterham Supersport) +12.715s; 3 Paul Browes (Caterham R300); 4 Steve Hewson (Porsche 924 S); 5 Stephen Archer (Aston Martin DP214 Replica); 6 Timothy Mahapatra (MGB). **FL** Spark 1m53.036s (85.72mph). **P** Spark. **S** 7. **EQUIPE GTS (19 LAPS)** 1 Tom Smith (MGB) 41m07.129s (74.62mph); 2 Andrew Bentley (MGB) +45.380s; 3 Pete Foster (Triumph TR4); 4 Richard McKeon (Triumph TR4); 5 David Beresford/David Morrison (MGB); 6 Robert Cull



Marshall won at Rockingham

READ



Scragg leads Hollyman and Marris at Oulton

(TVR Grantura MK III). CW Foster; Richard Knight (Austin-Healey 100/4); Anne Reed (Aston Martin DB2); Allan Cameron/Neil Cameron (Austin-Healey Sprite Ashley GT). FL Smith 2m05.550s (77.18mph). P Smith. S 22.

AMOC INTERMARQUE CHAMPIONSHIP (23 LAPS)
1 Wayne Marris (Ferrari 355 Challenge) 46m29.537s (79.89mph); 2 Robert Hollyman (Porsche 964) +7.023s; 3 Christopher Scragg (Aston Martin V8); 4 James Guess/James Hilliard (Porsche 968 CS); 5 Lee Moulden/Vance Kearney (Ferrari 355 Challenge); 6 Stephen Atkinson (Porsche 968). CW Hollyman; Hilliard/Guess; Nicholas King (Aston Martin DB4); David Tinn (Aston Martin GT4). FL Marris 1m54.426s (84.68mph). P Marris. S 22.

CADWELL PARK BARC, MAY 16-17



CATERHAM GRADUATE CHAMPIONSHIP - SIGMAX (14 LAPS) 1 Jeremy Webb 23m04.362s (79.62mph); 2 Neil Shinner +0.589s; 3 Dylan Stanley; 4 Tristan Judge; 5 Richard Pursglove; 6 Mick Whitehead. FL Webb 1m36.655s (81.45mph). P Stanley. S 20. **RACE 2 (11 LAPS)** 1 Webb 21m56.760s (65.77mph); 2 Shinner +0.523s; 3 Stanley; 4 Judge; 5 Pursglove; 6 Whitehead. FL Webb 1m36.935s (81.22mph). P Webb. S 19.

CATERHAM GRADUATE CHAMPIONSHIP - SIGMA (13 LAPS) 1 Jason Gale 22m07.877s (77.07mph); 2 Andrew Outterside +9.155s; 3 Pete Yates; 4 Nigel Board; 5 Andrew Connolly; 6 Jonathan Miller. FL Miller 1m40.723s (78.16mph). P Outterside. S 13. **RACE 2 (13 LAPS)** 1 Board 22m06.887s (77.13mph); 2 Gale +0.758s; 3 Outterside; 4 Bill Scott; 5 Yates; 6 Michael Downing. FL Yates 1m40.140s (78.62mph). P Gale. S 13.

CATERHAM GRADUATE CHAMPIONSHIP - MEGA (13 LAPS) 1 Oliver Gibson 21m52.942s (77.95mph); 2 Glenn Burtenshaw +1.753s; 3 Declan Dolan; 4 Christopher Benfield; 5 Andy Skinner; 6 Ian Noble. FL Gibson 1m38.896s (79.61mph). P Dolan. S 12. **RACE 2 (13 LAPS)** 1 Gibson 21m44.543s (78.45mph); 2 Dolan +0.529s; 3 Burtenshaw; 4 Luke Cooper; 5 Simon Longman; 6 Skinner. FL Gibson 1m38.676s (79.78mph). P Dolan. S 12.

CATERHAM GRADUATE CHAMPIONSHIP - CLASSIC (11 LAPS) 1 Graham Smith 21m57.852s (65.71mph); 2 Matthew Willoughby +4.445s; 3 Steve McMaster; 4 James Carvey; 5 Robin Webb; 6 Paul Hawker. FL Smith 1m46.327s (74.04mph). P Smith. S 14. **RACE 2 (11 LAPS)** 1 Smith 23m17.997s (73.21mph); 2 Willoughby +8.087s; 3 McMaster; 4 Webb; 5 Trevor Harber; 6 Hawker. FL Carvey 1m46.355s (74.02mph). P Smith. S 14.

CATERHAM GRADUATE CHAMPIONSHIP - SUPER (13 LAPS) 1 Toby Briant 21m56.681s (77.37mph); 2 Gareth Cordey +0.438s; 3 Justin Cox; 4 Andy Molsom; 5 Charles Elliott; 6 Oliver Benjamin. FL Briant 1m39.696s (78.97mph). P Cordey. S 14. **RACE 2 (13 LAPS)** 1 Briant 21m47.929s (78.25mph); 2 Cordey +6.487s; 3 Elliott; 4 Molsom; 5 Cox; 6 Martin Collier. FL Molsom 1m39.021s (79.51mph). P Briant. S 14.



The 2CV race kicks off at Cadwell

MAX5 CHAMPIONSHIP (11 LAPS) 1 Paul Roddison (Mk3) 21m43.216s (66.45mph); 2 Jonathan Halliwell (Mk3) +0.797s; 3 Simon Fleet (Mk3); 4 Nick Dunn (Mk3); 5 Jeremy Shipley (Mk3); 6 Adam Bessell (Mk1). CW Bessell. FL Dunn 1m44.399s (75.41mph). P Dunn. S 17. **RACE 2 (13 LAPS)** 1 Roddison 21m29.581s (73.26mph); 2 Fleet +0.156s; 3 Dunn; 4 Bessell; 5 Mark Willetts (Mk1); 6 Andy Baylie (Mk3). CW Bessell. FL Dunn 1m44.810s (75.11mph). P Roddison. S 17.

2CV CLASSIC RACING CHAMPIONSHIP (10 LAPS)
1 Pete Sparrow 21m18.935s (61.56mph); 2 Caryl Wills +0.302s; 3 Tom Perry; 4 Matt Lambert; 5 Kris Tovey; 6 Paul Taylor. FL Sparrow 2m05.060s (62.95mph). P Perry. S 24. **RACE 2 (8 LAPS)** 1 Sparrow 17m11.516s (61.06mph); 2 Tovey +6.487s; 3 Lambert; 4 Matthew Hollis; 5 Sarmie Fritchley; 6 Taylor. FL Sparrow 2m06.128s (62.42mph). P Sparrow. S 24.

MG OWNERS' CLUB CHAMPIONSHIP (12 LAPS)
1 Andrew Rogerson (ZR 160) 21m29.918s (73.24mph); 2 Simon Kendrick (F VVC) +2.393s; 3 Martin Wills (F); 4 Mark Baker (F); 5 Adam Jackson (ZR); 6 Nick Golhar (ZR). CW Kendrick; Chris Pollard (B Roadster). FL Wills 1m45.754s (74.44mph). P Rogerson. S 18. **RACE 2 (12 LAPS)** 1 Rogerson 21m28.609s (73.31mph); 2 Kendrick +8.051s; 3 Baker; 4 Wills; 5 Brian Butler (F); 6 Jackson. CW Kendrick; Pollard. FL Wills 1m45.470s (74.64mph). P Rogerson. S 17.

MORGAN CHALLENGE (18 LAPS) 1 Keith Ahlers (Plus 8) 30m13.077s (78.16mph); 2 Philip Goddard (Plus 8) +3.906s; 3 William Plant (4/4); 4 Russell Patterson (ARV6); 5 Tom Andrew (Aero 8); 6 Phil Thomas (Plus 4). CW Patterson; Andrew; Henry Williams (4/4); Tim Ayres (Plus 8). FL Ahlers 1m38.603s (79.84mph). P Ahlers. S 20.

ROCKINGHAM BRSCC, MAY 16-17



PICKUP TRUCK CHAMPIONSHIP (35 LAPS) 1 Michael Smith 26m01.402s (119.35mph); 2 Pete Stevens +0.390s; 3 Gavin Murray; 4 Charlie Weaver; 5 Phil White; 6 Mark Willis. FL Freddie Lee 40.126s (132.69mph). P Stevens. S 12. **RACE 2 (35 LAPS)** 1 Paul Tompkins 24m06.677s

(128.81mph); 2 Willis +0.183s; 3 Smith; 4 Stevens; 5 Anthony Hawkins; 6 Dave Longhurst. FL Willis 40.400s (131.79mph). P Smith. S 12.

ROCKINGHAM BRSCC, MAY 16-17



FORMULA JEDI CHAMPIONSHIP (15 LAPS) 1 Ben Hingeley (Jedi Mk6) 21m18.911s (86.55mph); 2 Lee Morgan (Jedi Mk6) +9.452s; 3 Paul Butcher (Jedi Mk6); 4 Ryan Harper-Ellam (Jedi Mk6); 5 Robert Sale (Jedi Mk6); 6 Matthew Ryder (Jedi Mk6). FL Hingeley 1m23.746s (88.12mph). P Hingeley. S 16. **RACE 2 (13 LAPS)** 1 Hingeley 20m35.154s (77.67mph); 2 Michael Watton (Jedi Mk6) +3.468s; 3 Dan Clowes (Jedi Mk6); 4 Morgan; 5 Butcher; 6 Harper-Ellam. FL Hingeley 1m24.390s (87.45mph). P Hingeley. S 16.

EXCOOL OSS CHAMPIONSHIP (14 LAPS) 1 Mike Jenvey (Jenvey-Gunn T56) 20m16.290s (84.94mph); 2 Jonathan Hair (Nemesis) +4.966s; 3 Josh Smith (Radical PR6); 4 Richard Fearn (Radical SR8); 5 Darcy Smith (Radical SR4); 6 David Frankland (Radical SR3 RSX). CW J Smith; Fearn; Alastair Smart (Radical Clubsport); Kevin Suenson (Aquila Synergy); Peter Drennan (Global GT Light). FL Jenvey 1m25.019s (86.80mph). P Jenvey. S 25. **RACE 2 (6 LAPS)** 1 Jenvey 8m39.023s (85.31mph); 2 Graham Cole (Jade Trackstar) +0.604s; 3 J Smith; 4 Hair; 5 Graham Hill (Radical PR6); 6 Fearn. CW Cole; J Smith; John Wilkes (Global GT ZX1); Smart; Drennan. FL Jenvey 1m24.822s (87.00mph). P Jenvey. S 23. **RACE 3 (14 LAPS)** 1 Cole 21m29.143s (80.14mph); 2 Jenvey +0.026s; 3 Hair; 4 Hill; 5 Fearn; 6 D Smith. CW Jenvey; Hill; Smart; Wilkes; Paul Fitzpatrick (Global GT Light). FL Cole 1m23.177s (88.72mph). P Jenvey. S 22.

IRISH GLOBAL LIGHTS CHAMPIONSHIP (10 LAPS) 1 Paul Fitzpatrick 16m33.322s (74.29mph); 2 Mark Twomey +4.145s; 3 John Conway; 4 Peter Drennan; 5 Conor Mays; 6 other finishers. FL Fitzpatrick 1m37.342s (75.81mph). P John Murphy. S 7.

TOYO TIRES PORSCHE CHAMPIONSHIP (11 LAPS)
1 Adam Southgate (Porsche Boxster S 986) 20m13.151s (66.91mph); 2 Richard Avery (Porsche Boxster) +0.414s; 3 Ed Hayes (Porsche Boxster); 4 Garry Goodwin (Porsche

Boxster); 5 Jayson Flegg (Porsche Boxster); 6 James Coleman (Porsche Boxster S). CW Adam Croft (Porsche 924). FL Avery 1m41.852s (72.45mph). P Southgate. S 21. **RACE 2 (12 LAPS)** 1 Southgate 20m40.629s (71.38mph); 2 Gary Duckman (Porsche 987 Boxster) +4.689s; 3 Avery; 4 Hayes; 5 Coleman; 6 Andrew Hack (Porsche Boxster). CW Croft. FL Southgate 1m41.531s (72.68mph). P Southgate. S 21. **RACE 3 (11 LAPS)** 1 Hayes 20m20.207s (66.52mph); 2 Hack +1.400s; 3 Southgate; 4 Garry Lawrence (Porsche Boxster); 5 Avery; 6 Duckman. CW Croft. FL Southgate 1m42.593s (71.93mph). P Lawrence. S 18. **MIGHTY MINIS CHAMPIONSHIP (10 LAPS)** 1 Liam Sullivan 20m11.955s (60.89mph); 2 Braydon Fletcher +7.123s; 3 Penelope Jones; 4 Maria Brown; 5 Stuart Coombs; 6 Peter Bonas. FL Sullivan 1m59.987s (61.50mph). P Sullivan. S 21. **RACE 2 (10 LAPS)** 1 Sullivan 20m10.714s (60.95mph); 2 Fletcher +2.030s; 3 Caroline Gilbert; 4 Brown; 5 Bonas; 6 Jones. FL Sullivan 1m58.508s (62.27mph). P Morgan Harris. S 20.

SUPER MIGHTY MINIS (11 LAPS) 1 Jamie White 20m42.041s (65.36mph); 2 Scott Kendall +3.025s; 3 Anthony Ford; 4 Steve Macted; 5 Ian Slark; 6 Paul Inch. FL White 1m51.719s (66.05mph). P White. S 12. **RACE 2 (11 LAPS)** 1 White 20m39.271s (65.50mph); 2 Kendall +0.398s; 3 Ford; 4 Slark; 5 Macted; 6 Neven Kirkpatrick. FL White 1m51.471s (66.20mph). P Alex Comis. S 12.

TOYO TIRES HONDA VTEC CHALLENGE/SMART 4TWO CUP (9 LAPS) 1 Peter Dixon (Honda Civic) 15m20.705s (72.14mph); 2 Robert Burkinshaw (Honda Integra Type R K20) +6.071s; 3 Phil Wright (Honda Accord Type R H22); 4 Mark Bennett (Honda S2000 F20); 5 Matthew Le (Honda Integra); 6 Neil Holden (Honda Civic). CW Burkinshaw; Wright; Martyn Clatworthy (Smart Car). FL Dixon 1m41.189s (72.93mph). P Mark Kemp (Honda Civic). S 21.

