

**SPANISH GRAND PRIX
16-PAGE REPORT INSIDE**

**THE RISE AND
FALL OF JORDAN**

**THE INDY 500'S
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ROSBERG & HAMILTON TOTAL WIPEOUT



VERSTAPPEN

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Verstappen's victory is great news for F1

THERE WAS AN ELEMENT OF GOOD FORTUNE TO MAX Verstappen's sensational maiden grand prix win. He was never going to beat the Mercedes drivers, but what he did do was turn in an unflappable performance under immense pressure that justified what some have criticised as hype, but which *Autosport* prefers to regard as recognition of a genuine talent.

Red Bull team boss Christian Horner drew comparisons with his previous young superstar, Sebastian Vettel. Watching Verstappen's first race with Red Bull evoked memories of being at Monza in 2008, when Vettel claimed an astonishing victory for Toro Rosso. Vettel, too, had long been earmarked for greatness.

The most positive aspect of Verstappen's win is how good it is for F1. Firstly, a sport will always benefit from having a young rising star to grab attention – even though in motorsport, fans seem to take longer to embrace such heroes than in other endeavours. Secondly, the elimination of the Mercedes drivers created a tense race, with four cars in the mix for victory.

This is a reminder that, for all the criticism of the rules (some of it very justified), what people really want is close competition. That's what we got with Ferrari versus Red Bull, and would have week in, week out if there were no Mercedes cars on the grid.

That's not to criticise Mercedes, which deserves its success. But it's a reminder that the blame also partly lies with other teams and manufacturers who just haven't done as good a job.



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Red Bull's new wunderkind

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)

TEE/LAT



FOM

CIRCUIT DE CATALUNYA
EL SEAT HONORABLE DE JOSE PUIG
PRESENTAT A GENERALITAT DE CATALUNYA
PER AQUEST CIRCUIT
MAY 19 2016



THE LONGER THIS GOES ON, THE MORE MAX VERSTAPPEN LOOKS SET TO become a phenomenon in Formula 1. If he continues to progress at this rate, he may come to dominate his sport in a similar fashion to the way Novak Djokovic rules tennis, Stephen Curry owns basketball, or Lionel Messi dazzles in football.

To take victory in the 2016 Spanish Grand Prix — 18-year-old Verstappen's 24th start in F1, just his 72nd race in a car of any kind, and becoming the youngest-ever winner of a grand prix and the first teenager to win in F1 — represents a remarkable achievement.

It further justified Red Bull's decision to take Verstappen straight from Formula 3 into F1 with Toro Rosso in 2015, and vindicated its next bold move to promote him to Red Bull Racing in place of Daniil Kvyat four races into this season, re-signing him to another multi-year contract in the process.

Verstappen came into the weekend talking about simply getting comfortable in the car and learning about his new team, but came away a first-time grand prix winner. As Red Bull boss Christian Horner said, this was "fairytale stuff".

But it was a fairytale made possible by a total nightmare for rival team Mercedes, which should have celebrated an easy one-two result in this race, but instead left with zero points after its drivers collided on the first lap.

Reigning world champion Lewis Hamilton, armed with a fresh MGU-H and turbo assembly on his W07, looked set to put the disappointments of Russia, China and Bahrain firmly behind him after securing his third pole position of the season in Spain.

He was in sublime form on Saturday and made a good start to

the race. But the run to Turn 1 is quite long at the Barcelona circuit, and Hamilton knew that Rosberg — who also made a decent start from the dirty side of the grid — would use the slipstream to attack.

Hamilton covered the inside, but that compromised his approach to the corner. Rosberg simply went the other way and swept boldly around Hamilton's outside to take the lead. But as they blasted up the hill and navigated the long right-hander at Turn 3, Rosberg realised there was a problem.

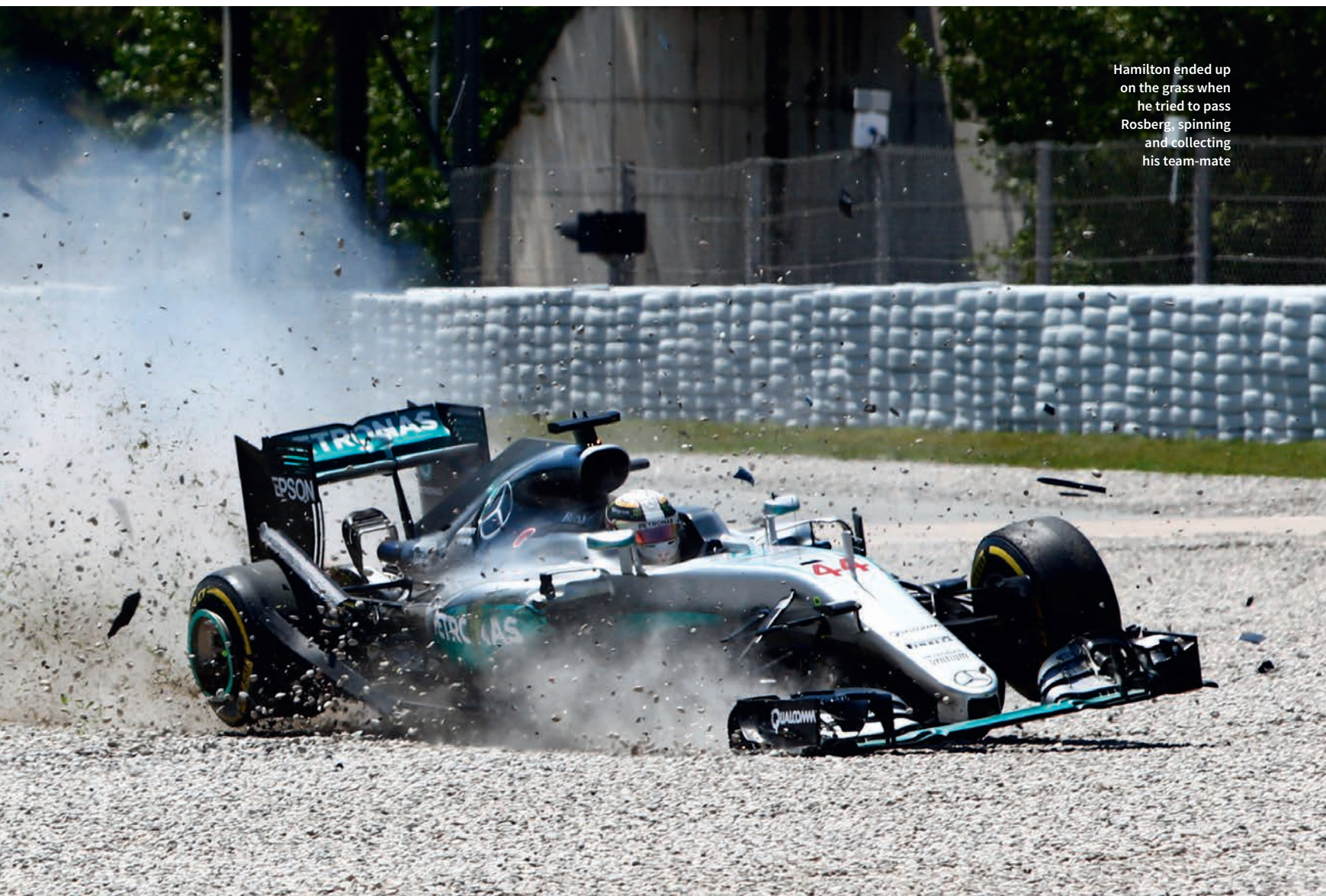
"I was really excited about the first-corner move to get the lead, and from then on I was pretty sure it was my race to win," he said. "Coming out of Turn 3 I noticed I was down on engine power, which in hindsight is because I was in an incorrect [engine] mode."

Hamilton was aware of this too, realising immediately that his team-mate would be vulnerable, with Rosberg temporarily starved of what Hamilton estimated to be 180bhp while he fixed the mistake. "I could see the de-rate light," explained Hamilton. "But then it switched off, so I wasn't making any assumptions. I could see I had a better run through the corner. He didn't have the power.

"He did make a switch change afterwards, but when you make that change it doesn't click in for 100 metres or so at that speed, so I was gaining on him at a fairly decent pace."

Hamilton sensed his moment to seize back the initiative and

Hamilton ended up on the grass when he tried to pass Rosberg, spinning and collecting his team-mate



powered his Mercedes up the inside of Rosberg's as they exited Turn 3. "Where he positioned the car was a car-width to the right of the racing line," said Hamilton. "At the speed I was catching him, I had to decide whether to go left – which was a small gap – or right.

"The inside line is always the line you'd go for and it was a much bigger gap, so I went for it."

Rosberg moved across to the right to block Hamilton's advance. At the speed Hamilton closed on Rosberg he had no choice but to jink right as the gap disappeared. Hamilton suddenly found himself out of control on the grass. He lost the rear of his car and clattered into the back of Rosberg as the race leader slowed for Turn 4.

Hamilton put his hands to his head as both Mercedes slithered into the gravel trap and out of the race.

"I saw Lewis closing in, and as soon as I could I closed the door," said Rosberg, who pressed his 'overtake button' in an attempt to counter his loss of power. "I covered the inside with a clear, strong move to make sure he understood there would not be space there. "I was very surprised he went for it anyway, and that's it – we ended up in the sand trap..."

Mercedes' Niki Lauda was quick to blame Hamilton in the aftermath, calling his move "too aggressive", while three-time world champion Jackie Stewart also felt Hamilton was at fault, suggesting he had been too desperate to win the race on the first lap.

After speaking with both drivers, Mercedes team boss Toto Wolff suggested the incident was less clear-cut. The stewards agreed, calling it a racing incident after a post-race investigation. >>



Vettel was unimpressed with Ricciardo's attempts to pass

"There are some people in the team with racing experience and when we looked at the incident the opinion differed between all of us," said Wolff. "It was an incident that could've been avoided by both sides. The result was unfortunate, but making the manoeuvre was what he [Hamilton] should've done. Equally you can't blame Nico for closing the door. It's so difficult to attribute percentages of blame. The difference of speed triggered the incident."

That's probably not far wrong. If you're Hamilton you will feel aggrieved you were already partly alongside as Rosberg closed the door; if you are Rosberg you will feel perfectly within your rights to have moved to the inside line to defend position.

But Rosberg's temporary loss of power complicates matters. Should he have been more circumspect, given his car was not running at full racing speed? Or should Hamilton have realised sooner that Rosberg had him covered, given the positioning of Rosberg's car exiting Turn 3? It was the extreme closing speed between the two cars that made it more difficult to judge, and ultimately it was this that created catastrophe for Mercedes – but opportunity for Red Bull and Ferrari.

Red Bull now found itself running one-two, while the Ferraris took a few laps following the safety-car restart to clear the feisty Toro Rosso of Carlos Sainz Jr, after a poor start by Kimi Raikkonen and a wobble exiting Turn 3 on the first lap by Sebastian Vettel.

With both Ferraris released into clean air, the race was delicately poised. Having underperformed disastrously in qualifying, Ferrari

knew it had the faster car, but the disadvantage of inferior track position. For Red Bull it was a case of defending its position at all costs, on a circuit where overtaking is notoriously difficult.

All four frontrunners switched onto the medium tyre at their first pitstops and shook out in the same order – Daniel Ricciardo leading from Verstappen, Vettel and Raikkonen.

The pivotal moment came during the second round of stops, when Red Bull opted to split strategies in anticipation of a Ferrari attack. It switched Ricciardo onto a three-stop tactic and put him back onto the soft tyre on lap 28 of 66. Ferrari did the same with Vettel on the next lap. This was where the race unravelled for Ricciardo. Vettel

unleashed his Ferrari's pace on soft tyres and closed to within 1.2s of the Red Bull before diving back into the pits for a third visit on lap 37.

Ferrari put its charge back onto the medium tyre, while Ricciardo waited another six laps before making the same

move. Those extra laps on fresher rubber allowed Vettel to jump Ricciardo when the Red Bull stopped for the third time on lap 43.

Ricciardo now found himself running fourth, behind Verstappen, Raikkonen and Vettel, but with much fresher tyres than the cars ahead. This looked like a silly move from Red Bull, as it gave precious track position away to Ferrari. Certainly Ricciardo struggled to understand the call.

"It just didn't make sense," he said. "At the time I thought we did it because everybody else was going to do it, but they didn't. "Normally the guy in the lead gets the better strategy, but it didn't

"If you're Hamilton you'll feel aggrieved; Rosberg will feel within his rights"



QUALIFYING



EVERYTHING WAS LOOKING PRETTY GOOD FOR FERRARI AFTER final practice for the Spanish Grand Prix. Sebastian Vettel was third fastest, within a tenth and a half of Nico Rosberg's Mercedes, and just 0.021 seconds adrift of Lewis Hamilton's.

Then came qualifying. Ferrari was nowhere around the Catalunya circuit, struggling for speed through each phase of the session and ending up on the third row – behind both Red Bulls and the two Mercs. The gaps were enormous, too. Hamilton's pole lap was more than a second faster than Kimi Raikkonen's best effort for Ferrari; Daniel Ricciardo's Red Bull was almost half a second clear.

For a team that has been clearly the second-fastest over the first four races of this season, and had looked potentially capable of challenging Mercedes at Barcelona, this was a disastrous result.

Ferrari had no clear explanation. Vettel suggested the car's behaviour changed suddenly in qualifying, and reckoned he was struggling for grip "overall" rather than through any specific part of the circuit.

So what went wrong? Ultimately it will almost certainly come down to a combination of several variables.

Ferrari probably doesn't understand how the soft Pirelli rubber reacts to changes in track conditions as well as some others on the grid. The air and track temperatures climbed substantially between final practice and qualifying, which will always have a knock-on effect on how the sensitive Pirelli rubber behaves.

This likely led Ferrari to make set-up changes that didn't work quite as well for getting the most out of what remain incredibly sensitive and difficult tyres to operate correctly, on a circuit where the limitation changes from the front to the rear between the start and the end of the lap.

This likely created a car balance that was difficult for its drivers to deal with, which meant they struggled to keep their tyres from sliding too much, so their grip problems increased exponentially through the lap and caused them to haemorrhage laptime.

It's what Manor's Pascal Wehrlein called "the devil's circle", and it's one that trapped Ferrari unexpectedly.

This was of no concern for Hamilton. It was a welcome return to normality after the reliability woes that compromised his last two qualifying sessions. But he was struggling relative to team-mate Rosberg through Friday practice, until overnight set-up changes transformed Hamilton's fortunes.

He jumped ahead of Rosberg for the first time with a "really nice" lap in Q2 – a 1m22.159s effort that was a massive six tenths faster than Rosberg and caught his team-mate by surprise.

Hamilton locked his brakes heavily at Turn 10 on the first run in Q3, but recovered to bag pole on his second run. Rosberg held provisional pole thanks to a 1m22.475s on his first Q3 run. He worked down to 1m22.280s on his second, but Hamilton produced another stunning effort to take top spot with a 1m22.000s lap.

“This was a disastrous result for Ferrari. It had no clear explanation”



work out today. It's frustrating because we just threw the win away."

Well, for Ricciardo yes, but not for Red Bull.

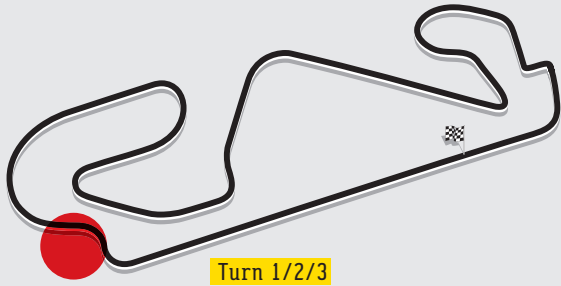
Verstappen initially looked a bit more comfortable than his team-mate on the mediums. He was 0.117s per lap faster on average during the first 14 laps of that second stint, which he extended by another six laps before diving for the pits for a second time on lap 34 of 66. Red Bull opted to keep Verstappen on the medium tyre. Ferrari covered this by doing the same with Raikkonen on the next lap.

"It was always going to be tricky to keep them behind us," said Horner. "We felt Sebastian's looked to be the fastest car on the circuit in clear air, so it was a question of how are we going to beat Vettel? The obvious way they were going to try to navigate their way past us was through a three-stop. Splitting strategies gave us >>>

Under the early safety car, Ricciardo led Verstappen and Sainz



“MERCEDES DOESN'T QUITE HAVE THE RED BULL CHASSIS' POISE, BUT IT'S NOT FAR OFF”



Turn 1/2/3



Decent Renault chassis hamstrung by lack of power and downforce

THEY SAY BARCELONA is the perfect test of a Formula 1 car, a place that stretches all aspects of chassis performance.

It's also a good chance to see how teams have progressed since winter testing, when *Autosport* ranked the cars based on impressions from trackside.

I watched FP1 and FP3 from Turns 1/2/3 to gauge that order again now the teams have four races under their belts.

1. RED BULL RB12

The best chassis on the grid.

Peerless under braking, super-stable at high speed and unmatched in the slow stuff. Would win regularly with Mercedes power.

2. MERCEDES W07

It's easy to say Mercedes only dominates because of the engine, but that does the chassis a disservice. Doesn't quite have the Red Bull's poise, but is not far off.

3. FERRARI SF16-H

No obvious vices. Looks very well balanced, but clearly behind Mercedes at high speed and weaker

than Red Bull at low speed.

4. McLAREN MP4-31

Lairy at the rear occasionally, but now very capable, particularly at low speed. Has easily the weakest engine, which compromises its high-speed aero performance.

5. TORO ROSSO STR11

Very capable, particularly at high speed where it looks super-stable. Low-speed performance is not at the same level as the top teams.

6. WILLIAMS FW38

Solid in all respects, but doesn't

look the easiest to drive at high speed. Mercedes power lifts it above Toro Rosso and McLaren overall.

7. FORCE INDIA VJM09

Has a particularly strong front end, so effective in short-duration corners, but lacks downforce and struggles for traction. Upgrade has edged it closer to Williams.

8. RENAULT RS16

Essentially last year's Lotus E23 (a very capable chassis) with a Renault engine. Looks benign to drive, but lacks power and downforce.

9. HAAS VF-16

Looks edgy at high speed, but offers decent traction and is strong in a straight line – basically a less-able Ferrari-engined Williams.

10. SAUBER C35

Slipping away thanks to lack of development, but faster than Manor despite using a worse engine.

11. MANOR MRT05

Like Force India, is stronger at the front than the rear. Lacks downforce and traction, but respectable.

BEN ANDERSON



Verstappen withstood pressure from a DRS-assisted Raikkonen

ETHERINGTON/LAT



Verstappen became F1's youngest winner at 18 years and 227 days

both options from a team perspective. It wasn't transparently clear. We knew the two-stop would be under a lot of pressure at the end of the race in terms of degradation."

So it seemed at this stage that Verstappen and Raikkonen might actually be racing for third, because surely they couldn't make their second sets of mediums last a mammoth 32 laps...

As it turned out they could. Verstappen displayed the extraordinary tyre-management skills that have so impressed Red Bull since he entered Formula 1 to nurse his rubber to the end. But within 10 of those final 32 laps Raikkonen had closed his Ferrari to within DRS range of the Red Bull. That meant 22 torturous tours fending off a faster car if Verstappen was to clinch an extraordinary maiden F1 win.

"As soon as we pitted I knew we were going to the end, so the first few laps I didn't really push," explained Verstappen, who admitted to cramping up on the final lap at the excitement of realising he was about to clinch his first grand prix victory.

"I knew the Ferraris were a bit faster, so it was just about keeping the gap. It worked well until eight laps from the end — we were catching traffic and I was driving on ice, sliding a lot. It was all about managing the last sector and getting a good exit. That's how a lot of races are won here."

Raikkonen has had a difficult time since returning to Ferrari in 2014, but he is an extraordinarily talented driver, particularly

adept at tyre management too, so for a driver as inexperienced as Verstappen to beat him at his own game, as it were, was no easy feat.

"I got close but I could not get a good enough exit on the last corner," rued Raikkonen. "I gave quite a hard time to my tyres following him for so many laps. It's always disappointing when you don't win, but when you get this close it's harder to accept. We had quite a difficult weekend. If we were offered second and third after qualifying we would happily take it."

There was a chance Vettel and Ricciardo could have joined battle at the front in the closing stages, but they got embroiled in a testy

fight of their own for the final podium place. Ricciardo annoyed Vettel by unsuccessfully "having a crack" a few times at Turn 1 in the closing stages, particularly with an initial lunge that

forced Vettel to jink left to avoid contact. But he stayed ahead, Ricciardo's tyres turned to mush, then his rear-left punctured on the penultimate lap, forcing him into the pits before trailing home a distant fourth.

At least the gap back to Valtteri Bottas's fifth-placed Williams was such that Ricciardo could still make that stop and then retake the position, but it was a bad end to a day on which he had a golden opportunity to take his fourth grand prix win.

As it turned out the day belonged instead to his new team-mate: Max Verstappen, F1's latest race winner. Take a well-deserved bow. This could be the start of something big. 🏆

“Take a well-deserved bow, Verstappen. This could be the start of something big”



SOFTWARE DENIES MCLAREN DOUBLE POINTS

HONDA SAYS A SOFTWARE command problem caused Fernando Alonso's engine to cut power, forcing the McLaren driver to retire from a potential points finish in the Spanish Grand Prix.

The Spaniard qualified 10th as McLaren made Q3 for the first time since Honda rejoined for the 2015 season, and was running 12th when the car suffered a loss of power at Turn 3.

Following a slow start Alonso had been chasing team-mate Jenson Button, who finished ninth, before having to stop the car.

"I'm not sure of the exact cause but a software command issue stopped the engine," Honda chief Yusuke Hasegawa told *Autosport*. "The engine itself is fine – we can even use it for Monaco."

Despite the retirement, Hasegawa, who said this particular problem had not happened before, believes Honda is making strides with reliability.

"We didn't finish, but it was a system failure," he said. "We were about to prove our engine can last four events, which is very encouraging for us."



Ricciardo: Vettel radio comments "typical"

DANIEL RICCIARDO CALLED Sebastian Vettel's complaints about his late attempts to overtake in the Spanish Grand Prix "typical" after they duelled for the final podium place at Barcelona.

Ricciardo led 31 laps of the race following the collision between Lewis Hamilton and Nico Rosberg on the first lap, but fell to fourth after switching to a three-stop strategy, while new Red Bull team-mate Max Verstappen took victory ahead of fellow two-stopper Kimi Raikkonen.

Ricciardo spent the closing laps attacking Vettel – who also three-stopped – including trying an unsuccessful lunge into Turn 1.

Vettel had to jink left in the braking zone to avoid a collision, and complained about that move on the radio, saying, "What is this, racing or ping pong?!"

But Ricciardo was not impressed with his former team-mate's attitude.

"Apparently he said I was a bit aggressive on the radio. Typical," Ricciardo said. "Unlike 99 per cent of the drivers on the grid, I actually tried to make an overtake."

"A lot of them are content sitting behind and not actually having a crack, but I wasn't content sitting fourth."

"Knowing we were catching the cars in front, and Seb was in our way for a podium and potential win, of course I was going to try. I gave it a go but it didn't work."

Vettel said he enjoyed the battle with his former Red Bull team-mate, even if his comments in the heat of the moment suggested otherwise.

"In that instant for sure I was on fire and complaining, because if I don't play according to his move there is a crash," Vettel explained. "Then again, it's racing. I had a bad exit and he had to go for it."

"I have raced him many times and it's always good fun."



Kvyat makes a point on Toro Rosso return

DANIIL KVYAT SCORED A POINT ON HIS RETURN TO Toro Rosso at the Spanish Grand Prix, after swapping seats with race winner Max Verstappen ahead of the race.

Kvyat qualified 13th at Barcelona, just under four tenths adrift of team-mate Carlos Sainz, but finished 10th in the race after recovering from a tentative opening.

The Russian has to deal with the disappointment of losing his seat at Red Bull to Verstappen, while adapting quickly to rebuild his confidence and reputation at Toro Rosso in order to secure his future in F1.

He says he needs more time to get fully comfortable with the STR11 and feels he will get stronger over the coming races, particularly once he refines the unfamiliar Ferrari engine and brake-by-wire settings.

"I have quite particular requirements in this area, and once we achieve it I will be a lot more comfortable with the car and be able to bring more points to the team," he said.

"There are a few things that are taking a bit too much time to get used to and I need to personalise the car, but I think the general package is very strong."

"The car doesn't feel like mine at the moment so I just have to be patient."

A double points finish for Toro Rosso lifted it above Haas to fifth in the constructors' championship, as Sainz recorded a sixth-place finish – his best result yet in F1.

"I don't think there was more than that [possible] in the whole weekend," said Sainz, who escaped with a reprimand for leaving the pits too early before the start.

"P6 after a great start, a great qualifying; I cannot be happier than I am."



XPBIMAGES



XPBIMAGES

Ferrari boss blames final sector form for defeat

FERRARI TEAM PRINCIPAL MAURIZIO Arrivabene blamed the SF16-H's lack of performance in the Barcelona circuit's final complex for Kimi Raikkonen's failure to beat Max Verstappen to victory in the Spanish Grand Prix.

The Finn spent the final third of the 66-lap race in Verstappen's slipstream, but could not overtake. Ferrari was faster than Red Bull over a full lap, but only managed to get Sebastian Vettel ahead of Daniel Ricciardo by short-stinting

the middle of the race as part of an aggressive three-stop strategy.

Raikkonen made two stops, the same as Verstappen, and was unable to get ahead in the pits. Arrivabene said: "The problem was not the strategy, the problem was – as happened in qualifying – we were not good enough in the last part of the track, in the slow corners.

"Due to our poor qualifying we found ourselves in a quite difficult situation, and we lost an occasion to win the race."

Q&A

CHRISTIAN HORNER RED BULL TEAM BOSS



What's your assessment of Max's performance?

Max's performance from the moment he stepped into the car to the chequered flag has been exemplary. He has not put a wheel wrong. He's been quick, measured, mature, defended incredibly well against a seasoned pro like Kimi. To score his first grand prix win, becoming the youngest grand prix victor on his debut for the team, is fairytale stuff.

Can you pick out one aspect of his performance that stands out?

The biggest aspect has been his calmness. He has a lot of capacity when he is driving the car. We're all getting tense with five laps to go because the tyres were at the end of their life; he has Kimi breathing down his neck. He just very calmly came on the radio and said: "Please can you ask Charlie [Whiting] to deal with the blue flags swiftly?" There was no agitation in his voice, no panic, no tension. It was a young man completely in control of what he was doing. To have that confidence and composure is usually the sign of a very bright future.

Does Max remind you of any other drivers you've worked with in F1?

It's quite uncanny really because there are an awful lot of similarities to when Sebastian joined the team. The mechanics were telling me even the way he gets in the car is similar! He's his own man as well. He's a very together young guy. You would never think he was 18.

What do you now expect of him in the future?

To come in and qualify on the second row and win your first grand prix, it can only get worse! I suspect he'll get stronger as he gets more experience, more familiar with the car, and his confidence will grow. I really believe we have the strongest pairing of drivers in F1 now.



Grosjean urges action after another wing fails

ROMAIN GROSJEAN SAYS HAAS MUST improve the quality of its front-wing manufacturing after he suffered another failure during the Spanish Grand Prix.

Grosjean was in 12th place when his front wing broke on lap 38. He pitted for a replacement, but ran out of brakes in the closing stages and the team chose to retire the car on safety grounds.

The latest issue with the wing follows

failures in pre-season testing and in Bahrain.

“We’re going to have a word with who’s doing it, because we need better quality,” said Grosjean, who was also hit by radio failure. “It’s a learning process; we are still new. We forget it’s only our fifth race.”

Grosjean made a good start and was fighting the McLarens for the lower points positions before his race unravelled. He has also been suffering chronic oversteer since the third

race in China, and hopes a chassis change for the next race will solve them.

“We always underline these are problems that [team-mate] Esteban [Gutierrez] doesn’t have,” Grosjean explained. “It’s quite strange that it’s only happening in one car.

“We’ve tried everything. That’s why we want to change the chassis, to see if there’s something weird in terms of torsion that’s creating issues.”



FERRAROLI/AT

Ericsson complains to team over Nasr’s defensive tactics

MARCUS ERICSSON HIT out at Sauber team-mate Felipe Nasr’s defensive tactics over the team radio during their battle in the Spanish Grand Prix.

They were disputing 14th place when Ericsson complained that Nasr was weaving in the braking zone as the Swede tried to overtake at Turn 1.

Eventually Ericsson

made it past, racing on to finish 12th, while Nasr, who was on a different strategy, was 14th.

Ericsson said he enjoyed the fight and explained his criticism was made in the “heat of the moment”.

“You’re coming at quite high speed into Turn 1 and it felt like he was changing position a couple of times in the braking zone, instead of

just closing the door once,” Ericsson said. “I just wanted to make sure he wasn’t going to do that again. I don’t mind that he closed the door, but I felt like he was moving a bit.”

Nasr denied weaving. “You come across the braking and protect the inside – that’s what I did,” he countered. “I would’ve done it with any other driver. That’s racing.”



XPBIMAGES



XPBIMAGES

LAST-LAP PENALTY FOR MAGNUSSEN

KEVIN MAGNUSSEN WAS HANDED A POST-RACE TIME penalty for colliding with Renault team-mate Jolyon Palmer on the final lap of the Spanish Grand Prix.

Magnussen had made a late change back to soft tyres, while the sister car was trying to make the finish after a long stint on hards. The Dane caught Palmer for 13th and they came together at the final chicane.

“The stewards determined that car #20 [Magnussen] could not have reasonably expected to make the corner of Turn 13 without colliding with car #30 [Palmer], which was subsequently forced off the track,” read a statement from officials.

Palmer emerged from the incident in front and finished 13th. Magnussen was just behind on the road, but fell to 15th with the penalty applied.

MCLAREN OUT OF ITS SHELL ON BRAKE DUCTS

McLaren brought a host of updates to Spain, including to the front wing, sidepods and floor. One of the most distinctive updates was to the front brake ducts, where both the internal and external shapes have been changed.

McLaren's old 'clam-shell' outer-duct shape routed air between the duct and tyre into the brakes. Now the outer shape is flatter and a dedicated inlet scoop has been added outside the duct. This area of the part is all about the flow

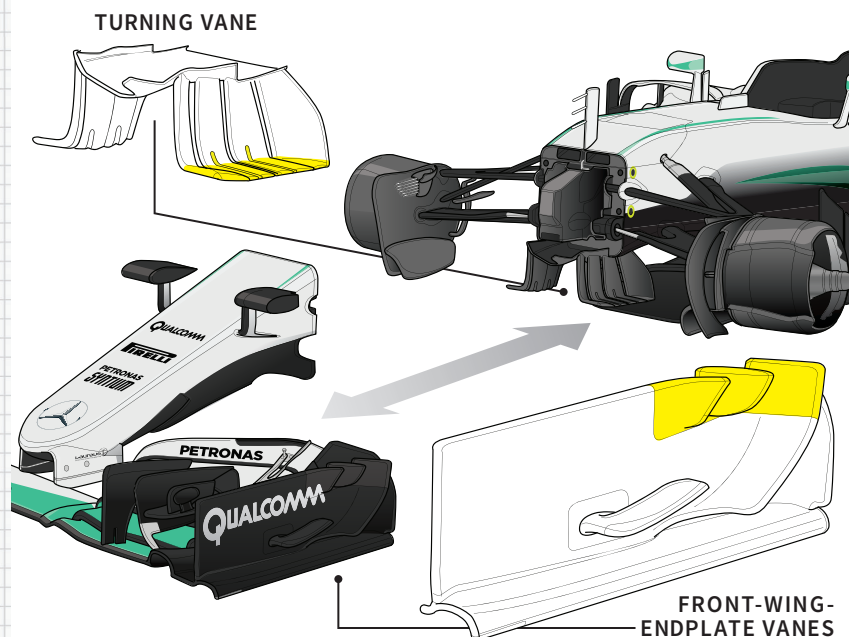
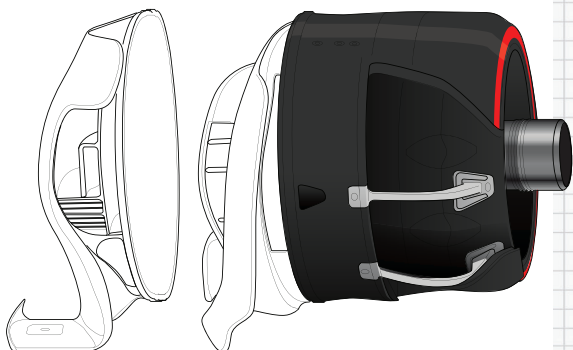
off the front wing passing around the tyre, rather than brake cooling.

The internal shape is new, with the ductwork fitted closer to the internals to allow more air to pass within and then out through the wheel.

Again, this isn't directly brake-related. This bypass flow is used in two ways: firstly to control brake heat warming the wheel and thus the tyre; and secondly the airflow pushing out through the wheel also affects external aerodynamics.

OLD

NEW



LITTLE CHANGES ADD UP FOR MERCEDES

Mercedes had a wide-ranging update, the car gaining revised wings, turning vanes, sidepods and floor. The troublesome MGU-H/turbo was also revised on Hamilton's car, with reliability fixes.

Around the front of the car the changes are clear and follow Mercedes' increasingly sophisticated 'cut-and-

twisted' aero philosophy.

First, the nose tip has been made slightly pointier. The front-wing endplate has been modified with an add-on section bonded into the old single vane to twist the part into three separate vanes.

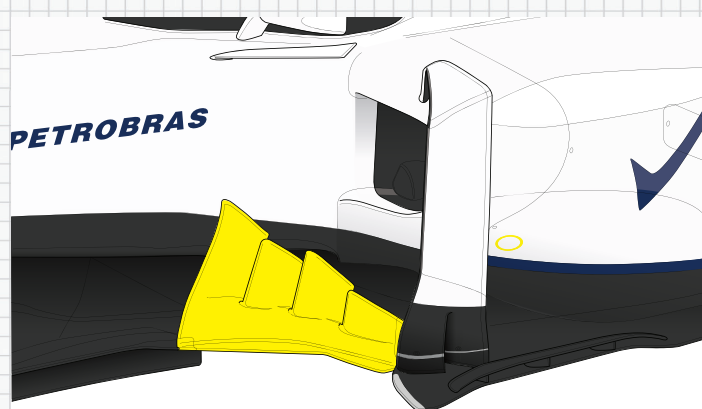
Under the front suspension the already complex turning vane has been separated into

four, detached from each other. Their feet are further split, with small slots to create a run of individual sections to catch and shape the airflow passing under the raised nose.

All these little changes work to improve the airflow to the rear of the car, rather than adding downforce directly at the front.

FORCE INDIA PLAYS IT COOLER

The VJM09 finally had its big update at Barcelona, with the car gaining a new floor, front and rear wings and these new sidepods. With the super-hot races out of the way, the sidepod volume can be reduced to cope with the cooler European rounds. The more-sloped and slimmer sidepods improve airflow over the rear, boosting aero efficiency.

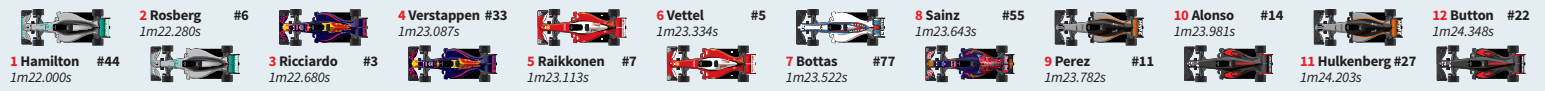


WILLIAMS UPS BARGEBOARD VANES

Williams raced the new bargeboards tested at Sochi for the first time. Not as extreme as Mercedes' multi-part version, the changes to the Williams nonetheless split the panel further, with there now being four separate vanes along the top edge, rather than three.

Each of these breaks up the flow of the bargeboard into smaller, more-directed streams of air, managing the way the air passes out around the sidepod to the rear of the car.

RACE REPORT/RESULTS



Race results / 66 laps – 190.826 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Max Verstappen	Red Bull-Renault	1h41m40.017s	30	●●●	44.717s
2	Kimi Raikkonen	Ferrari	+0.616s	2	●●●	44.276s
3	Sebastian Vettel	Ferrari	+5.581s	4	●●●●	1m05.863s
4	Daniel Ricciardo	Red Bull-Renault	+43.950s	30	●●●●●	1m28.658s
5	Valtteri Bottas	Williams-Mercedes	+45.271s		●●●	44.299s
6	Carlos Sainz	Toro Rosso-Ferrari	+1m01.395s		●●●	45.811s
7	Sergio Perez	Force India-Mercedes	+1m19.538s		●●●	44.597s
8	Felipe Massa	Williams-Mercedes	+1m20.707s		●●●●	1m05.783s
9	Jenson Button	McLaren-Honda	-1 lap		●●●	44.870s
10	Daniil Kvyat	Toro Rosso-Ferrari	-1 lap		●●●●	1m08.280s
11	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●	45.636s
12	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●●●	1m08.859s
13	Jolyon Palmer	Renault	-1 lap		●●●	45.680s
14	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●	46.066s
15	Kevin Magnussen	Renault	-1 lap		●●●●	1m08.130s
16	Pascal Wehrlein	Manor-Mercedes	-1 lap		●●●	48.941s
17	Rio Haryanto	Manor-Mercedes	-1 lap		●●●	54.939s
R	Romain Grosjean	Haas-Ferrari	56 laps-brakes		●●●●	1m20.863s
R	Fernando Alonso	McLaren-Honda	45 laps-power unit		●●●	44.782s
R	Nico Hulkenberg	Force India-Mercedes	20 laps-oil leak		●●	22.176s
R	Lewis Hamilton	Mercedes	0 laps-collision		●	-
R	Nico Rosberg	Mercedes	0 laps-collision		●	-

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Kvyat	1m26.948s	-	53
2	Vettel	1m27.974s	+1.026s	39
3	Ricciardo	1m28.209s	+1.261s	46
4	Raikkonen	1m28.538s	+1.590s	38
5	Magnussen	1m28.716s	+1.768s	57
6	Verstappen	1m28.816s	+1.868s	36
7	Grosjean	1m28.974s	+2.026s	41
8	Bottas	1m29.081s	+2.133s	60
9	Massa	1m29.238s	+2.290s	43
10	Haryanto	1m29.402s	+2.454s	52
11	Sainz	1m29.663s	+2.715s	42
12	Ericsson	1m29.715s	+2.767s	42
13	Alonso	1m29.750s	+2.802s	41
14	Palmer	1m29.779s	+2.831s	35
15	Perez	1m29.801s	+2.853s	37
16	Nasr	1m29.905s	+2.957s	38
17	Gutierrez	1m30.139s	+3.191s	34
18	Button	1m30.260s	+3.312s	39
19	Wehrlein	1m31.182s	+4.234s	37
20	Hulkenberg	1m31.810s	+4.862s	8
21	Hamilton	-	-	-
22	Rosberg	-	-	-

WEATHER Dry, sunny; track 40C, air 21C ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard | ● Wets ● Intermediate

18

Verstappen is the youngest winner, leader and podium finisher in F1 history

1st

Verstappen is the first Dutchman to win a world championship race

6th

Carlos Sainz's sixth place was his best finish in F1

25

McLaren-Honda made Q3 for the first time at its 25th attempt, thanks to Alonso

14007

Alonso has now notched up just over 14,000 racing laps in F1

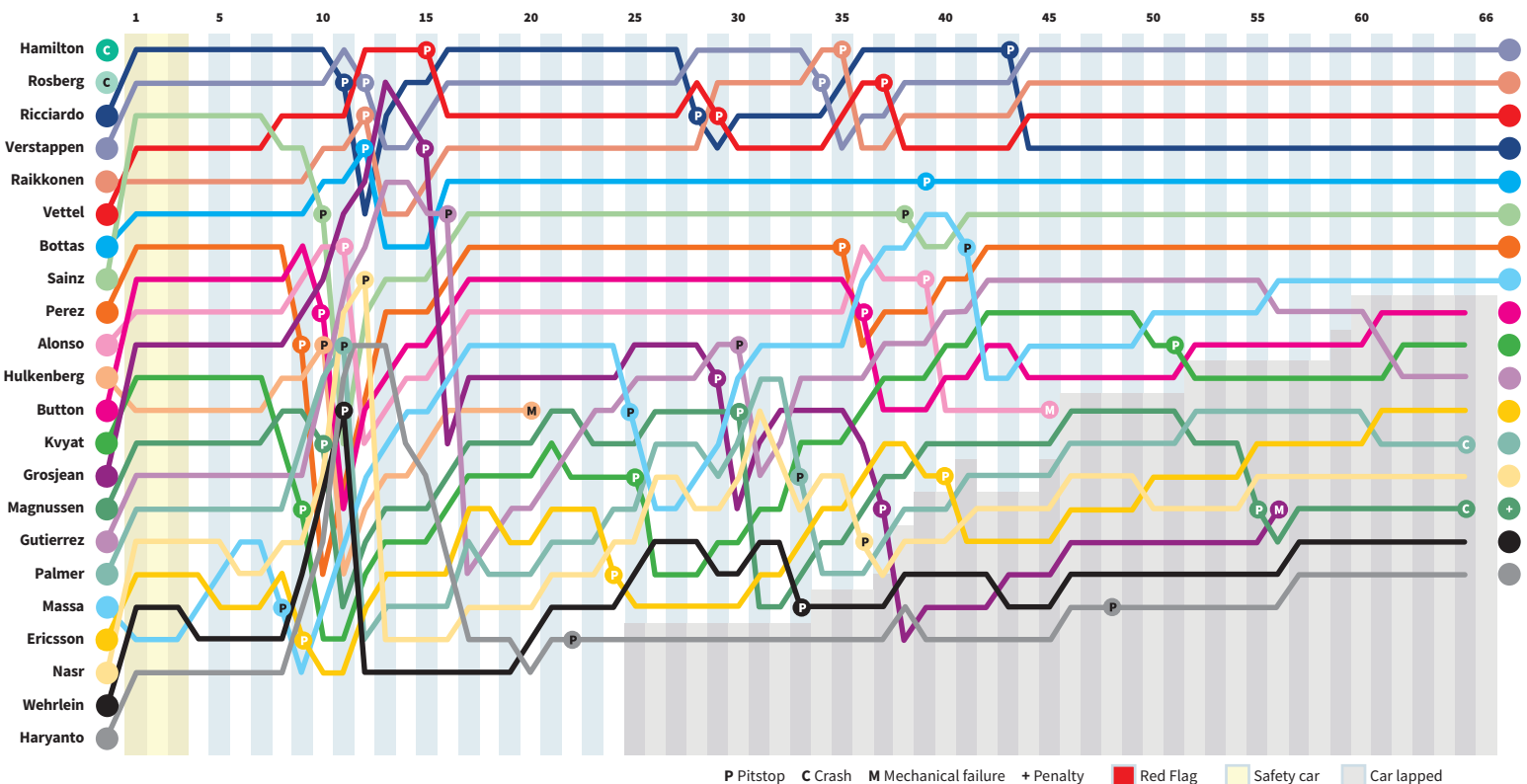
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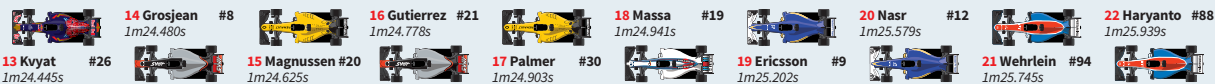
Ricciardo passed 100 laps led in F1 during the race

62

Mercedes ended a 62-race run of scoring points, which started in Abu Dhabi 2012

Lap chart / What happened, when





SEASON STATS

Qualifying 1

POS	DRIVER	TIME
1	Rosberg	1m23.002s
2	Hamilton	1m23.214s
3	Verstappen	1m23.578s
4	Ricciardo	1m23.749s
5	Raikkonen	1m23.796s
6	Vettel	1m24.124s
7	Bottas	1m24.251s
8	Gutierrez	1m24.406s
9	Hulkenberg	1m24.463s
10	Sainz	1m24.496s
11	Alonso	1m24.578s
12	Button	1m24.583s
13	Magnussen	1m24.669s
14	Kvyat	1m24.696s
15	Perez	1m24.698s
16	Grosjean	1m24.716s
17	Palmer	1m24.903s
18	Massa	1m24.941s
19	Ericsson	1m25.202s
20	Nasr	1m25.579s
21	Wehrlein	1m25.745s
22	Haryanto	1m25.939s

WEATHER Dry, sunny; track 42C, air 22C

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m22.159s
2	Rosberg	1m22.759s
3	Verstappen	1m23.178s
4	Raikkonen	1m23.504s
5	Ricciardo	1m23.585s
6	Vettel	1m23.688s
7	Perez	1m24.003s
8	Bottas	1m24.023s
9	Sainz	1m24.077s
10	Alonso	1m24.192s
11	Hulkenberg	1m24.203s
12	Button	1m24.348s
13	Kvyat	1m24.445s
14	Grosjean	1m24.480s
15	Magnussen	1m24.625s
16	Gutierrez	1m24.778s

WEATHER Dry, sunny; track 42C, air 22C

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m22.000s
2	Rosberg	1m22.280s
3	Ricciardo	1m22.680s
4	Verstappen	1m23.087s
5	Raikkonen	1m23.113s
6	Vettel	1m23.334s
7	Bottas	1m23.522s
8	Sainz	1m23.643s
9	Perez	1m23.782s
10	Alonso	1m23.981s

WEATHER Dry, sunny; track 42C, air 22C

Race briefing

FRIDAY PRACTICE

ESTEBAN OCON replaced Jolyon Palmer during FP1 at Renault

RACE

MAGNUSSEN given a 10-second post-race penalty for final-lap collision with Palmer

Speed trap

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Vettel	1m23.951s
2	Raikkonen	1m24.089s
3	Rosberg	1m24.454s
4	Hamilton	1m24.611s
5	Ricciardo	1m25.416s
6	Verstappen	1m25.585s
7	Bottas	1m25.672s
8	Sainz	1m26.078s
9	Massa	1m26.186s
10	Alonso	1m26.243s
11	Magnussen	1m26.576s
12	Kvyat	1m26.583s
13	Hulkenberg	1m26.938s
14	Perez	1m27.064s
15	Nasr	1m27.253s
16	Grosjean	1m27.258s
17	Gutierrez	1m27.283s
18	Ericsson	1m27.392s
19	Button	1m27.610s
20	Wehrlein	1m28.084s
21	Haryanto	1m29.052s
22	Ocon	no time

WEATHER Dry, sunny; track 26C, air 19C

Free practice 2

POS	DRIVER	TIME
1	Rosberg	1m23.922s
2	Raikkonen	1m24.176s
3	Hamilton	1m24.641s
4	Vettel	1m25.017s
5	Sainz	1m25.131s
6	Ricciardo	1m25.194s
7	Alonso	1m25.342s
8	Verstappen	1m25.375s
9	Perez	1m25.437s
10	Hulkenberg	1m25.453s
11	Bottas	1m25.708s
12	Button	1m25.893s
13	Grosjean	1m25.899s
14	Magnussen	1m26.244s
15	Kvyat	1m26.375s
16	Massa	1m26.491s
17	Palmer	1m26.770s
18	Wehrlein	1m26.960s
19	Haryanto	1m27.252s
20	Nasr	1m27.812s
21	Gutierrez	1m28.205s
22	Ericsson	1m28.501s

WEATHER Dry, sunny; track 40C, air 20C

Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m23.078s
2	Hamilton	1m23.204s
3	Vettel	1m23.225s
4	Verstappen	1m23.719s
5	Ricciardo	1m23.816s
6	Raikkonen	1m24.110s
7	Bottas	1m24.356s
8	Perez	1m24.472s
9	Kvyat	1m24.553s
10	Alonso	1m24.555s
11	Hulkenberg	1m24.585s
12	Massa	1m24.621s
13	Sainz	1m24.695s
14	Grosjean	1m24.981s
15	Button	1m25.051s
16	Magnussen	1m25.100s
17	Gutierrez	1m25.130s
18	Palmer	1m25.376s
19	Nasr	1m25.383s
20	Ericsson	1m25.401s
21	Wehrlein	1m26.097s
22	Haryanto	1m26.251s

WEATHER Dry, sunny; track 28C, air 18C

Drivers' championship

1	Rosberg	100
2	Raikkonen	61
3	Hamilton	57
4	Vettel	48
5	Ricciardo	48
6	Verstappen	38
7	Massa	36
8	Bottas	29
9	Kvyat	22
10	Grosjean	22
11	Sainz	12
12	Alonso	8
13	Perez	8
14	Magnussen	6
15	Hulkenberg	6
16	Button	3
17	Vandoorne	1
18	Palmer	0
19	Gutierrez	0
20	Ericsson	0
21	Wehrlein	0
22	Nasr	0
23	Haryanto	0

Constructors' championship

1	Mercedes	157
2	Ferrari	109
3	Red Bull	94
4	Williams	65
5	Toro Rosso	26
6	Haas	22
7	Force India	14
8	McLaren	12
9	Renault	6
10	Sauber	0
11	Manor	0

Wins

Rosberg	4
Verstappen	1

Fastest laps

Rosberg	2
Hulkenberg	1
Kvyat	1
Ricciardo	1

Pole positions

Hamilton	3
Rosberg	2

Qualifying head-to-head

ROS	2	3	HAM
VET	2	3	RAI
MAS	1	4	BOT
RIC	1	0	VES
RIC	4	0	KVY
PER	4	1	HUL
MAG	3	2	PAL
KVY	0	1	SAI
VES	3	1	SAI
ERI	4	1	NAS
ALO	3	1	BUT
VAN	1	0	BUT
HAR	2	3	WEH
GRO	5	0	GUTI

NEXT RACE

Monaco Grand Prix
May 29 2016, Monte Carlo

“Outstanding under pressure”

Full marks for the first-time grand prix winner, and his former team-mate

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



4 LEWIS HAMILTON

Struggled on Friday, but following Rosberg's set-up lead transformed the car and he used it to bag pole. That was as good as it got. Outfoxed at Turn 1, then collided with his team-mate as he tried to take advantage of Rosberg's loss of power. Paid a big price for plunging into a rapidly disappearing gap.

4 NICO ROSBERG

Looked in charge until Hamilton delivered a sucker-punch lap in Q2. Made a bold pass to take the lead at Turn 1, then lost power, which allowed Hamilton to retaliate. Jacques Villeneuve called his defence of position ruthless; perhaps Rosberg knows he has to be to beat Hamilton. But it was very costly for Mercedes.

FERRARI



8 SEBASTIAN VETTEL

Looked a threat to Mercedes, but fell away as Ferrari misread track conditions and slipped behind Red Bull in qualifying. Challenged Verstappen at the start but lost out to Sainz with big wobble at Turn 3. Strong early pace and aggressive strategy got Vettel ahead of Ricciardo, but super-short middle stint hit victory chances.

8 KIMI RAIKKONEN

Did a decent job in qualifying to beat Vettel by 0.221s. Race started badly, but was ultimately one of his better recent efforts. Found himself second once Vettel's strategy had taken Ricciardo out of the equation. Put Verstappen under huge pressure in tyre-management marathon, but the youngster wouldn't crack.

WILLIAMS



8 VALTTERI BOTTAS

Another good job in qualifying. Best-of-the-rest behind Merc, Red Bull and Ferrari is about where Williams is right now. Lost out to Sainz's fast-starting Toro Rosso on the first lap, but repassed it at the first round of stops. Thereafter it was a lonely race for Bottas, whose Williams wasn't fast enough to join the fight at the front.

7 FELIPE MASSA

Loses marks for failing to escape Q1, which he blamed on the team sending him out too late. Williams argued he shouldn't have needed another run in a car quick enough for Q3... Turned that disaster into a decent result at least. Smart strategy carried him from 19th at the end of lap one to on Perez's tail at the flag.

RED BULL



8 DANIEL RICCIARDO

Almost upstaged by Verstappen in qualifying, but pulled out a special effort to put the youngster in his place. Controlled the race early on after Merc implosion, but undone when Red Bull fell for Ferrari's 'tortoise and hare' strategic trap. Attempts to repass Vettel at the end were overzealous, but at least he had a go.

10 MAX VERSTAPPEN

Immediately comfortable in his new car, and was the fastest Red Bull driver for most of qualifying – except at the very end. Still, to be fourth fastest was a solid start. Race fell into his lap thanks to the Mercedes colliding and Ricciardo's strategy woe. But the way he closed it out under enormous pressure was outstanding.

FORCE INDIA



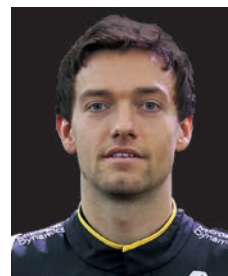
9 SERGIO PEREZ

Felt significant updates were a decent step forward for Force India. Outqualified team-mate again and chased hard after Sainz and Bottas in the race, but the VJM09 wasn't capable of finishing higher. Final stint was as long as Raikkonen's, but Perez managed his tyres well to fend off the rapidly closing Williams of Massa.

6 NICO HULKENBERG

Didn't feel as comfortable with the Force India update as Perez, and missed out on Q3 to Alonso's McLaren by just 0.011s, which was disappointing. Lost ground on the first lap and then retired from a second successive race thanks to a fire caused by an oil leak. Another race to forget in a so-far forgettable season.

RENAULT



5 KEVIN MAGNUSSEN

Did another great job to split the Haas drivers in qualifying, but was rightly disappointed with his race. Struggled massively on the hard tyre in his third stint and had to pit again. Passed Nasr's Sauber late-on, but collided with team-mate Palmer on the last lap, which earned a 10s penalty and cost a place.

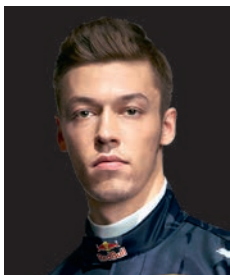
7 JOLYON PALMER

Another terrible Friday, sitting out first practice and suffering a puncture in FP2 that cost him most of that session thanks to floor damage. In the circumstances, he did a decent job to almost make Q2, missing out by less than two tenths. Race was solid, but finishing behind a Sauber was disappointing.



Verstappen did a superb job to keep Raikkonen at bay

TORO ROSSO



7 DANIL KVIAT
Found adjusting to the STR11 tricky, but was still ultimately closer to Sainz in qualifying than Verstappen was to Ricciardo. Early part of race was tough, but the second half was much better as he found his feet, using a tow from the leaders at the end to pick off Gutierrez for the final point.



10 CARLOS SAINZ JR
This was Sainz's most complete F1 weekend. Put the Toro Rosso as high up as it merited on the grid and briefly fought with the Ferraris in the race after a stellar first lap. Got jumped by Bottas's Williams in the pits, but that was inevitable really. Chased hard thereafter in recording best result yet. Couldn't have done more.

SAUBER



7 FELIPE NASR
Felt the heat of qualifying and was fighting oversteer throughout the session. Also suffered some locking from new front brakes. Felt sticking to a two-stop strategy compromised his race, and thought he should have had priority after jumping Ericsson on lap one. Is pleased at least with his current chassis.



9 MARCUS ERICSSON
A strong grand prix from Ericsson, who felt the lap that put him 0.377s clear of Nasr in qualifying represented one of his best Saturdays in F1. Sunday was pretty good too. Went wide at Turn 3 on lap one and lost places, but made them back up and more with an aggressive strategy. Beating both Renaults was an excellent effort.

McLAREN



8 JENSON BUTTON
Wasn't too far away from Alonso in qualifying, missing Q3 by just 0.156s. Couldn't explain the strong start that vaulted him ahead of Alonso and Hulkenberg on lap one, but thereafter struggled for grip. Still, managed to dive past the ailing Haas of Gutierrez near the end, and hold off the charging Kvyat to bag points.



8 FERNANDO ALONSO
Got the MP4-31 hooked up really well to bag Honda's first top-10 grid position since its F1 return. But that was as good as it got. He lost ground by running wide at Turn 3 on lap one, but was chasing after team-mate Button and looking good for a points finish until a "software command issue" shut down his engine.

MANOR



6 RIO HARYANTO
Was a little further away from team-mate Wehrlein in qualifying compared to last time out in Russia, but at least this time he got to finish the race. Felt starting on the medium tyre put him in too much traffic and also wasn't happy with his pace on that tyre. Was about two tenths behind Wehrlein when it counted here.



8 PASCAL WEHRLEIN
Expected a tough weekend, even with upgrades. This is a high-downforce circuit, and the Manor is not a high-downforce car. Feels the front end is too strong relative to the rear, which hurts rear grip and tyre life. Endured a lonely race, as Manor was cut adrift from Sauber. All he could do was beat his team-mate, which he did.

HAAS

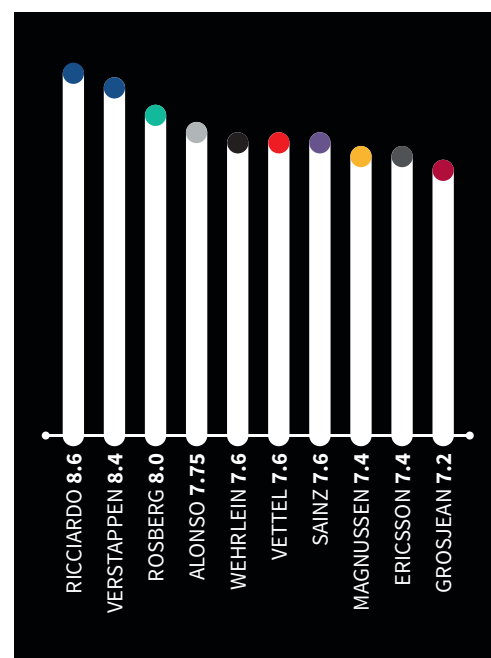


6 ROMAIN GROSJEAN
After a dream start, this season is turning into a battle for Grosjean, who is struggling for balance in a way his team-mate is not. Jumped Hulkenberg and Kvyat on lap one, but then it unravelled. "Lost the radio, lost the front wing, lost the brakes" and had to retire. Wants to see if a new chassis can transform his fortunes.



7 ESTEBAN GUTIERREZ
Suffered more technical trouble on Friday. Was quicker than Grosjean in Q1, but disappointingly went slower in Q2 as rivals improved. His race was a slow burner, though it included some feisty battling with his team-mate. Monster 36-lap final stint on mediums almost netted a points finish, but just ran out of rubber.

TOP 10 AVERAGE RATING





FORMULA 1

Can Mercedes team keep

‘DO NOT CRASH INTO YOUR TEAM-MATE’ is drummed into every racing driver from the moment they join a team.

Lewis Hamilton and Nico Rosberg have committed this cardinal sin twice now, while there have also been many near-miss incidents when wheels have touched. Not since Sebastian Vettel and Mark Webber collided in the 2010 Turkish Grand Prix has there been such a calamitously significant coming-together of Formula 1 team-mates.

Hamilton’s and Rosberg’s previous indiscretion in Belgium in 2014 was but a mere scrape compared to the collision at Barcelona’s Catalunya circuit that ended both drivers’ races.

The initial reaction was that Hamilton was to blame, and certainly that was the view of two veterans – Sir Jackie Stewart and, more pertinently given his role as Mercedes non-executive chairman, Niki Lauda.

But as the data was gathered and every camera angle viewed, so a bigger picture began to emerge. Rosberg may have slipstreamed Hamilton and passed the polesitter around the outside in the early stages of Turn 1, but his W07 was in the wrong engine mode. This meant,

come the exit of Turn 3, that Rosberg’s car was 17km/h slower as it was de-rating, the light on the rear indicating to Hamilton that was the case, and so he went for an ambitious move.

Would Hamilton have gone for the overtake if not faced with a 43-point gap to Rosberg after the first four grands prix in which both men’s fortunes have differed markedly?

Was there a degree of red mist that had descended at being passed so early by Rosberg, on a track where it is notoriously difficult to overtake in normal racing? Perhaps both, perhaps neither, and instead it was just pure racing instinct that kicked in as he saw a gap and his team-mate in difficulty, and he went for it.

Being in full possession of the facts, it was a move Mercedes motorsport boss Toto Wolff had no qualms with, as he said: “I think that manoeuvre was fair enough to attempt.

“The result was unfortunate, but I think making the manoeuvre was the right thinking, and just going for it was what he should’ve done.”

Rosberg may have pressed the ‘overtake’ button in a bid to get back up to speed, but, with Hamilton diving down the inside to his right, he had little choice but to try to close the door.



Lid on driver tensions after crash?

It is unlikely Rosberg was aware of the speed Hamilton was carrying but, with the aggressive way he pulled across to leave no room, the three-times world champion had nowhere to go. In trying to avoid a collision, Hamilton took to the grass where he lost control and became a passenger, hitting Rosberg on his sideways return to the track, with both ending up in the gravel.

Given the 'six-of-one, half-a-dozen-of-the-other' nature of the incident, Wolff could not point an accusing finger at Rosberg either: "Equally, you can't blame Nico for closing the door. It was the difference in speed that triggered the incident."

The difference in attitude of both men when they faced the media after the stewards had declared it 'a racing incident' was significant. Wolff, up first before his drivers, had offered a revealing insight into their mindsets as he made clear that Hamilton had said sorry to the team, whereas Rosberg had seemingly offered no such apology.

Asked specifically whether Rosberg had

apologised, Wolff replied: "I don't remember the words with Nico, but it's clear each of them feels he's not entirely at fault in this situation." When pressed, Wolff said: "I think he said afterwards that he understood it was difficult for the team. I'm not giving you the headline!" The inference being that the word 'sorry', either to Hamilton or to the team, had not passed Rosberg's lips.

Hamilton followed Wolff and, while subdued, there was a sense of wanting to move on quickly, to put this latest incident behind him.

Rosberg was far more defensive in his responses to probing questions, and there was a certain defiance, pointing repeatedly to the stewards' decision that it was a racing incident.

But what now follows, because we know Hamilton and Rosberg are not friends, and that their relationship is already strained?

"It doesn't change anything. We just push to keep racing," said Hamilton, while Wolff remarked: "I am 100 per cent sure it's not going to influence in a negative way their relationship

going forward." But as we all know, words are one thing, actions another, and when they pitch up in Monaco next week it is not a given that the latter will necessarily follow the former.

After all, the duo have 'previous' in Monaco, where Hamilton has felt wronged on the past two occasions — never more so than in 2014 after Rosberg's infamous act in qualifying, when he reversed down an escape road, thwarting Hamilton's flying lap that was set to steal pole, and then going on to claim a contentious win.

And then last year, a pitstop blunder from the team robbed Hamilton of a near-certain victory that instead went to Rosberg.

Those two incidents must still rankle with Hamilton, who can ill afford to see Rosberg win in the principality for a fourth consecutive year.

Conversely, Rosberg will be aggrieved at being deprived of what would have been a fifth straight win this season, regardless of the fact that it was his mistake in being in the wrong engine mode.

Wolff will do well to keep a lid on the emotions of both men heading into the Monaco weekend, particularly as he categorically stated in Spain that they are free to continue racing.

IAN PARKES

"Hamilton can ill afford to see Rosberg win again in Monaco"

TOP RIDES ALREADY ALL TAKEN AFTER FACTORY DECISIONS

MOTOGP'S SET OF riders with the leading factories in 2017 and '18 is all but locked in, less than a third of the way into the current season.

Ahead of this weekend's Italian Grand Prix at Mugello, Honda confirmed that it will retain Dani Pedrosa (pictured below) for another two years and Ducati said it was keeping Andrea Dovizioso, with Yamaha expected to announce it has signed Maverick Vinales as *Autosport* went to press.

Vinales is rated as one of the future stars of MotoGP, and had been weighing up whether to stay with Suzuki, which gave him his MotoGP chance last year, or move to Yamaha to replace Jorge Lorenzo.

Vinales grappled with the choice over the past month, admitting he was sometimes leaning in a different direction day to day, with his sense of loyalty to Suzuki weighing heavily. But the 21-year-old has now made his decision and will partner Valentino Rossi, a move set to be confirmed by Yamaha before the start of practice on Friday.

As Vinales weighed up his options, Pedrosa had entered the picture as a possible alternative for Yamaha. He offered little insight during the Le Mans weekend, but has now penned a new,

two-year Honda deal.

Pedrosa entered MotoGP with Honda in 2006, has won 28 grands prix in the premier class and finished second in the championship on three occasions. He also rode Hondas to 125cc and 250cc titles, and Mugello will be his 250th grand prix across the three classes.

"I'm very happy to be able to announce my renewal with the Repsol Honda Team," said Pedrosa. "I'm very grateful to Honda for the trust they've shown in renewing with me for an additional two years. I think it's best for me to continue with the company I was with at my very first race."

Marc Marquez will continue with Honda, but his discussions have not progressed as quickly as Pedrosa's, meaning that – with Rossi's Yamaha extension announced two months ago – what have traditionally been MotoGP's top four seats are now accounted for.

That balance may change following Lorenzo's move to Ducati, announced in April, with Dovizioso now confirmed to be staying on as his team-mate.

For Andrea Iannone, Vinales's ride at Suzuki would be a soft landing from Ducati, while Aleix Espargaro wants to stay with the manufacturer.

MITCHELL ADAM



IndyCar back to Watkins Glen

The classic circuit is back on the calendar in place of Boston in a deal completed at breakneck speed

INDYCAR'S RETURN TO WATKINS GLEN WAS AS simple as picking up the phone and making the call.

It was three weeks ago on a Friday afternoon when IndyCar president of competition and operations Jay Frye received a telephone call at 5pm with the bad news that the promoter of the Boston street race was cancelling the event. So at 5.01pm Frye picked up the phone and called Watkins Glen International president Michael Printup.

That conversation led to the September 1-4 return to the fabled road course in Upstate New York. The addition of Watkins Glen was announced at Indianapolis just two weeks after the first contact.

Printup expressed interest in bringing IndyCar back to the famed road course for the first time since 2010, after which Randy Bernard decided to drop Watkins Glen off the schedule because of low attendance. But Printup wanted to move the race date off the July 4 weekend because of the Independence Day Holiday.

The Labor Day Weekend on which it is being held this year is more of a "long weekend" holiday in the United States where many stay closer to home because of the start of the school year. NASCAR's Southern 500 and past CART and IndyCar contests on Labor Day Weekend prove a Sunday race followed by a Monday holiday draws great crowds and that was why that weekend is so valuable.

"It's great to have the Verizon IndyCar Series return to Watkins Glen," Frye said. "A tremendous amount of thanks goes to track president Michael Printup and his entire staff for their efforts in helping make this a reality in such a short timeframe. Obviously, Watkins Glen has great racing history and it's a track that will showcase the on-track competition and overall excitement level of our series."