RACE 2 (9 LAPS) 1 Dixon 16m38.894s (66.49mph); 2 Burkinshaw +2.762s; 3 Kemp; 4 Bennett; 5 Wright; 6 Holden. CW Burkinshaw; Wright; Clatworthy. FL Dixon 1m39.985s (73.81mph). P Dixon. S 21.

AVON TYRES INTERMARQUE CHAMPIONSHIP (10 LAPS)
1 Chris Brockhurst (Vauxhall Tigra) 15m49.628s (77.71mph); 2 Lewis Smith (Vauxhall Tigra) +4.381s; 3 Malcolm Blackman (Vauxhall Tigra); 4 Steve Burrows (Peugeot 206); 5 Daniel Smith (VW Corrado); 6 Malcolm Harding (Vauxhall Tigra VXR). FL Tommy Field (Vauxhall Tigra) 1m33.457s (78.96mph). P Matt Simpson (Vauxhall Tigra). S 16. **RACE 2 (10 LAPS)** 1 Blackman 16m04.777s (76.49mph); 2 Brockhurst +8.803s; 3 D Smith; 4 Mike Thurley (Vauxhall Tigra); 5 Simon Smith (Autocross BMW Z4); 6 Burrows. FL Blackman 1m33.849s (78.63mph). P Philip Young (Mitsubishi Colt). S 15.

DUNLOP TRV CHALLENGE (12 LAPS) 1 Andy Race (TVR Tuscan) 20m01.347s (73.71mph); 2 Jamie Golby (TVR Carvera) +4.187s; 3 Darren Smith (TVR Tuscan Challenge); 4 Deba Stewart (TVR Griffith); 5 John Seery (Westfield); 6 Matthew Holben (TVR Tuscan). CW D Smith; Holben; Jason Clegg (TVR Chimaera). FL D Smith 1m37.495s (75.69mph). P Tim Davis (TVR Tuscan). S 14. **RACE 2 (12 LAPS)** 1 Hugh Marshall (TVR Tuscan AJP) 20m02.114s (73.67mph); 2 Golby +8.079s; 3 D Smith; 4 Seery; 5 Ivor Watson (TVR Tuscan); 6 Davis. CW Golby; D Smith; Alex Champkin (TVR Chimaera). FL Davis 1m37.105s (76.00mph). P Golby. S 14.



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Pitstops need more spectacle

I don't know about you, but are Formula 1 pitstops so fast these days that they are actually quite boring? Take away the fact that to change four tyres in less than three seconds is pretty impressive, it's *that* quick that you don't actually see what's going on. Car comes in, tyres come off, tyres go on, car goes out again. Oops, I blinked and missed that.

I think it's time for NASCAR-style pitstops in F1. Restrict the number of personnel to six (one for each wheel and

front and rear jack), introduce a rule that mechanics cannot enter the pitlane until the car has stopped, remove the 'traffic lights' and make someone on the 'prat perch' responsible for letting the car go.

Making the pitstops slower and more of a spectacle might add some interest, and also may make teams think twice about pitting and try to make those Pirellis last a little longer, potentially adding interest late on in races.

Stewart Adams, West Bromwich

Let's not forget the amazing

points-scoring position of the superb Jules Bianchi driving for the underfunded Marussia team in last year's Monaco GP.

Later at Suzuka he sustained life-threatening injuries and is still hospitalised. Keep fighting Jules.

Roger Pedrick
Tunbridge Wells, Kent

Rosberg's revenge? How he

turned the tables on Hamilton. Hmmnnnn. I think it's Lewis who will be dishing out the revenge this weekend.

Don't get me wrong, as I always got annoyed when Schumi returned with Mercedes and nearly everyone said he had 'lost it' because he wasn't taking Nico apart. Can't they deduce that Nico is a very, very good racing driver?

was my mantra during this period.

Lewis is a very, very *great* racing driver though, and let's face it, he has won several races over Nico from second on the grid. A poor start by Lewis and getting jumped by Vettel did not help the cause in Catalunya. Barring mechanical failures, I strongly suggest it will be Lewis exacting the 'revenge' in Monte Carlo.

Brian McCausland
Portishead, North Somerset

This was the make-or-break

meeting, and yet again the Strategy Group messed it up. They look like a bunch of amateurs.

They were supposed to be talking about cost-cutting, but all they have done is keep the number of engines at four per driver and suggest maybe the use of customer cars.

This is a very bad idea – the Strategy Group, like Bernie, is very out of touch. The fact that the teams have massive design input into their car is very important to the future of Formula 1. Up-and-coming designers cut their teeth in the smaller teams. This will not happen if they buy someone else's car.

The big teams and manufacturers will dominate and it will become like F3000 used to be: two or three chassis and a few engine manufacturers, all with no identity.

You can bet that it won't improve the racing (which is not the problem) and it will not cut costs (which is the problem).

It's also about time Jean Todt exercised a bit of authority. He and the FIA have become lame ducks.

Richard Hargrave
Hitchin, Hertfordshire

BIG NUMBER

100

Andre Lotterer has started 100 Super Formula (formerly Formula Nippon) races and, to date, the German driver has won 21 of them.

MILESTONE

Penske driver Helio Castroneves is shooting for a record-equalling fourth Indy 500 win this weekend. AJ Foyt (right), Al Unser Sr and Rick Mears share the record.



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



FIA World Rallycross comes to Britain

MOTORSPORT NEWS WORLD RX OF GREAT BRITAIN, LYDDEN HILL

May 23-24
Rallycross is going from strength to strength in its second year as an FIA world championship. And there'll be

extra interest for the third round in Kent as 2013 British Touring Car champion Andrew Jordan eyes a victory for the works Peugeot-Hansen team on his latest rallycross comeback, having finished on the podium 12 months ago.

BRANDS HATCH HISTORIC FESTIVAL

May 23-24
Masters Historic F1, FIA Historic Sports Cars and the Super Touring Trophy take to the Grand Prix loop.

SILVERSTONE BLANCPAIN ENDURANCE

May 23-24
A star-studded 56-car field for the long-distance leg of Blancpain GT's UK double-header, supported by the Lamborghini Super Trophy and Auto GP and Formula Renault NEC single-seaters.

OULTON PARK BRSCC

May 23
More from the thriving National FF 1600 revival plus a visit from the Scottish Ford Fiesta championship.

CROFT 750MC

May 23-24
The 750MC's northern-most date of 2015 is a classic, packed bill of big grids with Formula Vee, Classic Stock Hatch, MX5s and much more.

MALLORY PARK BARC

May 23-24
The BARC's Classic Touring Car series lead a 20-race programme as the Mallory resurgence continues.



PEMBREY BARC

May 23-24
Pembrey's first 2015 meeting combines frenetic Legends racing and the ground-shaking British Truck Racing Championship.

ROCKINGHAM MSVR

May 23-24
High-quality fields abound as Radicals, the GT Cup and Mini Challenge head for Corby.

GURSTON DOWN HILLCLIMB

May 23-24
Alex Summers has the title race edge as the British Hillclimb field visits the south-west.

CASTLE COMBE CCRC

May 25
Mazda MX5s top the visiting series joining the usual Combe local line-up.

WHAT'S ON TRACK AROUND THE WORLD

MONACO GRAND PRIX

Formula 1 World Championship
Rd 6/19
Monte Carlo, Monaco
May 24
f1.com

GP2 SERIES

Rd 3/11
Monte Carlo, Monaco
May 22-23
gp2series.com

FORMULA RENAULT 3.5

Rd 2/9
Monte Carlo, Monaco
May 24
renaultsport.com

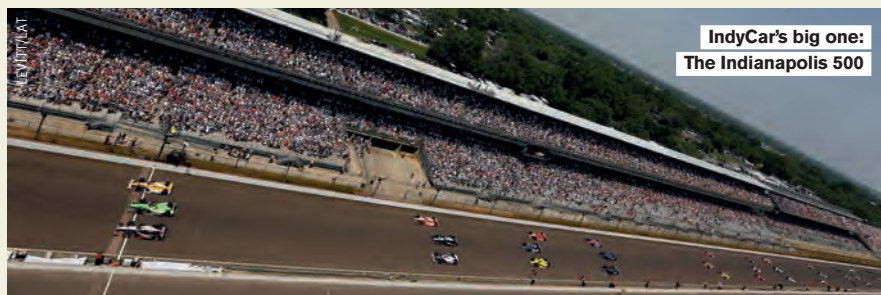


PORSCHE SUPERCUP

Rd 2/8
Monte Carlo, Monaco
May 24
porsche.com

INDIANAPOLIS 500

IndyCar Series
Rd 6/15
Indianapolis, Indiana, USA
May 24
indycar.com



IndyCar's big one: The Indianapolis 500

INDY LIGHTS

Rd 5/10
Indianapolis, Indiana, USA
May 22
indycar.com/RoadToIndy

RALLY PORTUGAL

World Rally Championship
Rd 5/13
Matosinhos, Portugal
May 21-24
wrc.com

FORMULA E

Rd 8/10
Berlin Tempelhof, Germany
May 23
fiaformulae.com

SUPER FORMULA

Rd 2/7
Okayama, Japan
May 24
superformula.net

TCR INTERNATIONAL

Rd 5/11
Monza, Italy
May 23-24
tcr-series.com

NASCAR SPRINT CUP

Rd 12/36
Charlotte, North Carolina, USA
May 24
nascar.com

FROM THE SOFA

WHAT'S ON TELEVISION



Coulthard flies in Monaco in 1995

Formula 1 time travel by Twitter

A QUARTER OF THE SEASON IN and the title fight's too close to call. The British star had a difficult Spanish Grand Prix but was still going to cling onto his championship lead until his car faltered on the final lap, dropping him to fourth and allowing his race-winning German rival to take a one-point lead into the upcoming Monaco GP.

At least that's the state of play right now in the world of @F1__1995, a Twitter account reliving the 1995 Formula 1 season in real-time, as it happened precisely two decades ago, with the kind of blow-by-blow social-media commentary now taken for granted in sports coverage but unthinkable in the nineties.

Avid F1 fan Connor McKinley had been intrigued by seeing 'real time' coverage of historic events on Twitter and decided to try it with an F1 season as a social-media experiment, picking 1995 as its Friday-Sunday GPs corresponded to mid-week days (when

motorsport Twitter would be less swamped) in 2015, and because it was a sufficient distance away to feel nostalgic, yet recent enough to locate sufficient online video and archive book resources to do the project justice.

And it's not just session commentary appearing in the 25-year-old Northern Irishman's meticulously scheduled tweets – you can keep abreast of news between races too. "It's a bit like putting a jigsaw together," he says. "You might read a snippet about a certain story somewhere and then be watching a video of qualifying and suddenly you have Ben Edwards and John Watson discussing paddock news in a lull of track action and they add more context. As a long-time F1 fan you can sometimes feel that you've read and heard all the stories of the past but the last couple of months have definitely disproved

"Social-media commentary was unthinkable in the 1990s"

that and I think quite a few followers of the account have felt the same."

@F1__1995 has catapulted some corners of the AUTOSPORT office back into a fondly-remembered world of Michael Schumacher versus Damon Hill, GCSE coursework and taping Britpop sessions off the radio. It's showed how social media's detail focus would've brought long-forgotten fumbled Pacific pitstops and David Coulthard misfortunes into a fleeting spotlight, while in a fledgling internet world the season's various spats weren't stoked as fervently as the Brazil fuel controversy or Schumacher/Hill shunts would be now.

McKinley is open-minded about continuing beyond 1995 – he's been able to fit the project around working in the family furniture business so far but "you never know what the future holds and how much time you'll have down the line. I want to do it properly and not half-heartedly."

Matt Beer

SIX RETRO CLASSICS WE'D TWEET

- 1957 GERMAN GP** Fangio stuns Ferrari
- 1983 F1** Cool cars in a year of change
- 1986 F1** The greatest title fight
- 1989 F1** Massive grid, famous rivalries
- 1995 WRC** Controversy and Subaru
- 1999 LE MANS** Epic field, flying Mercs



Midfield 1995 style: Ukyo Katayama in a Tyrrell

TV pick of

Edited by Jake Jones



MONACO GRAND PRIX

Sky Sports F1 - Live

Sun 1200-1530

BBC1 - Highlights

Sun 1705-1835

A year after the Nico Rosberg and Lewis Hamilton Monaco qualifying spat, they return to Monte Carlo with Rosberg again trying to regain momentum. Sky has sole live rights to this one, so dodge results till 5pm if you're waiting for BBC highlights. Monaco is always a chance to go to town with atmosphere features, exotic locations and pre-race sequences, but will anyone dare to repeat ITV's 1997 boat adventure?



FORMULA E BERLIN - LIVE

ITV4

Saturday 1400-1630

The ground-breaking electric series swaps its city-centre street circuits for a tight layout on the 'apron' of the former Tempelhof airport in Berlin as it moves from Monaco to Germany.

Lucas di Grassi leads the way, but Nelson Piquet Jr is only four points behind his countryman – and they fell out over qualifying blocking last time out. Monte Carlo victor Sebastien Buemi looms behind them in the points. ITV4 expands its usual live build-up and race coverage to include qualifying again too – that's on at 11am on Saturday.

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ONLINE

the week



MCKLEIN/LAT

WRC PORTUGAL - LIVE

BT Sport 2

Sun 1100-1200

Kris Meeke ended the 13-year wait for a British victory in the World Rally Championship in Argentina last month. Now the WRC heads to the north of Portugal for the first time since 2001 and with the exception of the Powerstage on the roads used for the Fafe Rally Sprint, the region will provide new territory for the drivers. BT shows Thursday's Superspecial and Sunday's Powerstage live, Motors TV has daily highlights packages, and you can catch it in one easily digestible show on ITV4 in the following week.