As a three-time Watkins Glen IndyCar winner, reigning champion Scott Dixon was elated to hear that he will get to compete at that track this season in the next-to-last race in the championship.

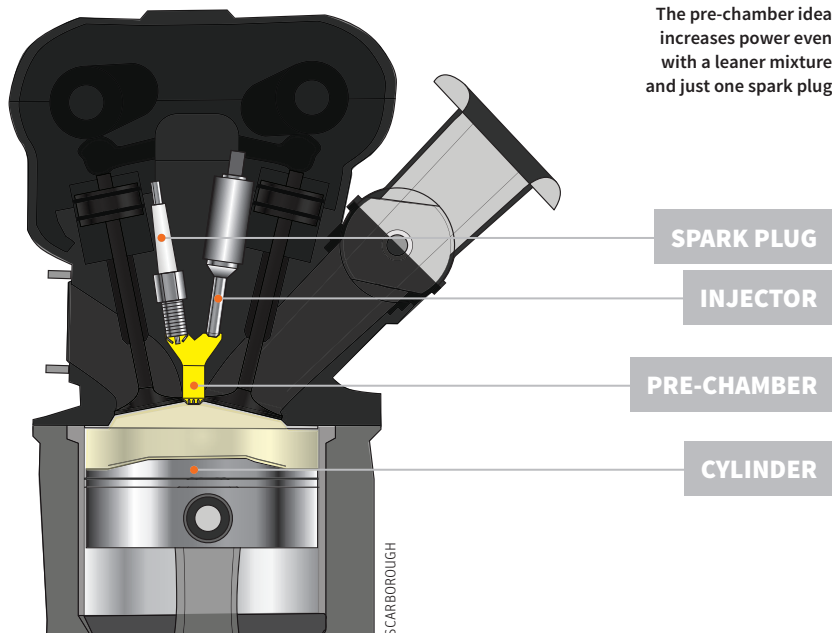
"I love these old-school road courses that America has, and that is at the top of the list," said Dixon. "Everybody amongst the drivers has been talking about it. They can't wait to get back there. They can't wait to schedule a test if we have any test days left to make it back to the Glen."

While Watkins Glen has not traditionally been a venue for IndyCar races, with its last appearances there prior to the return last decade from 1979-81, Mario Andretti believes it should host such races regularly.

"I've raced everything there from Can-Am, Formula 5000, Indycars, sports-prototypes and Formula 1," said Andretti. "I love the layout. It's very technical and one of the true classic road courses. We belong back there."

BRUCE MARTIN





F1 ENGINE TECHNOLOGY

Truck tech in F1's V6s

SINCE THE INTRODUCTION OF THE current engine formula in 2014, it has been a challenge for engine designers to extract power from limited fuel and fuel flow. But a truck technology known as 'pre-chamber ignition' is able to create power with a fuel/air mixture inside the cylinder that is at an almost-incombustible level. It is believed to be at the heart of both the Mercedes and Ferrari power units.

Inside a normal spark-ignition engine, the fuel is injected into the space inside the cylinder. When the fuel and air inside the cylinder are compressed and ignited, the mixture burns and expands to create the power stroke of the four-stroke engine.

This works well until the fuel available is limited, creating a lean fuel/air mixture. This is hard to ignite with a single spark plug, so the engine loses power.

With the current regulations, the fuel flow is limited to 100kg/hour and fuel pressure to 500 Bar. With the high boost pressure and rpm in an F1 engine, there isn't the time to get enough fuel in and mixed to get the right fuel/air mixture for efficient combustion

This has limited the power output of the generation of F1 engines, and what is needed is a way to burn a leaner fuel/air mix, within the regulations, which also demand a single injector and spark plug.

Pre-chamber ignition occurs on large-capacity diesel engines. Efficiently filling large cylinders for combustion of fuel and air is difficult, so the problem gets divided. A small chamber in the cylinder head is created (the pre-chamber), which contains the fuel injector and the spark plug. This is linked through tiny connections to the cylinder below.

During the induction stroke, hot fuel passes from the injector in the pre-chamber into the cylinder. The cylinder is filled with a lean fuel/air mix that forms a weak vapour

rather than a rich mixture.

The pre-chamber is then filled with a richer fuel/air mixture just before the compression stroke and ignition.

Combustion then occurs inside the pre-chamber with the spark plug. This mix ignites easily due to its rich nature, the flame from this combustion then passes into the cylinder and the multiple jets of flame ignite the weaker mixture within.

As a result, the weak mixture is efficiently burned, almost as though there are multiple spark plugs inside the cylinder. More importantly, the weak main-cylinder mix burns faster, creating more power.

This design allows the engineers to run very lean mixtures and still create power within the tight combustion regulations, and still using one single injector and spark plug.

Considering that this is a well-known technology, it's strange how F1's cloak of secrecy means this achievement is not boasted about. F1 has reduced fuel consumption by well over 30 per cent since 2013, yet the technological story is not told.

While engineers on the power-unit side are all convinced that this technology is being used, no team has openly admitted it.

Ferrari is known to have partnered with Mahle to adopt its version of the pre-chamber ignition, which is named 'Jet'. It is believed that the jump in engine performance of the Italian organisation this year is largely down to this.

Mercedes has experience of large commercial engines, so its knowledge could easily have come from within the group. At last September's Italian Grand Prix, Mercedes made a well-publicised step in combustion technology on its V6 engine and it is believed by other F1 engine designers that pre-chamber ignition was the step in question.

CRAIG SCARBOROUGH

IN THE HEADLINES



LECLERC GETS FERRARI RUNOUT

Charles Leclerc has taken a step closer to running in an F1 practice session with Haas later this season following his debut run in a Ferrari. The 18-year-old GP3 driver – a member of the Ferrari Driver Academy – completed 300 kilometres to apply for a free-practice-only superlicence.

SILVERSTONE EXPANDS TO 150,000

Silverstone is set for record crowds for this year's British Grand Prix after working with the FIA to create additional general admission areas. The venue is aiming for a race-day crowd of just over 150,000, with three-day attendance pushing 400,000 for the July 8-10 event.

GROSJEAN KEEN ON NASCAR OUTING

Romain Grosjean is keen to race in the NASCAR Sprint Cup with his Haas Formula 1 team's sister squad Stewart-Haas Racing. There is no set timescale for this to happen, but Haas chief operating officer Joe Custer said last week that the team was serious about giving Grosjean a run.

FORCE INDIA REDUCES FINANCIAL LOSSES

The Force India team has reduced its loss from £15.4 million for the 2014 financial year to £6.8m last year. The company's turnover increased from £59.92m in 2014 to £64.26m in '15 in statements for year ending December 31.

ARRIVABENE'S FERRARI JOB SAFE

Ferrari chairman and newly-appointed CEO Sergio Marchionne has assured Formula 1 team principal Maurizio Arrivabene that his job is safe. Asked whether Arrivabene had his confidence, an unequivocal Marchionne said: "Totally, beyond any question."

ONLY ONE HONDA TEAM IN 2016

Honda has informed the FIA that McLaren is the only Formula 1 team with which it has an engine-supply contract for 2017. Under new rules, the manufacturers had until Sunday to submit a letter to the FIA outlining the supply deals they had in place. As part of the same process, Renault has confirmed that it is willing to continue to supply the Red Bull team.

OCON MAKES RENAULT DEBUT

Renault reserve driver Esteban Ocon made his first F1 Friday practice appearance of the season at the Spanish Grand Prix, instead of Jolyon Palmer. Ocon (below), whose last appearance was for Lotus in the final event of 2014 in Abu Dhabi, completed six laps but did not set a time.



WORLD RALLY CHAMPIONSHIP



Rally GB could be forced to England

RALLY GB IS BEING ENCOURAGED TO look for a new home outside Wales if it wants a long-term future in the World Rally Championship.

WRC Promoter chief Oliver Ciesla told *Autosport* that he would like to see the event back over the border in England or across the Irish Sea in Ireland. Rotation between a UK mainland-based Rally GB and the Circuit of Ireland is a possible long-term solution for maintaining a British presence in the world championship.

Such a move would also allow the Circuit of Ireland to deliver the WRC event Northern Irish ministers have seemed keen to invest in.

The problem for Rally GB – and all existing rounds of the world championship – is increasing demand for their calendar slots. Thirteen countries, including Northern Ireland, have registered interest with WRC Promoter in addition to the 14 that already have calendar spaces.

“If there is a proposal to take the World Rally Championship to Ireland then we are interested in that,” said Ciesla. “We know about the very good fanbase there. If the MSA can rotate this with Rally GB then that could

be a good proposal. We would like to see more of the UK: we would like to be closer to the major cities and the major areas of population in England as well – this is also very important.

“We understand there’s an agreement with Wales until the end of 2018 and we respect that – Rally GB is a very important event in the WRC.”

Ciesla all but ended hopes of the Circuit running alongside Rally GB, saying: “When we are trying to look outside of Europe to make the World Rally Championship global, it would be very hard to justify Ireland, especially as it is an asphalt rally and we really are not looking for any more Tarmac in the calendar.”

Rally GB managing director Ben Taylor admitted that a move out of Wales could be possible at the end of the current three-year deal, which finishes with the 2018 event.

“Who knows what the future may hold after 2018?” Taylor told *Autosport*. “We are absolutely committed to retaining a round of the WRC in the UK. We have a great relationship with both the FIA and WRC Promoter – we understand

their vision for the championship and very much want to be part of it. We will spend the next couple of years exploring what the options might be and we will do this in conjunction with the FIA and WRC to ensure that the UK is an integral part of the World Rally Championship. Wherever we end up, I have no doubt that it will take this great event to the next level.

“We are in the first year of a new three-year agreement that will keep the rally in Wales until the end of 2018. The Welsh government has been a fantastic partner for 15 years and we are all committed to creating even better events for competitors and fans in the next three years, starting with this year’s rally in October.”

Circuit of Ireland event director Bobby Willis added: “We’ve never hidden our desire to take the Circuit of Ireland to the World Rally Championship, but such a decision would lie with IMS [the commercial arm of British motorsport’s governing body]. It goes without saying, we’d be happy to work with the FIA, WRC Promoter and Ben [Taylor] on this.”

“The problem is increasing demand for WRC calendar slots”



MEKLEIN



LAT

China's route

FURTHER DETAILS HAVE EMERGED about China's return to the World Rally Championship, with confirmation that a route has been signed off locally.

The itinerary for the September 9-11 rally is now with the FIA for approval. A delegation from the governing body will fly to Beijing to look at the stages, service park and facilities at the end of this month.

There had been concerns over the lack of progress from China and even doubts as to whether the rally would go ahead this year. WRC Promoter's Oliver Ciesla (below) met Chinese organisers last month and was impressed with recent developments.

"There is no need for any more speculation about China," said Ciesla. "We went there just before going to Argentina and we can confirm everything is in place. It's true there was a real lack of communication, but we have received the first draft of the itinerary, we identified a location for the service park and most promotional activities are in place. We are very confident in China."

Details of the route have not been made public, but it is understood to include more than 300 competitive kilometres (186 miles) and conform to FIA regulations regarding the ratio of competitive and non-competitive distances.

The Far East has been missing from the WRC since Rally Japan ran for the sixth and final time in 2010. China has been in the world championship once, in 1999, when Didier Auriol won (pictured above).

DAVID EVANS



WRC

- or Ireland

While Britain's WRC round could rotate within the UK and possibly the Republic of Ireland, other rallies could become non-permanent rounds of the championship. With the number of events capped at 14 to contain costs, FIA rally director Jarmo Mahonen says rotation could be the only alternative.

Mahonen told *Autosport*: "I would love to be in the situation that Bernie [Ecclestone] is in with 21 [F1] events, but then we wouldn't have any competitors. At the moment, it's very simple that the investment and the return on investment [required for more rallies] don't meet. The number of events today will be [the same] for a few years.

"I think we have to find some kind of solution. Personally I think rotation is destructive [for events], but that is talking about yearly rotation - maybe we find a solution where the rally is three years here and three years somewhere else. It would give you time to invest in the rally, have longer sponsorship deals and so on, maybe this is the way. Otherwise it becomes quite difficult and nothing changes - we just stay where we are."

DAVID EVANS

IN THE HEADLINES

AVE-RILEY LMP3 RACE DEBUT DELAYED

The debut of the new Ave-Riley LMP3 car has been delayed for a second time. The Ave-Riley AR-2 was due to be run by the Murphy Prototypes squad in last weekend's European Le Mans Series round at Imola, but homologation delays led to its withdrawal. The team ran a Ligier JSP3 at Imola.

DTM/SUPER GT RULES DATE EXTENDED

Officials from the DTM and Japan's Super GT series have set a new provisional deadline for the creation and presentation of the unifying 'Class One' regulations. The rules had been pencilled in for introduction ahead of the 2017 season, but now the package does not need to be finalised until September 2017.

MALUCELLI RECALLED BY RISI TEAM

Italian Matteo Malucelli has been recalled to the Risi Ferrari squad for the Le Mans 24 Hours next month, more than two years after being dropped by the US team. He will share a car with Giancarlo Fisichella and Toni Vilander.

ENG TO MAKE LE MANS DEBUT

Reigning Porsche Supercup champion and new factory BMW driver Philipp Eng will make his Le Mans 24 Hours debut next month. The Austrian has been loaned out to Porsche to drive the semi-works Dempsey-Proton team's 911 RSR alongside Richard Lietz and Michael Christensen.

O'CONNELL BACK TO LA SARTHE

US sports car veteran Johnny O'Connell will return to the Le Mans 24 Hours next month after an absence of five years. The 53-year-old will drive a Chevrolet Corvette C7.R for Taiwanese entrant Team AAI. The four-time Le Mans class winner will share the GTE Am class car with British historic racer Oliver Bryant and Mark Patterson.

HIRSCH JOINS BEECHDEAN ASTON TEAM

Reigning European Le Mans Series champion Gary Hirsch has joined the Beechdean Aston Martin Vantage GTE squad for next month's Le Mans 24 Hours.

PITT HONORARY STARTER AT LE MANS

Hollywood star Brad Pitt will wave the cars off the grid at next month's Le Mans 24 Hours. Pitt has been linked to a film project about the Ford-versus-Ferrari battles at Le Mans in the 1960s, with director/producer Michael Mann working on a script called *Go Like Hell*.

CHAVES REPLACES FILIPPI FOR INDYS

Gabby Chaves has replaced Luca Filippi in the Dale Coyne Racing IndyCar team for last Saturday's Indianapolis race, where he finished 17th (below), and for the Indy 500.



LEPAGE/LAT

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- B **32**
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FEEDBACK

A new star is born in Formula 1



That was a simply astonishing Spanish Grand Prix! Had a bit of everything: an own-goal from the Brackley boys, a Dutch masterpiece and couple of, erm, odd strategy calls from both the red cars and the bulls of red. F1 needed a feel-good story and the Spanish GP delivered in spades.

Who was at fault in the Mercedes camp? For me, Nico; he got his start procedure wrong and, after a great pass on Lewis, was overly aggressive in attempting to fend off Lewis's counter attack. Cynical from Nico? I don't think so, if anything he panicked. One thing is for sure, this will rumble on for some time.

Now, Max, many congratulations on a landmark victory in your debut with RBR, a fairytale ending to a highly controversial story. Let's raise a glass to a young man who beat them all, soaking up lap after lap of pressure from Kimi, keeping a cool head and producing a great drive, and surely the first of many victories.

I'd not heard the Dutch national anthem before. I don't think it will be the last time we hear it.

Graham Dalley
Byemail

Can't say that's boring

Who says F1 is boring? In Spain, the Mercedes got into a tangle on the first lap and an 18-year-old managed to keep a former world champion, twice his age, at bay for much of the race to claim his first win and in his first race for his new team!

Adrian Townsend
Byemail

Youngster made big impression

Two years ago we met a young man at Silverstone. It was European F3 and his mechanics had to call him over to sign our photograph.

On Sunday he won his first F1 race. Max, we have appreciated your talent since that day at Silverstone. Congratulations on your first win.

Eighteen-year-old Max Verstappen makes history at the Spanish Grand Prix

We are sure that there are many more to come and not too long before that first world championship.

Jackie and Steve Faulkner
Towcester

Pick your battles, Lewis

Lewis Hamilton and many others consider Ayrton Senna the greatest, and Lewis wants to be like him. But Senna was ruthless in competition, and would push other drivers off the track. At Barcelona Lewis made a Senna-like lunge, but Nico Rosberg made a Senna-like block. Ruthless. Lewis needs to pick his battles – Nico is no pushover.

Bruce Merchant
Carmel, California

BTCC never fails to entertain

When teams in the pitlane are saying that they can hear the crowd roaring from halfway across the circuit, you know you're watching something special. As that observation from commentator Alan Hyde suggested, the BTCC meeting at Thruxton was possibly the best day's racing I've seen in 40 years of spectating.

Every single race on the programme was stunning, featuring slipstreaming, incredible dicing and multiple place-changes throughout the field.

I suspect few left Thruxton greatly concerned about the reversed grids, success ballast and standard parts that contributed to a truly memorable day.

Martin Wells
Buckingham

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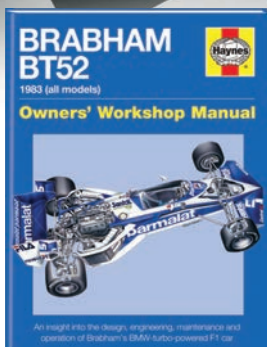
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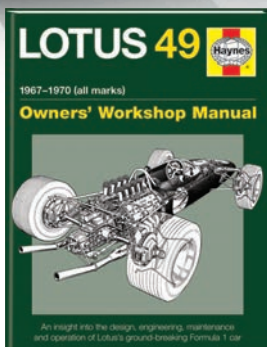
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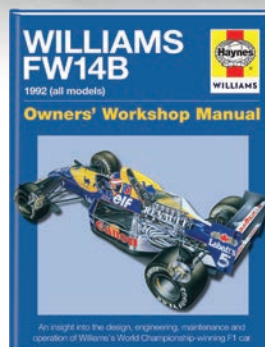
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WAITING TO BE DISCOVERED



Power brokers

The recent F1 engine agreement provides few assurances for power-unit suppliers considering entering the sport in the near future

By Dieter Rencken, Special Contributor

[@RacingLines](#)

FORMULA 1 EXCELS AT PATTING ITSELF ON THE BACK for its past and is superb at criticising its present. But when it comes to framing its future, F1 invariably fails.

The engine ‘agreement’ struck in the last fortnight provides ample proof of this myopic syndrome. So proud are the FIA and power-unit (PU) suppliers of what they consider a job well done that scant regard is paid to future engine regulations.

The deal encompasses four points: obligation to supply if called upon; performance convergence to within two per cent; price reduction for existing customers and caps for incoming teams; and synthesised noise generators to improve F1’s aural quality. “Underwhelming” and “soft” were the words used by Christian Horner, boss of Red Bull Racing, to describe the deal.

As part of the deal, the major points will be monitored, not regulated, with suspected breaches reported to F1’s Strategy Group on which, of course, the PU suppliers are represented. This ensures that an element of regulatory stability to 2020 is guaranteed, predicated upon PU suppliers respecting the ‘agreement’. This proves the deal is more voluntary charter than regulatory framework...

Let us, though, imagine that F1 achieves a first and that this group of highly competitive individuals, each of whom has every motivation to win at all costs, adheres to the spirit of the deal rather than the letter of (unpublished) agreements.

Then surely F1 would be better served by looking to its future and planning for the post-2020 period.

The current hybrid concept was first mooted in 2007 and outline regulations framed in ’09 for ’13 introduction. These were put to the FIA World Motor Sport Council for ratification during former FIA president Max Mosley’s final session before handing over to present incumbent Jean Todt.

Crucially, the projected timing coincided with the expiry of F1’s 2010-12 Concorde Agreement, thus providing for clean commercial and technical breaks. But various revisions, not least a switch from inline four-cylinder architecture to V6, delayed introduction to 2014, immediately throwing the sport out of commercial and regulatory kilter. This was then deemed “not important” by team bosses.

Consider that timing: from concept to introduction lasted seven years, while regulation to race took four full seasons – but not before three pre-season tests, during which engines smokily popped and banged about, prompting bookmakers to offer odds on the 2014 opener having no finishers. Count now the seasons remaining under “guaranteed” stability: four...

For proof that it takes at least four years to hone a winning engine look no further than Honda: the world’s largest engine manufacturer returned to F1 last year after preparing for almost three years, yet has spent its return very much on the back foot. Against that background, would any manufacturer considering F1 entry do so in the knowledge that its engine would still be uncompetitive when the regulations expire in 2020? As a particularly astute F1 team executive responded to that question: “The runway is [now] too short.”

After two seasons the current PUs are reaching maturation and are, without a shadow of doubt, technological masterpieces offering levels of road-car relevance rivalled only by the World Endurance Championship’s LMP1 category, while their (horrendous) initial costs – the four current suppliers are estimated to have invested a combined billion dollars in their development – have by now been mostly amortised.

While the chances are strong that the current V6 architecture will be retained, multi-national boards base decisions on data, not promises; on hard regulations, not “soft” agreements.

F1 is therefore unlikely to welcome additional PU suppliers before 2020. But surely it should initiate the process of persuading manufacturers to enter F1 thereafter, with the shiniest calling card being stable, long-term regulations.

Given the four-year “runway”, F1 needs to consider its post-2020 regulations now rather than preening itself for clauses it should have included in ’09.

According to sources, there have been pushes to extend the regulations to 2023 – a strange date, indeed, given that Renault is committed to ’24 – but that other factions, noticeably Mercedes, have resisted extensions on the basis that they prefer a clean break come the end (2020) of the current commercial agreements. *Deja vu?*

While chiming commercial, technical and sporting agreements are the ideal, early agreement (even only in principle) to retain the basic concept and architecture of current PUs is vital, as that would serve to attract new manufacturers and ease the way for commercial negotiations, for past Concorde Agreements (none exists at the moment despite F1’s pretence) have included regulatory appendices.

Framing F1’s future, not squabbling over qualifying formats, is the principle function of the Strategy Group, which now has a golden opportunity to fulfil that brief by planning for the post-2020 period, rather than simply patting itself on the back. ✨

“Multi-national boards base their decisions on data, not promises”

Alessio in wonderland

Few expected Alessio Lorandi to win the Pau Grand Prix.
But the Italian soaked up pressure from Lance Stroll

By Marcus Simmons, Deputy Editor

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As Max Verstappen crossed the line to take victory in the Spanish Grand Prix, on the other side of the Pyrenees a very different Grand Prix was

being led by the teenaged talent who Verstappen himself had identified as the next big star to emerge from karting.

While Red Bull celebrated as their new boy crossed the line at Barcelona, Alessio Lorandi had four more minutes of intense pressure from Lance Stroll to soak up before he could win the Pau Grand Prix. That he did was truly impressive, the 17-year-old Italian never putting a wheel wrong on the tortuous, narrow, barrier-lined streets. In winning the third race of the weekend, which carried the Pau GP name, he emulated 2015 victor Antonio Giovinazzi in sparking joy from the Carlin team that had hitherto been winless in the Formula 3 European Championship this season.

It may sound like a random result, but it wasn't necessarily surprising to F3 insiders. On making his Verstappen-style karts-to-F3 leap last year, Lorandi had a tough debut season with Van Amersfoort Racing, and things hadn't gone brilliantly on his switch to Carlin for 2016. He drives with panache and reflexes but flirts with the margins and this can sometimes get him into trouble – think of a teenaged Vittorio Brambilla – and his best result to date was sixth. But he'd been quite brilliant in wet free practice in Pau last year, on his first taste of a street track, and was also highly impressive in Macau.

Once again, Pau was wet during the Friday running and Lorandi was fastest when he stacked it into the barriers at the Foch chicane with a couple of minutes remaining, ruling his battered Carlin Dallara-Volkswagen out of the second session. When he got back on track for his qualifying group (for Pau the field was split into two, as usual), he had no answer to the Hitech Grand Prix duo of George Russell and Ben Barnicoat. Even so, he was in the mix for third in group but couldn't deliver the lap he needed and fell to sixth. That translated to 12th on the grid for the wet opening race on Saturday, and he finished a lonely 10th.

By the time he drove that race, the stakes had risen. Second qualifying on Friday evening had featured Lorandi battling for what would become GP pole, because his group had slightly better track conditions, consigning Stroll – who had topped the other batch – to second on the grid. Driving with flair, Lorandi topped the session for much of the 20 minutes, only for Sergio Sette Camara and Russell to demote him over the last couple of laps. But on second-best times – deciding the grid for the GP itself – Lorandi's own late effort snatched pole from the grasp of Sette Camara. >>

GAME OF CHANCE

PAU IS A WEIRD, YET CHARMING, LOTTERY OF a race. Where else would you find a band in the paddock striking up a rendition of *Seven Nation Army* – with the bass notes played on a tuba?

Apart from the track itself, two things turn it into a game of chance: the split qualifying system (with the field placed into two groups based on alternate championship positions) and the weather. Friday was a your-boots-are-still-soaking-inside-the-next-morning kind of a day, but the rain did stop occasionally and this was to the benefit of Alessio Lorandi and George Russell, and the chagrin of Callum Ilott and Lance Stroll.

But that's not to cheapen Lorandi's achievement. After all, he was good enough to head man of the moment Russell (the weekend's top scorer) and rainmaster Ben Barnicoat in his qualifying group for the Grand Prix, and his win means four teams have taken victory this season in nine races – not a bad statistic for a series in which they say you have to be with Prema Powerteam to succeed.

"There is hope for F3," said Lorandi's Carlin engineer Matt Ogle. "We don't have billionaires funding our team, we haven't been testing everywhere in converted Formula Master cars. We just work hard, we're an experienced team, and we stick to what we know works. I'm incredibly proud of the team and Alessio – he was flawless from start to finish."

Back to the lottery aspect, and you may be surprised with the suggestion that Frenchman Anthoine Hubert could – if he'd delivered in qualifying – have won the Pau Grand Prix. The amiable Van Amersfoort Racing-run F3 rookie counts the track as his favourite, after winning there in French F4 and Formula Renault ALPS, but picked up a slow puncture on the Cassidy/Sette Camara wreckage and pitted from seventh as the race went green. From the point when he returned to the track to the finish of the race, his total elapsed time was one second faster than the leading trio's.

Hubert was another driver who left Pau on Sunday thinking, "What if?"



From fifth on the grid for race two, Lorandi, as well as Russell and Sette Camara ahead of him, took advantage of the fact that the track on their side of the grid was dry to all head the helpless wet-side starters into the Virage de la Gare. Lorandi was running third on lap seven when he booted the throttle out of the little chicane that precedes the final sweepers down to the start-finish line, his back end stepped out and he flicked the barrier, puncturing the left-rear tyre.

As he struggled around the next lap back to the pits, he inadvertently delayed a couple of drivers, and this was investigated by the stewards. There were huge sighs of relief from Carlin that evening when he was issued only with a reprimand, rather than a grid penalty...

Everything was falling into place, but the pressure was on. "Honestly I was quite nervous," he admitted. "I didn't have the best night. I was probably overstressed, but when I got in the car I was actually very calm. And then I didn't actually know where to start on the grid because I always have a car in front!"

He located his spot, but Lorandi had a slower start than Stroll and got across just in time to grab the inside line for the opening kink. A big crash behind meant 10 minutes behind the safety car, and after the race went green Lorandi had no respite from Stroll. The gap often went below half a second, and – as Verstappen was taking his landmark victory – Lorandi was coming under even greater heat as Russell, who had paced himself earlier, set fastest lap to close on the leading duo, in turn increasing Stroll's urgency. But Lorandi, the son of a Brescian coffin manufacturer and kart-team proprietor, never cracked.

"I wanted the points," said Stroll, who moved into the championship lead with this result. "It wouldn't have been worth it to do a very risky move. But although I was a bit quicker he didn't make mistakes, he didn't put a wheel out of line. So congratulations to him for that – it's not easy, especially in the streets of Pau."

Russell's third place, from fifth on the grid, completed a fabulous weekend for the Hitech team, which had taken the earlier two races, one apiece for Barnicoat and Russell. Barnicoat had profited from Russell's post-Hungaroring grid penalty to be elevated to the front row for race one, and when poleman Stroll stalled – he finally got away in ninth – the Racing Steps-backed East Midlander splashed away into a demonstration of wet-weather brilliance.

Pre-weekend points leader Maximilian Gunther held second from the sister Prema Powerteam car of Nick Cassidy, until straight after a mid-race safety car the New Zealander swept around the outside of his German team-mate with a brave and thrilling move at the pits kink.

"I picked up my balls and threw them out of the cockpit," grinned Cassidy, who put pressure on Barnicoat, but "when you get to a certain distance around here with the spray and the high downforce, it becomes very difficult to follow."

From sixth on the grid, Russell got up to fourth at the start and stayed there, ahead of his pal Callum Ilott.

In the second race, Russell kept Sette Camara at arm's length in a race that featured two safety-car periods, until he really put the hammer down in the final three-lap sprint to the finish to show how strong he and Hitech were. Motopark's Red Bull junior Sette Camara did well to





No room at the car parks, but Russell's not bothered



Barnicoat took second successive wet win

RESULTS ROUND 3/10, PAU (F), MAY 14-15 RACE 1 (24 LAPS – 41.160 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Ben Barnicoat (GB)	Hitech Grand Prix/Dallara-Mercedes F316	35m03.110s
2	Nick Cassidy (NZ)	Prema Powerteam/Dallara-Volkswagen F314	+2.489s
3	Maximilian Gunther (D)	Prema Powerteam/Dallara-Volkswagen F315	+5.318s
4	George Russell (GB)	Hitech Grand Prix/Dallara-Mercedes F315	+7.034s
5	Callum Ilott (GB)	Van Amersfoort Racing/Dallara-Mercedes F312	+8.156s
6	Mikkel Jensen (DK)	Mucke Motorsport/Dallara-Mercedes F312	+16.707s
7	Ryan Tveter (USA)	Carlin/Dallara-Volkswagen F316	+17.997s
8	Sergio Sette Camara (BR)	Motopark/Dallara-Volkswagen F314	+22.166s
9	Lance Stroll (CDN)	Prema Powerteam/Dallara-Mercedes F316	+22.956s
10	Alessio Lorandi (I)	Carlin/Dallara-Volkswagen F312	+26.906s
11	Guan Yu Zhou (PRC)	Motopark/Dallara-Volkswagen F314	+30.070s
12	Anthoine Hubert (F)	Van Amersfoort Racing/Dallara-Mercedes F314	+30.803s
13	Ralf Aron (EST)	Prema Powerteam/Dallara-Mercedes F315	+31.856s
14	Joel Eriksson (S)	Motopark/Dallara-Volkswagen F315	+33.052s
15	Harrison Newey (GB)	Van Amersfoort Racing/Dallara-Mercedes F316	+35.617s
16	Nikita Mazepin (RUS)	Hitech Grand Prix/Dallara-Mercedes F315	+36.351s
17	David Beckmann (D)	Mucke Motorsport/Dallara-Mercedes F316	+39.666s
18	Arjun Maini (IND)	T-Sport/Dallara-NBE F312	+1m01.388s
19	Niko Kari (FIN)	Motopark/Dallara-Volkswagen F315	-1 lap
20	Pedro Piquet (BR)	Van Amersfoort Racing/Dallara-Mercedes F316	-1 lap
R	Li Zhi Cong (PRC)	Carlin/Dallara-Volkswagen F314	7 laps-accident

Winner's average speed 70.455mph. **Fastest lap** Ilott, 1m23.346s, 74.076mph.

Qualifying 1 Group B 1 Stroll, 1m21.832s; 3 Cassidy, 1m22.198s; 5 Ilott, 1m22.422s; 7 Maini, 1m22.562s; 9 Jensen, 1m22.613s; 11 Zhou, 1m23.010s; 13 Hubert, 1m22.397s*; 15 Piquet, 1m23.317s; 17 Beckmann, 1m23.437s; 21 Kari, 1m22.503s**. **Group A** 2 Barnicoat, 1m22.311s; 4 Gunther, 1m22.472s; 6 Russell, 1m22.154s*; 8 Sette Camara, 1m22.597s; 10 Tveter, 1m22.641s; 12 Lorandi, 1m22.676s; 14 Aron, 1m23.366s; 16 Eriksson, 1m23.560s; 18 Mazepin, 1m23.578s; 19 Newey, 1m23.825s; 20 Li, 1m24.633s.

Race 2 (25 laps – 42.875 miles) 1 Russell, 34m18.884s; 2 Sette Camara, +2.889s; 3 Ilott, +3.494s; 4 Stroll, +4.471s; 5 Barnicoat, +5.066s; 6 Aron, +6.024s; 7 Hubert, +6.623s; 8 Jensen, +7.696s; 9 Eriksson, +9.903s; 10 Maini, +10.105s; 11 Kari, +11.174s; 12 Li, +12.952s; 13 Mazepin, +13.404s; 14 Gunther, -1 lap; 15 Lorandi, -1 lap; 16 Cassidy, -1 lap; R Beckmann, 21 laps-rear wing damage; R Newey, 18 laps-accident; R Piquet, 12 laps-accident; R Zhou, 12 laps-puncture; R Tveter, 5 laps-accident.

Winner's average speed 74.967mph. **Fastest lap** Russell, 1m10.911s, 87.066mph.

Qualifying 2 Group A 1 Russell, 1m21.281s; 3 Sette Camara, 1m21.371s; 5 Lorandi, 1m21.530s; 7 Aron, 1m21.638s; 9 Barnicoat, 1m21.667s; 11 Tveter, 1m21.869s; 13 Eriksson, 1m21.920s; 15 Mazepin, 1m22.283s; 17 Newey, 1m22.933s; 19 Gunther, 1m22.938s; 21 Li, 1m23.658s. **Group B** 1 Ilott, 1m21.708s; 4 Stroll, 1m21.968s; 6 Cassidy, 1m22.200s; 8 Jensen, 1m22.370s; 10 Hubert, 1m22.513s; 12 Beckmann, 1m23.050s; 14 Piquet, 1m24.050s; 16 Maini, 1m25.877s; 18 Zhou, no time; 20 Kari, 1m23.474s*.

Race 3 (25 laps – 42.875 miles) 1 Lorandi, 35m09.190s; 2 Stroll, +0.460s; 3 Russell, +2.385s; 4 Ilott, +2.806s; 5 Jensen, +6.393s; 6 Eriksson, +6.920s; 7 Tveter, +12.097s; 8 Kari, +12.599s; 9 Maini, +13.179s; 10 Piquet, +22.901s; 11 Barnicoat, +25.011s; 12 Hubert, +29.981s; 13 Gunther, +35.100s; 14 Newey, +39.856s; 15 Aron, +44.042s; NC Zhou, 21 laps; R Mazepin, 1 lap-accident damage; R Sette Camara, 0 laps-accident; R Cassidy, 0 laps-accident; R Beckmann, 0 laps-accident; R Li, 0 laps-accident.

Winner's average speed 73.179mph. **Fastest lap** Russell, 1m10.950s, 87.018mph.

Grid for race 3 1 Lorandi; 2 Stroll; 3 Sette Camara; 4 Cassidy; 5 Russell; 6 Ilott; 7 Barnicoat; 8 Jensen; 9 Tveter; 10 Hubert; 11 Eriksson; 12 Beckmann; 13 Aron; 14 Kari; 15 Mazepin; 16 Piquet; 17 Newey; 18 Maini; 19 Li; 20 Zhou; 21 Gunther*.

* grid penalty. ** made to start from pitlane

Championship 1 Stroll, 98; 2 Gunther, 85; 3 Russell, 79; 4 Barnicoat, 75; 5 Cassidy, 74; 6 Ilott, 73; 7 Eriksson, 68; 8 Aron, 63; 9 Sette Camara, 58; 10 Jensen, 53.

hang on to second from Ilott, Stroll and Barnicoat, who were all quite tightly bunched to the end.

Ilott could so easily have taken a win in Pau to add to his success last month at Paul Ricard. Fastest in free practice, the Van Amersfoort Racing man topped second qualifying, but that was the slower group and, as the track dried enough for slicks for race two, he was disadvantaged by being on the wet side of the grid and finished third.

He also finished a very close fourth behind Russell in the GP, and with one more lap could have grabbed a podium as Russell, in his bid to catch Lorandi and Stroll, had clipped the wall and inflicted what felt like a slow puncture.

Ilott's weekend was much better than those of Stroll's Prema team-mates Gunther and Cassidy, the two previous post-event championship leaders. Gunther's turned sour when he crashed at Foch early in second qualifying; in races two and three he raced to the brink of points, only for incidents (the first was his fault, the second wasn't) to scupper his chances. Cassidy took a slow puncture from a startline contact with Prema stablemate Ralf Aron in race two, and in the GP was trying to pass Sette Camara for third at the start, but the Brazilian didn't quite leave enough room and their shunt caused a pile-up. Barnicoat was the highest-profile collateral, needing a front wing replacing.

In short, nearly every team needed to work on late-Sunday repairs along with prep before the cars were loaded for the long trek to the Red Bull Ring. But there'll have been a few celebratory beers waiting for the Carlin boys in one of the bars lining the Boulevard des Pyrenees. 🍺



Persona non grata

Nelson Piquet Jr's shock return to Formula 3 at Pau was a big story — until the fact that his entry was declined became an even bigger one

By Marcus Simmons, Deputy Editor

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Four teams being forced out for 2016 because they couldn't find any drivers; the grid slashed from 35 cars to 21; an alleged-team-orders controversy at Paul Ricard; a punch-up in the paddock at the Hungaroring... The Formula 3 European Championship needed a good-news story and, when Carlin announced on Monday of last week that it was going to run Nelson Piquet Jr in the Pau Grand Prix

— to qualify himself for a potential Macau entry — that's exactly what it got.

Social media was abuzz as attentions turned to the southern French street circuit, and the story brought in roughly six times as many clicks on autosport.com as your regular F3 tale.

And then the FIA Single Seater Commission looked its gift horse in the mouth and sent it to the abattoir by rejecting Piquet's entry. When this was announced on Thursday, *that* story did even better on autosport.com than Monday's good news.

With GP2, GP3 and Formula Renault

2.0 all having clashing races on the Pau weekend, team boss Trevor Carlin had to think outside the box when it came to finding a one-off driver to fill the seat vacated recently by Raoul Hyman. "I'd actually been talking to Matthieu Vaxiviere about doing it," says Carlin. "He's been to Pau three or four times but he had to do a GT3 race [in the GT3 Le Mans Cup at Imola] and we didn't find out until the Wednesday [nine days before the Pau weekend kicked off].

"Now I'd got hyped up about finding someone to drive the car, so I phoned Alexander Sims up, and he couldn't

Above: Piquet Jr's car was stickered-up and ready to go at Pau



teams. “We weren’t actively thinking of him – we just wanted to see someone decent,” he says. “I told exactly that story to Frederic Bertrand [from the Commission] – they kind of think I was trying to pull a fast one, but nothing could be further from the truth.”

The Commission discussed Piquet’s application on Monday evening, and rejected it using an F3 sporting regulation that gives the FIA the right to use discretion on whom it allows to compete in the championship. Carlin and Piquet then wrote to FIA president Jean Todt, who initiated a vote among Commission members. Fifteen were polled, and Commission president Stefano Domenicali says “an overwhelming majority” (ie it wasn’t unanimous) voted against the Brazilian’s participation, with the result becoming known on Thursday. When asked if this meant 14-1 or 13-2, he said “very close!”

Domenicali explains that Piquet’s rejection is a continuation of the philosophy for F3 to focus on developing the careers of young talent, and which led to the introduction this year of a regulation that excluded any driver who had competed in three or more seasons of European F3. “Some could say it’s good promotion, but we need to continue our project,” he says, “and that’s for drivers to grow to be ready for F1.”

“It’s nothing personal, it’s just current with the philosophy of the championship – nothing more, nothing less.”

Carlin adds: “I’m sure there were two teams that weren’t happy about it and probably initiated pressure.” Several people suspect Prema Powerteam would be the most obvious to object, but when asked whether there was any discussion between his team and the FIA about the matter, Prema team manager Rene Rosin says: “No. I was a bit shocked [Piquet entered] but I never spoke with the FIA. I think the FIA should have reacted before if they had any objection, but drivers who have done F1 and who are 30 years old coming back to F3 is a bit too much.”

Rosin also points out that Luca Baldisserri, who mentors lead Prema driver Lance Stroll, relinquished his place on the Commission to Massimo Rivola, the man who replaced him at the head of the Ferrari Driver Academy.

Reaction among teams and drivers was mixed. “I was really looking forward to working with him,” says American Carlin driver Ryan Tveter. “I think it would have been a great thing for the championship to have such a competitive and qualified driver. It’s like the old days, when drivers would come down to race Formula 2 at Pau and then do the Monaco Grand Prix.”

“He might’ve done well, but I think it really could’ve shown the level of the racing – it’s so competitive that he might not even have been in the top 10. It’s incredibly disappointing, and it doesn’t put the most positive light on things.”

Red Bull junior Sergio Sette Camara



“Does such a drive for fairness cause overregulation?”



Top: the Pau GP went ahead without Piquet Jr...

Above: ...who last raced in Formula 3 back in 2004

points out that as a fellow Brazilian “obviously I wanted him in the race, because it would bring attention in general to the race. It would be good for me.” But he added: “I think it [the FIA decision] makes sense because this is a base category to form drivers, not to bring back drivers already formed.”

Domenicali admits the FIA could also consider vetting Macau GP entries, something that could have a serious effect on who competes. “It’s not a championship so it’s a different story,” he says, “so I want to discuss with Commission members to see what is the role of this race in the structure.”

But Sette Camara is firm that Piquet should be allowed to compete in Macau: “Macau is a show. The championship is different – it’s where you build up points – but Macau is such a cool race and it would be *really* cool if he did it.”

You could feel sympathy for the FIA, in the sense that it has painted itself into a corner and was forced to make a decision it must have known would be unpopular with the public in its quest to make things as fair as possible for participants. But does such a drive for fairness cause overregulation to the cost of the sport? In this case, some would say yes. “It’s just the sport’s loss, isn’t it?” says Carlin. ❄



Piquet made it to France, but not to Pau after entry was turned down

do it because he was at Silverstone for Blancpain GT. I thought ‘never mind’, but then Nelson texted me to ask what was happening about our plan to do Macau together, and I asked him how about doing Pau as a warm-up? He said, ‘Where the f*ck’s that?’!


“He managed to get a bit of sponsorship – he was at Spa doing the World Endurance Championship and said, ‘Let’s see how this weekend goes’, and then he confirmed he’d do it on Monday morning.”

Carlin says that this wasn’t a political move, or an attempt to wind up the other

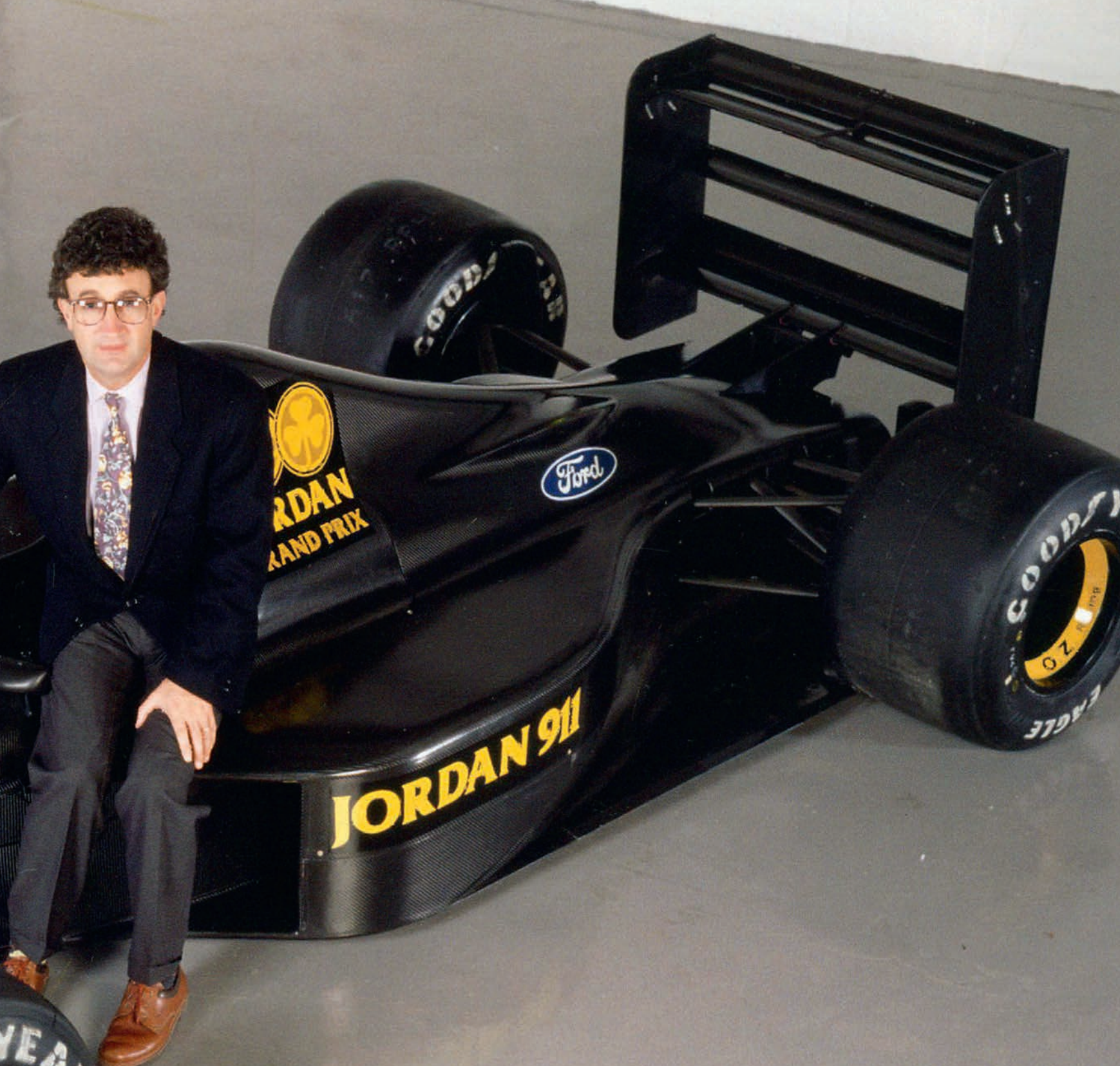
“I wouldn’t want to be an F1 team boss now”

Eddie Jordan achieved legendary status as the modern era’s greatest independent team owner. So how did it happen, why did it come to an end and why wouldn’t it be possible today?

By Lawrence Barretto, F1 Reporter

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JORDAN'S F1 LANDMARKS



CANADA, 1991
In only its fifth grand prix, Jordan scored its first points with Andrea de Cesaris and Bertrand Gachot fourth and fifth in Montreal, starting a five-race run of points.



PACIFIC, 1994
Rubens Barrichello took Jordan's first podium finish with third in the Pacific Grand Prix at Aida behind Michael Schumacher and Gerhard Berger.



BELGIUM, 1994
Barrichello's late lap on a drying track during Friday qualifying stood through Saturday's second session, giving Jordan its first pole. He spun out of the race.



BELGIUM, 1998
When Michael Schumacher hit the back of David Coulthard, Damon Hill inherited the lead and, with team-mate Ralf Schumacher ordered to hold station, its first win.



BRAZIL, 2004
Nick Heidfeld retired (above), with Timo Glock 15th, in Jordan's final grand prix before being sold to Midland. The name survived for one more year.

Jean Alesi and Eddie Jordan were having dinner at the Irishman's home late in 1989. It's a meal that turned out to have a profound impact on the landscape of grand prix racing in the ensuing 15 years. The conversation turned to Formula 1. "I have to tell you Eddie, your team is every bit as good as all the teams I've seen in F1," Jordan recalls Alesi saying. "I've driven several times with Tyrrell now, I know you can do it." But Jordan really didn't need to move into F1. He was enjoying success in F3000 with his Eddie Jordan Racing outfit, winning the title with Alesi that year.

"Those years in F3000 were probably those I cherish the most because I feel I was able to offer the drivers more," says Jordan, who already had an enviable track record for spotting and nurturing driving talent. Alesi, for example, ended up living with Jordan because it was felt necessary to make him part of the family to help him settle down and fulfil his potential.

"He was a bit of a lunatic, so I made him leave France and come and live with my family in Oxford to make him realise what it was like to work on this car when he was destroying it every other weekend, and to learn proper English," says Jordan, a wry smile creeping across his face as he reminisces.

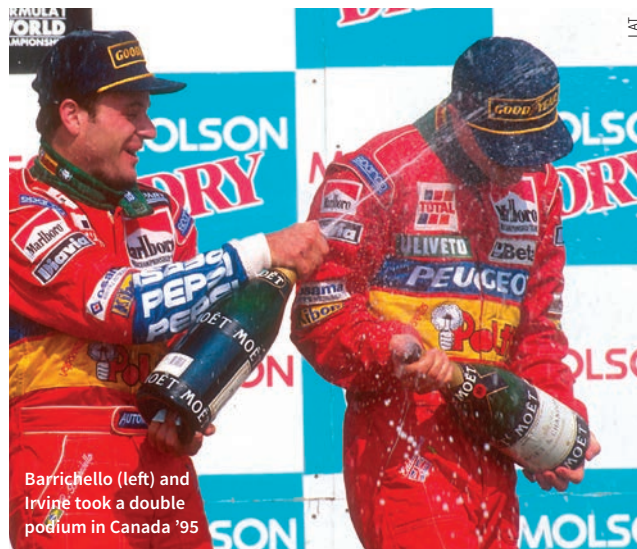
But while it was Alesi who pushed Jordan into seriously considering F1, he wasn't the first to suggest it. The idea had been bubbling under for some time, with Jordan alumni Martin Brundle and Johnny Herbert also confident their old team boss could do it. But Jordan says Alesi was the one that really kicked things into life.

"Alesi gave me the biggest push of anyone because he made me put my time and my focus on it," he says. "I had some money and my wife Marie always said, 'If you don't do F1, you will always regret it and even if you lose it all, it'll be no different to where we were in the beginning. It's your decision."

"I realised I wouldn't have a negative vibe at home. We had four young kids, so I had to think about that, and I was living in a

country that wasn't my own. But we got treated well in Silverstone and Oxford. So I decided to do it."

So Jordan began putting a team together. After he secured premises at Silverstone, he called Gary Anderson, who was working at the Reynard F3000 team at the time, and asked him to get on board. He said no at first, but after some persuasion he eventually relented and began working on the project in 1990. Anderson drafted in Andrew Green, Force India's current technical director, and Mark Smith, who was Sauber's tech chief until the eve of this season. They would design the car between them. Green focused on the suspension, steering and driveline, Smith the gearbox and Anderson the chassis



“Jean Alesi gave me the biggest push because he made me focus on F1”

composites and aerodynamics. Meanwhile, Jordan was out and about trying to find the money to make their designs a reality.

"I had a very strong relationship with Gary Anderson," says Jordan. "He's a man of outstanding talent. If I were to start an F1 team, he would be one of the first people I would call. There were only three people who designed that car from start to finish. I'm so proud of what they achieved. The 1991 car is one of the most beautiful cars I've seen in F1."

Tobacco sponsorship was crucial to Jordan Grand Prix throughout its 14 years in F1 and was key to getting the project off the ground. Jordan did a deal with Marlboro for 1991 that included a driver, the vastly experienced Andrea de Cesaris.

Anderson wasn't impressed with this choice at first, because of his reputation as a crash-prone journeyman, but today he's full of praise for the role de Cesaris played in the team's first F1 season. Bertrand Gachot also brought backing, and the pair formed a formidable

partnership, taking a double-points finish in only Jordan's fifth race, the Canadian Grand Prix.

Jordan admits he constantly fretted about not getting out of pre-qualifying, a situation not helped by the fact that the Pirelli tyres used by some of its rivals were easier to get working on a green track in the brief, early-Friday-morning sessions than the Goodyears. That fate only befell the team once before its regular points-scoring performances meant it no longer had to pre-qualify in the second half of the year.

Things got rocky come the Belgian GP, with money running low, then the conundrum of having to find a replacement driver when Gachot was sent to prison for assaulting a London taxi driver. It was a rush to get the deal with Michael Schumacher sorted, so a letter of intent was signed, which read 'we will sign a contract'. After his impressive performance at Spa, where Schumacher qualified seventh before retiring on the first lap (in a race that de Cesaris might have won, and certainly would have finished second, but for Cosworth not informing Jordan of the increased oil demand of the modified pistons in its V8 engine), he did sign a contract – but it was with Benetton.

"I took the money," says Jordan. "Of course I did. It was already more or less agreed. Bernie said, 'Don't put up a fight, you're not going to be able to keep him, take the money and go! I was so upset with this. But I did it.'"

The team finished a stunning fifth in the constructors' championship, causing quite a stir, but times were tough. It lost its supply of Ford engines, and without its works Yamaha deal for 1992, which gifted Jordan a V12 engine Anderson describes as a "boat anchor", the team might not have made it into a second season. >>



Jordan raced himself and launched his F3 team in 1980



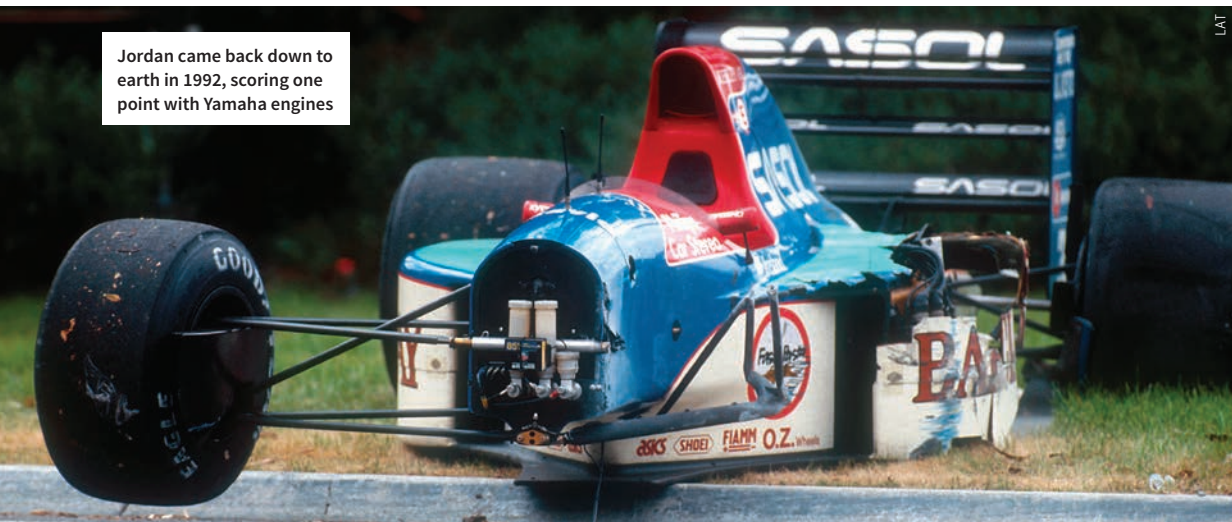
Jean Alesi claimed the 1989 F3000 crown for EJRA



Gary Anderson (left), a man of "outstanding talent"



Schumacher made his F1 debut for Jordan at Spa in 1991



Jordan came back down to earth in 1992, scoring one point with Yamaha engines



By '98, Jordan had 1996 world champion Damon Hill



Ralf Schumacher on his way to third in Argentina '97



Frentzen had a run at the world championship for Jordan in '99



Beginning of the end for Jordan

IT WAS PROBABLY the most unorthodox trophy presentation in Formula 1 history. On Friday April 18 2003 (the opening day of the San Marino Grand Prix weekend), 12 days after winning the Brazilian GP, Giancarlo Fisichella was finally handed the trophy, which had initially, and erroneously, been awarded to Kimi Raikkonen.

"We won the race in the pits when the car was on fire," says Jordan. "I was ridiculously lucky. Ron Dennis convinced the stewards he had won. I brought it to court. I won. We got the trophy at Imola. How lucky can you be?"

But looking up

at the sky during that presentation, Jordan realised the dream was coming to an end.

"I knew the writing was on the wall," he says. "There and then, I knew. Tobacco was my main source of revenue, but that was drying up and I was not able to continue down that path. I was losing staff – I couldn't pay them the money they went on to earn."

So when Bernie Ecclestone called and said a Russian-born Canadian billionaire called Alex Shnaider wanted to buy an F1 team, Jordan was listening. By January 2005, the deal was done. It crucially offered safeguards for the future of the team

and for the staff.

"When I came into F1, I wanted to keep the principles I'd always stuck to," says Jordan.

"It's all about family. I feel enormously proud of the drivers that I've given opportunities to and the young engineers who I gave a chance to and are now working at F1 teams in senior roles."

It's a long list that includes high-profile personnel such as James Key (Toro Rosso), John McQuilliam (Manor), Rob Smedley (Williams), Andrew Green (Force India) and Mark Smith (ex-Sauber). Another reason why Jordan Grand Prix had a profound influence on the F1 landscape.

"I was effectively bankrupt," says Jordan. "I was on first-name terms with virtually every bailiff in the Northamptonshire area. But I begged, borrowed, stole, told everyone a story – and most people believed it – and I kept going. There are a lot of people who I am indebted to who came up with money. Even Bernie helped. You paid interest, of course, but you got it and you lived to fight another day. Without those people, the team would never have survived as long as it did."

Jordan made solid progress over the next few years, switching to Hart engines in 1993, and Rubens Barrichello took the team's first podium in the Pacific Grand Prix at Aida in 1994 in the team's 50th grand prix. The improved performances and some shrewd negotiating allowed Jordan to strike a works Peugeot engine deal for 1995. The season was unspectacular, highlighted only by the team's first double podium, in Canada, with Barrichello second and Eddie Irvine third. It was a particularly special race for Jordan, because the other driver on the podium was Alesi, celebrating his first and only F1 win.

The team was set to run Irvine in 1996, but he did a deal with Ferrari that took him to Maranello as Schumacher's team-mate. Jordan, of course, benefitted financially from the deal and brought in Brundle to partner Barrichello. It was also the beginning of a relationship with Benson & Hedges, the tobacco brand that became synonymous with the Jordan name.

In 1997, Jordan had a rookie line-up in Giancarlo Fisichella and Ralf Schumacher. The season's low point was the collision between Schumacher and Fisichella in Argentina.

Schumacher survived and continued to finish third, but without that clash it's possible Jordan might have won the race given the extent to which eventual winner Jacques Villeneuve faded in the closing stages.

The impact of that incident can be seen clearly at the 1998 Belgian Grand Prix, when Jordan chose to tell Schumacher to hold station when he was chasing then team-mate Damon Hill for the lead, to protect the team's breakthrough one-two finish.

Hill had been critical of the car's performance early in the season, then a raft of updates introduced by Anderson ahead of the British Grand Prix had an instant impact. But despite the improved form, nobody saw the Spa win coming.

Jordan says: "We were there or thereabouts, but was it a big surprise? Of course it was. It was pure, absolute luck."

Given the fortuitous circumstances, Jordan was in no mood to risk the result. "We had to be tough with Ralf to make sure we finished where we finished. We had a problem the year before where Fisichella and Ralf crashed just as they were about to pass Villeneuve in Argentina and I went mental. So I had to be sure – I said, 'Sorry, Ralf, you cannot pass'. He didn't answer. But he didn't pass."

He recalls that Michael Schumacher was incensed that



ETHERINGTON/LAT

By 2001, Jordan was competitive but podiumless



Jordan remains a familiar face in the paddock as a TV pundit

Jordan had refused Ralf the chance to attack for the win. “He came up to me and he said, ‘You know that Ralf should have won the race’, and I said, ‘Look, Michael, he’ll get plenty of chances to do that again, but I had to get my chance’. He said, ‘Ralf will not drive for you again’. I said, ‘Michael, why don’t you concentrate on what you’ve got to do and leave me with my job? I didn’t interfere with your situation, you ran into the back of Coulthard’.

“He said [Ralf] would be out of here. I said, ‘Fine, just pay’. I was fucked off with him at the time. I told him that if he didn’t want him to drive, and it’s his choice, it’s simple — buy the contract out. So Ralf went to Williams.

“He didn’t win a race that year [1999]. Heinz-Harald Frentzen left Williams and came to me. He won two races and nearly won the world championship! Who was laughing now? I was. I was a couple of million to the good in the bank and I had Frentzen, who I’d known from F3000. I had belief in him but he never really believed in himself. That was his problem. He was an amazingly talented driver but never reached the heights.”

Jordan was on the crest of a wave by the end of 1998. Out of nowhere his team had won a grand prix, which was a brilliant achievement. But what was to happen the following season was even more remarkable. Frentzen won the French Grand Prix with a great strategy and followed it up with victory at Monza — Jordan’s only victory in dry conditions. It was then that the chance of potentially winning the championship crossed Jordan’s mind.

“When we won that I said, ‘Listen guys, whatever it takes, whatever it costs, we may never get another chance like this, so let’s do what we can. Let’s pull the plug. Forget about designing next year’s car, let’s try to make history here’.

“Gary had designed some very clever pieces and unfortunately it was one of those that let us down when leading at the Nurburgring after the second pitstop when we had massive lead [it’s understood the electronics problem was caused by driver ‘finger trouble’]. Had he won that, we could have gone to Suzuka and had a real crack at it.”

Frentzen ended the year third, with Jordan also a best-ever third in the constructors’ championship. But just as it looked to be established as a genuine top team, things started to go downhill. “There was a tightening squeeze on tobacco, which had an impact on budget,” says Jordan. “I got Deutsche Post and DHL, but it was ridiculously tough.”

The push for 1999 meant that 2000 suffered. Sixth in the constructors’ championship was still solid, and that was followed up by fifth and sixth respectively. But the

“I’m the luckiest man on the planet, but sometimes you earn your own luck”

financial difficulties and the lack of sponsors was increasingly taking a toll.

It was clear that 2003 would be a struggle, but there was to be one final high point. Victory for Fisichella in the Brazilian Grand Prix was secured in true Jordan fashion — it took a gamble by pitting early under the safety car in torrential rain, and it paid off. Fisichella had enough fuel to get to the end and crossed the line only for there to be confusion over the result. Jordan had to fight to get the trophy, but eventually it was proved that Fisichella had just started his 56th lap when the red flag was declared, meaning the result was counted back to lap 54, on which he had taken the lead. It was Jordan’s fourth and final win, and there was only one other points finish all season.

At the start of 2005 Jordan was sold to Alex Shnaider’s Midland group (see sidebar). Eddie Jordan’s run in F1 was over, although the team did compete under his name that season.

Jordan says his F1 outfit would “not in a million years” be able to survive in the current era. “I certainly wouldn’t want to be a team boss now,” he says. “When you go to bed at night and you look in the mirror and ask, ‘What have I achieved today and what do I want to achieve tomorrow? I want to have a chance to win the race’.

“When you go to bed and it’s, ‘Hey, I’m dreaming, you have no chance’, what’s the point?”

Jordan never stopped dreaming, and though he never won the world championship, he proved what can be done with good people, the gift of the gab and a large slice of luck.

“I’d say one thing, and I never mind admitting this: I think I’m the luckiest man on the planet but sometimes you earn your own luck,” he says, 25 years after his team’s debut. “The things that I’ve done have generally gone well. It was a family team, it’s the whole thing I wanted to do. I’m immensely proud. I don’t believe it could have gone much better.” ❦

The Indy 500 poleman who didn't live to see raceday

6pm, May 11, 1996: Scott Brayton takes pole for the Indianapolis 500.
 12.17pm, May 17, 1996: Scott Brayton dies in a practice crash.
 This is his story

By Mark Glendenning

[@m_glendenning](#)

It was getting deep into Happy Hour on Pole Day at the Indianapolis Motor Speedway and despite some morning rain, the crowd had got its money's worth. The 'fastest day in motorsport' had lived up to its name, with the track record having already fallen three times during the afternoon – first to Davy Jones, then to rookie Tony Stewart, then to Arie Luyendyk. With just over 25 minutes left to run and nobody lining up to go back out, the battle for pole appeared to have been settled. Then Scott Brayton started to pull his helmet on.

The 1996 Indy 500 was the year of the CART boycott, and under the rules of the time – rules that contributed to the CART teams not being there in the first place – Brayton's #2 car had an Indy 500 entry guaranteed before it even turned a wheel, courtesy of a regulation that granted the top 25 in the IRL points standings an automatic place in the field. Nonetheless, he'd been quick that day, his 232.684mph average enough to put him comfortably on the second row.

That wasn't enough for Larry Curry, Brayton's crew chief at Team Menard, who'd been watching Luyendyk and crunching some numbers.

"I knew I had back-up cars that were quicker than what Arie had put up, as well as quicker than the car I qualified Scott in," he says. "And I knew Arie didn't have a back-up car. So I needed Arie to post a time, and then I went to Scott and said, 'Do you want to go back out and go for the pole, because I believe this other car can do it?' And he said, 'Sure.'"

It wasn't as simple as he makes it sound. Curry wasn't merely asking Brayton to scrap a time, he was asking him to scrap an entire car. And if they withdrew the #2, its guaranteed entry disappeared along with it. Any misstep could potentially send Brayton from fifth on the grid to not even making the field.

"I made sure he knew that if we messed it up, we were out," Curry says. They didn't mess it up. Brayton, now in the #32 back-up, reeled off a four-lap average of 233.718mph – just over 0.3mph faster than Luyendyk – and secured pole position for the second year in a row.

The stunt drew a raucous reaction from the crowd and stunned those watching from pitlane. Richie Simon, who had worked with Brayton during the years that he drove for Richie's father Dick, couldn't believe what he was seeing.

"I've never seen another guy pull a [qualified] car from the race and then requalify a different car and put himself on pole," he says. "I still remember hearing [IMS track announcer] Tom Carnegie saying, 'He did it! He did it! He did it!'"

Six days later, Brayton was dead.

The stars were aligning for Brayton in 1996. At 37, he was already a seasoned campaigner at the Brickyard, with 15 previous appearances under his belt. His results up to that point had been modest, his best finishes being a pair of sixth places in

1989 and 1993, both with Dick Simon Racing. The move to Menard gave him access to the team's fearsome self-developed Buick engines, which rewarded him with pole at Indy in 1995, although he was

“The stunt drew a raucous reaction from the crowd and stunned the pitlane”

down on boost during the race and faded into mid-pack anonymity. But the team had learned its lesson in 1996, while the absence of the CART teams meant that some of the drivers who might otherwise have taken the fight to Brayton were racing at Michigan instead. It was far from a walk-up start, but he was certainly sailing into the Month of May with favourable winds.