WILLIAMS/LAT

INDIANAPOLIS 500 - LIVE

ESPN

Sun 1600-2100

Fifteen years after winning the Indy 500 as a rookie, Juan Pablo Montoya leads the series into its showpiece. But the focus so far has been on crashes rather than form. BT/ESPN is pushing its live coverage hard. Last year was too heavy on studio-based talk at the expense of pre-race track atmosphere, but BT has responded well to similar criticisms of its MotoGP coverage with a more paddock-based approach for 2015, and US commentary takes over for the race itself.



MCKLEIN/LAT

WORLD RX - LYDDEN HILL

Eurosport

Sunday 2250-2350

The popularity of rallycross keeps growing and growing, and with an ever-higher-quality entry for the world championship and stunning machinery from factory teams, that's no surprise. British Touring Car star Andrew Jordan steps out of his usual RX commentary role to race in his home round again after his 2014 podium, and this time has a factory Peugeot.

But to watch the *Motorsport News* World RX of Great Britain live, get yourself to Lydden Hill in person (or use the series' web stream), as the French Open tennis means delayed highlights on Eurosport.



SBLOXHAU/LAT

GP2 MONACO - LIVE

Sky Sports F1

Fri 1010-1140/Sat 1505-1620

Williams reserve Alex Lynn broke his duck in Spain, but McLaren protege Stoffel Vandoorne further enhanced his status as the GP2 title favourite at Barcelona with a win and second.

The series now heads to Monte Carlo, where its recent visits have produced some surprise winners (including a breakthrough victory for Jolyon Palmer long before he was regarded as a future champion) and some messy mayhem. No GP3 in Monaco, but there is a Formula Renault 3.5 race, live on BT Sport 2 at 10am on Sunday.

Top stories on AUTOSPORT.com in the last week

F1 TEAMS' 2014 PAYOUTS REVEALED

Dieter Rencken's unearthing of the latest payouts made to Formula 1 teams caused a big stir last week, as it proved how uneven the financial distribution is.

DOOR OPEN TO CUSTOMER CARS IN F1

As the world waited for official word on what came out of last week's F1 Strategy Group meeting, Ian Parkes revealed that customer cars were back on the agenda.

FULL DETAILS OF F1 REVAMP PLAN

The Strategy Group's announcement left plenty of gaps that needed plugging, which meant a more detailed explanation of the impending changes was required.

ECCLESTONE: MICHELIN IDEAS BAD FOR F1

The news that Michelin was keen on a return to Formula 1 prompted a lot of reaction, including a dismissive response from the top courtesy of Bernie Ecclestone.

HONDA'S ARAI SAYS HE'S UNDER PRESSURE

The spotlight never moves far from Honda on its troublesome F1 return, and its chief Yasuhisa Arai admitted last week "there is very big pressure on me".

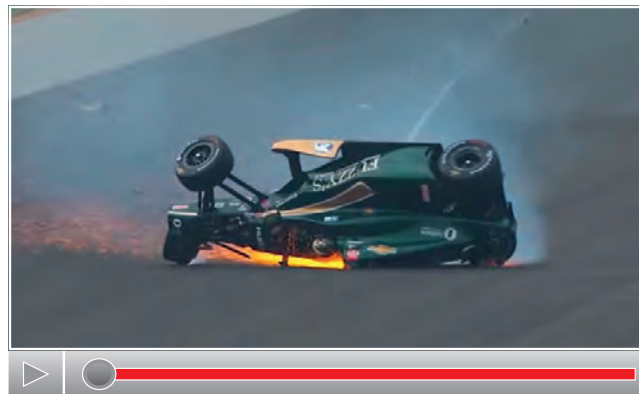
AUTOSPORT+

THE STRATEGY GROUP GOT IT WRONG

Our F1 tech expert Gary Anderson answers fans' questions on F1's future – and shares many of their concerns.

HOT ON THE WEB THIS WEEK

YouTube CARPENTER CLOUTS THE WALL DURING INDY PRACTICE



SEARCH FOR: Ed Carpenter Incident - Indianapolis Motor Speedway - May 17
 CFH Racing's Ed Carpenter walked away from this dramatic impact in practice for this weekend's Indy 500. The third airborne crash in the run-up to IndyCar's blue-ribbon event prompted race organisers to make safety changes before qualifying.

@AUTOSPORT TWEETERS

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George Follmer

■ Spanish Grand Prix ■ April 29, 1973 ■ Shadow-Ford DFV DN1 ■ Third in only his second GP



Follmer guides the Shadow to the team's first podium

82

The Spanish GP in 1973 stands out pretty well for me because it was Shadow's first podium in Formula 1. It was monumental to be on the podium in just my second grand prix. That doesn't happen very often and I think we earned it; we didn't luck into it. Any F1 race in those days, there was a lot of attrition but we were there and running well at the end.

I had been associated with Don Nichols in Can-Am from way back in the late '60s. I had won Trans-Am and Can-Am titles the same year in '72, so it was a real banner year any way you look at it, and when he decided to move into F1 for '73, he asked me to help – I guess because UOP was an American company and they wanted an American driver.

I was obviously quite old by F1 standards – I was 39 at that stage – but any road-racing driver who's serious always looks at F1 as the epitome, so I jumped at the chance. I'd run indycars so it wasn't too

bad. It was just a race car. The car had some inherent deficiencies that were hard to get around without changing it a lot, but I didn't have a problem making the transition. My biggest handicap was I had never raced on any of those F1 tracks.

We didn't go to the two South American races in Argentina and Brazil because the cars weren't ready, so our first race for Shadow

was at Kyalami in South Africa. It was very difficult because we hadn't tested. We just loaded everything up and took it to Kyalami and we found the cars were falling apart, so a lot of field repairs had to be made. Somehow we got it done and I scored Shadow's first F1 point, so that was quite an experience because it was such a struggle.

I always had a pretty good ability

to adapt to new tracks quite quickly, so the next race at Montjuich Park put me on more even ground with some of the fellas in F1. It was the first race of the European season, so there were quite a few new cars that didn't go to South America or South Africa, plus it was one of the few tracks where no-one could test.

I started 14th, which wasn't bad, and immediately began moving forward. I had a real intense dice with Jacky Ickx in the Ferrari. He was a good guy to race with. He was clean, we were going at it and had a lot of fun doing it. It was a tough race for us. We only had so much. We weren't in the Tyrrell class or the Lotus class, so that puts you back in the middle of the grid.

The team was happy. It gave them a lift. They'd busted their tails trying to get the cars done and get to races, so it was kind of a blessing because they got a chance to see some of their effort pay off. *George Follmer was talking to Jeremy Shaw*

PROFILE

California-based George Follmer was renowned as one of the most versatile drivers of his generation, winning races in Indycar, Formula A, sportscars, Can-Am, Trans-Am and the IROC series during the 1960s and '70s. He contested just one season of F1, with Shadow in 1973, scoring points in each of his first two starts. Other career highlights include a NASCAR pole and a podium finish at Le Mans during a one-off return in 1986 aboard a Joest Racing Porsche 956.



NEXT WEEK F1's Monaco street fight
Plus: the Indianapolis 500 and WRC Portugal

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is Britain's biggest and most high-profile motorsport racing competition, where some of the best drivers across the country come to battle it out on the circuit.

With the UK's top racing teams and manufacturers taking part, competition is intense both on and off the track.

It is pretty bold of a newly-established race team to launch itself straight into the competitive world of the BTCC – but the members of the new Infiniti Support Our Paras Racing team are more than up to the challenge.

The team, supported by TENA Men, will be competing with a pair of highly modified Infiniti Q50 race cars in the BTCC this year, driven by established racers Martin Donnelly and Derek Palmer. They are taking on former champions including Jason Plato, Matt Neal and Colin Turkington in 30 races across ten weekends at circuits all over the country.

With new cars and a lack of experience, the Infiniti Support Our Paras Racing squad has had a relatively

tough start to the season, but the team is learning fast and there's little doubt that it will soon start charging to the finish line of the BTCC grid.

After all, several members of the team have taken on far tougher opponents than Britain's best touring car drivers and teams.

Seven members of the team are ex-Paratroopers who were severely injured in the line of duty. They are integral members of the team running the two Q50s, and the Infiniti Support Our Paras Racing squad has a long-term aim to train and guide one of the paratroopers through the racing ranks and into the driver's seat.

The squad is also out to raise awareness and funds to help injured paratroopers and their families, with all profits made being donated to Support our Paras, the official charity of the Parachute Regiment.

The injured ex-Paratroopers who are part of the Infiniti Support Our Paras Racing team are showing their ability to take on whatever life throws at them and carry on successfully with their lives. In a similar way, team sponsor TENA Men is out to demonstrate that it's possible for every man to keep control and never let anything hold them back.

While it isn't often discussed, urine leakage is incredibly common amongst British men over the age of 40, with one in four experiencing it.

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TENA Men's commitment to showing men that they can keep control, whatever comes their way, is why it's sponsoring the Infiniti Support Our Paras Racing team in their quest to conquer the toughest challenge in British motorsport.

The injured ex-Paratroopers on the squad have already shown their incredible commitment in one field, and are out to do it again. The learning curve will be steep, but by keeping control, success on the track will not be far away.

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DUNBAR/LAT

IN THE ISSUE

A COUPLE OF YEARS AGO SIX-TIME

NASCAR Sprint Cup champion Jimmie Johnson took to Twitter to counter an accusation, made by former NFL quarterback Donovan McNabb, that racing drivers aren't athletic. Johnson posted: "The debate continues... Everyone is entitled to an opinion. #DriversAreAthletes".

That retort has always stuck with me. I bristle at the suggestion by the uninitiated that driving is easy. The likes of Johnson and 2009 Formula 1 world champion Jenson Button becoming triathletes has gone some way to showing that those at the top are incredibly serious about physical and mental preparation.

I use the word preparation because fitness is only a part of it. And as you'll read on page 8, a more wide-ranging approach is beginning to be embraced.

There's plenty of material in this issue to help you improve as a driver, but I'm already excited about the next one in August. Over the next three months our journey with Prodrive (page 17) will provide a fascinating insight into driver preparation, and we'll be recounting our findings and progress in the next issue.

Assuming I make it that far...

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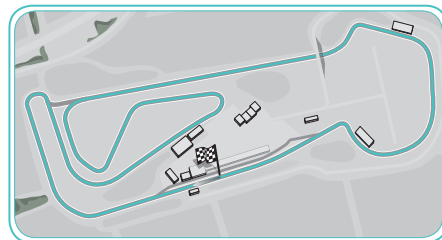
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COVER PICS: DUNBAR, EBREV/LAT



ROB WILSON'S MASTERCLASS

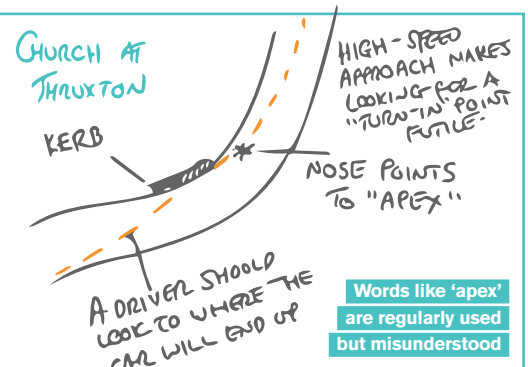
The world-renowned driver coach explains the trick to the right braking technique and why understanding your driving is key

Braking's not something that should be guessed at. There will be a point where people say, 'I just brake when I feel like it', but you should look for markers. Even if you feel you have simply braked when it 'felt right', you will have peripherally taken in some form of reference point, a different part of the grass colour or a kerb.

Having begun braking, transfer your view into what you're slowing down for, which is the slowest point of the corner and some distance further on. By doing that you can sometimes extend the straight for another three or four car lengths. Once you've got used to that, look at where the slowest point is (it's usually just before you turn in); that can encourage you to brake a bit later, rather than rigidly sticking to a braking point.

Due to the extra distance to the slowest point, you can almost get a slow-motion view. You'll build towards a later point and midway through that braking area you can start to think about decreasing the brake pressure, because you need to begin to turn the wheel. If the car isn't going to slow down enough, keep the wheel straight for longer. It makes a huge difference, and if you're fixing a mistake you can still get away with it. Otherwise you get locked-up, understeer and miss your apex.

After introducing the car to the brakes, in the first five per cent of the braking area you will notice how well the car is slowing down. This is followed by a



very subtle decrease in brake pressure, as you begin to turn the steering wheel. It is counter-intuitive, but when you've practised it enough it becomes normal. Then you wonder why everyone else doesn't do it!

IT'S ABOUT WEIGHT TRANSFER

You can have a reference on when to start turning, but I defy anyone to say it's a point. It's actually a weight-transfer area. You need to get into your mind 'this is where I need to begin transferring the weight of the car', not a turn-in point. You should be looking at where you're trying to get to, not where you're coming from.

If your initial steering is too great or too sudden, you can overload the front or rear tyre, you could find yourself requiring a bit of car control that will only

activate survival instincts at the next corner – or the same corner a lap later – and make you slower.

Just think going towards faster corners 'all I'm doing is driving down the motorway at 160mph and I can easily change lanes without spinning because I'll decide how fast I turn the steering wheel'. So you ease the steering and nothing untoward happens. Once the car's taken that little bit of load, you can put a little bit more in because it's already absorbing that change of direction. You're not shocking it.

For a corner like Church at Thruxton, there's a sort of point you start to turn the wheel, but look towards where you're trying to get to. At those speeds the 'point' is gone before you can register it.

Don't view it as a line, view it as a weight-transfer area, leading to a rotation, leading to you being able to take steering out of the car for the exit. Suddenly an 'early line' allows you to come out with a flatter car - one with less loading on the outside tyres. If you view it purely as a line, it won't.

HONING A KEY PHILOSOPHY

With all of these things we're drawing a map in the desert. You'll have reference points on the track but by and large it's best to have reference points within yourself - 'I will always move my body at this rate'. There's a value purely in the rate of weight transfer and that is measurable both with your hands and your feet.

All of this will reduce the number of mistakes you make. You don't 'run out of road' on the exit of the corner, because you drove the car to the exit. It didn't drive you. *You* locked up because you used the brake pedal incorrectly. *You* ran wide because of the way you decreased the brake pressure incorrectly.

By reducing mistakes your survival instincts don't kick in at the next corner, or at the same place the next lap. So you take this philosophy of 'one corner, the next corner, the next corner, and the next corner'.

Suddenly the lap is over and you wonder where everyone in your mirrors went. You're looking after your mental state, your car, and your tyres. And your career – because you'll be fast. ■



Right approach to braking zone is key

1 2 3 NAILING THE BRAKING ZONE MAKING THE PROCESS FEEL NATURAL



HIT THE BRAKES

Once you've worked out a point of braking that works for you, you can start pushing that spot closer and closer to the corner



RELEASE THE PRESSURE

You'll know almost immediately if your deceleration is good or bad, and as you approach the slowest part decrease the brake pressure



BEGIN TO TURN

As you bring your foot off the brakes, you can start to turn the wheel. You shouldn't be steering if you are still under heavy braking



OVERSTEER
 PUSH
 TRACTION
 UNDERSTEER
 ROTATION
 APEX
 GEOMETRY

SPEAKING THE RIGHT LANGUAGE

When you're a reliable driver and communicate something to the engineer it will have relevance.

If we're coming in to report on a car's characteristic, it's important to be able to identify which part of the corner a problem is cropping up in and then clear up whether it's an aero thing or mechanical.

On a non-aero corner, for example, you might say, 'The car turns in a little too well, then it's going into a little bit of understeer mid-corner, and then I've got oversteer coming out'. You could probably get that line up and down the pitlane at pretty much every meeting.

Try to fix one problem at a time and always go for the biggest problem. You'll often find the smaller problems go away when you've fixed that. And always make a relatively big change to fix that big problem. So you're not always guessing, 'Oh I think it's a bit better but I'm not really sure'. You'll say, 'Yeah, it fixed it so well it's now doing the opposite'. Then you can come back halfway on it. You'll know for sure, and you're not saying, 'Yes, it's nearly right, nearly right, nearly right'. If the change is big enough then you give yourself a clue and know on the first flying lap.

If a driver isn't particularly trained, the engineer or whoever is looking at the data needs to be looking for the driver's rates of input. This oversteer that he's got, is that because there's too huge a steering input? Has he just decreased the brakes at some fluke level which decreased any under-rotation of the inside front wheel, so he's got massive front-end grip which he then thinks is a problem at the back of the car?

You need to X-ray into these things, which is why I always like to have an engineer with me, if I can, as we're training drivers. It helps to develop additional language between the two: 'I decreased the brake pressure a bit suddenly, or not enough, or my steering input was too big or too little. I went for a later turn for a good geometric apex, but the later I turned the sharper I went, and the sharper I went the more I asked of the car'.

One needs to be able to break this stuff down. Once the driver and the engineer have felt what they are doing, together, they can speak each other's language.

PICS: XPB IMAGES, ETHERINGTON/LAT

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ALEX LYNN INSIDE LINE

The Williams F1 protege and GP2 race winner on how he approaches a race weekend and why there are always ways to improve

Preparation is undervalued in motor racing. When I started out in Formula Renault five years ago, like many drivers I relied on my talent, but that only gets you so far. The higher you climb, the more you need to work on every area, round off every edge to become as complete as you can. We are all human, and you always know which area of your game is likely to go askew first, so you have to focus more and more on the weaknesses.

Preparation for the next GP2 round starts soon after the last has finished. Once the dust has settled at the track, we have a quick team chat and are given track information and video to look at. Between races, I'll spend two days with my DAMS team digging into the fine detail of the coming weekend. That covers strategy, how to drive the circuit, what the car's going to be like, what our competitors will be doing – everything.

This is the key to a good performance. You need a clear plan and for yourself, your engineer and the team

you'll trust this person no matter what they say. But it also requires trust the other way. Sometimes an engineer will look at the data and say that the driver has created the problem. But if a driver asks for a change because it's something they need to go quicker, it is sometimes down to the engineer to trust the driver. Trust and honesty is at the heart of a successful driver/engineer combination.

I also try to spend a day with my driver coach, Rob Wilson, before every race. There are so many untapped areas of performance that can be worked on. But it needs the driver to buy into it for it to work.

You must become a lover of the craft of driving. It's no different to seeing Lionel Messi kick a football and asking how he does it. Well, he doesn't just wake up and do it. I recently saw an advert he was on and the quote was, 'I trained for 18 years to become an overnight sensation'. It's the same in racing. Yes, there's natural talent, but how you develop it is in your hands.

Motorsport today is very digital. But you can't analyse in data what the driver feels and how they react to that

"You must become a lover of the craft of driving. It's no different to seeing Lionel Messi kick a football and asking how he does it. Yes, there's natural talent but how you develop it is in your hands"

to be on the same wavelength. I go into a weekend knowing how I want to drive because if you're always reacting to what's happening, you are already behind.

You need to identify the key element to each corner because applying that is much easier once you understand it. Exactly what that is varies. Let's take Barcelona as an example. You might consider the way you approach the last sector. Are you saving the tyre in the first two sectors and then using it to the maximum in the last sector? You need to know that from the start.

It's so difficult to achieve the perfect lap and the key is to have already mentally rehearsed it, whether that's in the simulator, visualisation or in the data. That makes it easier to reproduce in the heat of the moment.

We spend a lot of time staring at data on-screen. We're racing at Monaco this weekend; DAMS had a great weekend there in 2014, so how are they going to help me achieve the same result as Jolyon Palmer? And what must I do to have the best chance of doing that?

If things do start to go wrong, it's easier to adapt if you have that structure to fall back on. Stay true to the plan and, in normal circumstances, you will come back. That's the key to a weekend not spiralling out of control.

The relationship with the engineer is vital. There are always one or two key moments, probably on the first race weekend because it's in the heat of battle, that you really get to know someone. The engineer might make a set-up call that you don't agree with. If it goes right,

feeling. Rob takes driving back to basics. I have sometimes been guilty of being too digital with my driving, but Rob is the first to spot if you've lost your technique. By digital, I mean that today everything has to have a yes or no answer – is this a way of driving faster? But sometimes the answer isn't as simple as that. Rob is a master of translating the digital data into a fluid feeling the driver can relate to.

Say you aren't being sympathetic enough with the car; it won't do what you want if you are too aggressive and driving too digitally. Rob works on that craft and provides a bridge between the data analysis off-track and the driver feeling on it. There are so many nuances that go into making a successful driver. Obviously, Rob can't create something from nothing – you have to have the natural ability – but he can help a driver enormously.

Everything comes down to practice, preparation and using every tool to improve. ■



CAREER HIGHLIGHTS

- 2015** 5th in GP2 (ongoing), 1 win
Williams F1 development driver
- 2014** GP3 champion, 3 wins
F1 test with Lotus
Red Bull junior
- 2013** 3rd in European F3, 3 wins
Macau Grand Prix winner
2nd in F3 Masters
2nd in Toyota Racing Series
- 2012** 4th in British F3, 1 win
3rd in Macau Grand Prix
- 2011** Formula Renault UK champion, 12 wins
- 2010** 10th in Formula Renault UK



Lynn highlights include Macau win



FAIL TO PREPARE... PREPARE TO FAIL

Driver fitness is becoming ever more important in motorsport. Prodrive's Driver Performance trainer **JOHN CAMILLERI** explains exactly what's involved in helping a racing driver reach the top of their game, and why there's no one-size-fits-all approach

A driver should be able to tell from their performance if they are fit enough to deal with the demands of their racing environment. They aren't trying to look great on a beach – they are trying to race to the best of their ability and cope with the resulting physical demands.

Opinions are changing, but there's still quite a strong divide regarding the perception of the importance of physical fitness. There are a lot of very experienced drivers out there who are exceptionally talented but have never really spent too much of their time in physical preparation, or who even think it's not a hugely important thing. But they have serious natural talent, whereas others might not be the best in the world but they are trying to control every element of their preparation. Lots of team managers are the same. I think there has been a positive change in attitude in recent years, but there are still more steps to take.

For racing drivers, you need to provide specific guidance and structure to their training that meets their needs. There are so many popular sports training

dp HOW PRODRIVE PINPOINTS THE PHYSIOLOGY

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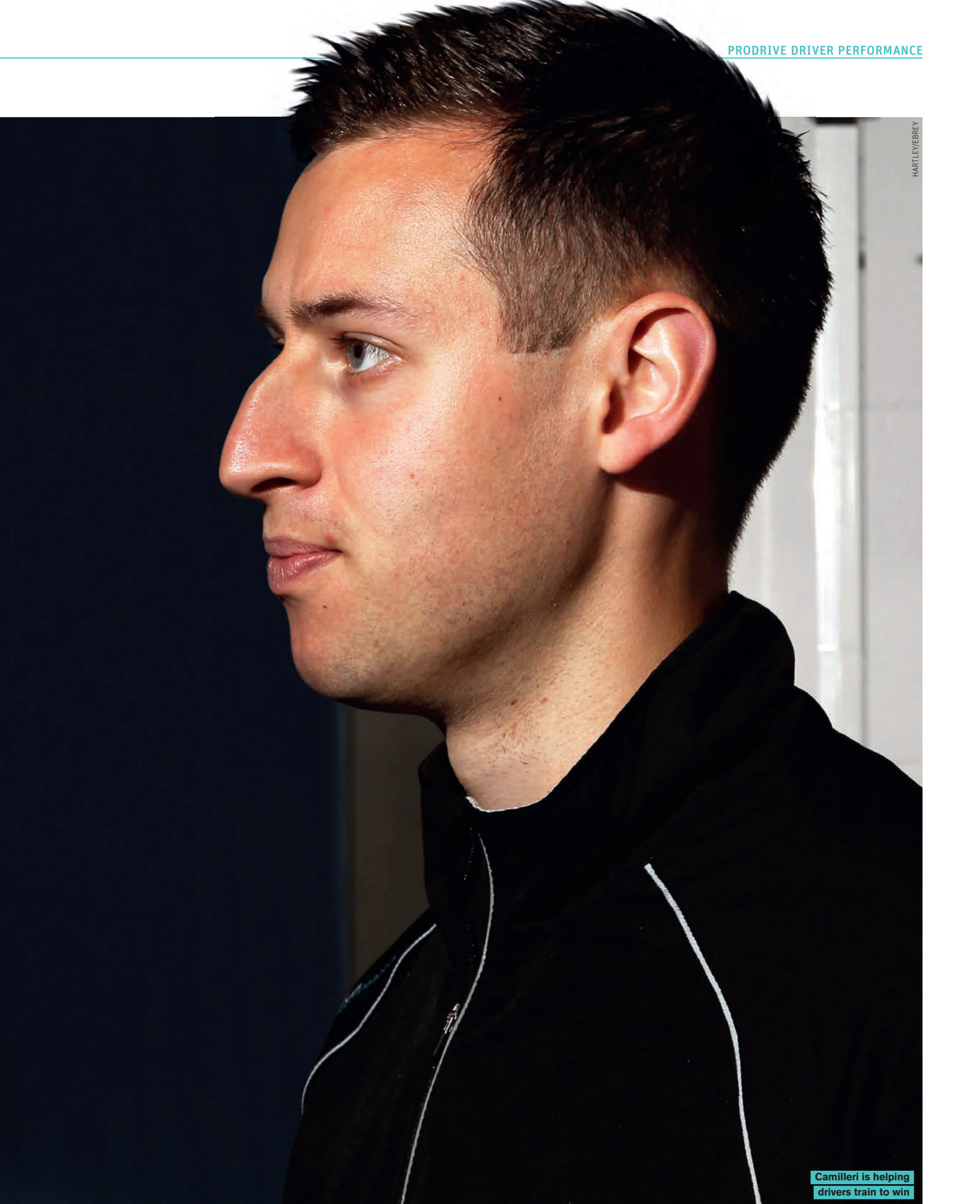
MONITORING THE FOLLOWING PARAMETERS IN THE CAR:

- Average heart rate
- Maximum heart rate
- Energy expenditure during a stint
- Projected recovery time
- Breathing rate in real time
- Core body temperature
- G-forces on the driver

formats: some are relevant and very beneficial to racing drivers; others are not. A driver needs to be doing the right type of training with a specific prescription, shall we say, taking into account travel and all kinds of other factors. They can't train at 100% capacity all through the year, so you need to structure the intensity of the training and manage recovery accordingly.

A driver needs to be fitter than 'fit enough to race'. It's a bit like a boxer training for 14 or 15 rounds, knowing they'll only do a maximum of 12. That approach makes sense – if a driver at Le Mans knows they might be in the car for three hours at a time, they will need to train above that level for other races. That's why cycling and running are so popular with drivers – they provide a basis for comparison with the physical exertion and stamina they are going to need in the car.

I wouldn't like to speak for how other fitness providers approach their training, but from my point of view I try to be flexible and adapt to the individual driver, their fitness goals and the format of racing they are undertaking. A Formula 1 driver would train entirely differently, or significantly differently, to an endurance racer in a GT car. There are so many factors ►



Camilleri is helping
drivers train to win

THE TESTS

Some of the key Prodrive Driver Performance assessment tests

► you have to consider. In a single-seater, for instance, the seat is set up specifically for that individual and ergonomically the driver is in a very comfortable position.

In contrast, there are loads of compromises that have to be made in endurance racing, so the physicality of that is entirely different.

Any driver needs some fundamental strength – so a good aerobic plan and core strength are universally important. But, for me, the type of training you undergo has got to be relevant to the type of car you are driving and the type of racing you are doing. For instance, a single-seater driver requires good neck and shoulder strength to deal with the higher G-forces. An endurance racer, on the other hand, needs more core strength, hip-flex and strength around the lower body to help with good stability, as they're not being hugged so much by the seat.

Just undertaking one standalone fitness test at the start of the season is not going to be comprehensive enough for a professional driver, so the advantage of what we do is that we can perform multiple tests on a driver throughout the year, and then monitor their progress as the season continues. We use the data we collect to analyse all the different aspects of their performance that we need to control, and then adapt their programme – including their training, sports therapy or nutrition, for example – to try to tie everything in to meeting the driver's fitness objectives.