Brayton might be described as his generation's answer to Ed Carpenter, but with an even more precisely defined skill set. He wasn't much of a threat to anyone on road and street courses, and nor was he the first guy you'd look for on a short track. That said, he was capable of delivering the goods when >>



Brayton traded his guaranteed grid slot in the #2 for a shot at pole in the #32 back-up - and delivered

everything was going right. His sole career podium might have been a third place that he inherited at Milwaukee in 1992 when Rick Mears fell back with engine problems late on, but Brayton had qualified on the second row and been running fourth all afternoon up to that point.

At Indy, though, he was in his element, especially in qualifying. Veteran journalist Robin Miller describes Brayton as one of the bravest drivers he has ever seen, and his *cojones* were reinforced with an instinctive feel for how to carry the car through a quartet of flying laps at incomprehensible speeds, on a track that changed by the minute.

"I never had anyone that drove a car that was 'freer' than how he would drive it at Indy," says Curry. "I mean, he was just an incredible qualifier. Incredible."

In a very real sense, Brayton's passion for Indy defined him as a driver. It was like a more rigid version of Steve McQueen's famous line from *Le Mans*: Indy was life; all the races that happened before or after were just waiting.

"I built a new aluminium-block Buick V6 engine for Indy that year [1996]," Curry says. "It looked great on the dyno, but I only wanted Scott to run three corners [at speed]. I was just trying to get a little data. Back then you didn't want to show your hand because the sanctioning body would step in and change the boost and slow you down.

"So I said, 'Scott, don't go out there and run a [full] lap,' because when you were testing at Indy, there were always a bunch of people standing around with stopwatches. So he goes out and runs, and I'm timing him out of Turn 4, and he's on a lap that's over 237mph. I'm on the radio saying, 'Scott, don't you dare finish this lap'. And there are all these guys standing there timing everyone, and he goes past in 237-something, and they all start tapping their watches like [they're broken].

"And then, instead of coming in, he runs another lap that was even quicker. He knows by this time that I'm madder than hell, so here he comes down the pitlane, the visor comes up,

and he's got this big smile on his face. I said, 'What the hell did you do that for?' And he said, 'I saw the speed come up on my dash, and I just thought, 'That can't be right...'"

A little after midday on May 17, Brayton was out on the track in one of the team's spare cars working on his race set-up. It had been a productive morning: he'd completed 52 laps, and just gone through the speedtrap at 234mph when the rear of his car snapped around on the way into Turn 2. There was no opportunity to save it: the elapsed time between the loss of rear traction and the hit with the outside wall was about two seconds.

"I kept saying over the radio, 'Scott, are you OK? Are you OK?'" Curry recalls. "And I wasn't getting any response. Lee [Brayton's father] was in the pit with me, and he had a radio. Lee looked at me, and I looked at him, and I said, 'Lee, we'd better get over there and find out what's going on.'"

By the time Curry made it to the scene of the crash, Brayton had already been evacuated to a nearby hospital. His death was confirmed 33 minutes after the impact, although the public announcement took another three hours while IRL officials scrambled to contact his mother.

Analysis of the accident later revealed that Brayton had probably run over a piece of debris in Turn 4 on the lap before. Unaware, he continued on until his right-rear Firestone let go without warning.

"Our analysis tends to indicate the right-rear tyre did lose air, but the manner in which it occurred leads us to believe the tyre was cut," said Firestone's Tony Troiano shortly after the crash. "We are continuing to analyse what we have left of the tyre, and that analysis does not indicate any internal structural damage."

Grief in the paddock ran deep and wide, which was reflected in the scale of Brayton's funeral: more than 1000 mourners made their way to his hometown of Coldwater, Michigan, three hours north of the Speedway. IRL head Tony George led the funeral procession in a Dodge Viper pace car.

It's tempting at this point to overplay the timing of Brayton's accident. After his years of disappointment, of false starts and untimely exits, fate denied him what would have been his first swing at the 500 in a car that genuinely had both the speed and the reliability to win it. But that's the Speedway. Twenty years after Brayton's death, Tony Kanaan mused that you can never feel that Indy owes you anything. "This place gets into your head," he said. "It can affect your life. It's cool, but you have to manage it, because it can ruin you."

That, of course, is what makes Indianapolis so compelling. And Brayton understood that better than any other driver of his generation. ❄

"Grief in the paddock ran deep. His funeral attracted more than 1000 mourners"



In Brayton's absence, Menard team-mate Tony Stewart assumed pole position for the race



16



Menard's fitting tribute

AMID THE HONOURS THAT followed Brayton's death, Team Menard decided that the best way it could pay homage was to keep his car in the field.

"I know you hear this cliché enough, but Scott knew how hard we'd work to build a pole-position car, and he would have wanted to see that car race," says Curry.

The problem was finding someone qualified to drive it at just a few days' notice. Complicating matters was a rule dictating replacement drivers had to have previous Indy 500 experience.

"There were only two I could come up with," says

Curry. "They were Al [Unser] Sr, and Danny Ongais. And Al Sr wasn't going to come out of retirement to do it. So I got Danny on the phone."

Ongais (right) was a story in himself. The 'Flyin' Hawaiian', as he was known, was an extraordinarily diverse driver

"It was so hard, the first day we took Scott's car out to run without him in it"

even by the relatively open-border standards of the 1970s and '80s. He made a handful of F1 appearances, although managed just one finish: a seventh at the 1977 Canadian GP in an Interscope Penske PC4.

He was a regular on the US single-seater scene, picking up six USAC wins and a best result at Indy of fourth in 1979. And before all of that he won three national titles in drag racing, with a bit of bike action thrown in as well.

He was 53 years old when he received the call-up from Menard, and under series rules would start from the back of the grid.



"It was so hard, the first day that we took Scott's car out to run it without him in it," says Curry. "But Danny did a phenomenal job. He just kept his nose clean. Actually, he spun it once during the race, on a restart. Those Buicks were sensitive when you got on the throttle; they'd light the tyres up like a dragster.

So you had to be careful to kind of even the boost into it."

Despite all of the circumstances conspiring against him, Ongais brought Brayton's car home in seventh place. Brayton could scarcely have wished for a greater tribute – or vindication of what the car might have achieved that year in his hands.

RACE CENTRE

GP2 • GP3 • BLANCPAIN GT • INDYCAR • INDY LIGHTS



Gasly was the star of the weekend, although Nato (3) passed him to win the feature race

Gasly's two seconds

GP2 SERIES
BARCELONA (E)
MAY 14-15
ROUND 1/11

PREMA DIDN'T WIN EITHER RACE ON ITS GP2 Series debut. But it could have won both, and its man Pierre Gasly's double podium gave him the championship lead leaving Barcelona.

This season isn't going to be a one-horse race like last year's advert for Stoffel Vandoorne's future Formula 1 champion credentials as there's every possibility of at least a three-way title fight. No wonder Gasly's former team-mate Alex Lynn was so exhilarated that he and DAMS could put a frustrating feature race behind them by winning the sprint and "stopping anyone getting too far ahead" in the points – and no wonder Sergey Sirotkin's self-flagellation over the radio to ART Grand Prix was so extreme after he spun away a podium in race one.

Even a team of Prema's single-seater prowess was going to start its debut year with some disadvantages to experienced GP2 rivals, so Gasly taking the lead so early is significant.

But he was only "pretty happy", and ultimately "a bit disappointed" with third and second in the two races. And that's unsurprising given the reputation he has built for not quite winning things – having failed to convert any of last year's three GP2 poles to wins and taken a victory-free route to the runner-up spot in Formula Renault 3.5 in 2014. He last visited a podium's top step in September 2013 at Paul Ricard in the FRenault Eurocup.

Gasly will have to do something alarming *not* to win with Prema this year, though. Fastest in practice and qualifying, he had the feature race under control during the long first stint on hard tyres. The vulnerability came on softs after the pitstops – unable to get the fronts working quickly enough and with the pack on his tail after the safety car for Sirotkin's spin, Gasly was ambushed by Norman Nato and Nicholas Latifi and slumped to third.

Back on hard tyres for Sunday morning, he flew again. Gasly had promised to "find some places to overtake", and picked off Sergio Canamasas, Raffaele Marciello and Jordan King in quick succession. That put him second and



S. BLOXHAM/LAT



Lynn passed King and then Marciello to lead the Sprint Race

AT A GLANCE

RACE ONE

- 1 Nato Racing Engineering
- 2 Latifi DAMS
- 3 Gasly Prema

RACE TWO

- 1 Lynn DAMS
- 2 Gasly Prema
- 3 King Racing Eng

 P55 FULL RESULTS

MAUGER/LAT



Left to right: Latifi, Nato and Gasly on the race one podium

XPBIMAGES

up against old friend Lynn for the win. But that was as far as Gasly was going to get.

The first half of Lynn's weekend had been troubled. His car's handling wasn't as sweet for qualifying as it had been in practice and he had to settle for third behind Gasly and Nato. He was unique among the frontrunners in starting on softs, but his first lap wasn't great and his early pitstop was slow. Back out on clear track, he kept the gap to the leaders stable but couldn't make inroads so was sixth once they'd all pitted. A last-lap move on Canamasas for fifth proved to be a phantom pass because the chequered flag was shown too early.

This wasn't the season-starter Lynn had imagined. Amends had to be made.

And they were on Sunday. When King lost momentum attacking polesitter Marciello at Turn 2, Lynn went around his outside through Turn 3. King hung on, so Lynn had to take the outside at Turn 4 too. That worked, King's own

“Lynn and Gasly will both need an answer to Sirotkin”

outside look at Turn 5 was rebuffed, and Lynn was steaming past a brake-locking Marciello into the lead by the start of lap four.

Gasly's arrival in second — announced with a lead-slashing new fastest lap — seemed a threat to Lynn, but he had enough in hand to raise his pace when required and keep the gap secure. The race finished under the safety car following a frightening crash between long-time Formula 3 team-mates Sean Gelael and Giovinazzi, and Gasly felt without that he'd have been in a position for a late charge into Lynn's DRS range. But Lynn was sure he'd have had an answer for that too.

They will both need an answer to Sirotkin before long. Although he ended the opener pointless, his speed was obvious. Running early amid the threat of rain didn't pay off in qualifying, where he was fifth, but he was all over Nato when he spun and stalled on Saturday. Twenty-first on the grid to 11th on Sunday on a track where overtaking is tough proved a point.

In a field containing six F1 team-affiliated drivers, six past GP2 race winners and six of last year's top 10, a one-two in race one for two podium virgins was quite an upset.

While Latifi's second place showed he will be a capable wingman to Lynn at DAMS, Nato's win — earned with a great dive past Gasly — proved Racing Engineering boss Alfonso d'Orleans-Borbon's faith in his 2016 line-up is justified.

Pacesetters in the final test, Nato and King were hailed by their boss pre-season as: “very balanced and very fast. Intelligent drivers. Maybe one of the best pairings we have had.”

“If they keep it together, I am confident that they will be fighting for the championship,” added the man who ran Giorgio Pantano and Fabio Leimer to the 2008 and '13 GP2 crowns.

Nato certainly lived up to that billing in race one, although he won't be able to afford many repeats of his Sunday start — which dropped him from eighth on the grid to 20th, leaving him 16th at the flag. King impressed too with his progress from 13th in qualifying to seventh on Saturday and third in the finale. Gasly, Lynn and Sirotkin have some dark horses to watch for.



Hughes pressured Leclerc in the early laps of first race...

Leclerc proves to be DAMS buster

GP3 SERIES
BARCELONA (E)
MAY 14-15
ROUND 1/9

TUESDAY: POP TO FIORANO AND cover 300 kilometres in a two-year-old Ferrari Formula 1 car so you're qualified to drive for Haas in grand prix practice sessions. Saturday: Beat what is probably the toughest junior single-seater field of 2016 by six seconds in your championship's season opener.

A pretty decent week in the life of GP3 debutant Charles Leclerc.

His Sunday was a bit of an anti-climax – a bad start compounded by team-mate Nirei Fukuzumi just ahead making an even worse one meant Leclerc ended race two a point-less ninth. But he still left Barcelona with the championship lead and, up front, team-mate Alexander Albon had given another demonstration of ART Grand Prix's strength without being quite as dominant as Leclerc had been on Saturday.

Both ART men earned their wins by coming from third on the grid to first by Turn 1. Leclerc's passage past Jake Hughes and Kevin Jorg – who had swept the front row on DAMS's GP3 debut

– was more straightforward than Albon's route. He went into the first corner side by side with polesitter Oscar Tunjo and only made it ahead with a tyre-smoking outside-line outbraking move.

Such action was scarce once the races' first laps were completed, though. GP3 has rarely been a hotbed of wheel-to-wheel acrobatics, but the hope was that the aerodynamic changes and power increase of the 2016 car would loosen the racing up. While Barcelona is not the best venue for judging overtaking levels, too many drivers were left frustrated that forward progress seemed impossible.

But that was partly because most of them – on Saturday in particular – were in cagey tyre-conservation mode, trying to pre-empt the arrival of the 'cliff' that they expected to turn the race inside out.

It never came. Pirelli has changed its GP3 tyre construction and compound to meet the increased loads from the new car's improved aero, and the rubber certainly coped – although few of the frontrunners seemed to have really pushed its limits, having been convinced they would be lower.

Leclerc said he had kept a bit in hand even while pulling away in race one: "It's quite different coming here driving a GP3

car compared to an F3 car where you can push all race. I knew I could go a bit faster but I knew overall I may be slower at the end as I wouldn't have any tyres left."

Pursuer Hughes's expectation from winter race simulations had been that he and DAMS could afford to conserve tyres at first then close in. "But it never happened," he admitted. "Charles pushed on even further. So maybe we have something to learn there that we didn't in testing."

Another test follows during the gap before the next round at the Red Bull Ring in early July, so teams should arrive with a better grasp of what is possible with the tyres and the races may be more than just a lairy first mile after which drivers have to settle for what they've got.

Jake Dennis exemplified that frustration – fifth on the grid for race one became seventh when he ran wide; second for race two became fourth by the first corner, and each time there was nothing he could do to recover. Where he was a loser from the stalemate racing format, Antonio Fuoco was a winner, two blistering getaways and assertive first corners sealing fourth and third-place finishes.

Though DAMS came off second-best on opening laps – Hughes's race one runner-spot followed by eighth in race two, and Jorg pushed back to fifth and seventh places – its qualifying form proved it will instantly carry its long-time GP2 fight with ART into the sister class.

But it was ART that executed in Spain. With Leclerc's race-one dominance, Albon's victory over a delighted Tunjo on Sunday, Fukuzumi taking third in the opener in his first race outside Japan and Nyck de Vries fifth in race two, all four of its drivers had reason to be satisfied – but no one will leave Barcelona as confident as Leclerc.

AT A GLANCE

RACE ONE

- 1 Leclerc ART
- 2 Hughes DAMS
- 3 Fukuzumi ART

RACE TWO

- 1 Albon ART
- 2 Tunjo Jenzer
- 3 Fuoco Trident

➔ P54 FULL RESULTS



Norris defeats Palmer

**FORMULARENAULT NEC/
LAMBORGHINI SUPERTROFEO/
SEAT EURO CUP
SILVERSTONE (GB)
MAY 14-15**



Norris leads Palmer and Boccia

LANDO NORRIS MADE UP for a gearbox problem that prevented him from starting race one by cruising to a dominant victory in race two in the Formula Renault Northern European Cup.

The Josef Kaufmann Racing driver was helped in this regard by having a spare set of tyres left over from the first race and made his advantage pay in the early stages, building a 2.4 second lead over the chasing Will Palmer by lap four. From then on he was never challenged, as behind him Palmer fended off a train of cars headed by points leader Dorian Boccia.

Unlike race one, where he slipped behind Boccia and only clung onto the final podium position by 0.2s from Ferdinand Habsburg, this time Palmer managed to preserve his tyres to the end, with Boccia completing the

podium ahead of Jehan Daruvala.

Norris's absence from the first race allowed Max Defourny to secure a comfortable four-second victory over Palmer, but the Belgian found life tougher in race two. Starting fourth, Defourny was unable to assert his authority on the race as he had done the day before and soon found himself under pressure from Daruvala, who found a way past around the outside at Club on lap five. Defourny recovered his composure and pursued the Force India junior for the remainder of the race, but never got close enough to attempt a move.

Daruvala had been somewhat fortunate to escape punishment for a clash with Callan O'Keeffe in race one that left the South African. He recovered to seventh in

race two.

Dennis Lind cost himself the chance to move to the top of the Lamborghini Super Trofeo point standings by tripping over a backmarker in race two. The 23-year-old Dane had managed the holy trinity of pole, fastest lap and the victory in race one and was well on course to repeat in the second when he launched an ambitious move to the inside of a lapped car. He suffered a puncture in the incident and subsequently dropped well down the order before fighting back to eighth.

Lind's dramas handed the win to Vito Postiglione, who had recovered from a slow start to finish second in the first race. Martin Kodric survived contact with racer Harald Schlegelmilch to collect a brace of thirds.

Niels Langeveld and Stian Paulsen shared the honours in two thrilling SEAT Leon Eurocup races. Langeveld passed Mikel Azcona for the lead around the outside of Stowe to win race one, but found himself eliminated on the opening lap in race two, which fell to Paulsen after contact between Julien Briche and Facundo Della Motta.

JAMES NEWBOLD

RESULTS

FORMULA RENAULT NEC RACE 1 1 Max Defourny, 13 laps in 25m53.863s; 2 Dorian Boccia, +4.571s; 3 Will Palmer; 4 Ferdinand Habsburg; 5 Jehan Daruvala; 6 James Allen. **Fastest lap** Defourny, 1m58.757s, 111.15mph. **RACE 2 1 Lando Norris**, 13 laps in 25m57.595s; 2 Palmer, +4.124s; 3 Boccia; 4 Daruvala; 5 Defourny; 6 Julien Falchero. **FL** Norris, 1m59.136s, 110.80mph. **LAMBORGHINI RACE 1 1 Dennis Lind**, 24 laps in 50m58.016s; 2 Vito Postiglione, +5.178s; 3 Martin Kodric; 4 Nicola Larini; 5 Patrick Kujala/Adrian Amstutz; 6 Loris Spinelli/Enrico Fulgenzi. **FL** Spinelli, 2m02.078s, 108.13mph. **RACE 2 1 Postiglione**, 23 laps in 51m52.529s; 2 Spinelli/Fulgenzi; 3 Kodric; 4 Christopher Zochling; 5 Kujala/Amstutz; 6 Larini. **FL** Lind, 2m01.607s, 108.55mph. **SEAT RACE 1 1 Niels Langeveld**, 11 laps in 24m33.223s; 2 Mikel Azcona, +2.987s; 3 Stian Paulsen; 4 Alex Morgan; 5 Lucie Cypriano; 6 Julien Briche. **FL** Azcona, 2m12.891s, 99.33mph. **RACE 2 1 Paulsen**, 11 laps in 24m46.729s; 2 Lourenco da Veiga; 3 Morgan; 4 Cypriano; 5 Facundo Della Motta; 6 Azcona. **FL** Morgan, 2m13.860s, 98.61mph.



Defournay wins the opening race

IN BRIEF

JAPANESE FORMULA 3

Daiki Sasaki won both races at Fuji, but the first only came after a lead-swapping battle with the sister B-Max Dallara-Volkswagen of Jann Mardenborough. The Welshman took his first pole, but ran wide in the first chicane and let Sasaki go. Sasaki passed early leader Mardenborough to lead most of race two, keeping Kenta Yamashita (TOM'S Dallara-Toyota) at bay. Mardenborough dropped back to finish fourth after a touch with team-mate Katsumasa Chiyo, meaning TOM'S newcomer Sho Tsuboi completed the podium for the second time of the weekend.

PORSCHE SUPERCUP

Matteo Cairoli took pole position and led from start to finish to lead a Porsche Junior podium lockout in the Barcelona season opener. Sven Muller jumped Mathieu Jaminet at the start to take second, with the trio staying in that order to the flag. Michael Ammermuller ran wide at the first corner and dropped to ninth, but recovered to fourth.

GT3 LE MANS CUP

The inaugural race in this series at Imola attracted a grid of just 10 cars, with TF Sport Aston Martin drivers Salih Yoluc and Euan Hankey winning. Yoluc started third, but took the lead when Porsche racer Egidio Peretti collected pole starter Luigi Lucchini's Ferrari at the exit of the Tamburello chicane on the first lap. Hankey closed out the two-hour race after taking over, finishing 16.760s clear of the McLaren 650S of Hiroshi Hamaguchi and Adrian Quaife-Hobbs.

RENAULT SPORT TROPHY

Kevin Korjus and Fredrik Blomstedt won the endurance race at Imola after Blomstedt recovered from an early mistake to pass Fabian Schiller and Toni Forne and hand the R-Ace car to Korjus in the lead. Bruno Bonifacio and Andres Mendez were second from Markus Palmtala and Schiller. The Am race went to Schiller in the Marc VDS car after a fight with Blomstedt. Bonifacio led David Fumanelli in an Oregon Team one-two in the Pro race, after second-placed Lewis Williamson was excluded for insufficient fuel for the post-race scrutineering sample.

SMP FORMULA 4

Finn Tuomas Tujula won race one at Zandvoort when local hero and new Red Bull junior Richard Verschoor, who was leading, made a mistake at a safety-car restart and dropped to second. Dutchman Jarno Opmeer pipped Juha Valtanen and Tujula in a thrilling second race. Opmeer beat Tujula in the finale after leader Verschoor was penalised for a jumped start.

VLN

BMW M6 GT3s locked out the podium on the Nordschleife with Schubert line-up Marco Wittmann, Jorg Muller and Jesse Krohn beating the sister car of Lucas Luhr, Martin Tomczyk and John Edwards. Tom Blomqvist was in the third-placed Walkenhorst car.

Buhk fends off Audi's strategy masters



**BLANCPAIN ENDURANCE CUP
SILVERSTONE (GB)
MAY 15
ROUND 2/5**

THE HTP MERCEDES SQUAD TOOK the victory in the Blancpain GT Series round at Silverstone, but drivers Dominik Baumann, Jazeman Jaafar and Maximilian Buhk were made to work hard for their Endurance Cup win. A clever pitstop strategy from the WRT Audi squad and a protracted safety-car period in the final hour meant they were under pressure all the way to the end.

The Mercedes-AMG GT3 was the car to have on Sunday, or at least on Sunday afternoon. Buhk could qualify only fourth in the morning, but over a stint the Merc had an advantage, even with a weight penalty imposed for the event under the Balance of Performance rules.

HTP Motorsport would probably have walked it but for some blue-sky thinking in the WRT pit. That allowed the lead WRT Audi R8 LMS shared by Frederic Vervisch and brothers Dries and Laurens Vanthoor to take the fight to the Merc through the second and third hours.

The Belgian team's lead Audi looked more or less out of it as the first round of pitstops approached. WRT then pulled a masterstroke, which propelled the car in

which Vervisch had been running seventh up to second place.

A new rule for the Blancpain enduros this season is an attempt to prevent an arms race when it comes to pitstops, a discouragement to teams investing in ever-more-expensive equipment. There are now time limits, calculated between pit-in and pit-out, that have created a 20-second window during which a car cannot leave the pits. The upper limit, set at 90s for Silverstone, is a minimum that is deemed the optimum time for a full service. The lower limit, 70s last weekend, is a maximum and an acknowledgement that there will be occasions when a car has a puncture or requires a splash-and-dash at the Spa 24 Hours.

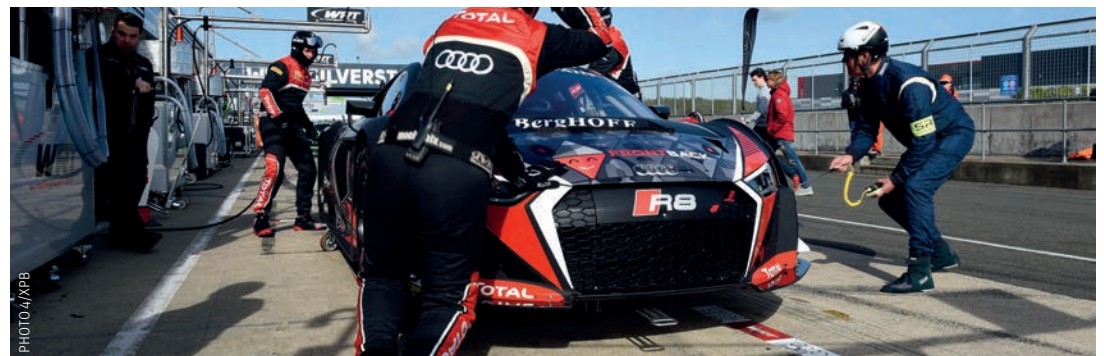
If anyone was going to exploit a loophole

Pit strategy brought Belgian-crewed #1 Audi into second place

in the rule, it was the WRT Audi squad. It is this team, of course, that has been consistently raising the bar in the pits across the Blancpain arena in recent years.

WRT opted to short-fuel the #1 car, as well as its #2 entry, to get out of the pits before the 70-second cut-off, and it was this that kept Sunday's race open to its conclusion. Sportscar rookie Dries Vanthoor emerged in second behind the Grasser Lamborghini Huracan GT3 in which pole winner Mirko Bortolotti had led through the opening stint. The younger of the Vanthoor brothers was right with Rolf Ineichen in the Lambo after the stops when Jaafar arrived in his mirrors.

Vanthoor took the lead for one lap before the Merc moved ahead in traffic. Jaafar was able to move away into a





FR3.5/F3 race winner Jaafar presses on in winning Mercedes



six-second lead from an Audi driver in fuel-conservation mode. But once again WRT was able to make up ground in the pits when it came to making what was always going to have to be a 90s-plus stop.

Fastest race lap brought Laurens Vanthoor to within two seconds of Buhk, but the Merc driver proved equal to the challenge. He was nearly five seconds up when the safety car came out with 40 minutes to go. That advantage disappeared with a confused yellow-flag period that lasted 20 minutes, but once again Buhk had the measure of the Audi driver. He edged away into a two-second lead before backing off on the final lap to take the flag nine tenths clear.

The elder Vanthoor admitted that without his team's imaginative strategy a podium finish wouldn't have been possible. He also conceded that the Merc was always going to be difficult to beat.

"After the safety car, I thought I might be able to keep up, but overtaking wasn't realistic," he explained. "We were a bit quicker at the start of the stint, but we drop a bit whereas they are so consistent."

That matched what Buhk had to say about a car that was running 35kg heavier than at the previous enduro at Monza and 25kg up on the Sprint Cup round at Misano, a BoP category C track like Silverstone. "I was disappointed to see the

safety car, because I'd built a bit of a gap," he said. "But I was confident because we were really good over the distance."

The Bortolotti/Ineichen Lambo in which Jeroen Bleekemolen finished the race ended up third, though the Dutchman quickly lost time after the safety car. Factory driver Bortolotti, who'd claimed pole by two and a half tenths with what he described as the "perfect lap", was able to keep the pace through a stint in a way his team-mates couldn't.

The best of the Rowe BMW M6 GT3s in which Philipp Eng took fourth from the second of the HTP Mercs – with Indy Dontje at the wheel in the closing stages – was another car with one-lap pace, but not the consistency. Alexander Sims had qualified the BMW third, but he, Eng and late stand-in Maxime Martin – replacing the ill Dirk Werner – were destined for fifth before the safety car.

Dontje, who shared the Merc with Clemens Schmid and Luciano Bacheta, finished right on the Bimmer's tail, while sixth went to Monza winners Rob Bell, Come Ledogar and Shane van Gisbergen in the lead Garage 59 McLaren 650S GT3. Van Gisbergen made it past Gregory Guilvert's Sainteloc Audi on the penultimate lap of the race.

Bentley had a disappointing day on home ground, the M-Sport factory team

Lead Lambo took third and pole, with Bortolotti the star

claiming a best result of eighth position.

The #7 Continental GT3 shared by Guy Smith, Vincent Abril and Steven Kane was only five seconds off the top six, despite Smith losing time when he was tipped into a spin by Schmid's HTP Merc in the opening stint. The sister car driven by Andy Soucek, Maxime Soulet and Wolfgang Reip ended up a delayed 46th, but was another potential frontrunner.

Soucek had set two purple sectors in final qualifying when he had to take to the asphalt run-off at Abbey to avoid a dithering Lamborghini. The car didn't feel right on a second set of tyres, the car ending up only 31st on the grid.

It turned out that a chassis cross member, as well as an oil line, had been damaged on a kerb, which meant engine-out repairs between qualifying and the race. What M-Sport didn't spot was that a power-steering pipe had also been damaged, which brought Soucek into the pits early in the first stint.

Pro-Am honours went to the Black Falcon Merc team after Maro Engel, who shared with Miguel Toril and Oliver Morley, closed down a 25s deficit after the safety car and then passed Jonny Adam in the Oman/Motorbase Aston and Philippe Giauque in the ISR Audi over the final two laps.

AT A GLANCE

- 1 **Baumann/Jaafar/**
Buhk Mercedes
- 2 **Vanthoor/Vanthoor/**
Vervisch Audi
- 3 **Bortolotti/**
Bleekemolen/Ineichen
Lamborghini

➔ P55 RESULTS

GARY WATKINS



Stoneman emerged to grab the honours

Stoneman wins a thriller

INDY LIGHTS
INDIANAPOLIS (USA)
MAY 13-14
ROUND 4/11

DEAN STONEMAN CLAIMED HIS FIRST WIN in the States with Andretti Autosport at the end of a dramatic second race of the weekend.

The Brit qualified fifth, but moved into the lead on the first lap. Carlin team-mates Ed Jones and Felix Serralles had touched at Turn 1 as they fought for first, sending Serralles across the grass, while Jones went straight on at Turn 12 later in the lap. Meanwhile, Zach Veach pitched Belardi team-mate Felix Rosenqvist into a spin, so Stoneman was now in front.

After building an advantage, Stoneman was reeled in by Santiago Urrutia and the recovering Serralles. Six laps from home, Serralles challenged for the lead in Turn 12 but slid wide onto the grass, and then Urrutia moved up to

push Stoneman all the way to the finish.

Anglo-Emirati Jones finished ahead of Serralles and Rosenqvist, adding to his series lead that was established with victory in the first race of the weekend. This was another exciting one, with Stoneman and Urrutia joining Jones in the battle for the lead. Stoneman was leading when Urrutia tried a move at Turn 7 after a late-race restart, sending them both wide.

Reigning European F3 champion Rosenqvist survived a late-race attack from Serralles – which sent the Puerto Rican down an escape road – to emerge with fourth place.

RESULTS

Race 1 Ed Jones, 30 laps in 41m15.4848s; 2 Santiago Urrutia, +0.9501s; 3 Dean Stoneman; 4 Felix Rosenqvist; 5 Zach Veach; 6 Kyle Kaiser. **Race 2** Stoneman, 35 laps in 46m45.5881s; 2 Urrutia, +0.8659s; 3 Kaiser; 4 Jones; 5 Felix Serralles; 6 Rosenqvist. **Points** 1 Jones, 160; 2 Urrutia, 139; 3 Kaiser, 139; 4 Serralles, 125; 5 Stoneman, 125; 6 Rosenqvist, 108.

Kenseth cuts to the Chase

NASCAR SPRINT CUP
DOVER (USA)
MAY 15
ROUND 12/36

MATT KENSETH HUNG ON TO TAKE HIS first NASCAR win of the season after a heated battle with Kyle Larson right to the finish.

The Joe Gibbs Racing Toyota driver ended his run of bad luck in a race that featured a massive pile-up caused by Jimmie Johnson. That brought out the red flag, allowing Kenseth to lead heading into the final 40 laps.

Larson was his nearest challenger at the restart, driving aggressively to stay right on the bumper of Kenseth as the pair reached the chequered flag separated by a tenth of a second.

Further back there were some damaged cars finishing in the top 10, including that of Brad

Keselowski, who finished sixth having led the race at the halfway point.

That was before contact with backmarker Austin Dillon damaged the front left of Keselowski's car severely, which meant he lost ground heading into the final round of pitstops.

Denny Hamlin recovered to seventh place, having spent the first half of the race a lap down due to an early 'improper fuelling' penalty.

He managed to get back on the lead lap and into clean air after a debris caution, before pitting again and avoiding the later pile-up caused by Johnson.

Polesitter Kevin Harvick got caught up in the crash with Johnson, which added yet more misery to his race after he lost the lead due to slow pitstops from the Stewart-Haas pit crew. He ended up finishing in 15th, the first of the lapped runner.