We tend to measure general health parameters, such as resting heart rate, blood pressure, lung function analysis, body composition analysis, body flexibility, core strength, aerobics capacity, cholesterol levels and blood glucose levels. I then relate all that information to the driver's motorsport performance to develop a programme that can benefit them. On occasion, there are other tests we undertake – for instance, agility tests, maximum press-ups or squat tests – if we're working with a single-seater driver who needs to cope with higher G-forces and greater vertical loads on the spine.

However, you can spend a lot of money on equipment for a lab-based fitness facility – as we have – but unless drivers are attending the facility frequently, it is not possible to gather quantifiable fitness data over an extended period of time.

So we have also focused on providing an outreach service for drivers – if they ►



RESTING HEART RATE

Typical values of resting heart rate are anywhere between 50 and 80 beats per minute. Fitter individuals tend to have a lower resting heart rate because the heart is a muscle like any other. If you train it, it's going to get bigger and stronger and more efficient at its job.

BLOOD PRESSURE

There are two different types of blood pressure: systolic and diastolic. Systolic blood pressure is injection pressure – how forcefully the heart is having to contract to circulate blood around your body – but that's quite variable, as physical exertion causes the heart to work harder. You would expect to see an increase in a driver's systolic blood pressure when racing. Monitoring a driver's diastolic blood pressure is perhaps a bit more important. This is the pressure in the heart during the relaxation phase as the heart starts to fill with blood. Irrespective of what you're doing, the filling time and filling pressure for the heart should always remain constant.



RESPIRATORY FUNCTION

We looked at overall lung capacity and the efficiency and power of the lungs. So, in most racing, you need to be a good all-rounder. You need to have a good lung capacity, and you need to have good lung efficiency and oxygen delivery to be able to work at a level of physical intensity for a long duration. You also need good lung power. Power is perhaps a little bit more relevant and important for drivers in single-seater formats that have a relatively short duration but very high physical intensity. Endurance racers need a good balance between the two.

AEROBIC CAPACITY

Having a good level of aerobic endurance or capacity is important, irrespective of the type of racing you're doing. It's one of the fundamental tests across all genres of motorsport and having a good base is crucial.



This is body fat percentage level. It was quite a hot topic in Formula 1, especially early last season. With my experience of working with drivers, sometimes having too low a body fat percentage can actually cause complications in the car. We found the optimum body fat percentage for endurance racers is anywhere between about 12 and 16%. Whereas sprint racing – in the single-seater formats – involves very high intensity exercise for a short duration, so a lower body fat percentage is better. Excessive body fat can increase the risks of heart disease, high blood pressure, diabetes, joint problems and other medical conditions.



CARDIOVASCULAR

RESPIRATORY

BODY COMPOSITION

HYDRATION



Irrespective of the race format, the level of hydration is crucial for many reasons. Firstly, it helps regulate your blood pressure more effectively and keep it more consistent, and therefore your cognitive processing – your ability to process information and react quickly – will definitely be affected by your level of hydration. This is fundamental. Also, you're racing in different countries around the world where there may be very high ambient or cockpit temperatures. A driver's hydration preparation therefore needs to start a fortnight before the race weekend. The government guidelines on water intake recommend at least two litres of water per day, but, in reality, as an active person, you need to be taking on significantly more than that, especially in the race week.

CORE STRENGTH



Protecting the driver's lower back and dealing with the ergonomics of the seat position in a racing car are very important. The test we did for core strength was a side plank test, testing the strength and endurance of the oblique muscles, which a racing driver relies on to deal with lateral loads. These muscles are important in maintaining the position of the trunk when the body copes with lateral G. The other point to note with the side plank exercise is that it tests the stability of your shoulder, which is also relevant in a motorsport environment, especially if you're having to hold a racing position for a long period.



FLEXIBILITY



We measured the flexibility of the hamstrings – the big muscles on the back of your legs, which have a direct, knock-on effect on your hip alignment. If your hamstrings are quite short or quite tight, they tend to move your pelvis backwards and the muscles in the lower back have to overcompensate to stabilise your lower back and hips. That can cause lower back pain. So ensuring a racing driver's training includes flexibility is really important for reducing the risk of injury in the car.



CHOLESTEROL



We looked at total cholesterol, the good and bad fats in the body and the relationship of both to each other. Fat has a very important role in the body. It protects your vital organs, it keeps you warm, it's used as an energy source and it's particularly crucial for the transport of certain vitamins and minerals around the body. That's why it's very important not to upset the balance as that can lead to complications. Blood glucose is also measured within this test, but none of the subjects were diabetic so it was not a crucial variable this time.



DON'T BE THE WEAK LINK!

When huge sums of money are spent on the engineering of your car to shave lap-times by fractions of seconds, it is vital that the driver is also performing at their optimum level.

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At Prodrive we have been running driver performance programmes for over a decade for some of the world's top race and rally drivers. Each programme is tailored to the specific needs of the driver, and crucially the physical and mental demands put on them during an event.

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prodrive



Training is tailored to each individual

▶ are not able to come to us to train, we go to them to make sure they get the regularity they need. Historically, we've trained drivers that have raced in a range of different disciplines, and we do train karters and single-seater drivers, but, at the moment, most of our customer base are GT and endurance drivers. So we attend events – Britcar, Spa WEC, Nurburgring 24 Hours – and provide controlled training programmes and sports therapy for them on-site.

Ultimately, though, there is an element of trust involved. I can tell a driver how to train, but they have to be disciplined with their training. If I'm only able to train

with them once a week, and they have to train four times a week, then there's a responsibility on them to stay motivated to do the training.

The psychological benefit to being fit is quite underrated, I would say. If you're having some sort of physical failure that's a distraction behind the wheel, then obviously that's going to be detrimental to your performance. But the psychological side will certainly play a role in your performance as well.

Our work is about trying to help a driver control everything they can so they feel as prepared as possible when they get in the car. ■

THE SIMULATOR

It's no secret that simulators are becoming more commonplace in motorsport. But the benefits go beyond improving driving skills

AUTOSPORT VIEW

SCOTT MITCHELL PERFORMANCE EDITOR

I've done plenty of karting at a decent level, and have a few days in Ginetta and tin-top machinery under my belt, but I'm a car-racing rookie. So if I used a simulator, there's an obvious gain in experience.

It was the physiological side of the sim that piqued my interest most. Hooking us up to the smart software provided by Biocom Technologies enabled us to monitor our vital signs, and it highlighted a few interesting areas – namely two of us holding our breath on the run towards Stowe at Silverstone; heart rates increased significantly during qualifying and one of us shifted his seating position on a hot lap.

This sort of thing is all relative. If I were driving a real two-litre Formula Renault, my heart rate wouldn't be 91 beats per minute. But it would increase at a similar rate under different circumstances. I'd probably hold my breath for longer, but I'd do it in the same place. And shifting around in the seat is commonplace.

The point here is that you can combine an understanding of your personal fitness requirements and areas of improvement with a form of 'testing' that isn't restricted to going to an actual track.

Base puts on various events, but it's not just for gaming kids – or drivers focusing on single-seaters. It's a serious operation, with a full-motion single-seater simulator opening later this year, and provides a variety of cars for a range of circuits.

We'll be returning to Base before our programme ends and I'm keen to identify a few physiological areas in which I can improve – not just tidying up my driving.



Base's sim monitors drivers' vital signs

DARREN TURNER AMR DRIVER AND BASE OWNER

People underestimate simulators. For instance, if a driver wants to do eight hours of sim time, we will generally say to them: "You do the afternoon, you stay overnight and then you do the next day, because eight full hours in the sim is tiring." Without a doubt, by the time they get to mid-afternoon, they're not getting the full benefit. Their brain is already switching off and they just can't keep the concentration up. For me, it's definitely more tiring training in a sim than in a real car.

Also, for less experienced drivers, if they are used to concentrating for a 20-minute club race and then go to driving in a race for an hour or two-hour stint, then that's a big difference in

terms of trying to concentrate without making a mistake. So if you can do two hours in a sim and rattle out 100 laps that are all really good, very close, very repetitive and obviously consistent, then that's great mental training.

It's not always wheel-to-wheel on the race track. Quite often, you can't even see your main competitor because they're on a different strategy – they're on a different part of the track and you're up against just a lap time, so you need to start back-to-back hot laps and making sure you're putting in the times, really fast but consistent. That's something you can practise in the sim.

If you want to put yourself through a driving experience and deal with high temperatures then you just run the sim hot – room hot, sim hot and everything else hot. It's a good tool just to put yourself through the sort of experience of working hard, concentrating hard and experiencing your body actually having to deal with the heat as well.

But if you're in a sim and trying to concentrate on set-up work and everything else, then you might just run the room cold, so you're not distracted by being a bit hot.



Sim benefits include mental skills training

ENDURANCE TRAINING

Aston Martin's World Endurance race winner **FERNANDO REES** on the necessary torture of preparation

DESCRIBE A TYPICAL WEEK OF TRAINING IN BRAZIL?

I always train four times a week. I do two sessions in each day, four times a week. Four are just gym training and four just pure cardio – one day running, one day on the bike, things like that. I try to keep it like that.

HOW DISCIPLINED DO YOU HAVE TO BE?

I can't slack at all in Brazil. When it's time to train, it's time to train. When I'm travelling I kind of map hotels around the world where I know there are good gyms, that solves most of the problem. I have a training programme I do with my personal trainer in Brazil but when I travel to the races I do something much lighter in the week prior to the races to avoid injury, and to maintain the level instead of going a step further.

SO HOW DO YOU KEEP ON TRACK?

I find that your motivation must be clear in your mind, otherwise you will end up skipping it sometimes. You can easily find better things to do! Knowing it's better than staying in a bed a little longer is important. Having a routine and easy access to everything you need is important. I have my office, my home and gym all within two kilometres.

Also having a personal trainer helps, because if he thinks you're going to skip it, he comes in and makes sure you don't! These things help. But you've got to have the focus of why you're doing it, to go through that voluntary torture every day.



WHAT'S THE DIFFERENCE BETWEEN BEING FIT AND BEING PREPARED?

I found some drivers who are very fit and train every day – doing a level beyond 99% of what racecar drivers do – can get much more tired than an average guy inside a racecar. The last half an hour before you get in the car is very important. In my case I need to do something to get my heart beating quicker before I jump in.

My focus is more improved when my heart rate is a bit higher, so I must get in the car without having rested or just having sat around. I do a bit of jogging and boxing before, working on getting the heart-rate up to 130/140bpm.

I do a lot of stretching as well, especially my shoulders and back. Things like that really help; I jump inside the car and feel I'm already in tune with it. It just flows naturally, I don't feel any kind of anxiety.



WARM-UP AND STRETCHING

Stretching prior to stints is beneficial for racing drivers because it improves the elasticity of the muscle fibres, which reduces risk of injury by improving the body's functional movement.

The rounded position of racing seats can force drivers into poor posture by rounding the shoulders. Stretching through the chest (image 1) can help provide postural balance and reduce the likelihood of a driver developing shoulder pain through exertion.

Hip function and positioning can be determined by the flexibility of the gluteal muscles (image 2) and hamstrings (image 3). If the driver's hip position is out of balance, this may result in lower-back pain because the muscles are forced to over-compensate to provide hip stability.

The muscle bias experienced by racing drivers depends on the type of car they are racing.

For example, single-seater cars with high downforce will produce more significant pressure on the muscles of the neck and shoulders than a closed-cockpit GT car.

However, the ergonomic position in a single-seater car is constructed around the individual's specific requirements.

The nature of GT racing – having to make a compromise on seat position to accommodate other drivers – means that the muscle bias is focused more on the core, hip flexors (image 4) and leg muscles for providing stability, especially when dealing with lateral g-forces.

For these reasons, drivers should follow individually specific stretching routines prior to each stint, focusing on the relevant muscle groups for the car they are driving.

Prodrive's John Camilleri

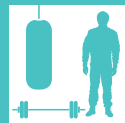


HAVE YOU ALWAYS BELIEVED IN A SPORTS SCIENCE PHILOSOPHY?

I know that drivers react in different ways, and different bodies have different responses to stimuli. It's really important to get a good reading about yourself but also have a professional who can achieve what helps and what doesn't.

It takes some time to find a right balance in the end. I wouldn't say I believe 100 per cent what is written or said. You have to ask the right questions to get the right answers. You know when you're feeling good or you're feeling bad, I don't think you can come up with a formula that if you apply it to any driver this is what works. There is some pressure in sports science to be a step ahead of others and sometimes it's misleading because you're looking for something that doesn't exist. ■

Fernando Rees
competes in
WEC for Aston
Martin Racing



THREE THINGS FOR THE EVERYMAN

You don't need weights to do a lot of things. There are so many exercises you can do just by the bed in your hotel. Once, I did some stuff with towels in a hotel room and put it around the doorknob and used it like a TRX. But there's always the risk of breaking the door down! There's no excuse not to do it all. If you don't it's because you chose not to. It's easy to do it...

1 A HANDY TRAVEL BUDDY MAKES A BIG DIFFERENCE

The TRX solved most of my problems. In any hotel room in the world you have a door and you can install the TRX at the top and you can exercise each part

of your body. I always travel with it. It's easy to carry and you can use it anywhere. I think I used it at every race last year.



2 GET THE BALL ROLLING WHEN YOU WORK OUT

Instead of using a bench I prefer gym balls because it forces my abs to keep working and balance my body. I like doing planks with the ball under my feet. It adds tension and you've got to focus so much more on your balance.



3 YOU CAN ALWAYS GO RUNNING

I prefer to run on the treadmill because I keep track of my data closely. But in most places you can find somewhere to run.