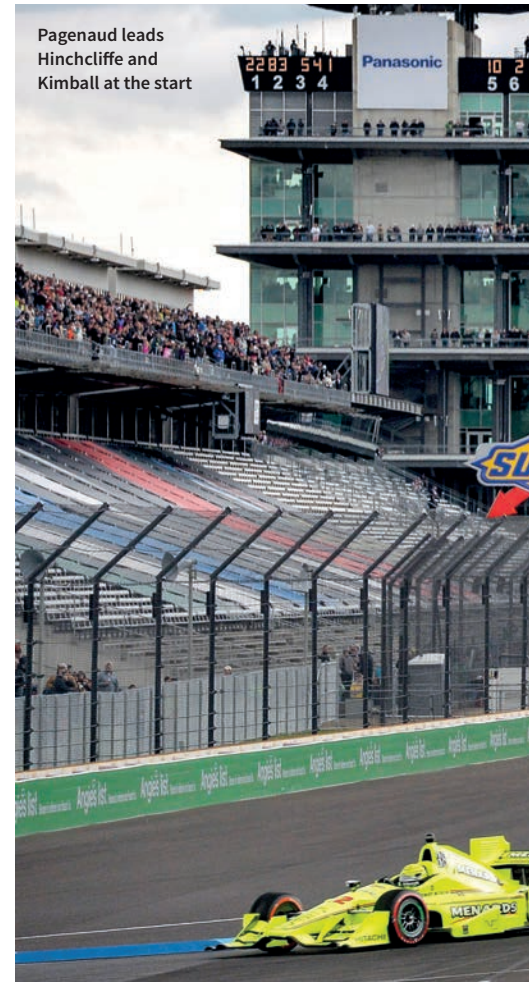
RESULTS

1 Matt Kenseth (Toyota Camry), 400 laps in 3h39m29s; 2 Kyle Larson (Chevrolet SS), +0.187s; 3 Chase Elliott (Chevy); 4 Kasey Kahne (Chevy); 5 Kurt Busch (Chevy); 6 Brad Keselowski (Ford Fusion); 7 Denny Hamlin (Toyota); 8 Ryan Blaney (Ford); 9 Martin Truex Jr (Toyota); 10 Trevor Bayne (Ford). **Chase grid** 1 Kyle Busch, 3 wins/397 points; 2 Carl Edwards, 2/381; 3 Jimmie Johnson, 2/370; 4 Keselowski, 2/368; 5 Kevin Harvick, 1/418; 6 Kenseth, 1/313; 7 Hamlin, 1/308; 8 Kurt Busch, 0/386; 9 Elliott, 0/341; 10 Joey Logano, 0/340; 11 Truex, 0/336; 12 Austin Dillon, 0/315; 13 Dale Earnhardt Jr, 0/314; 14 Jamie McMurray, 0/296; 15 Blaney, 0/288; 16 Kahne, 0/286.



Kenseth held on under pressure

THACKER/LAT



Pagenaud leads Hinchcliffe and Kimball at the start

Pagenaud

INDYCAR SERIES
INDIANAPOLIS (USA)
MAY 14
ROUND 5/15

JUST A FEW MONTHS AFTER MARK Miles took control of the IndyCar Series and the Indianapolis Motor Speedway as the CEO of Hulman & Company, he arrived at the track for opening day of the 2013 Indianapolis 500 and wasn't too impressed with what he saw.

"I looked around and saw an old car show to celebrate the history of the American automobile, Indycars running laps around the Speedway and not much more," Miles says. "I didn't think it was a very good way to create a buzz surrounding the Indianapolis 500."

Miles wondered why the old Formula 1 road course at Indianapolis was not being used by the Indycars. He decided to scrap the concept of having the first day of Indy 500 practice on what would have been last weekend and replaced it with an event to showcase the versatility of its drivers. And that's how the Grand Prix of Indianapolis began, with its inaugural running in 2014 as part of the build-up to the 500. The driver who won that day was a



LEPAGE/LAT

starts the Month of May in style

Frenchman with a fearless but smooth driving style named Simon Pagenaud.

Pagenaud moved to Penske for 2015 and endured a disappointing winless season, with team-mate Will Power winning on the Indy road course. But Pagenaud's making up for lost time and was this year's dominant force, winning from pole position. Even when he wasn't leading, his neon-yellow Dallara-Chevrolet always seemed to be in control.

Once the last pitstop sequence was completed, under green conditions, Pagenaud was up front for good. He finished 4.478 seconds ahead of team-mate Helio Castroneves to score his third straight win off the back of second places in the first two races of the year.

"The momentum we have, this domination is incredible," said Pagenaud.

"When you can perfect weekends like that several times in one race season, it is incredible. Certainly it feels like being on a cloud, living a little bit of a dream."

Pagenaud was in control from the start as, for a third straight year, a Turn 1 crash led to a caution being thrown almost immediately. This year, it was because Scott Dixon squeezed his Chip Ganassi Racing team-mate Tony Kanaan into Sebastien Bourdais, pinning Bourdais

against the wall.

Kanaan was out of the race, while Bourdais only completed 20 laps after lengthy repairs were made to his car. Dixon spent the rest of the race wrestling a car with damage to the underside of the front wing, finishing seventh.

The caution allowed Graham Rahal to make a strategic gamble that provide inspired. He had originally qualified third but was one of two drivers, along with Josef Newgarden, sent to the back of the field when their cars failed technical inspection. Rahal started 24th and ducked into the pits immediately. The move worked so well that Rahal led by lap 24 when the other drivers in the field had to make their first stops, and laid the foundation for a fourth-place finish.

Charlie Kimball was another driver to deny Pagenaud his rightful place up front. He took over the lead when Pagenaud pitted on lap 22, but pitted one lap later and handed the lead to Rahal. Out of sequence on pitstops, Kimball ultimately finished fifth because there was just one more caution, when Bourdais's repaired car came to a stop.

Rookie Conor Daly had pitted just before that second yellow and when the remaining drivers pitted two laps later

after pit road reopened, Daly and Castroneves were the only drivers who stayed out. That allowed Castroneves to jump into contention for the victory.

When racing resumed on lap 45, Daly passed Castroneves for the lead into Turn 1 at the same time as Pagenaud dived past James Hinchcliffe, who had started third and ran second early on, for third. Daly kept the Honda-powered Dale Coyne Racing car in front for the next 14 laps, driving away from the field before the final round of stops. But Pagenaud moved back into lead by staying out later than Daly and Castroneves and 21 laps later, he was in Victory Lane.

Daly's strong drive was rewarded with sixth place ahead of Dixon, and he was the third Honda-powered finisher. Behind, Penske driver Juan Pablo Montoya recovered from a drive-through penalty for a pit-exit violation at his first stop, which relegated him from fourth to 16th. He passed Ryan Hunter-Reay four laps from home to wind up eighth.

But it was Pagenaud's performance that this race will be remembered for. His rivals are certainly wondering what it will take to slow him down heading into the business end of the Month of May.

AT A GLANCE

- 1 Pagenaud Penske
- 2 Castroneves Penske
- 3 Hinchcliffe Schmidt Peterson

➔ P55 FULL RESULTS

BRUCE MARTIN



Beche takes the flag in TDS ORECA-Nissan

TDS reigns amid the tedious rain at Imola

EUROPEAN LE MANS SERIES

IMOLA (I)

MAY 15

ROUND 2/6

THE FOUR HOURS OF IMOLA proved to be a misnomer, for with rain falling and 64 minutes left on the clock a full-course yellow was deployed as several cars had off track moments. Later, that full-course yellow turned to a safety car, with the field running at reduced speed all the way to the chequered flag. It was the TDS Racing ORECA-Nissan 05 driven by Pierre Thiriet, Ryo Hirakawa and Mathias Beche that won what might have been better called the two hours and 56 minutes of Imola.

The key to the TDS car's victory was the strength of its silver driver, Thiriet, who started the race and ran second behind the polesitting Dragonspeed ORECA of Nicolas Lapierre early on before falling behind Paul-Loup Chatin and completing the opening double stint. But his pace was superior to the silver drivers in the other cars that were seriously in contention, with the Dragonspeed car dropping back once Henrik Hedman took over and the Panis Barthez Competition Ligier started by Chatin losing ground once Fabian Barthez was aboard. The Jota Sport-run G-Drive Gibson that had won the Silverstone opener also lost ground early with Simon Dolan starting, meaning TDS had control as Toyota protege Hirakawa handed over to Beche to complete the race.

When the rain started to fall, van der Garde had climbed to second in the Gibson after a characteristically strong drive from second driver Harry Tincknell, while car-racing returnee Ben Hanley was third in the Dragonspeed car. Beche seemed to have it in hand, but his drop-off in pace when on slicks in the damp compared to the others, not

to mention a spin under the full-course yellow at Acque Minerale, suggested things might have been very different had the race not been neutralised even though his lead was three quarters of a minute when the rain came.

The United Autosports Ligier JSP3 driven by Alex Brundle, Christian England and Mike Guasch, which took the lead when team-mate Matt Bell took a trip through the gravel after a mix-up with a slowing LMP2 car early on, took a second successive victory in the LMP3 class. The EuroInternational team took second with its Ligier, with the second United car down in seventh after a difficult race, which included a penalty for speeding in the pits.

In GTE, the Proton Competition Porsche of Wolf Henzler, Mike Hedlund and Robert Renauer dominated, leading home the JMW Motorsport Ferrari.

RESULTS

1 Pierre Thiriet/Mathias Beche/Ryo Hirakawa (ORECA-Nissan 05), 121 laps in 4h01m13.223s; 2 Harry Tincknell/Giedo van der Garde/Simon Dolan (Gibson-Nissan 015S), +19.257s; 3 Nicolas Lapierre/Ben Hanley/Henrik Hedman (ORECA-Nissan 05); 4 Stefano Coletti/Julian Leal/Andreas Wirth (BR01-Nissan); 5 Tristan Gommendy/Nico Pieter de Bruijn/Pu Jun Jin (ORECA-Nissan 05); 6 Olivier Pla/Bjorn Wirdheim/Nic Jonsson (Ligier-Nissan JSP2). **LMP3 1 Alex Brundle/Mike Guasch/Christian England (Ligier JSP3)**; 2 Giorgio Mondini/Andrea Roda/Marco Jacoboni (Ligier); 3 Valentin Moineault/Simon Gachet/Eric Debard (Ligier). **GTE 1 Wolf Henzler/Robert Renauer/Mike Hedlund (Porsche 911 RSR)**; 2 Andrea Bertolini/Rory Butcher/Rob Smith (Ferrari 458 Italia); 3 Davide Rigon/Alexander Talkanitsa/Alexander Talkanitsa Jr (Ferrari). **Points 1 Tincknell/Dolan/van der Garde, 43**; 2 Leal/Coletti, 30; 3 Beche/Thiriet/Hirakawa, 26; 4 Wirdheim/Jonsson, 20; 5 Lapierre/Hanley/Hedman, 16; 6 Coleman/Lombard/Capillaire, 15.5.

RESULTS

GP3 SERIES

ROUND 1/9, BARCELONA (E), MAY 14-15

RACE 1 (22 LAPS - 63.556 MILES)

1	Charles Leclerc (MC) ART Grand Prix	36m38.694s
2	Jake Hughes (GB) DAMS	+6.023s
3	Nirei Fukuzumi (J) ART Grand Prix	+7.452s
4	Antonio Fuoco (I) Trident	+19.325s
5	Kevin Jorg (CH) DAMS	+22.801s
6	Alexander Albon (T) ART Grand Prix	+23.391s
7	Jake Dennis (GB) Arden International	+24.086s
8	Oscar Tunjo (CO) Jenzer Motorsport	+25.592s
9	Nyck de Vries (NL) ART Grand Prix	+26.467s
10	Ralph Boschung (CH) Koiranen GP	+27.104s
11	Matevos Isaakyan (RUS) Koiranen GP	+28.860s
12	Matt Parry (GB) Koiranen GP	+30.952s
13	Richard Gonda (SK) Jenzer Motorsport	+33.095s
14	Tatiana Calderon (CO) Arden International	+33.871s
15	Santino Ferrucci (USA) DAMS	+34.241s
16	Artur Janosz (PL) Trident	+36.835s
17	Konstantin Tereschenko (RUS) Campos Racing	+38.168s
18	Sandy Stuvik (T) Trident	+44.347s
19	Alex Palou (E) Campos Racing	+44.902s
20	Jack Aitken (GB) Arden International	+45.298s
21	Akash Nandy (MAL) Jenzer Motorsport	+55.655s
22	Giuliano Alesi (F) Trident	+1m00.294s
23	Mahaveer Raghunathan (IND) Koiranen GP	+1m03.391s
R	Steijn Schothorst (NL) Campos Racing	0 laps-clutch

Winner's average speed 104.063mph. **Fastest lap** Leclerc, 1m38.649s, 105.555mph.

QUALIFYING

1 Hughes, 1m34.632s; 2 Jorg, 1m34.772s; 3 Leclerc, 1m34.949s; 4 Fukuzumi, 1m35.048s; 5 Dennis, 1m35.117s; 6 Tunjo, 1m35.160s; 7 Fuoco, 1m35.201s; 8 Albon, 1m35.207s; 9 Boschung, 1m35.344s; 10 Aitken, 1m35.415s; 11 de Vries, 1m35.463s; 12 Calderon, 1m35.469s; 13 Gonda, 1m35.594s; 14 Schothorst, 1m35.598s; 15 Isaakyan, 1m35.693s; 16 Ferrucci, 1m35.792s; 17 Tereschenko, 1m36.070s; 18 Nandy, 1m36.157s; 19 Parry, 1m36.215s; 20 Janosz, 1m36.215s; 21 Stuvik, 1m36.282s; 22 Raghunathan, 1m37.222s; 23 Palou, 1m37.248s; 24 Alesi, 1m35.656s**. * grid penalty. ** made to start from pitlane.

RACE 2 (17 LAPS - 49.094 MILES)

1 Albon, 28m24.177s; 2 Tunjo, +1.294s; 3 Fuoco, +7.307s; 4 Dennis, +8.114s; 5 de Vries, +11.612s; 6 Isaakyan, +12.505s; 7 Jorg, +15.012s; 8 Hughes, +15.670s; 9 Leclerc, +16.695s; 10 Boschung, +18.345s; 11 Ferrucci, +18.757s; 12 Janosz, +20.796s; 13 Fukuzumi, +21.450s; 14 Palou, +21.934s; 15 Stuvik, +24.818s; 16 Alesi, +26.107s; 17 Gonda, +27.024s; 18 Calderon, +27.582s; 19 Aitken, +29.135s; 20 Parry, +29.524s; 21 Tereschenko, +30.109s; 22 Schothorst, +30.840s; 23 Nandy, +33.959s; 24 Raghunathan, +43.431s.

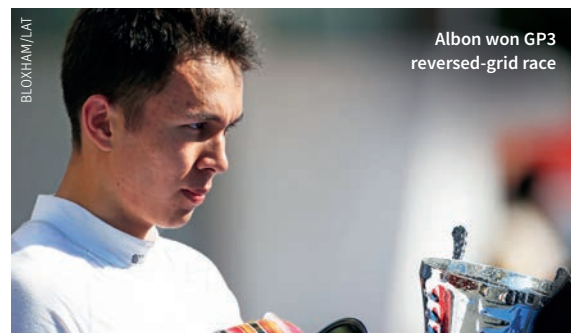
Winner's average speed 103.709mph. **Fastest lap** Tunjo, 1m38.722s, 105.477mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

CHAMPIONSHIP

1 Leclerc, 27; 2 Albon, 23; 3 Hughes, 23; 4 Fuoco, 22; 5 Tunjo, 18; 6 Fukuzumi, 15; 7 Dennis, 14; 8 Jorg, 12; 9 de Vries, 8; 10 Isaakyan, 4



Albon won GP3 reversed-grid race

ROUND-UP

GP2 SERIES

ROUND 1/11, BARCELONA (E), MAY 14-15

RACE 1 (33 LAPS - 95.374 MILES)

1	Norman Nato (F) <i>Racing Engineering</i>	58m51.044s
2	Nicholas Latifi (CDN) <i>DAMS</i>	+1.337s
3	Pierre Gasly (F) <i>Prema Racing</i>	+4.248s
4	Artem Markelov (RUS) <i>Russian Time</i>	+5.145s
5	Sergio Canamasas (E) <i>Carlin</i>	+7.294s
6	Alex Lynn (GB) <i>DAMS</i>	+7.596s
7	Jordan King (GB) <i>Racing Engineering</i>	+8.678s
8	Raffaele Marciello (I) <i>Russian Time</i>	+11.544s
9	Gustav Malja (S) <i>Rapax</i>	+13.102s
10	Oliver Rowland (GB) <i>MP Motorsport</i>	+17.513s
11	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+18.526s
12	Mitch Evans (NZ) <i>Campos Racing</i>	+21.773s
13	Arthur Pic (F) <i>Rapax</i>	+23.022s
14	Daniel de Jong (NL) <i>MP Motorsport</i>	+23.787s
15	Marvin Kirchhofer (D) <i>Carlin</i>	+24.125s
16	Jimmy Eriksson (S) <i>Arden International</i>	+24.348s
17	Sean Gelael (RI) <i>Campos Racing</i>	+27.522s
18	Antonio Giovinazzi (I) <i>Prema Racing</i>	+32.156s
19	Nabil Jeffri (MAL) <i>Arden International</i>	-1 lap
R	Philo Paz Armand (RI) <i>Trident</i>	28 laps-technical
R	Sergey Sirotkin (RUS) <i>ART Grand Prix</i>	23 laps-spin
R	Luca Ghiotto (I) <i>Trident</i>	0 laps-accident

Winner's average speed 97.236mph. **Fastest lap** Nato, 1m34.050s, 110.717mph

QUALIFYING

1 **Gasly**, 1m27.807s; 2 **Nato**, 1m28.271s; 3 **Lynn**, 1m28.458s; 4 **Latifi**, 1m28.563s; 5 **Sirotkin**, 1m28.655s; 6 **Malja**, 1m28.695s; 7 **Rowland**, 1m28.807s; 8 **Markelov**, 1m29.129s; 9 **Ghiotto**, 1m29.143s; 10 **Giovinazzi**, 1m29.163s; 11 **Matsushita**, 1m29.128s*; 12 **Marciello**, 1m29.274s; 13 **King**, 1m29.322s; 14 **Pic**, 1m29.385s; 15 **Canamasas**, 1m29.397s; 16 **Kirchhofer**, 1m29.440s; 17 **de Jong**, 1m29.464s; 18 **Evans**, 1m29.478s; 19 **Eriksson**, 1m29.942s; 20 **Jeffri**, 1m30.254s; 21 **Armand**, 1m30.609s; 22 **Gelael**, 1m30.304s**. * grid penalty. ** made to start from pitlane.

RACE 2 (26 LAPS - 75.126 MILES)

1 **Lynn**, 43m50.241s; 2 **Gasly**, +0.377s; 3 **King**, +1.120s; 4 **Markelov**, +2.168s; 5 **Marciello**, +3.382s; 6 **Rowland**, +3.990s; 7 **Latifi**, +4.584s; 8 **Matsushita**, +5.647s; 9 **Canamasas**, +8.115s; 10 **Malja**, +8.419s; 11 **Sirotkin**, +8.698s; 12 **Ghiotto**, +8.828s; 13 **Gelael**, +9.178s; 14 **Evans**, +9.650s; 15 **Kirchhofer**, +10.152s; 16 **Nato**, +10.430s; 17 **de Jong**, +10.726s; 18 **Jeffri**, +11.672s; 19 **Eriksson**, -1 lap; R **Pic**, 20 laps-collision; R **Giovinazzi**, 20 laps-collision; R **Armand**, 13 laps-technical.

Winner's average speed 102.825mph. **Fastest lap** Gasly, 1m33.263s, 111.651mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

CHAMPIONSHIP

1 **Gasly**, 33; 2 **Nato**, 27; 3 **Lynn**, 23; 4 **Latifi**, 20; 5 **Markelov**, 20; 6 **King**, 16; 7 **Marciello**, 10; 8 **Canamasas**, 10; 9 **Rowland**, 5; 10 **Malja**, 2.

BLANCPAIN ENDURANCE CUP

ROUND 2/5, SILVERSTONE (GB), MAY 15 (83 LAPS - 304.337 MILES)

1	Dominik Baumann (A) <i>Jazeman Jaafar</i> (MAL) Maximilian Buhk (D) <i>HTP Motorsport Mercedes-AMG GT3</i>	3h01m35.700s
2	Frederic Vervisch (B) Dries Vanthoor (B) Laurens Vanthoor (B) <i>WRT Audi R8 LMS</i>	+0.963s
3	Mirko Bortolotti (I) Rolf Ineichen (CH) Jeroen Bleekemolen (NL) <i>GRT Grasser Racing Team Lamborghini Huracan GT3</i>	+22.163s
4	Maxime Martin (B) Alexander Sims (GB) Philipp Eng (A) <i>Rowe Racing BMW M6 GT3</i>	+23.814s
5	Clemens Schmid (A) Luciano Bacheta (GB) Indy Dontje (NL) <i>HTP Motorsport Mercedes-AMG GT3</i>	+23.938s
6	Rob Bell (GB) Come Ledogar (F) Shane van Gisbergen (NZ) <i>Garage 59 McLaren 650S GT3</i>	+29.114s
7	Mike Parisy (F) Gregory Guilvert (F) Christopher Haase (D) <i>Sainteloc Racing Audi R8 LMS</i>	+31.111s
8	Guy Smith (GB) Vincent Abril (F) Steven Kane (GB) <i>Bentley Team M-Sport Bentley Continental GT3</i>	+33.675s
9	Will Stevens (GB) Antonio Garcia (E) Nico Muller (CH) <i>WRT Audi R8 LMS</i>	+45.017s
10	Fabio Babini (I) Daniel Zampieri (I) Patric Niederhauser (CH) <i>Attempto Racing Lamborghini Huracan GT3</i>	+46.640s
11	Hubert Haupt (D) Andreas Simonsen (S) Adam Christodoulou (GB) <i>Black Falcon Mercedes-AMG GT3</i>	+47.593s
12	Jens Klingmann (D) Nicky Catsburg (NL) Stef Dusseldorp (NL) <i>Rowe Racing BMW M6 GT3</i>	+49.333s
13	Michael Meadows (GB) Stuart Leonard (GB) Robin Frijns (NL) <i>WRT Audi R8 LMS</i>	+50.265s
14	Raffaele Giammaria (I) Ezequiel Perez Compagnon (RA) Alessandro Balzan (I) <i>AF Corse Ferrari 458 Italia GT3</i>	+56.834s
15	Frank Stippler (D) Marlon Stockinger (RP) Filip Salaquarda (CZ) <i>ISR Audi R8 LMS</i>	+58.795s
16	Alessandro Pier Guidi (I) Pasin Lathouras (T) Michele Rugolo (I) <i>Spirit of Race Ferrari 488 GT3</i>	+1m02.901s
17	Miguel Toril (E) Oliver Morley (GB) Maro Engel (D) <i>Black Falcon Mercedes-AMG GT3</i>	+1m07.602s
18	Devon Modell (GB) Ahmad Al Harthy (OM) Jonathan Adam (GB) <i>Oman Racing Team (Motorbase) Aston Martin Vantage GT3</i>	+1m09.886s
19	Franck Perera (F) Henry Hassid (F) Philippe Giaouque (F) <i>ISR Audi R8 LMS</i>	+1m10.736s
20	Sergio Jimenez (BR) Rodrigo Baptista (BR) Filipe Albuquerque (P) <i>Team WRT Audi R8 LMS</i>	-1 lap

Winners' average speed 100.555mph.

Fastest lap L Vanthoor, 2m01.042s, 109.054mph.

Pro-Am 1 **Toril/Morley/Engel**; 2 **Modell/Al Harthy/Adam**; 3 **Perera/Hassid/Giaouque**.

Am 1 **Pierre Ehret** (D) **Stefan Vancampenhoudt** (B)

Rinaldi Racing Ferrari 488 GT3; 2 **Maurice Ricci** (F)

Jean-Luc Beaubelique (F) **Gilles Vannelet** (F) *Akka*

ASP Mercedes-AMG GT3; 3 **Miro Konopka** (SK) **Andrzej**

Lewandowski (PL) **Teodor Myszowski** (PL) *ARC*

Bratislava Lamborghini Huracan GT3.

CHAMPIONSHIP

1 **Jaafar/Baumann/Buhk**, 44; 2 **Bell/van Gisbergen/**

Ledogar, 33; 3 **Vanthoor/Vervisch/Vanthoor**, 20; 4

Bortolotti/Ineichen/Bleekemolen, 20; 5 **Soucek/Soulet/**

Reip, 15; 6 **Eng/Sims**, 12.

Overall Blancpain GT 1 **Buhk/Baumann**, 70; 2 **Bell**, 57;

3 **L Vanthoor/Vervisch**, 52; 4 **Jaafar**, 47; 5 **Soulet/Soucek**,

38; 6 **Eng/Sims**, 33.

INDYCAR SERIES

ROUND 5/15, INDIANAPOLIS (USA), MAY 14

82 LAPS - 199.998 MILES

1	Simon Pagenaud (F) <i>Team Penske / Dallara-Chevrolet</i>	1h50m18.5823s
2	Helio Castroneves (BR) <i>Team Penske / Dallara-Chevrolet</i>	+4.4748s
3	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports / Dallara-Honda</i>	+5.0807s
4	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing / Dallara-Honda</i>	+7.0715s
5	Charlie Kimball (USA) <i>Chip Ganassi Racing / Dallara-Chevrolet</i>	+7.4234s
6	Conor Daly (USA) <i>Dale Coyne Racing / Dallara-Honda</i>	+12.1838s
7	Scott Dixon (NZ) <i>Chip Ganassi Racing Dallara-Chevrolet</i>	+12.9226s
8	Juan Pablo Montoya (CO) <i>Team Penske / Dallara-Chevrolet</i>	+13.6912s
9	Ryan Hunter-Reay (USA) <i>Andretti Autosport / Dallara-Honda</i>	+15.1933s
10	Alexander Rossi (USA) <i>Andretti Herta Autosport / Dallara-Honda</i>	+16.3134s
11	Spencer Pigot (USA) <i>Rahal Letterman Lanigan Racing / Dallara-Honda</i>	+20.5172s
12	Carlos Munoz (CO) <i>Andretti Autosport / Dallara-Honda</i>	+29.6369s
13	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports / Dallara-Honda</i>	+43.3094s
14	Max Chilton (GB) <i>Chip Ganassi Racing / Dallara-Chevrolet</i>	+43.3785s
15	Marco Andretti (USA) <i>Andretti Autosport / Dallara-Honda</i>	+44.6339s
16	Matthew Brabham (USA) <i>Team Murray (KVSH) / Dallara-Chevrolet</i>	+45.5107s
17	Gabby Chaves (CO) <i>Dale Coyne Racing / Dallara-Honda</i>	+47.0326s
18	Takuma Sato (J) <i>AJ Foyt Enterprises / Dallara-Honda</i>	+56.3389s
19	Will Power (AUS) <i>Team Penske / Dallara-Chevrolet</i>	+57.4410s
20	Jack Hawksworth (GB) <i>AJ Foyt Enterprises / Dallara-Honda</i>	+1m03.7229s
21	Josef Newgarden (USA) <i>Ed Carpenter Racing / Dallara-Chevrolet</i>	+1m08.6234s
22	J.R. Hildebrand (USA) <i>Ed Carpenter Racing / Dallara-Chevrolet</i>	-1 lap
23	Alex Tagliani (CDN) <i>AJ Foyt Enterprises / Dallara-Honda</i>	-1 lap
24	Sebastien Bourdais (F) <i>KVSH Racing / Dallara-Chevrolet</i>	20 laps-power loss
25	Tony Kanaan (BR) <i>Chip Ganassi Racing / Dallara-Chevrolet</i>	0 laps-accident

Winner's average speed 108.783mph. **Fastest lap** Rossi, 1m09.5535s, 126.239mph.

QUALIFYING

Q3 1 **Pagenaud**, 1m08.6868s; 2 **Kimball**, 1m08.9816s; 3 **Hinchcliffe**, 1m09.2260s;

4 **Hawksworth**, 1m09.5141s; 24 **Rahal**, no time; 25 **Newgarden**, no time.

Q2 **Pagenaud**, 1m08.7696s; **Hinchcliffe**, 1m09.0086s; **Kimball**, 1m09.0607s; **Hawksworth**, 1m09.0611s; 5 **Kanaan**, 1m09.2511s; 6 **Montoya**, 1m09.2645s; 7 **Dixon**, 1m09.4010s; 8 **Bourdais**, 1m09.4436s; 9 **Aleshin**, 1m09.6771s; 10 **Power**, 1m09.9297s.

Q1 - GROUP 1 **Power**, 1m08.6746s; **Pagenaud**, 1m08.7556s; **Hinchcliffe**, 1m09.0244s; **Kanaan**, 1m09.0845s; 12 **Rossi**, 1m09.1475s; 14 **Brabham**, 1m09.2944s; 16 **Hildebrand**, 1m09.4377s; 18 **Pigot**, 1m09.4591s; 20 **Sato**, 1m09.4659s; 22 **Daly**, 1m09.4795s; 23 **Chaves**, 1m09.7720s.

Q1 - GROUP 2 **Hawksworth**, 1m09.1601s; **Dixon**, 1m09.2004s; **Kimball**, 1m09.2451s; **Bourdais**, 1m09.2463s; **Aleshin**, 1m09.2537s; **Montoya**, 1m09.3260s; 11 **Chilton**, 1m09.3289s; 13 **Castroneves**, 1m09.4947s; 15 **Hunter-Reay**, 1m09.5276s; 17 **Munoz**, 1m09.6457s; 19 **Andretti**, 1m09.7478s; 21 **Tagliani**, 1m10.4109s.

CHAMPIONSHIP

1 **Pagenaud**, 242; 2 **Dixon**, 166; 3 **Montoya**, 160; 4 **Castroneves**, 159; 5 **Rahal**, 133; 6 **Kanaan**, 111; 7 **Kimball**, 111; 8 **Hinchcliffe**, 110; 9 **Hunter-Reay**, 109; 10 **Power**, 105.

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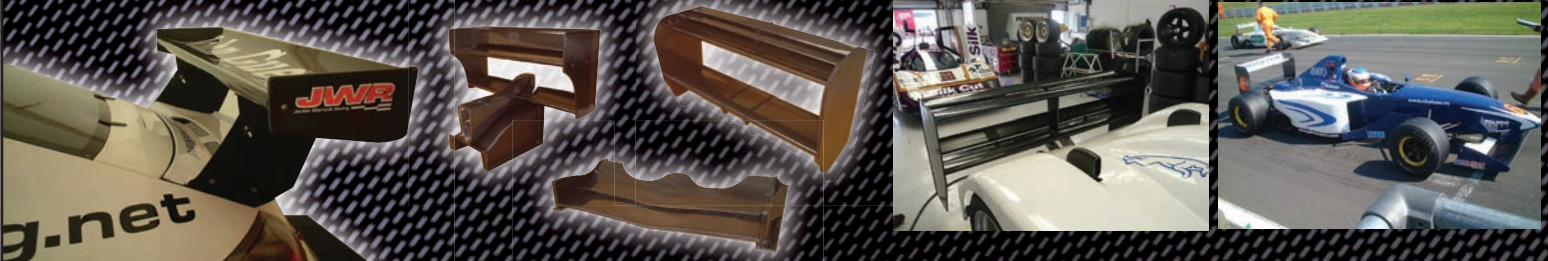
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SIMULATION ENGINEER REF: SW1333

A new role has been created within the Simulation Engineering team. The successful candidate will maintain and develop real-time simulation and control systems across the team's simulation facilities, including the driver-in-the-loop vehicle simulator. The ideal candidate will have a relevant engineering or numerate degree (preferably Masters), a good working knowledge of MATLAB and Simulink and preferably some experience of C, C++ and embedded or real-time systems.

RACE STRATEGY ENGINEER REF: SW1367

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The 570S GT4, which was launched this year, could be the focus of a one-make series

McLaren eyes one-make series for 570S

McLAREN IS CONSIDERING A ONE-MAKE series based on its new GT4-spec 570S.

McLaren Automotive and McLaren GT, which together develop the manufacturer's racing cars, have confirmed that the idea of a one-make series has been floated.

Their admission follows McLaren Group boss Ron Dennis's revelation in an exclusive interview with *Autosport's* sister publication *F1 Racing* that such a championship was on the cards.

"McLaren Automotive will continue to mature and diversify, introducing more bespoke car customisation programmes and probably a one-make racing series of some kind," said Dennis.

McLaren GT managing director Andrew Kirkaldy was keen to stress that plans for such a series were still at a formative stage.

"It is something we have talked about," he said. "We've built the GT4 car and we're thinking that it would be a good base for a one-make series, and also that something like that would be a good thing to do."

"But that's as far as it has gone for now. There's a lot of water to go under the bridge before we can firm anything up."

Kirkaldy added that it was too early to talk about where the series would run and when it might start.

Paul Mackenzie, director of special operations

at McLaren Automotive, explained that discussions about a one-make series were part of a wide-ranging review of its motorsport strategy.

"We understand the broad benefits of being involved in motorsport and are looking at how to maximise that in the future," he said.

The 570S GT4 was launched in March and a development car is being raced by McLaren GT's in-house team, known as Garage 59, under the Ecurie Ecosse banner in the British GT Championship this season.

The order-book for customer GT4s has yet to be opened, but Kirkaldy confirmed that after strong initial interest (*Autosport*, May 5) enquiries from potential buyers now number "well over 200". The 562bhp racer will cost around £160,000, less than half the price of the 650S GT3.

The only previous one-make series for a car designed and built by McLaren took place in 2008. The final version of the Mercedes-Benz SLR McLaren, a joint venture between the two manufacturers, was developed for racing by Ray Mallock Limited.

RML ran the fleet of Merc McLaren 722 GTs, and a total of seven events in Europe were run to a pro-am format. Guest drivers who took part included Jean Alesi, Jochen Mass and Bruno Senna.

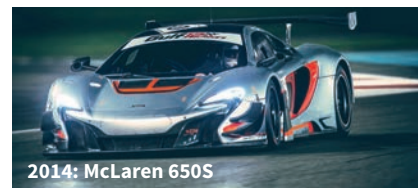
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BRITCAR PROTOTYPES

Plans to bring LMP2 to UK

LMP2 CARS COULD RACE IN A BRITISH SERIES FOR the first time after an agreement between Tiga Race Cars and Britcar's new Prototype Series has been reached to produce a low-cost prototype engine.