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June 21st	Daytona Milton Keynes - Cliff Circuit
July 19th	Rye House - Full Circuit
August 16th	Daytona Sandown Park - Alternate Circuit
September 20th	Clay Pigeon - Full Circuit
October 18th	Daytona Tamworth - Extended Circuit
November 15th	Daytona Milton Keynes - International



Daytona Motorsport would like to congratulate the podium finishers for Round Four:

Light Enduro	1st Tom Sibley	2nd Dom Whiting	3rd Tom Kempynck	Light Heats	1st Tom Golding	2nd Dom Whiting	3rd Richard Lacey
Inter Enduro	1st Joe Holmes	2nd Luke Cousins	3rd Ben Chapman	Inter Heats	1st Joe Holmes	2nd Joseph Ellis	3rd Luke Cousins
Heavy Enduro	1st James Griffith	2nd Rob Bennett	3rd Chris Carter	Heavy Heats	1st Chris Carter	2nd Rob Bennett	3rd Tomasz Zastowicz

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THRUXTON	13th/14th June
SPA FRANCORCHAMPS	26th to 28th June
DONINGTON PARK	4th/5th July
OULTON PARK	22nd August
SILVERSTONE GP	13th Sept
BRANDS HATCH	24th/25th October

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ANDREW HOWARD
THE BRITISH GT DRIVER

SENNAN FIELDING
THE MSA FORMULA DRIVER

SCOTT MITCHELL
THE PERFORMANCE EDITOR



THE PERFORMANCE PLAN

W

ith help from Prodrive and Base Performance Simulators, AUTOSPORT Performance is putting three drivers through bespoke fitness programmes to find out how crucial

preparation is to a driver's performance.

On Wednesday May 6, McLaren AUTOSPORT BRDC Award finalist and MSA Formula driver Sennan Fielding, 2013 British GT champion Andrew Howard and AUTOSPORT Performance editor (and amateur club racer) Scott Mitchell travelled to Base's Banbury HQ. Simulator assessments with Base and fitness testing from Prodrive's John Camilleri were used to create tailored training and nutrition programmes – with Aston Martin Racing driver Fernando Rees (see p14) providing a benchmark – which will be followed over the next three months.

A breakdown of both the process and the results will be revealed in August's issue of Performance. ■

THE SUBJECTS

SENNAN FIELDING

OCCUPATION/EXPERIENCE
MSA Formula driver and McLaren
AUTOSPORT BRDC Award finalist

PREVIOUS FITNESS
PROGRAMME
Gym

AGE 19
HEIGHT 176cm (69in)
WEIGHT 67.7kg (149lb 4oz)

SMOKER No
BODY FAT 11.6%
CHOLESTEROL 4.09 mmol/l
BLOOD PRESSURE 104/74

ANDREW HOWARD

OCCUPATION/EXPERIENCE
Beechdean ice cream magnate,
British GT driver and 2013 champion

PREVIOUS FITNESS
PROGRAMME
Works with a personal trainer

AGE 51
HEIGHT 182cm (72in)
WEIGHT 102.8kg (226lb 10oz)

SMOKER No
BODY FAT 27.1%
CHOLESTEROL 6.1 mmol/l
BLOOD PRESSURE 127/88

SCOTT MITCHELL

OCCUPATION/EXPERIENCE
AUTOSPORT Performance editor,
former karter, car-racing rookie

PREVIOUS FITNESS
PROGRAMME
Sporadic at best

AGE 22
HEIGHT 184cm (72in)
WEIGHT 95.8kg (211lb 3oz)

SMOKER No
BODY FAT 25.1%
CHOLESTEROL 3 mmol/l
BLOOD PRESSURE 120/78

ASSESSMENT SUMMARY	<ul style="list-style-type: none"> Excellent Good Average Poor 													
	BODY FAT % (result relative to age)	WATER RESULTS Percentage %	BLOOD PRESSURE (SYSTOLIC) mm Hg	BLOOD PRESSURE (DIASTOLIC) mm Hg	BLOOD PRESSURE OVERALL	HEART RATE RESTING bpm	STRAIGHT LEG RAISE degrees	GRIP STRENGTH kg	SIDE PLANK TEST seconds	FORCED VITAL CAPACITY litres/min	FORCED EXPIRATORY VOLUME litres/min	PEAK FLOW RATE litres/min	AEROBIC CAPACITY ml/kg/min	
FIELDING	11.6	53.6	104	74	Optimal	66	78	44.8	210	5.18	4.61	573	73.59	
HOWARD	27.1	53	127	88	Normal	58	100	55	135	4.61	2.82	558	35.27	
MITCHELL	25.1	37	120	78	Optimal	72	73	38.9	94	4.97	4.39	463	48.38	

PICS:HARTLEV/LAT

PRODUCT SHOWCASE

TRX



The TRX HOME Suspension Training Kit is the company's first system designed specifically for personal use at home.

TRX has provided in-class training equipment, programming and education to personal trainers, coaches and athletes for years, but this product has been developed specifically for customers.

It can be used to hone strength, flexibility, core stability and power.

Notable design features are foam handles for superior comfort, anchoring solutions for use inside or out and lightweight materials making it the perfect travel companion.

It comes with a set-up and user guide, door anchor, mesh carry bag, suspension anchor, quick-start workout cards and six video workouts.

For more information on TRX HOME visit trxtraining.com/uk.



WALERO

Walero brings you the most technologically advanced range of competition base layers, tailored for a superior fit, and with flat-lock seams and supersoft fabric for maximum comfort under race conditions.

Developed by NASA for off-world applications, Outlast fabric technology actively regulates body temperature despite changes in your environment, effectively reducing perspiration by 30 per cent.

Treated with Fantex anti-microbial agent, Walero next-to-skin base layers keep you fresher for longer. Walero racewear features the most advanced flame retardant, for protection and peace of mind.

The layers are now available in two colours, as shown above.



MUC-OFF

Not content with producing tyre-cleaning foam, Muc-Off has developed a new fitness range.

The amino acids in Muc-Off's formulas form the muscle's building blocks. The process starts with the body processing proteins, which enables the release of the amino acids, ensuring lactate accumulation is reduced and muscle recovery and growth is improved during and after sport.

Muc-Off is processing the purest amino acids in a product range that is applied directly onto skin, precisely where you need them, straight to the desired muscles, and a protective and breathable layer is formed on the surface of your skin.

This skin application system enables amino acids to be quickly absorbed, some helping with power, others with endurance and recovery.



SCIENCE IN SPORT

When you commit so much time, energy and determination to being the best you can be, you want a nutrition partner that truly understands endurance sport – one that you can trust to provide the best products and expert guidance.

With two decades of science behind them, Science in Sport's nutrition products are designed to help you train, perform and recover

more quickly. The SiS GO Energy range offers additional carbohydrates in a rapidly digestible format that is easy on the stomach and delivers energy quickly – energy drink powders, energy gels and energy bars. SiS REGO Rapid Recovery was the first complete sports nutrition recovery product, in drink and gel form, and there is a variety of accessories, too.



RACELOGIC

The VBOX Motorsport range of data loggers from Racelogic have assisted a legion of racing drivers in their quest for better lap times and greater consistency.

When looking for a higher performance level on track, many competitors will first look to the car to see what improvements can be made. But, more often than not, time and speed can be found by tuning the 'nut' behind the wheel rather than the car itself – and it is why a significant number of racing instructors now use a VBOX data logger as an integral part of their coaching.

"There are techniques that you can learn by yourself, but it will take years to do so; using the video and data massively shortcuts that process," says Rob Barff, GT racer and highly experienced driver coach. "Practice does make perfect with good coaching. But with the data interpretation we now get very detailed analysis on a lap-by-lap basis, leading to accelerated learning, regardless of experience."

TECHNOGYM



MYRUN TECHNOGYM is designed to offer you the ultimate running experience, personalised training programmes and running technique feedback – the first solution for running that is simple to use with your tablet and that will improve the way you walk and run forever.

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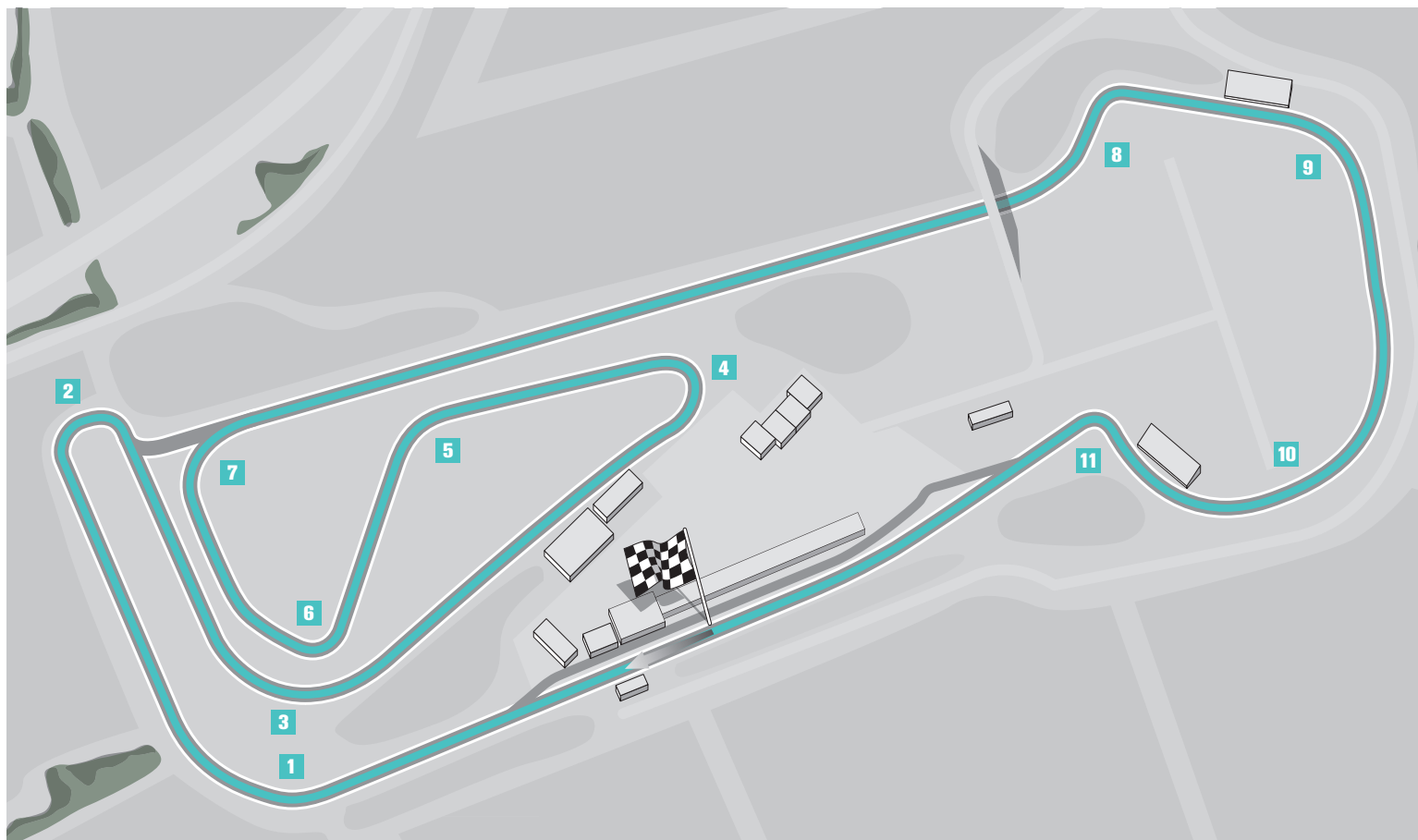
www.walero.uk





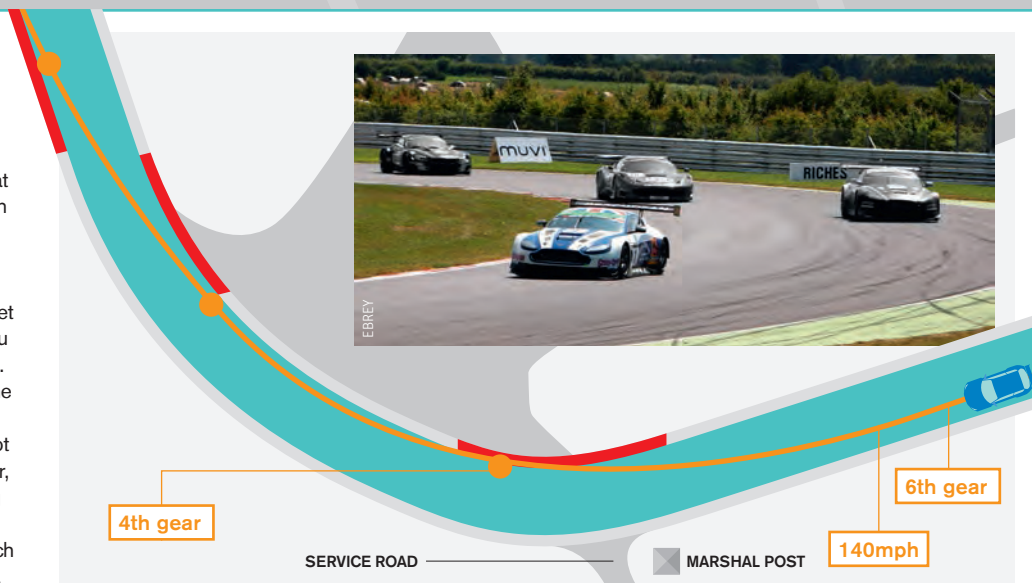
SNETTERTON 300 WITH JONNY ADAM

British GT ace **JONNY ADAM** explains the trick to nailing one of British racing's longest laps