After the series' inaugural round at Silverstone last month, organisers are making a number of changes to the rules and have also struck a deal with Tiga, which will develop a turnkey motor producing 430bhp, based on the Chevrolet LS3 engine.

The series is aiming to take advantage of the change in ACO LMP2 regulations next season, which will leave the current crop of cars redundant.

Tiga boss Mike Newton said: "The Britcar Prototype Series is an excellent platform for the large number of legacy pre-cost-capped LMP2 cars that have been languishing in garages, and also the cost-capped LMP2 cars that will be surplus at the end of the 2016 season."

Series organiser Rob Hedley has met with a number of prototype constructors and teams – including Ginetta,

Radical, Gibson and Greaves Motorsport – to help put together the new regulations.

A new class structure will be introduced from July's Donington Park round, after concerns that the Ginetta G57's domination of the opening races would put off prospective entries. The top class will be for LMP3 cars run to ACO regulations, while the next LMP Evo class will be open to non-homologated LMP2 and LMP3 cars as well as the G57.

"Ginetta wanted open rules so they could do what they want but we wanted to make a level playing field," said Britcar director Hedley. "The LMP3 class will have a 900kg minimum weight and maximum power of 420bhp. Then the LMP Evo class will have a minimum weight of 920kg and maximum power of 430bhp, giving exactly the same power-to-weight ratio."

"We want to get the championship as strong as possible before the [rival] GT Cup prototype series has its first race later this year," added Hedley, who wants the series to secure championship status for 2017.

UK RACING

LAWYER QUESTIONS NEED FOR UK VISA

A LEADING SPORTS lawyer has questioned the need for non-European drivers to apply for a visa that covers professional sport.

The MSA wrote to teams advising them that drivers competing in series such as BRDC British F3 and F4 could be deemed professional sportspeople according to a Home Office definition, and therefore non-EEA drivers may need a visa to race.

One of these teams has since sought a legal opinion on the issue.

"The key issue here is that fundamentally visas are about work," said lawyer Dan Chapman.

"The first point to consider is whether or not a driver even needs a work permit. A driver could come into the country from, say, Brazil on a visitor visa. Can that visitor then get into a car and race or is that work?"

"Assuming it is work, you then need to determine the definition of a professional sportsman."

"The MSA do not address the part of the definition which excludes the person who is acting 'as an amateur'."

"I would say that in many cases an amateur is someone pursuing a hobby, which may or may not lead to professional activity in the future and funding it themselves. In many cases there are compelling legal arguments that someone who is paying for a drive is an amateur and therefore will not need the work permit."

The MSA said it had relayed a Home Office concern to teams and had stated from the outset that they should seek qualified legal advice on the matter.

HISTORICS

Turkington gets first open-top outing at Silverstone

BRITISH TOURING CAR CHAMPION COLIN Turkington will drive an open-topped car for the first time in his 18-year career when he joins up with Sam Thomas to race a 1963 Brabham BT5 this weekend.

The two-time BTCC title winner will join forces with Thomas for the two-driver Guards Trophy race on the Silverstone Grand Prix circuit.

Turkington has driven other cars for Thomas, including a Chevrolet Corvette at Donington Park's Historic Festival meeting earlier this month.

"The last time I drove anything with an open roof would have been in karting,

so it's going to be something totally different for me," said Turkington.

"It's great to get to race on the Silverstone Grand Prix track too.

"Being a BTCC driver, it's probably the circuit in the UK where I have the least experience.

"I finished third in Mark Smith's BMW M3 E30 at Donington Park's Historic Festival too, and that was the first trophy I have earned this year. Sam tells me the Brabham BT5 will be quite competitive, so there's a chance of more.

"That could be a good thing if the next BTCC meeting doesn't go too well for me."



LYDDEN HILL

Lydden fate remains unresolved

LYDDEN HILL'S FUTURE REMAINS uncertain in the wake of the local council asking for changes to be made to the Kent track's plan for major development.

Dover District Council, which is currently considering Lydden's planning application to allow diversification, has asked for various proposals to be modified and resubmitted.

Circuit owner Pat Doran said: "The planning committee seems quite agreeable but they have asked for a few minor changes. We want to build a row of workshop/office buildings along one side of the paddock, while hospitality units and grandstands will extend from the paddock up the hill.

"Assuming we get permission, we are probably looking at a five-year build plan."



DUNLOP

GOODWOOD REVIVAL

Earlier GTs get Revival glamour slot

A NEW EVENING RACE FOR THE Goodwood Revival Meeting will host a field of valuable historic GT cars.

The Kinrara Trophy will be a 60-minute, two-driver race into the dusk on the Friday evening (September 9), for GT cars of a type built before 1963. The grid is likely to

include Ferrari 250 GT SWBs and GTOs, Aston Martin DB4 GTs and Zagatos and steel-bodied Jaguar E-types, and should have a total grid value over £50 million.

The new race is intended to complement the Royal Automobile Club TT Celebration, for slightly later

GT cars, which will continue in its traditional Sunday afternoon slot. It is billed as the most glamorous addition to the race line-up since the Revival started in 1998.

"It's a new race at the Revival, and should be a fabulous spectacle," said event promoter Lord March.



JONES

Late permit thwarts Mini grid

MIGHTY MINIS ORGANISER RODGER Tello has blamed the late awarding of the category's MSA championship permit for the low number of entries at its opening round at Cadwell Park last weekend.

The MSA only confirmed the permit on Friday, leading to a small entry and the Super and Mighty class races being combined. Only

four Super cars competed in Lincolnshire, with 15 Mighty Minis on the grid.

"A large group of our competitors are based in the south-west," said Tello. "It's a long way for them to go when it might not be for points."

The championship moved to the British Automobile Racing Club over the winter after a 20-year association with the BRSCC.

IN BRIEF



UNITED SELLS FIVE LIGIERS

United Autosports has sold five Ligier JSP3 LMP3 cars since becoming UK dealers for Onroak Automotive, which builds the car. One has gone to Tockwith Motorsport, which will enter the car in the inaugural round of the Prototype Cup at Snetterton in October, and plans to use the series as a stepping stone to the European Le Mans Series.

SLIDE SPORTS EXPANDS AFTER CAYMAN

Saloon car squad Slide Sports will expand into the European GT4 Series later this year after taking delivery of its new Porsche Cayman Clubsport GT4 car last week. The team, which traditionally runs cars in the Volkswagen Racing Cup and VAG Trophy series, has diversified into GT racing running a 997-model Porsche 911 GT3.

CCRC WHITSUN MEET GETS EXTRA DAY

An extra day has been added to the Castle Combe Racing Club's Whitsun Bank Holiday race meeting to replace the event in March that was rained off. Flooding of the Wiltshire track forced the entire CCRC meeting on March 28 to be cancelled. Races will now take place over two days, starting a day earlier on Sunday May 29.

JARMAN TO MAKE BRITISH GT RETURN

Andrew Jarman will return to British GT at Oulton Park later this month, replacing Robin Marriott in the Stratton Motorsport Aston Martin Vantage. The 35-year-old drove a GT3 Aston for TF Sport last season, taking two podiums, and was GT4 runner-up in 2014 alongside Devon Modell. Jarman will partner experienced Aston racer David Tinn.

BOND QUITS SINGLE-SEATERS

Stephen Bond, who escaped major injury in an accident at the Goodwood Members' Meeting in March, says that he will not race single-seaters again. Bond's Lotus 18 flipped after contact with another car and dropped into the spectator tunnel. He suffered injuries to his shoulder and right ankle. He reported to the HGPCA that he continues to make a good recovery but will not return to racing grand prix cars. Bond does still plan to contest races in his 1955 Lister Bristol sports car.



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After Monaco magic, Silverstone beckons

By Marcus Pye, the voice of club racing

[@Autosport](#)

SO, THE MAGIC OF MONACO – WITH ALL THE DRAMAS it entails – is over for another two years. Congratulations to Britons Jonathon Hughes (Lola Mk2), Tony Wood (Tec-Mec 415), Chris Ward (Jaguar C-type), Andy Middlehurst (Lotus 25), Stuart Hall (McLaren M19A) and Italian Alex Caffi (Ensign N176), as well as all those who put the cars together, on striking Grand Prix Historique gold at the 10th event in the principality.

Caffi, 52, and a veteran of 56 Formula 1 World Championship starts – he was at the peak of his powers in 1989-90 – continued a tradition of pro drivers winning at the Automobile Club de Monaco's showpiece started in 2000 by Germany's Claudia Hürtgen, who topped the pre-1959 sportscar set in a Maserati 300S. Briton Ben Barker and 1985 Le Mans 24 Hours winner Paolo Barilla also cleaned up in the two-litre F3 plateaux of 2012 and '14 respectively.

Middlehurst's result was particularly impressive, marking a 1500cc F1 hat-trick in Australian John Bowers's Classic Team Lotus-run Type 25, which moves the Lancastrian onto the all-time leaderboard. Andy's feat mirrors those of the late Denis Welch, Formula Junior king of 2000, '02 and '06 in his Merlyn Mk5/7 (there was no rear-engined race in '04) and four-time victor Julian Bronson, winner in ERAs in '08, '10 and '12.

Duncan Dayton remains the GPH's 'winningest' driver, the American way ahead on 11, over multiple classes. His scores were notched between 1997's inaugural event and 2012 in Cooper T67 (one), Brabham BT11 (two) and four successively in Lotus 16 and Brabham BT33.

Martin Stretton lies second with six, ahead of Bronson and John Ure, who crashed Peter Mann's Cooper-Bristol spectacularly in qualifying this time having been pincered by a slower car between the tunnel and the harbour front.

Historic racers and their preparation teams will now refocus on the Le Mans Classic, Silverstone Classic, Goodwood, the Spa Six Hours and a myriad of other events at which the glitzy sporting and social circles converge. That this genre's popularity has never been greater is evidenced by the GRRC's warning that tickets for September's Revival are selling out already. Book now to avoid disappointment.

With the extraordinary Blancpain Endurance Series GT fest now moved on, Silverstone hosts excellent historic racing this weekend, in the form of the HSCC's annual International Trophy retrospective. Fans of Formula 5000 and F2 cars of the 1970s are guaranteed to enjoy the Derek Bell Trophy races (one per day, as with FJunior) on the GP circuit. Sportscar enthusiasts will choose Sunday for GT & Sports Car Cup, Jaguar Classic Challenge and Guards Trophy mini-enduro action.

That the fixture was postponed a week from its original date is frustrating for me since last year's 750 Motor Club debut at Croft was one of my highlights of 2015. The champions of low(er)-cost racing are back in the north east, where one of Great Britain's best drivers' circuits will challenge competitors in 11 categories. None more so than in the Road-Going Bike-engined (RGB) championship in which the super-quick 1000cc prototypes should provide scintillating entertainment.

Much as I love making the pilgrimage to Croft – where I'll return for August's Nostalgia Festival, a splendid multi-faceted event which I've yet to miss – I'll be working closer to home at Silverstone for the second weekend in three. Reliving the joys of the non-championship F1 International Trophy races, which I attended first in the 1960s at the scene of my Historic F5000 debut in 2002 (in Simon Hadfield's Hexagon Trojan T101), is an equally exciting prospect. ✨



SILVERSTONE'S FORMULA 5000 BONANZA

Nine Formula 5000 cars – the best turnout for some time – promise a thunderous Derek Bell Trophy double-header at this weekend's HSCC International Trophy event at Silverstone. Neil Glover tops the entry in his unique ex-Peter Gethin/Teddy Pilette/Bruce Allison/Ivan Tighe Chevron B37, but Mark Dwyer has entered a Lola T332 and former Radical racer Lance Robinson his T400, the car raced but twice by Ian Ashley in 1975. Opposition to the V8s comes from an F2 brigade led by Dean Forward (March 782).



SUMPTER'S SPA DOUBLE IN PORSCHE 962

Paragon Porsche's Mark Sumpter won both Group C races at Peter Auto's Spa Classic last weekend at the wheel of his 1989 FAT International 962. The Sussex marque specialist twice beat Robin Ward (Spice SE90) after local poleman Christophe d'Ansembourg retired his Jaguar XJR-14. Britons Tony Sinclair (in Grant Reid's Crowne Racing Lola-BDG T292) and Richard Piper/Greg Caton (ex-Pierre Maublanc March-BDG 75S) finished second and third to Dominique Guenat's three-litre Lola-DFV T286 in the CER2 enduro.



CADWELL PARK
BARC MAY 14-15

Primed Harrison equal to Primett's Escort advances

ANDREW HARRISON'S JAGUAR XJS won enthralling contests with Stephen Primett's Ford Escort Mk1 in the CTCRC Pre '83 Touring Car double-header. The Jag's extra grunt told along Park Straight on the opening lap of Saturday's stanza, but an audacious move into Hall Bends on the next lap put Primett back in front. "I've never been overtaken like that before," shrugged Harrison.

An increasingly ragged Primett lost the lead two laps later, a wheel on the grass at Charlies eventually costing him the place approaching Park. On the next lap it was a full-on excursion, cutting yards off the apex of Charlies, and Primett's challenge was blunted. Traffic threw him a lifeline, but Harrison won by a second. Third (and Pre '66 spoils) went to Paul Pheysey (Lotus Cortina), who pounced when Stuart Caie (Capri) was delayed by backmarkers at Coppice.

Harrison won again on Sunday, with Primett trying everything he could to oust his rival's wide Jag. With less traffic to worry about, Caie took third.

The star of the Pre '03 Touring/Classic VW double-header was AJ Owen, who climbed from 10th on the grid after ECU issues on his Civic in practice to third in race one and victory in race two. Ken Lark was comfortably in front in Saturday's race when his Corrado suffered driveshaft failure, handing Danny Cassar (Honda Integra) overall honours; he had passed Steve Barden's Civic at Park on lap one. Owen battled with Simon Beament's Escort on his way to the podium.

Barden passed Cassar for the lead on the run from Mansfield in Sunday's race,



then Owen – who reverted to his 2015 set-up after off-season developments hindered him at Rockingham – got a run on Barden coming out of Barn that took him into the lead by halfway round lap six. From the rear, Lark climbed to fourth by lap seven, passing Saturday winner Tony Harberman (Beetle) to be top VW.

Dave Cockell was leading the first Classic Thunder race when it was red-flagged after David Margalies, in Mark Fowler's BMW M3, landed atop the Mountain Armco. In Sunday morning's re-run, Cockell's Escort Cosworth led throughout, but the second race went the way of Vaughan Fletcher's Subaru Impreza. "I made it hard for myself when I threw it off at Park in the restarted race," he said, after driving around Cockell at Coppice to take the lead.

Jack Stanford took a lights-to-flag win in Pre '93 Touring Cars in his BMW

Margalies's Saturday crash forced Classic Thunder race to be restarted on Sunday

M3, but fellow front-row starter Kirk Armitage spun off the line, wiping out the top Pre '05 Production Peugeots of Gary Parkes and Paul Waterhouse. In their absence, Wil Arif (Alfa 145) took divisional honours.

Stanford led home an identical Pre '93 podium on Sunday, with Paul Bellamy and David Hickton also M3-mounted. Having lashed up his 206, Parkes produced a stirring drive from the rear to lead the Pre '05 section within three laps.

The Northern Saloon and Sports Car races were dominated by Leicestershire driver Joe Spencer in his Stuart Taylor Locosaki. The 20-year-old streaked away from his rivals to win the two races by a combined margin of more than a minute. Michael Cutt grabbed second from fellow BMW M3 pilot Paul Brydon on the first lap of the opener, while Andy Robinson climbed back to fourth in his Ford Falcon



Harrison had to be wary on both occasions to hold off Primett

after stalling on the line, aided by the retirement of Andrew Morrison's SEAT.

In the second race, Brydon headed first Cutt, then Robinson, for second until he limped into a smoky retirement.

Championship leader Peter Sparrow headed the 2CV opener throughout, in spite of occasional pressure from Thomas Perry. Ex-Renault ace Sandro Proietti overcame Alec Graham through the woodland section on the penultimate lap for third before Graham spun from fourth exiting Gooseneck on the final lap.

Graham started race two from pole but briefly lost out to Mick Storey on the third lap. Storey passed him again at the Mountain on lap eight, with Nick Crispin and teenager Luca Proietti following him through on the next lap. Crispin took the lead at the Mountain on the penultimate lap and went on to win, with Storey maintaining second after Proietti's final-lap bid resulted in him being squeezed outside the top six.

Alex Comis won the Super class in both Mighty Mini encounters by a tiny margin. In the opener he took the lead from Adrian Tuckley at Coppice on lap four, while in the reversed-grid race Steve Maxted was his main rival for the main part, until Tuckley recovered from an early missed gear. Stuart Coombs somehow emerged as the top Mighty in each frenetic race, Greg Jenkins and Sam Tomlinson sharing the podiums.

Ian Goodchild enjoyed a trouble-free run to a Hyundai Coupe double, with Jon Winter twice having to make ground in the early stages to earn second.

IAN SOWMAN

Double delight for Davies and Deegan

ASHLEY DAVIES AND SHAYNE DEEGAN TOOK double victories in the Mini Se7en and Miglia contests at Cadwell.

Poleman Charlie Budd led fast-starting Spencer Wanstall in the Se7en opener, but after a caution period found the run from Mansfield his Achilles' heel. He lost places there to Wanstall, Davies and Andrew Deviny in successive laps, but an incident climbing the Mountain ruled out Wanstall and Deviny.

Budd emerged back in front, but Davies was ahead by the time the safety car was deployed. Graeme Davis picked his way through to take third.

Deviny got sideways exiting Charlies on the first lap of Sunday's contest, allowing Budd and Davies

through by Park. Davies then capitalised on the tow along Park Straight on lap two to snatch a lead he would not relinquish, with Deviny driving back around Budd for second two laps later.

Double Stock Hatch champion Deegan amassed an enormous Miglia lead after a clash at Park delayed Bill Sollis and Kane Astin. While Astin had to pit, Sollis was able to charge back from outside the top 10. Aided by Colin Peacock's grassy excursion, he claimed third from Sam Summerhayes. Ahead, Aaron Smith was a distant second to Deegan.

Astin kept Deegan honest in a tougher race two. After a sluggish start Sollis bounced back, claiming fastest lap as he grabbed Astin's coat-tails by the end.

RESULTS

MINI SE7EN (9 LAPS) 1 Ashley Davies; 2 Charlie Budd +0.739s; 3 Graeme Davis; 4 Tom Sanderson; 5 Robert Pearson; 6 Lewis Selby. **Class winner Justin Cooper.**

Fastest lap Davies 1m50.558s (71.21mph). Pole Budd.

Starters 25. RACE 2 (10 LAPS) 1 Davies; 2 Andrew Deviny

+4.959s; 3 Budd; 4 Selby; 5 Max Hunter; 6 Sanderson.

CW Josh Collins. FL Deviny 1m49.168s (72.12mph).

P Deviny. S 23.

MINI MIGLIA (BOTH 10 LAPS) 1 Shayne Deegan; 2 Aaron Smith +9.313s; 3 Bill Sollis; 4 Sam Summerhayes; 5 Colin Peacock; 6 Daniel Wheeler. **CW James Burrows. FL Deegan 1m39.823s (78.87mph). P Deegan. S 15. RACE 2 1 Deegan;** 2 Kane Astin +2.905s; 3 Sollis; 4 Summerhayes; 5 Tony le May; 6 Rob Howard. **CW Burrows. FL Sollis 1m39.628s (79.02mph). P Deegan. S 15.**

PRE '83 AND PRE '66 TOURING CARS (BOTH 9 LAPS)

1 Andrew Harrison (Jaguar XJS); 2 Stephen Primett (Ford Escort Mk1) +1.236s; 3 Paul Pheysey (Ford Lotus Cortina); 4 Stuart Caie (Ford Capri); 5 Neil Bray (Ford Capri); 6 Tim Hayes (Alfa Romeo Alfasud Sprint).

CW Primett; Pheysey; Caie; Hayes; Tony Crates (Ford Lotus Cortina); Andy Messham (Austin Mini 7); Steve Kirtton (Ford Anglia); Tony Preston (Morris Minor).

FL Harrison 1m42.562s (76.76mph). P Primett. S 22.

RACE 2 1 Harrison; 2 Primett +1.684s; 3 Caie; 4 Pheysey; 5 Bray; 6 Phil Manser (Austin Cooper). **CW Primett; Caie; Pheysey; Manser; Hayes; Crates; Kirtton; Luc Wilson (Austin A40). FL Harrison 1m42.252s (76.99mph). P Harrison. S 17.**

PRE '03 TOURING CARS AND CLASSIC VW (BOTH 9 LAPS) 1 Danny Cassar (Honda Integra); 2 Steve Barden

(Honda Civic) +2.116s; 3 AJ Owen (Honda Civic); 4 Simon Beament (Ford Escort RS2000); 5 Tony Harberman (VW Beetle); 6 Nick Sanderson (SEAT Leon). **CW Owen;**

Harberman; Benjamin Smith (VW Golf); Ant Anstead (VW Golf). **FL Owen 1m40.308s (78.49mph). P Ken Lark (VW Corrado). S 16 RACE 2 1 Owen;** 2 Barden +3.733s;

3 Cassar; 4 Lark; 5 Sanderson; 6 Luke Allen (Honda Civic).

CW Barden; Lark; Smith; Anstead. FL Lark 1m40.214s

(78.56mph). P Cassar. S 16.

CLASSIC THUNDER (7 LAPS) 1 Dave Cockell (Ford

Escort Cosworth); 2 Andy Robinson (Ford Falcon) +1.874s;

3 Andrew Wilson (Holden Monaro); 4 Andrew Robey (BMW M3); 5 Vaughan Fletcher (Subaru Impreza); 6 Ian Froggatt (Subaru Impreza). **CW Robinson; Robey; Marcus Reynolds**

(BMW E36 Turbo). FL Fletcher 1m33.360s (84.33mph).

P Cockell. S 10. RACE 2 (10 LAPS) 1 Fletcher; 2 Cockell

+0.275s; 3 Wilson; 4 Robinson; 5 Froggatt; 6 Robey.

CW Wilson; Robey; Reynolds; Paul Bellamy (BMW M3).

FL Cockell 1m32.378s (85.22mph). P Cockell. S 24.

PRE '93 TOURING CARS, PRE '05 PRODUCTION TOURING CARS AND BLUE OVAL SALOONS (8 LAPS)

1 Jack Stanford (BMW M3); 2 Paul Bellamy (BMW M3)

+3.827s; 3 David Hickton (BMW M3); 4 Kevin Wills (BMW

M3); 5 Simon Ward (Vauxhall Astra GTE); 6 Roger Stanford

(BMW M3). **CW Bellamy; Andrew Sheraton (BMW 325i);**

Brian Long (Ford Fiesta); Wil Arif (Alfa Romeo 145); Andrew

Busby (Peugeot 206); Jeffrey Windsor (Ford Puma);

Andrew Smith (Honda CRX). **FL J Stanford 1m39.728s**

(78.94mph). P J Stanford. S 24. RACE 2 (9 LAPS)

1 J Stanford; 2 Bellamy +8.430s; 3 Hickton; 4 R Stanford;

5 Wills; 6 Ward. **CW Bellamy; Long; Gary Parkes (Peugeot**

206); Arif; Damon Craig (Ford Puma); Smith. **FL J Stanford**

1m38.987s (79.61mph). P J Stanford. S 22.

NORTHERN SALOONS AND SPORTS (BOTH 11 LAPS)

1 Joe Spencer (Stuart Taylor Locosaki); 2 Michael Cutt

(BMW M3) +29.550s; 3 Paul Brydon (BMW M3); 4 Andy

Robinson (Ford Falcon); 5 Andy Wilson (Porsche 911);

6 Matthew Kirkby (Caterham C400). **CW Cutt; Kirkby;**

Stephen Kell (Ford Sierra XR4x4); Scott Hubel (Peugeot

205); Martin Whitehouse (BMW 328); Steven Craggs (Ford

Fiesta). **FL Spencer 1m30.196s (87.28mph). P Spencer.**

S 26. RACE 2 1 Spencer; 2 Robinson +40.180s; 3 Cutt;

4 Andrew Morrison (SEAT Leon); 5 Wilson; 6 Kirkby.

CW Robinson; Kirkby; Daniel Irving (Mazda MX5);

Whitehouse; Hubel; Craggs. **FL Spencer 1m30.007s**

(87.47mph). P Spencer. S 25.

2CV (BOTH 10 LAPS) 1 Peter Sparrow; 2 Thomas Perry

+2.005s; 3 Sandro Proietti; 4 Steve Walford; 5 Matthew

Hollis; 6 Nick Crispin. **FL Sparrow 2m04.056s (63.46mph).**

P Sparrow. S 20. RACE 2 1 Crispin; 2 Mick Storey +0.297s;

3 Lien Davies; 4 Kris Tovey; 5 Alec Graham; 6 Jim Henshaw.

FL Henshaw 2m05.336s (62.81mph). P Graham. S 20.

MIGHTY MINIS (BOTH 11 LAPS) 1 Alex Comis; 2 Adrian

Tuckley +0.239s; 3 Steve Maxted; 4 Steven Rideout;

5 Stuart Coombs; 6 Sam Tomlinson. **CW Coombs.**

FL Tuckley 1m50.803s (71.05mph). P Tuckley. S 19.

RACE 2 1 Comis; 2 Tuckley +0.177s; 3 Maxted; 4 Rideout;

5 Coombs; 6 Greg Jenkins. **CW Coombs. FL Tuckley**

1m50.398s (71.31mph). P Rideout. S 19.

HYUNDAI COUPE CUP (BOTH 9 LAPS) 1 Ian Goodchild;

2 Jon Winter +4.546s; 3 Alex Cursley; 4 Joe McLaughlin;

5 Matthew Plumb; 6 William Taylforth. **FL Goodchild**

1m50.189s (71.45mph). P Goodchild. S 10. RACE 2

1 Goodchild; 2 Winter +4.870s; 3 Cursley; 4 Taylforth;

5 McLaughlin; 6 Eddie O'Kane. **FL Goodchild 1m49.766s**

(71.72mph). P Goodchild. S 10.



BRANDS HATCH
MSVR MAY 14-15

Resurgent Jones outfoxes rivals to seal F3 double

DARYL JONES BOUNCED BACK FROM a trying weekend at Donington to claim the first two race wins in the F3 Cup.

Jones' first win was helped by a poor start for Shane Kelly and a non-start for Robbie Watts. Although he faced more pressure in the second encounter that was relieved when Tony Bishop spun out of second place at Clearways. The resulting safety car threatened to neutralise the field, but neither Kelly nor Watts could trouble the Team Fox man.

In race three, however, Jones could only hold his lead as far as lap three, when triple Donington winner Kelly slipped past at Druids on his way to victory.

After winning the Lotus Cup races at Snetterton and Donington, Adam Mackay's perfect start to the season was ended by a DNF, allowing Jason Baker to

take full advantage to win by just over 10 seconds from Adam Knight.

Baker's good form seemed to continue in the Elise Trophy category. But post-qualifying scrutineering found his car to be underweight, and so his fourth-place grid slot became 13th, with an added 10-second penalty to serve.

That left Freddie Hetherington and Stuart Ratcliff – who set identical qualifying times – to do battle with Alex Ball. The trio were separated by barely a second at the chequered flag, with Hetherington in front resisting Ball's pressure all race. With no penalty applied for race two, Baker was able to streak clear, aided by an off for Hetherington as he tried to pass Ball for second place.

Toby Bearne took his maiden VAG Trophy win in the opening race after

Jones had to fend off Donington triple winner Kelly in R2, but scored a fine brace of F3 wins

polesitter Paul Ivens slumped to fifth, but a controversial incident in the second would see Bearne stripped of his win and excluded from the meeting altogether.

Darrelle Wilson passed both Bearne and Darron Lewis during race two, but Bearne made contact with Wilson at Paddock Hill Bend and both wound up in the barrier, ending the race after just five minutes to hand Lewis victory (and to lead to Bearne's eventual exclusion). Race three's mixed grid led to a shuffle of the pack, and Daniel Clark took his first win of the season in his Golf Mk 5, holding off the feisty Passat of John Stevens.

Matt Swaffer got past Production BMW pole-sitter Harry Goodman at the start of the race, but a daring pass by the latter at Druids on lap seven returned the pair to their starting positions, and there they remained until the chequered flag of not only race one, but race two as well.

Nigel Innes took pole and both Racing Saloons race wins. Stuart Waite had dominated the first two rounds at Oulton Park and Donington with a second place, two poles and three wins, but he had to play second fiddle to Innes in the first race and finished third behind Stephen Pearson in the second affair.

Jack Lang got off to the best start in the first Radical Challenge race, leading from second on the grid. A three-lap safety car for Lewis Gee and David Simpson's second-lap excursion did not perturb the ex-BRDC 4 man, and he held his own to fend off chasing drivers Brian Caudwell and Steve Burgess for victory



Bearne (right) sent Wilson (background) out of VAG R2, earning the former an exclusion

ALL PIC-HAWKINS



Lang held his nerve in Radical Challenge R1 after safety car

– the latter passing Tony Wells with one lap to go. Race two also featured an early safety car as Bradley Smith took top step on the podium, with Burgess and Wells in tow, and Lang down in 11th after a disastrous start. Lang recovered to win the 40-minute final race, but more impressive was Joe Stables' drive from 11th on the grid to finish second.

James Taylor resisted race-long pressure from Oliver Barker in the first Radical SR1 Cup race – although Barker would end up being excluded from the race as a result of his failure to observe waved yellow flags for Christian Olsen's stricken car on the last lap. Taylor doubled up in race two, with Barker third, just behind Kye Wheatley.

Jeremy Timms hit the pit wall early on in qualifying for the Monoposto 1800,

1600 & Moto 1400 & 1000 race, but was able to scorch past all 19 drivers in his way during the 17-lap affair. Timms won ahead of cousin Jason, who had taken pole, and went on to secure a second victory in race two, this time winning by 20 seconds ahead of Craig Hurrin.

Contact between front-row starters Ben Cater and Tony Bishop on the first lap of Monoposto F3, F2000 and Classic race one dropped both down the order and gave David Gillett victory. But Cater and Bishop both found their feet in the second race, finishing just over a second apart with Cater at the fore.

Oliver White was named Champion of Brands in the final event of the weekend, holding off Luke Williams in the one-off Formula Ford 1600 race.

CHARLIE EUSTICE

RESULTS

F3 CUP (18 LAPS) 1 Daryl Jones (Dallara F308); 2 George Line (F308) +1.145s; 3 Shane Kelly (F308); 4 Mark Harrison (F305); 5 Jacopo Sebastiani (F311); 6 Daniel Tapinos (F311). **Class winner** Geoffrey Hoodless (March 813). **Fastest lap** Kelly 43.023s (101.07mph). **Pole** Jones. **Starters** 11. **RACE 2 (21 LAPS) 1 Jones**; 2 Kelly +1.257s; 3 Robbie Watts (F308); 4 Line; 5 Sebastiani; 6 Stuart Wiltshire (F308). **CW** Hoodless. **FL** Jones 42.719s (101.79mph). **P** Jones. **S** 11.

RACE 3 (28 LAPS) 1 Kelly; 2 Jones +4.179s; 3 Watts; 4 Line; 5 Sebastiani; 6 Tony Bishop (F310). **CW** Hoodless. **FL** Kelly 42.919s (101.32mph). **P** Jones. **S** 11.

LOTUS CUP (65 LAPS) 1 Jason Baker (Elise S2); 2 Adam Knight (Exige V6 Cup) +10.414s; 3 Steven Train (2-Eleven); 4 Adam Balon (Exige V6 Cup); 5 Rob Myers (Exige V6 Cup); 6 Ian Fenwick (Exige S1). **CW** Knight; Stuart Ratcliff/Anthony Dunn (Elise Cup R). **FL** Baker 50.413s (86.25mph). **P** Baker. **S** 17.

ELISE TROPHY (BOTH 22 LAPS) 1 Freddie Hetherington (Elise S1); 2 Alex Ball (S1) +0.212s; 3 Stuart Ratcliff (Cup R); 4 Jason Baker (S1); 5 Danny Holland (111R); 6 David Alexander (S1). **FL** Ball 54.093s (80.39mph). **P** Ball. **S** 13.

RACE 2 1 Baker; 2 Ball +6.777s; 3 Seth Walpole (111R); 4 Simon Oakley (Cup R); 5 Ratcliff; 6 Holland. **FL** Ball 54.246s (80.16mph). **P** Baker. **S** 13.

VAG TROPHY (17 LAPS) 1 Darrelle Wilson (VW Scirocco TDI); 2 Darron Lewis (VW Golf GTI R) +1.627s; 3 Paul Ivens (VW Scirocco); 4 Kenan Dole (VW Golf GTI); 5 John Stevens (VW Passat); 6 Tommy Knight (VW Golf). **CW** Simon Tomlinson (VW Golf Mk 4). **FL** Ivens 52.645s (82.60mph). **P** Ivens. **S** 27. **RACE 2 (5 LAPS) 1 Lewis**; 2 Ivens +0.850s; 3 Knight; 4 Stevens; 5 Daniel Clark (VW Golf Mk 5); 6 Simon Walton (VW Golf GTI). **CW** Tomlinson. **FL** Lewis 52.924s (82.16mph). **P** Wilson. **S** 27. **RACE 3 (16 LAPS) 1 Clark**; 2 Stevens +0.390s; 3 Knight; 4 Lewis; 5 Ivens; 6 Alex Dziurzynski (VW Scirocco). **CW** Amy Dziurzynski (VW Mk2). **FL** Dole 53.003s (82.04mph). **P** Clark. **S** 23.