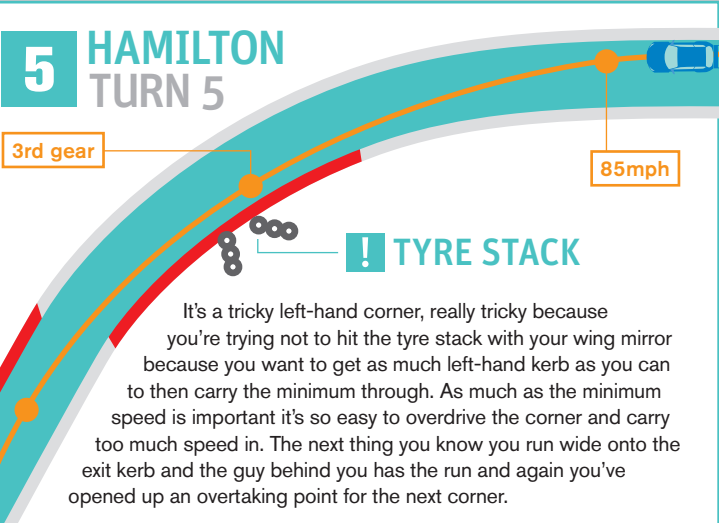
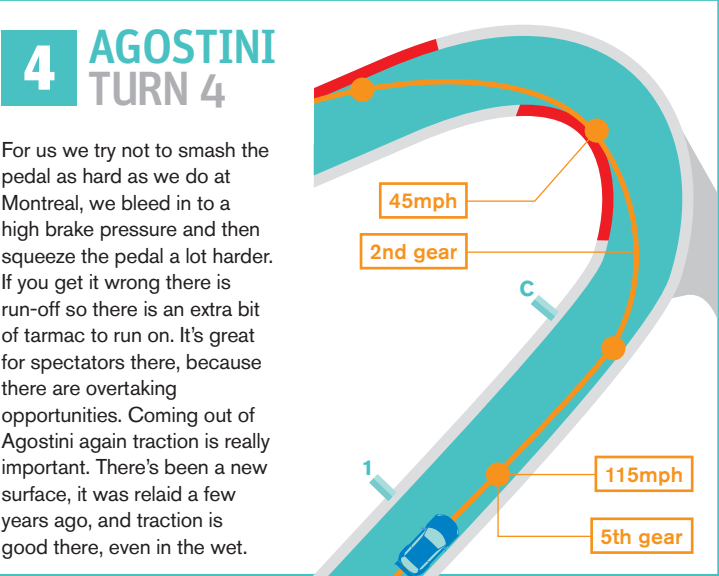
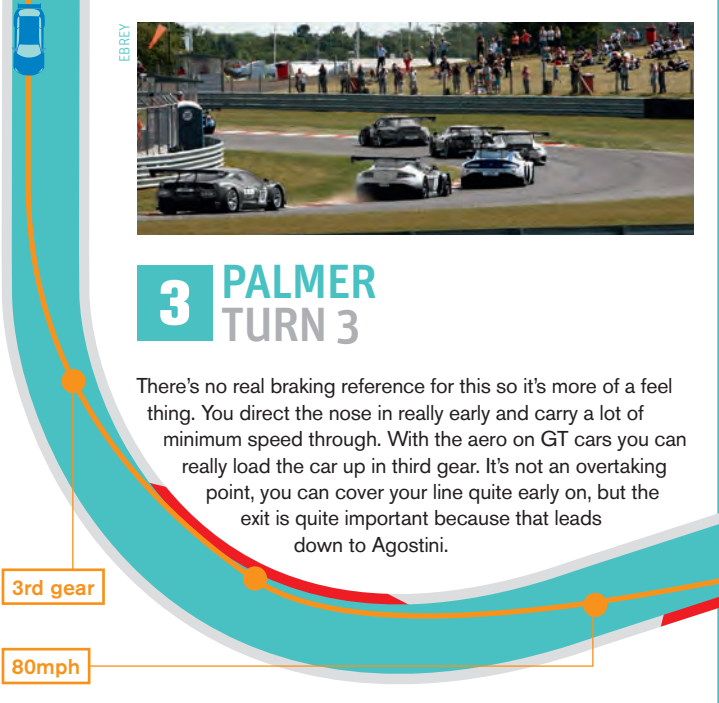


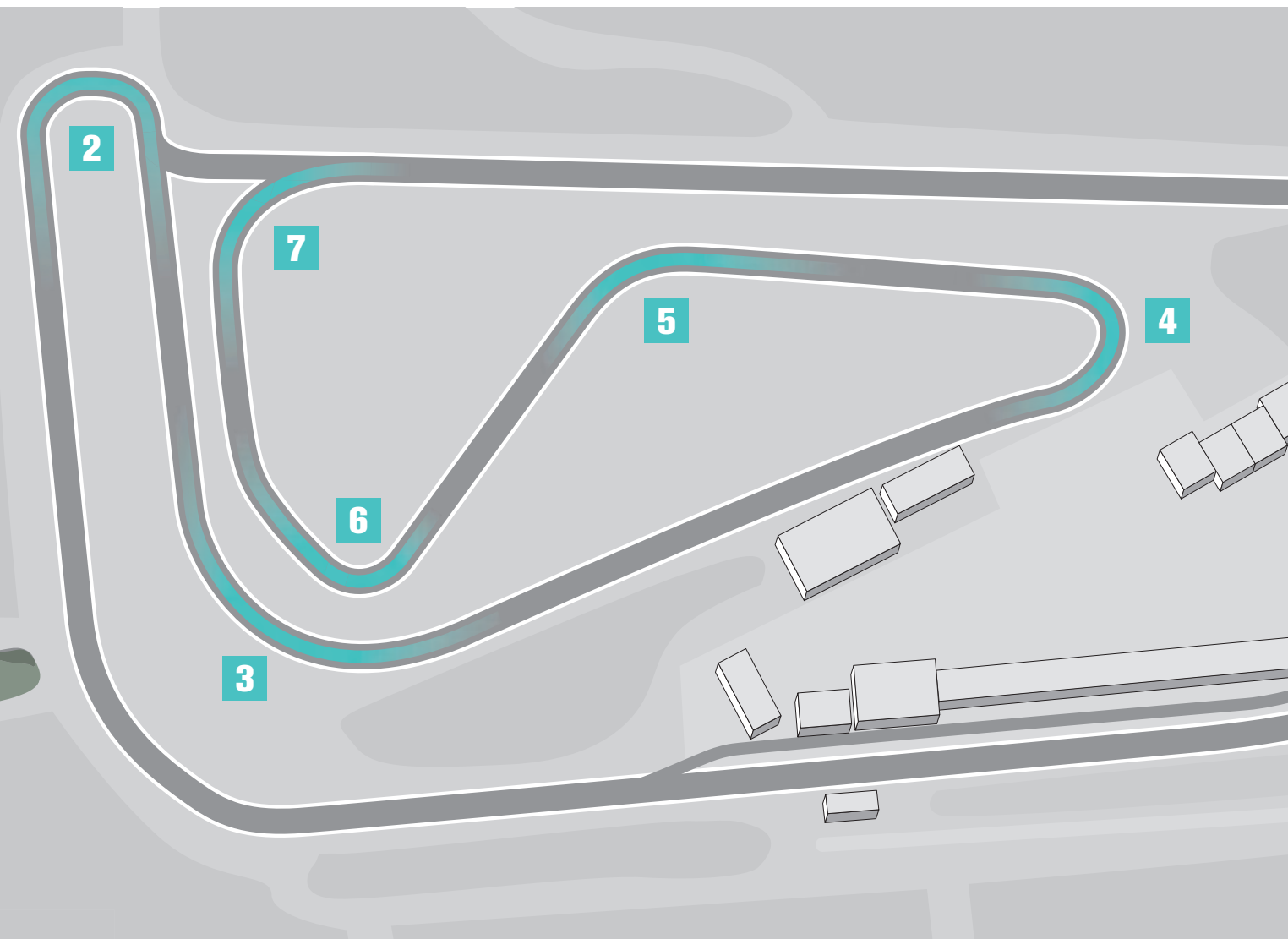
1 RICHES TURN 1

I do use boards when I'm braking but the big thing for the first corner is the solid white line that comes across the track. It's pretty much between the three and two board. A lot of people get this corner wrong because they attack the braking zone too hard. It's all about the preparation; it's getting down to the right minimum speed, then let the car roll into the right racing line. In the dry you pretty much go straight for the first kerb in effect. What that does is just put a bit of rotation into the rear of the car and allows you to get the lock off because if you miss that first kerb you've got a lot of steering lock on all the way through the corner, which will affect your exit and offer an overtaking opportunity for whoever is behind. So it's important not to attack the braking zone too much but at the same time carry the minimum through.



KEY CORNER

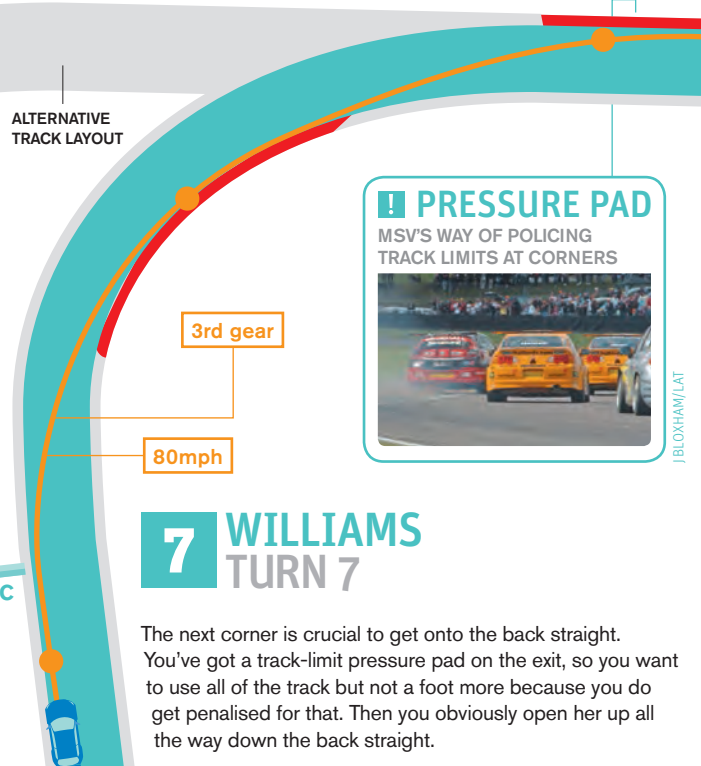




6 OGGIES TURN 6

This is a horrible stop-start right-hand corner, it's easy to carry too much in and get knackered on the way out. It's a second-gear corner on good tyres for us. There is a nasty lip when you go in and a lot of the time if you hit the bump under heavy brake pressure the fronts will lock and you'll go too deep into the corner so it's important to understand that and to modulate the brake pressure.

45mph 2nd gear



! PRESSURE PAD

MSV'S WAY OF POLICING TRACK LIMITS AT CORNERS



KEY CORNER

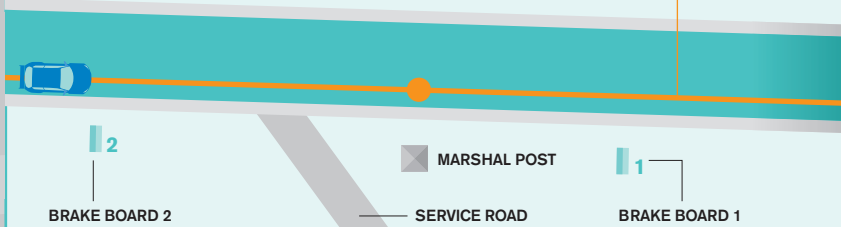
8 ESSES TURNS 8/9

Hold your breath as you go into the Esses. You're braking pretty much at the marshal post on the service road on the right-hand side as a reference. For us it's great because we have ABS, but in a front-wheel drive Clio it's tricky because you're braking and trying to carry the minimum speed; if you get it wrong you get massive oversteer. There's a lot of camber again – in the dry you can mount that left-hand kerb, in the wet you miss it. For the right, I've seen



people so often carry so much speed into the Esses. They look like a hero on the data but a villain on the way out because they've carried so much speed in and don't get the exit right. Again, there is a track-limit pressure pad on the exit.

150mph

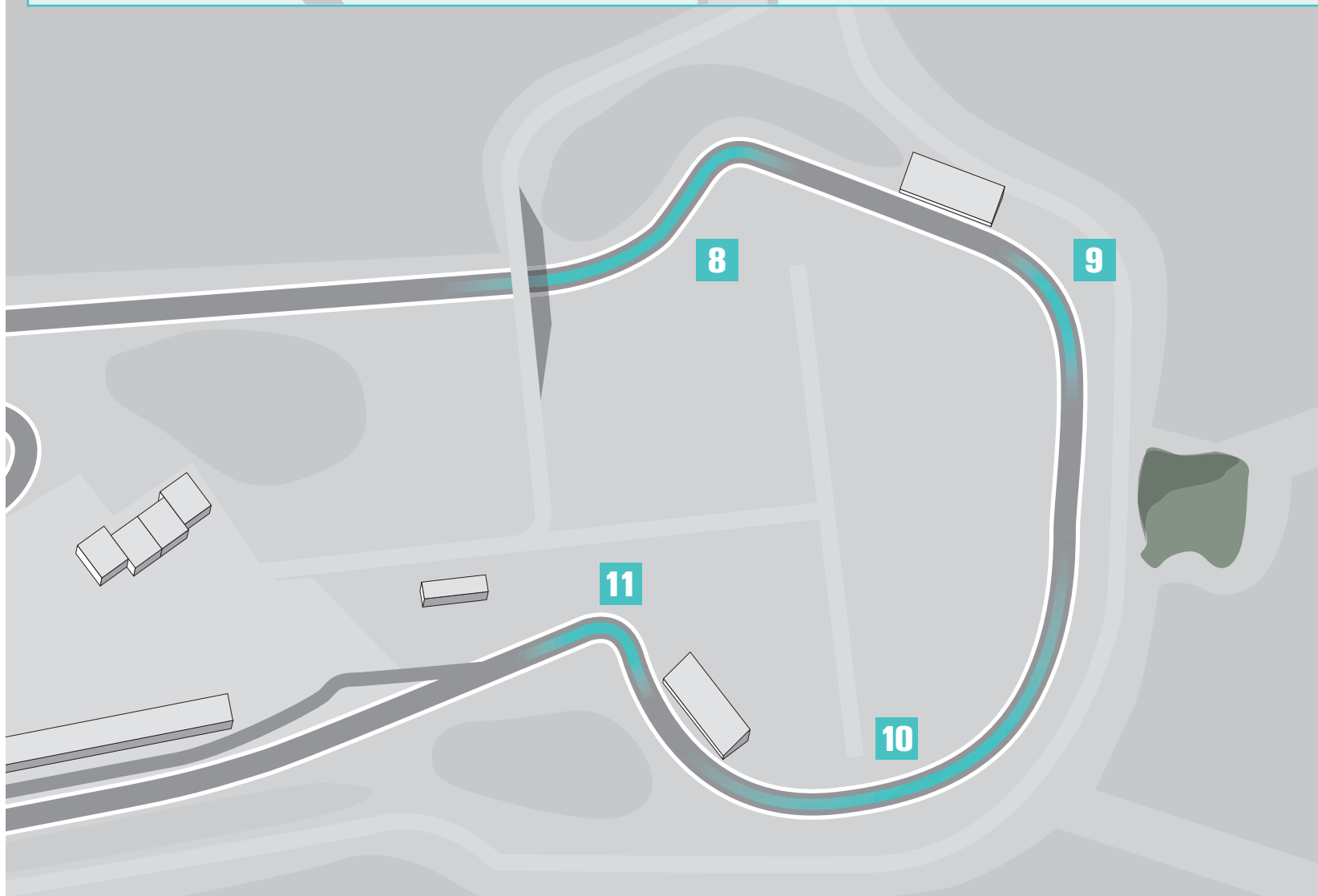
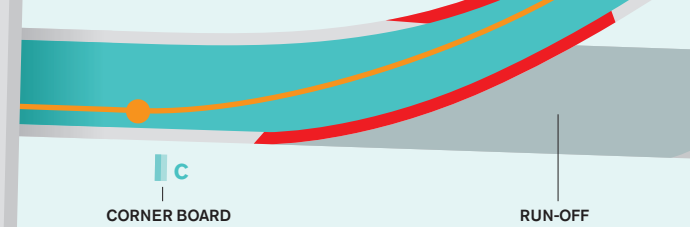


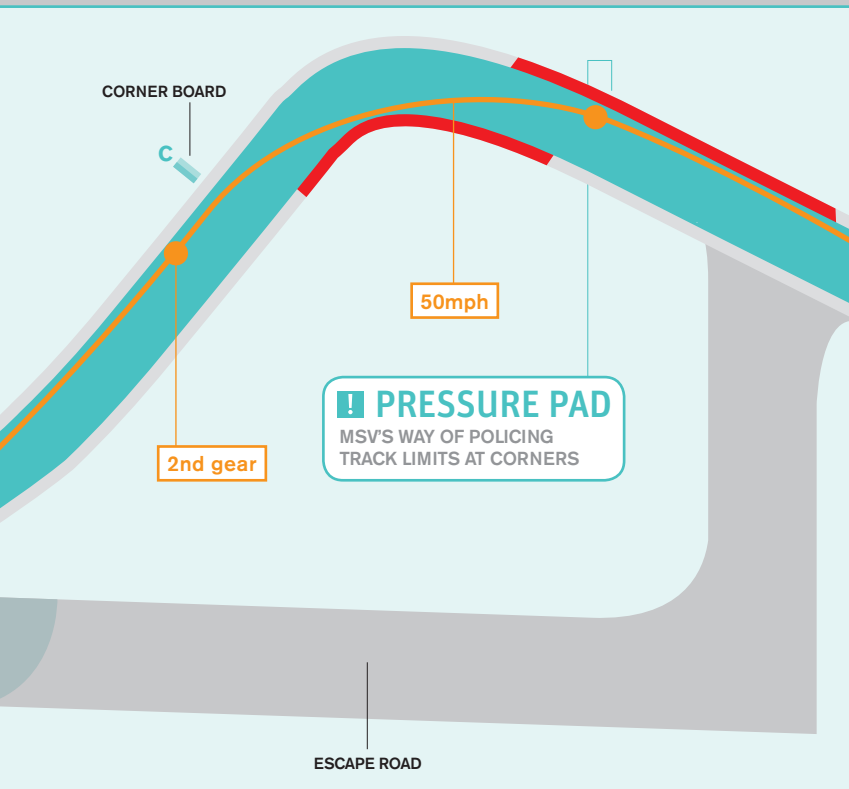
OVERTAKING HOTSPOT

You do have to be brave to go around the outside here and you do have to be fully committed and fully alongside to make that happen. The only problem is there is one line, so if you get off line and try to reposition the car, there's dust on the dry line, there's rubber on the racing line, and then there's obviously the non-racing line. I've seen people attempt that move, lose the rear and spin into somebody.

ACCESS BRIDGE

MARSHAL POST





DRAIN COVER

9 BOMB HOLE TURN 10

In a GT car it's a lift, just to keep the nose of the car in. There's a drain cover to aim for as a reference. You literally see that drain cover and drive over it. It's changed since the track was resurfaced, and the camber isn't as severe as it used to be, but it's still there and it's all about getting the exit out of Bomb Hole. You can actually carry good speed in but if you carry too much in you pop out of the compression too quickly so it's all about lifting in the correct position to get the exit. The circuit has done a great job improving the drainage so the wet line doesn't really alter much at all through the Esses or the Bomb Hole.



10 CORAM TURN 11

Coram is one of these corners where you can make or lose so much time. At the entry you carry as much speed as you physically can – you want to carry so much in that you're just in a high-speed-understeer state all the way through. You're causing the front-left tyre to squeal, but it's purely because we're loading up the front tyre so much all the way through there. In the wet you do have to watch out for all the standing water on the way into Coram, so you do have to pick your line carefully.

110mph 4th gear

KEY CORNER

11 CHICANE TURN 12

After Coram, the chicane is all about positioning. It's so important to get the car positioned for the left because you're so fast into it you may lose a lot of time coming out because you've nearly run off the road. There's a lot of understeer in the car, so you have to be patient in that second phase of the braking point. Then it's back onto the start-finish straight, hugging the wall as tight as you can, trimming as much off the track as possible.



OVERTAKING TROUBLE SPOT

For most of the lap it's hard to overtake and the chicane is not an overtaking point. You can catch people who are sleeping going deep to get the exit, but it's a risky manoeuvre because if they don't see you it could be wheel-to-wheel contact and the end of your race.

10 THINGS TO KNOW ABOUT TRACKDAYS

Endurance ace and trackday guru **CALUM LOCKIE's** tips for new and experienced drivers

10 THE BEST WAY INTO MOTORSPORT

Previously, the base of the motorsport pyramid had been club racing. Now I think trackdays are the foundation. Inevitably, there is an expense there but if you want to do it and choose the right car you can have a whole load of fun.

9 BREAKING DOWN A BARRIER

What trackdays do is remove the perceived great wall of inaccessibility of motorsport. You can just use the car you drive on the road - up to a point. If you haven't got a suitable car, but have got a bit of money, you can hire a car and have a great experience on some of the most hallowed asphalt in the world.



8 NO SWEAT FOR NOVICES

You can request familiarisation at the beginning of the day. An instructor jumps in and goes round for a few laps to make sure you are comfortable enough to go on your own. If you're not, you can have more tuition. It's as simple as that.



5 MAKE IT WORK FOR YOU

There is a technique called whole-part-whole. 'Whole' is when you're really going for it, learning the whole lap. 'Part' is where you concentrate on one or two corners. That technique is very relevant on trackdays. You might come up behind a couple of cars and it takes five corners before you get going again. If your focus is on the corners you can go through at full pace, learn them individually or in segments, and thereby put the whole lap together.



6 TRACKDAYS AREN'T TEST DAYS

You have to have a different attitude to learning. One has to switch one's go-for-the-limit racing brain off a bit: overtake on the left, not in the corners, and be considerate of novices or people not going quickly. It isn't a test day. As long as you recognise the difference it will be fine. You don't have to limit the car, just the driving.

7 PERFECT FOR PREPARATION

The beauty of it is you go to a trackday and there is no pressure. My experience with Gold Track is that we get a lot of current drivers coming along for what I call pre-event familiarisation. Some come in a road car, some come in a race car, some hire a car. It gets you in the groove before you even get to the race.

4 OPENING A NUMBER OF DOORS

There are probably a dozen routes one can take in beginner motorsport and have great fun. It's very subjective - if people have done a number of trackdays in a high-powered car they tend to feel comfortable at that sort of level. MX-5s attract a lot of people, because it is a relatively low level and the cars are inexpensive. Then there are lower classes of Britcar and GT Cup, the CSCC or 750MC.



1 OPEN TO ANYTHING

We regularly have MX-5s, old Minis, Peugeot 205s, and we've had Porsche 918 Hybrids, Porsche Carrera GTs, Ferrari 458s and Astons - just the whole gallop. We have a lot of stuff from GT Cup, Britcar and British GT. The race teams come for pre-event familiarisation or to dial the car in. And they are subject to the same rules as everyone else.



2 YOU GET A HEAP OF TRACK TIME

It's practice and inexpensive and there's seven hours of track time. Nobody uses all that time because how much time do you need to re-familiarise yourself with a track? You can certainly use three or four of those hours and that would put you in a very good position.

3 IT'S GREAT FOR TUITION

If you want to go racing and - like most - have limited funds, you want a mechanism for compressing your learning period and that's tuition. There's more to it than meets the eye; it's the law of diminishing returns. You go from needing to find five seconds to one second to a tenth. Driver coaching is the shortest route to being as good as you can.

Dragons Breath

A specialist pH neutral wheel cleaner.
It stinks but it's amazingly effective.

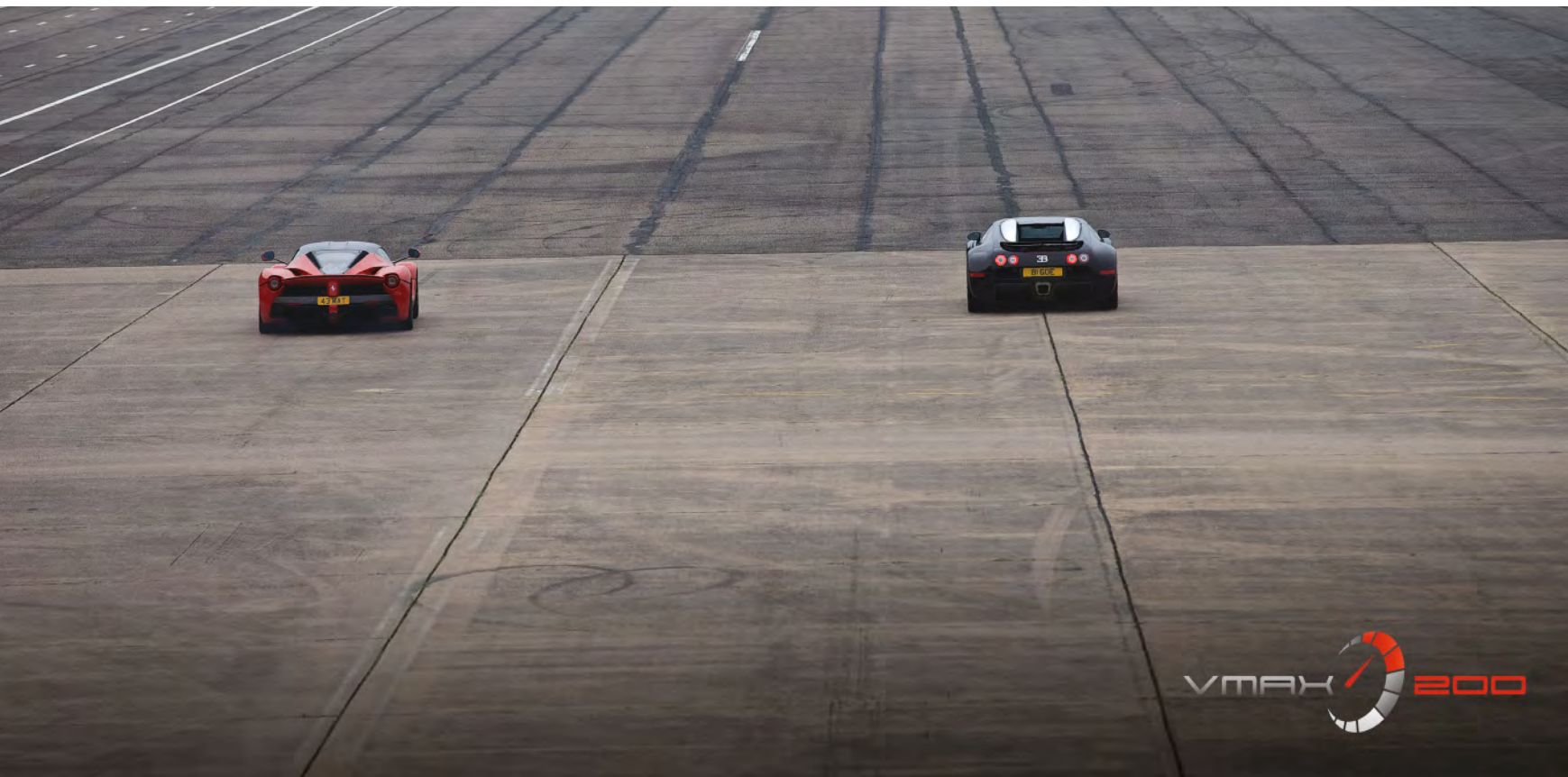
Cleaning chromed or polished wheels has always been difficult. Standard pH neutral products are unable to shift seated brake dust and acids and alkaline cleaners can damage your finish and make your new wheels look worn and tired. In comes Dragon's Breath; pH neutral wheel cleaning with a difference. Dragon's Breath causes a chemical reaction with baked on brake dust, infiltrating the contamination and changing its colour and state. Now water soluble, brake dust will rinse off freely from paint and metal finishes safely and effectively.



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We're giving away ten bottles of our highly acclaimed Dragon's Breath to you, dear AutoSport readers. All you have to do is name the testing facility pictured below. The first ten right answers will win 500ml of Dragons Breath absolutely free! To enter, send us your answer either via our contact us page on our website www.valetpro.eu or go to ValetPRO'S Facebook page and private message us your answer. Good luck.





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Congratulations from everyone at Öhlins to W Racing Team and Audi Sport for victory in the Nürburgring 24 hours race, plus Marc VDS and BMW Motorsport for finishing second and fourth.

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