PRODUCTION BMWs (BOTH 16 LAPS) 1 Harry Goodman (320i); 2 Matthew Swaffer (320) +0.243s; 3 Rob Cooper (320i); 4 Andy Gay (E30 320); 5 Sam Strong (E30); 6 David Graves (320i Cab). **FL** William Davison (E30) 58.223s (74.68mph). **P** Goodman. **S** 25. **RACE 2 1 Goodman**; 2 Swaffer +0.262s; 3 Gay; 4 Strong; 5 Graves; 6 Gregor Pryor (E30 320i). **FL** Davison 58.126s (74.76mph). **P** Goodman. **S** 25.

RACING SALOONS (14 LAPS) 1 Nigel Innes (BMW E36 M3); 2 Stuart Waite (BMW M3) +2.227s; 3 Stephen Pearson (BMW E36 M3); 4 Darren Stamp (BMW E36 M3); 5 Peter Osborne (Vauxhall Astra VXR); 6 Brian Jones (BMW E36 M3). **CW** Cliff Pellin (Ford Fiesta ST150); John Willcocks (BMW E30 M3); Chris Boon (Jaguar XJS); Mark Palmer (BMW 320i); Andy Gay (BMW E30 320); Karl Graves; (BMW 120d); Kieron Lehane (Citroen Saxo). **FL** Karl Catliff (BMW E36 M3) 53.891s (80.69mph). **P** Innes. **S** 29. **RACE 2 (17 LAPS) 1 Innes**; 2 Pearson +1.138s; 3 Waite; 4 Stamp; 5 Jones; 6 Willcocks. **CW** Willcocks; Pellin; Boon; Sam Strong (BMW E30); Graves; Lehane. **FL** Pearson 53.766s (80.88mph). **P** Innes. **S** 24.

RADICAL CHALLENGE (19 LAPS) 1 Jack Lang (Radical SR3 RSX); 2 John Caudwell (SR3 RSX) +1.587s; 3 Steve Burgess (SR3 RSX); 4 Tony Wells (SR3 RSX); 5 John Macleod (SR3 RSX); 6 Mark Richards (SR3 RSX). **CW** Joe Stables (Radical SR3 RS); Andy Chittenden (SR1). **FL** Lang 45.811s (94.92mph). **P** Lang. **S** 29.

RACE 2 (18 LAPS) 1 Bradley Smith (SR3 RSX); 2 Burgess +1.349; 3 Wells; 4 Brian Murphy (SR3 RSX); 5 Richards; 6 Stables. **CW** Burgess; Chittenden. **FL** Smith 45.542s (95.48mph). **P** Lang. **S** 29. **RACE 3 (48 LAPS) 1 Lang**; 2 Stables +6.374s; 3 Burgess; 4 Wells; 5 Murphy; 6 Stuart Maloney/James Abbott (SR3 RSX). **CW** Maloney/Abbott; Chittenden. **FL** Mark Hingett/Ollie Hancock (SR3 RSX) 45.574s (95.41mph). **P** Lang. **S** 28.

RADICAL SR1 CUP (20 LAPS) 1 James Taylor; 2 Ron Ellice +15.482s; 3 Kye Wheatley; 4 Peter Brookes; 5 Tony Barwell; 6 Andy Chittenden. **FL** Taylor 49.658s (87.57mph). **P** Barker. **S** 15. **RACE 2 (21 LAPS) 1 Taylor**; 2 Wheatley +3.044s; 3 Barker; 4 Spencer Bourne; 5 Barwell; 6 Sam Moores. **FL** Barker 49.673 (87.54mph). **P** Taylor. **S** 15.

MONOPOSTO MOTO 1800, 1600, 1400 & 1000 (19 LAPS) 1 Jeremy Timms (Dallara F399); 2 Jason Timms (Dallara F311) +3.518s; 3 Craig Hurrin (Jedi Mk6); 4 Andrew Gordon-Colebrooke (Dallara); 5 Dan Levy (Jedi Mk 6); Jonathan Reed (Jedi Mk 6). **CW** Hurrin; Richard Fores (Van Diemen RF97); Geoff Fern (Van Diemen RF89). **FL** Jason Timms 45.727s (95.09mph). **P** Jason Timms. **S** 20.

RACE 2 (17 LAPS) 1 Jeremy Timms; 2 Hurrin +21.362s; 3 Levy; 4 Gordon-Colebrooke; 5 Reed; 6 George Fowler (Reynard SF84). **CW** Hurrin; Fowler; Fern. **FL** Jeremy Timms 45.789s (94.97mph). **P** Jeremy Timms. **S** 20.

MONOPOSTO F3, 2000 & CLASSIC (20 LAPS) 1 David Gillett (Dallara F302/4); 2 Chris Hodgson (F304) +0.300s; 3 Simon Tate (F302); 4 Tony Bishop (F302/4); 5 Richard Purcell (F302); 6 Ashley Dibden (F301). **CW** Kevin Otway (Van Diemen F4); Chris Lord (Formula Vauxhall). **FL** Bishop 44.607s (97.48mph). **P** Bishop. **S** 20. **RACE 2 (17 LAPS) 1 Ben Cater (Dallara F301)**; 2 Bishop +1.239s; 3 Hodgen; 4 Gillett; 5 Purcell; 6 Tate. **CW** Otway; Lord. **FL** Cater 45.101s (96.41mph). **P** Cater. **S** 19.

CHAMPION OF BRANDS (18 LAPS) 1 Oliver White (Van Diemen); 2 Luke Williams (RFR16) +1.577s; 3 Andy Charsley (Ray GR15); 4 Richard Tarling (Ray GR13); 5 Lucy Wardrop (Van Diemen); 6 Jason Down (Getem Mygale). **FL** Charsley 50.185s (86.765mph). **P** White. **S** 13.

ROCKINGHAM
BRSCC MAY 14-15

Rampant Richard makes it five from six in 2016



RICHARD STYRIN'S DOMINANT start to the season continued as he took a hat-trick of Porsche Championship victories at Rockingham, making it five out of six in 2016 as he finished ahead of James Coleman in all three races.

The first race looked to be a tantalising one when Ed Hayes claimed pole ahead of Coleman and Styrin, but Styrin slid through the front-row starters the moment the lights went out and never looked back. Hayes remained in contention for the final podium place, only losing out to Andrew Hack when a rattle developed into full-blown engine failure. Though the 2015 champion made it into race two, it was a case of *deja vu* as he suffered the same fate. By race three, Hayes had jumped into a reserve car to try to keep Styrin within touching distance in the points and, although he started from the rear, he salvaged a worthy third, six seconds behind the winner.

There was better luck for Linda Warren in the 924 class as she took her maiden victory in race one, following it with a brace of second places to make an impressive statement.

With Class C given its own grid due to its increasing size, it meant there were four races in the Quaife Fiesta Championship. Alastair Kellett took two routine victories from pole in the Class A, B & D race, while in Class C it was a day of mixed emotions for the Specialized Motorsport team; Sam Priest looked set to head a simple one-two in race one, until team boss and second-placed man Simon Horrobin was given a 10-second time penalty for exceeding track limits, demoting him to fourth behind Nick Sanderson and Kevin Stirling.

Horrobin made amends in race two, securing victory after forcing Priest wide at Deene. Just as another one-two looked within their grasp, Lady Luck

Styrin's Porsche dominance continued at Rockingham where he was unbeatable

decided otherwise as Priest's car lost power, forcing him out as Myles Baker and Alfonso Skriczka completed the podium.

Bradley Burns earned his first victory in the Fiesta Junior Championship as the title fight was blown wide open. With a surprising second-place qualifying result, Burns never looked back as he cruised to the chequered flag in race one. Things looked to be going his way again in race two, until a surprise attack from Harry Gooding out of Pif-Paf and onto the Steel Straight caught Burns off guard. While he tried to recover, he lost another place to Jam Sport's Callum Hawkins-Row, and was forced to settle for third.

The vast BMW Compact Cup grid was, as usual, split into three groups, each racing twice. Samuel Carrington Yates took victory in the A&B race from pole, ahead of British GT champion James Gornall. Gornall then made it a first and second for the weekend by winning the A&C race, with Jim Benson storming to victory in the B&C race ahead of Joe Wiggin and Steven Dailly.

Missing from the top end of the grid was championship leader Richard Miles, who could only manage ninth and 10th after his qualifying times were excluded due to a fuel-pressure regulation breach.

Nick Porter took two victories in the Mk2 GTi Championship, finishing on both occasions ahead of Chris Webb and Peter Milne.

The Mk5 GTi Series, taking to the track for the first time in 2016, produced two winners: Andy Baylie and former Mk2 star Josh Johnson.

DOM D'ANGELILLO

Team-mates Priest (front) and Horrobin were twice on for 1-2 finishes, but on both occasions were denied



ALL PICS: WALKER

RESULTS

PORSCHE CHAMPIONSHIP (ALL 12 LAPS) 1 Richard

Styrin; 2 James Coleman +0.572s; 3 Andrew Hack; 4 Richard Avery; 5 Garry Goodwin; 6 Alex Stocker.

Class winners Linda Warren (924). **Fastest lap** Styrin 1m40.037s (73.77mph). **Pole** Ed Hayes. **Starters** 20.

RACE 2 1 Styrin; 2 Coleman +1.769s; 3 Hack; 4 Avery; 5 Goodwin; 6 Garry Lawrence. **CW** Karl Rossin (924). **FL** Coleman 1m40.499s (73.43mph). **P** Styrin. **S 20.**

RACE 3 1 Styrin; 2 Coleman +0.873s; 3 Hayes; 4 Nick Hull; 5 Stocker; 6 Kevin Molyneux. **CW** Nizar El-Chamaa (924). **FL** Styrin 1m40.139s (73.69mph). **P** Stocker. **S 20.**

QUAIFE FIESTA CHAMPIONSHIP CLASSES A, B & D (12 LAPS) 1 Alistair Kellett (Zetec S)

; 2 Jamie White (Zetec S) +1.274s; 3 John Cooper (Zetec S); 4 Jessica King (Zetec S); 5 Stuart Robbins (Zetec S); 6 Jack Youhill (Zetec S). **CW** Tim Bennett (Si), Derek Robinson (Zetec). **FL** Kellett 1m46.557s (69.25mph). **P** Kellett.

S 15. **RACE 2 (9 LAPS) 1 Kellett**; 2 Cooper +0.845s; 3 White; 4 King; 5 Robbins; 6 Dana Freeman (Zetec S).

CW Bennett, Robinson. **FL** White 1m46.808s (69.09mph). **P** Kellett. **S 15.**

CLASS C (10 LAPS) 1 Samuel Priest; 2 Nick Sanderson +0.528s; 3 Kevin Stirling; 4 Simon Horrobin; 5 Nathan Edwards; 6 Joshua Watkins. **FL** Priest 1m44.311s

(70.74mph). **P** Priest. **S 16.** **RACE 2 (9 LAPS)**

1 Horrobin; 2 Myles Baker +5.976s; 3 Alfonso Skriczka; 4 Edwards; 5 Sanderson; 6 Aaron Thompson.

FL Horrobin 1m43.872s (71.04mph). **P** Priest. **S 15.**

FIESTA JUNIOR CHAMPIONSHIP (BOTH 12 LAPS)

1 Bradley Burns; 2 Harry Gooding +4.881s; 3 Callum Hawkins-Row; 4 Lochlan Bearman; 5 Sikhander Hussain; 6 Nicholas Reeve. **FL** Burns 1m45.845s (69.72mph). **P** Cameron Pugh. **S 18.**

RACE 2 1 Gooding; 2 Hawkins-Row +0.778s; 3 Burns; 4 Carlito Miracco; 5 Bearman; 6 Hussain. **FL** Miracco 1m46.501s (69.29mph). **P** Burns. **S 18.**

BMW COMPACT CUP GROUPS A & B (9 LAPS)

1 Samuel Carrington Yates; 2 James Gornall +1.360s; 3 Simon Walker-Hansell; 4 Owen Hunter; 5 Neil Roche; 6 Declan McDonnell. **FL** Gornall 1m48.729s

(67.87mph). **P** Carrington Yates. **S 27.**

GROUPS B & C (9 LAPS) 1 Jim Benson; 2 Joe Wiggan +2.290s; 3 Steven Dailly; 4 Hunter; 5 Jon Watt; 6 Walker-Hansell.

FL Watt 1m49.031s (67.68mph). **P** Wiggan. **S 27.**

GROUPS A & C (9 LAPS) 1 Gornall; 2 Wiggan +3.745s; 3 Dailly; 4 Watt; 5 Ben Pearson; 6 Darren Ball. **FL** Wiggan 1m48.947s (67.73mph). **P** Gornall. **S 26.**

PRODUCTION GTI MK2 CHAMPIONSHIP (12 LAPS)

1 Nick Porter; 2 Chris Webb +0.376s; 3 Peter Milne; 4 Adam Hance; 5 David Parris; 6 Dan Gibbs. **CW** Matthew Petts. **FL** Porter 1m47.543s (68.62mph). **P** Porter. **S 16.**

RACE 2 (9 LAPS) 1 Porter; 2 Webb +0.607s; 3 Milne; 4 Parris; 5 Gibbs; 6 Alistair Lindsay. **CW** Petts. **FL** Webb 1m47.166s (68.86mph). **P** Porter. **S 14.**

PRODUCTION GTI MK5 SERIES (12 LAPS) 1 Andy Baylie; 2 Josh Johnson +4.118s; 3 Simon Gusterson; 4 James Howlison; 5 Martyn Walsh; 6 Charlie Cudlipp.

FL Johnson 1m42.880s (71.73mph). **P** Baylie. **S 9.**

RACE 2 (9 LAPS) 1 Johnson; 2 Gusterson +1.602s; 3 Baylie; 4 Walsh; 5 Howlison; 6 Paul Blackburn.

FL Baylie 1m42.865s (71.74mph). **P** Baylie. **S 9.**



Yates led from the start in opening Compact Cup race

PEMBREY

BARC MAY 14-15

Max5 leader gets the job Dunn

NICK DUNN CONSOLIDATED HIS LEAD in the Max5 Racing Championship by taking his fourth win of the season.

George Grant made a lightning-quick start in race one, but soon struggled to hold off challenges from John Munro and Dunn.

Munro led from the second lap and gradually pulled clear of Dunn, while the duel for a distant third place finally went to Chris Webster after a race-long battle with Ian Loversidge. Early leader Grant finished behind Loversidge on the road, but he received two track-limit penalties, which elevated Jeremy Shipley and Andrew Pretorious to fifth and sixth.

Munro started the second race from pole and was soon enveloped in a four-way scrap with Dunn, Webster and Loversidge. But that four did not go into one at Hatchets, and after contact Munro was left stationary and the race was red-flagged. From the restart Dunn took charge but had Webster as a constant shadow. He held on just to take the flag with only 0.129 seconds in hand, while Loversidge looked on from a solitary third. Pretorious, Grant and Lee Hollin rounded off the top six.

Grant did win the non-championship finale, heading Shipley, but a terrific fight for third stole the show. Pretorious finally sealed the spot with a lap to go, ahead of Hollin.

Jason Davies's Sapphire Cosworth managed to shake off Keith White's BMW Z4 from the start of the first Welsh Sports Saloon race, as Chris Everill (Ginetta G50) held a distant and race-long third.

The second race looked like being a repeat until Davies slowed with six laps to go,

allowing White to race clear for victory.

Davies held onto second for another six laps before Everill came by. Fabio Luffarelli (Mini) and Ken James (Loco Hornet) had also worked their way past by the finish.

No one got near Nerijus Zabotka after he unleashed the pace of his Subaru Impreza in the combined Nippon Challenge/Deutsche Marques/Tricolore Trophy events. He won both races at a canter, with the Clions of Tony Hunter and Nick Gwinnett joining him on the podium in the first after a processional affair. The second race was somewhat closer until Gwinnett's initial pursuit faded after the second lap and left Hunter in a clear second. But as Gwinnett continued to slide down the order, Andrew Roberts made his mark in his Honda Civic and had almost caught Hunter as the flag came out.

There was a three-way fight for supremacy at the start of the first MR2 race. Dave Hemmingway led poleman Aaron Pullan and Adam Lockwood, before Pullan took charge on the fourth lap. They remained close and, while Pullan managed to keep his nose ahead, Hemmingway and Lockwood swapped and changed repeatedly, with Lockwood securing the place a lap from home.

Pullan got a break early in race two and looked comfortable for the first 10 laps of 13, but Lockwood turned the tide back in his favour and, after scything past on lap 11, stretched clear to the finish. Hemmingway had an early duel with Peter Higton for third, but once that had been settled in his favour he drastically reduced the gap to the slowing Pullan, who held on for second.

PETER SCHERER

RESULTS

MAX5 RACING (18 LAPS) 1 John Munro; 2 Nick Dunn +4.873s; 3 Chris Webster; 4 Ian Loversidge; 5 Jeremy Shipley; 6 Andrew Pretorious. **Class winner** Tom Hotchkiss. **Fastest lap** Munro 1m08.913s (76.06mph).

Pole Paul Roddison. **Starters** 12. **RACE 2 (7 LAPS)**

1 Dunn; 2 Webster +0.129s; 3 Loversidge; 4 Pretorious; 5 George Grant; 6 Lee Hollin. **CW** Andrew Bayliss.

FL Webster 1m10.336s (74.52mph). **P** Munro. **S 12.**

RACE 3 (NON-CHAMPIONSHIP) (17 LAPS) 1 Grant; 2 Shipley +5.269s; 3 Pretorious; 4 Hollin; 5 Adrian Baker; 6 Sam Moody. **CW** Hotchkiss. **FL** Grant 1m10.103s

(74.86mph). **P** Dunn. **S 7.**

WELSH SPORTS & SALOONS (BOTH 16 LAPS) 1 Jason Davies (Ford Sapphire Cosworth); 2 Keith White (BMW Z4) +9.499s; 3 Chris Everill (Ginetta G50); 4 Ken James (Loco Hornet); 5 Fabio Luffarelli (Mini); 6 Andy Williams (Ford Sapphire). **CW** White; Tyrone Luffarelli (Peugeot 206 GTi); Dave Scaramanga (VW Polo); Roger Dowden (Davrian MK6); Andy Long (Honda Civic Type R). **FL** White 1m00.584s (86.51mph). **P** White. **S 22.**

RACE 2 1 White; 2 Everill +9.251s; 3 F Luffarelli; 4 James; 5 Davies; 6 Williams.

CW James; T Luffarelli; Scaramanga; Dowden. **FL** White 1m00.929s (86.02mph). **P** Davies. **S 17.**

NIPPON CHALLENGE/DEUTSCHE MARQUES/TRICOLORE TROPHY (BOTH 14 LAPS) 1 Nerijus Zabotka (Subaru Impreza); 2 Tony Hunter (Renault Clio) +8.040s;

3 Nick Gwinnett (Renault Clio 172); 4 Andrew Roberts (Honda Civic); 5 Ash Bruneau (Renault Clio); 6 George Grant (Mazda MX5). **CW** Hunter; Roberts; Bruneau; Dave Hemmingway (Toyota MR2); Roger Pullan (Audi A3); Mat Smith (BMW Z3). **FL** Zabotka 1m06.341s (79.00mph).

P Zabotka. **S 16.** **RACE 2 1 Zabotka**; 2 Hunter +27.253s;

3 Roberts; 4 Bruneau; 5 Gwinnett; 6 Miles Hodgson (Toyota MR2). **CW** Hunter; Roberts; Bruneau; Pullan;

Jon Lord (Toyota Celica). **FL** Zabotka 1m06.228s (79.14mph). **P** Zabotka. **S 9.**

MR2 (BOTH 13 LAPS) 1 Aaron Pullan; 2 Adam Lockwood +6.551s; 3 Dave Hemmingway; 4 Daniel Bryant; 5 Peter Higton; 6 Philip O'Halloran. **FL** Pullan 1m10.145s

(74.72mph). **P** Pullan. **S 13.** **RACE 2 1 Lockwood**; 2 Pullan +2.795s; 3 Hemmingway; 4 Higton; 5 Merrill Readett;

6 Bryant. **FL** Pullan 1m10.629s (74.21mph). **P** Pullan. **S 13.**

WHAT'S ON



Is this the game we've been waiting

IT'S CONTRACT-RENEWAL TIME. After eight years at Princes Park, one of my most loyal players – who also happens to be, statistically, the worst on my roster at Dartford Football Club – is set to leave. He offers nothing, he's fourth pick for his position and without a start all season.

But he has been a part of my side's meteoric rise from non-league to the Championship, and a crucial part of those promotion-winning campaigns in the Conference and the lower two tiers of the Football League. So I throw him on for the final game. It's a dead rubber, so it's the least I can do.

And he scores. Twice.

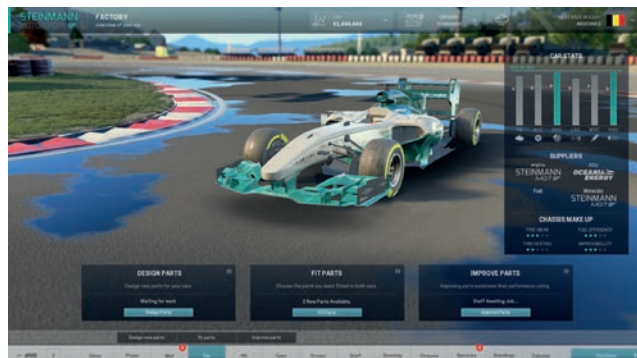
That's it. New contract. Now I have to get into the Premier League and complete the fairytale.

My relationship with Mikhail Kennedy, who I signed because (on the game) he was a rejected youngster at my (real-life) favourite football club, is symbolic of why I love Football Manager. I like the tactics, I like building the right staff

around me and moulding the team over seasons. But I also have a soft spot for the personal relationships you can develop with a bunch of ones and zeros.

As someone who has always enjoyed this side of sports gaming, I've waited a long time for a proper motorsport version, to see if it's possible to adapt my favourite game to my favourite sport. And thanks to SEGA, the video game behemoth that acquired Football Manager creator Sports Interactive a

No F1 licence means no real teams in the game – but the inspiration is clear to see



decade ago, my wait is almost over. And I couldn't be more excited.

First things first, it isn't F1. Not officially, anyway. This is Motorsport Manager. But not having the licence to mirror the F1 landscape is a minor issue, because the fictional world created by SEGA's independent developer Playsport Games is a wonderfully detailed, multi-layered homage to motorsport's top tier.

Anyone who has played Football Manager will know the depth of the game is simultaneously its most daunting and appealing asset. And if you've been waiting for something like this game, it's the detail you'll be interested in. So you'll be pleased to know that everything from developing your team's headquarters – with windtunnel, simulator, test track and even burger van – to deciding which sponsors you take to a race is under your control. It's got a lot more about it than choosing the tyres and set-up for a race.

The drivers have a range of attributes, and differing personalities. How you manage them is key to their

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HOT ON THE WEB THIS WEEK

YouTube **MERC WIPEOUT - THE AFTERMATH**

Search for: Hamilton & Rosberg Post-Race

Lewis Hamilton and Nico Rosberg give their take on the first-lap coming-together that cost them, and their team, a potential shedload of points in the Spanish Grand Prix. Modern F1 etiquette prevents complete candidness, but their body language, and what they *don't* say, speaks volumes.



CLASSIC F1: MONACO 2003

SKY SPORTS F1 Monday 2100
The 2003 season is often overlooked for the classic season it was, given it was sandwiched between two Ferrari walkovers. Relive Juan Pablo Montoya's Monaco GP victory, which launched his title bid.

INTERNATIONAL MOTORSPORT

RALLY PORTUGAL

World Rally Championship
Rd 5/14
Matosinhos, Portugal
May 19-22
WATCH ON TV
Live: BT Sport 1, various times

FORMULA E

Rd 8/9
Berlin, Germany
May 21
WATCH ON TV
Live: ITV4, Saturday 1400

DTM

Rd 2/9
Red Bull Ring, Austria
May 21-22
WATCH ON TV
Live: BT Sport/ESPN Saturday 1630
Delayed: BT Sport/ESPN Sunday 1600

EURO FORMULA 3

Rd 4/10
Red Bull Ring, Austria
May 21-22
WATCH ONLINE
Live: www.fiaf3europe.com

FORMULA V8 3.5

Rd 3/9
Spa, Belgium
May 21-22
WATCH ON TV
Live: BT Sport/ESPN Saturday 1200, Sunday 1445

EUROFORMULA OPEN

Rd 2/8
Spa, Belgium
May 21-22
WATCH ON TV
Live: BT Sport/ESPN Saturday 1330, Sunday 1215

INTERNATIONAL GT OPEN

Rd 2/7
Spa, Belgium
May 21-22
WATCH ON TV
Live: BT Sport/ESPN Saturday 1430, Sunday 1315

TCR INTERNATIONAL

Rd 4/11
Imola, Italy
May 22
WATCH ONLINE
Live: tcseries.com

NASCAR ALL-STAR

Charlotte, North Carolina, USA
May 21
WATCH ON TV
Delayed: Premier Sports, Sunday 1030

V8 SUPERCARS

Rd 5/15
Winton, Victoria, Australia
May 21-22
WATCH ON TV
Delayed: MotorsTV, Sunday 0625

V8 STOCK CARS

Rd 3/12
Goiania, Brazil
May 22

MOTOGP

Rd 6/18
Mugello, Italy
May 22
WATCH ON TV
Live: BT Sport 2 Sunday 1245

UK MOTORSPORT

Oulton Park VSCC

May 21
Vintage Racing Cars, Pre '61 Racing Cars, Pre-War Sports, Novices, 500cc F3s, Touring Greats, HRDC Allstars, Morgan three-wheelers

Silverstone HSCC

May 21-22
Pre-1980 Endurance, Derek Bell Trophy, Classic Formula 3, Historic Formula 3, Historic FF2000, Historic FF1600, Formula Junior, Historic Touring Cars, Guards Trophy, Historic Road

Sports, '70s Road Sports, Jaguar Classic, Classic FF2000, GT and Sports Car Cup

Croft, 750MC

May 21-22
Clio 182, Formula Vee, Locost, Toyota MR2, RGB, Civic Cup,

Sport Specials, MX-5 Cup, M3 Cup, Super Cooper

Donington Park, MSCC

May 22
Morgans, Jaguar XK/ Pre '66 Jaguars, MGBCV8, Thoroughbred Sports, FISCAR

for?

development, their relationship with your team and their performance. Plus, the game is endless, in theory, which means the fictional driver roster will be constantly updated – with future ‘sons-of’ appearing a possibility if you play for long enough, we’re told. It will also be available to edit through the Steam Workshop, if you enjoy modifying games.

Motorsport Manager, which will be available on PC, Mac and Linux, is due for release some time around September. In the months between *Autosport's* visit and the game's launch, small refinements will be made to eliminate bugs and add just a dash more colour.

And that's what should make this game a rich, fulfilling and fun experience for anyone who gives it a chance. It would have been so easy for this to turn out half-baked or oversimplified.

Instead, it's everything I've hoped for when I've thought about this sort of game in the past – and much more than I expected in reality.

SCOTT MITCHELL





THE ARCHIVE

Derek Bell stops for running repairs on his JW Automotive Porsche 917 during the 1971 Watkins Glen Six Hours. He and co-driver Richard Attwood finished second.

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TOP FIVE

LOST F1 TRACKS

Seventy-one venues have hosted Formula 1 World Championship races since 1950. That means the world is littered with 50 tracks that are no longer in use, or have been forsaken by grand prix cars. Some are more sorely missed than others.

For the purposes of our top five, venues with multiple tracks are considered as one. That means the old Spa and the original Osterreichring are excluded thanks to their truncated presence on the 2016 calendar.



1 PESCARA

Used only once for a world championship race – the Pescara Grand Prix in 1957, which was won by Stirling Moss in a Vanwall – this awesome 16-mile road course's top-level history stretches back to the pre-war years, when it staged the high-profile Coppa Acerbo.

In many ways this is the very definition of an epic road course: fast, tree-lined and dotted with roadside marker stones. At almost 16 miles, it's also the longest track ever to host a world championship race and drew appropriately monstrous crowds.



2 NURBURGRING

Yes, it's the Nordschleife rather than the modern grand prix *strecke* that we really miss. Regarded by many as the greatest road course in the world, 'The Green Hell' held its first grand prix in 1927. Fast, unforgiving and challenging, the 14-mile track staged Formula 1 races until Niki Lauda's near-fatal accident in '76 proved the final nail in the coffin at a time when the track was already under serious scrutiny.

3 CLERMONT-FERRAND

Built against that most underused of race-circuit backdrops – an extinct volcano – the Clermont-Ferrand circuit had a lot in common with the Nordschleife. Namely countless corners, little run-off and a reputation for danger that eventually led to its demise as a top-line venue after hosting four world championship races in 1965, '69, '70 and '72. The track is still in use today, but since 1989 only in shortened, sanitised form.



4 MONTJUICH PARK

This Barcelona road course, surrounding the city's Olympic Park, was fast, challenging and undulating. It was not a track for the faint-hearted, with Ronnie Peterson's pole-position lap in 1973 run at an average speed of 100mph. Sadly, with the thrill also came danger. After four world championship races, the track dropped off the calendar after five people were killed when Rolf Stommelen's Hill crashed in 1975.

5 BRANDS HATCH

Silverstone has become the home of the British GP, but until the last of Brands Hatch's 14 world championship races in 1986 the Kent track was established very much as one of two venues with that status – at least once Aintree dropped off the scene after '62. Paddock Hill Bend, a fast, downhill right-hander, is its trademark, but the mighty grand prix loop, today used only occasionally, is what makes it really special.



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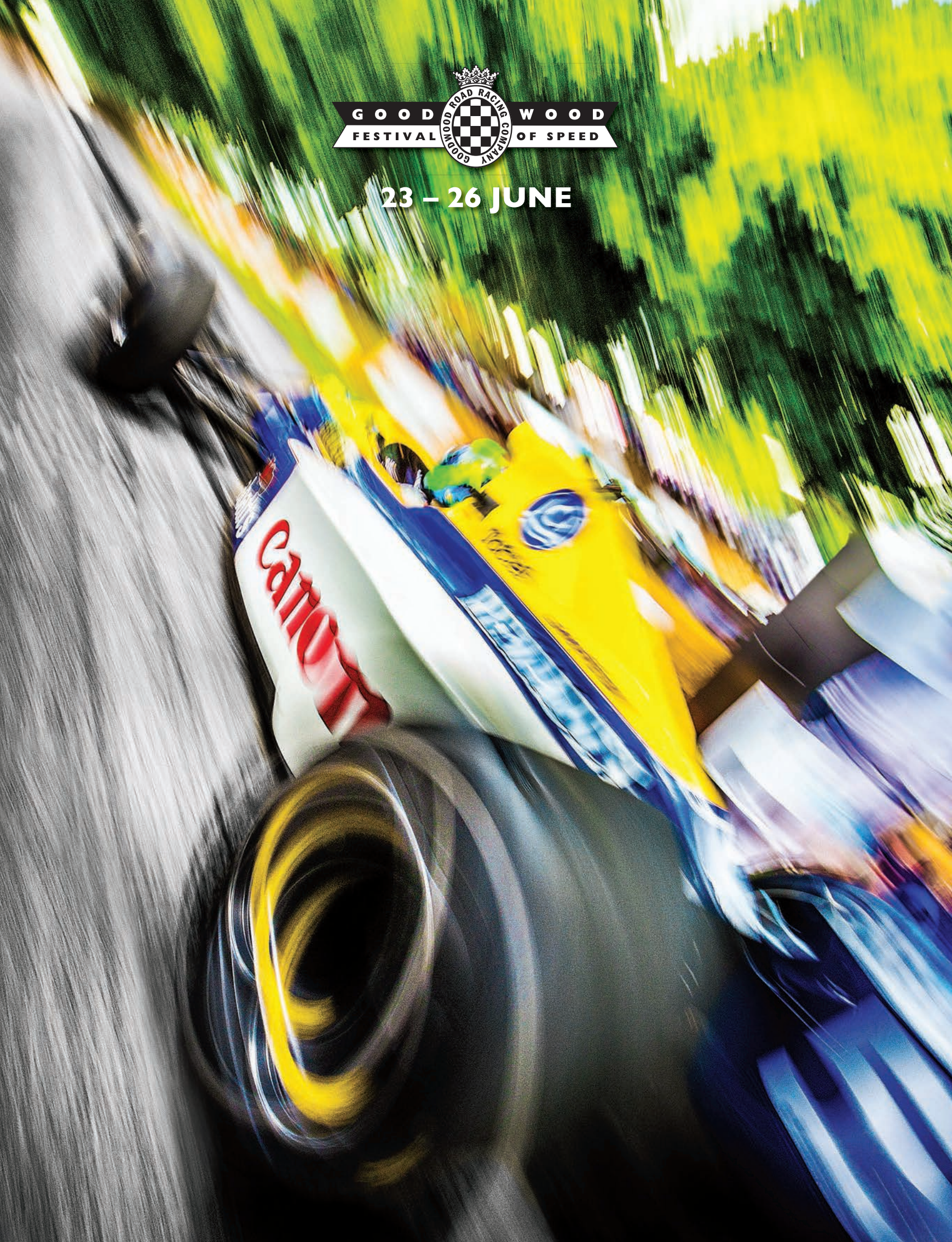


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