

**ROSBERG DOMINATES
RUSSIAN GRAND PRIX**

**HOW GOOD WAS
BRUCE MCLAREN?**

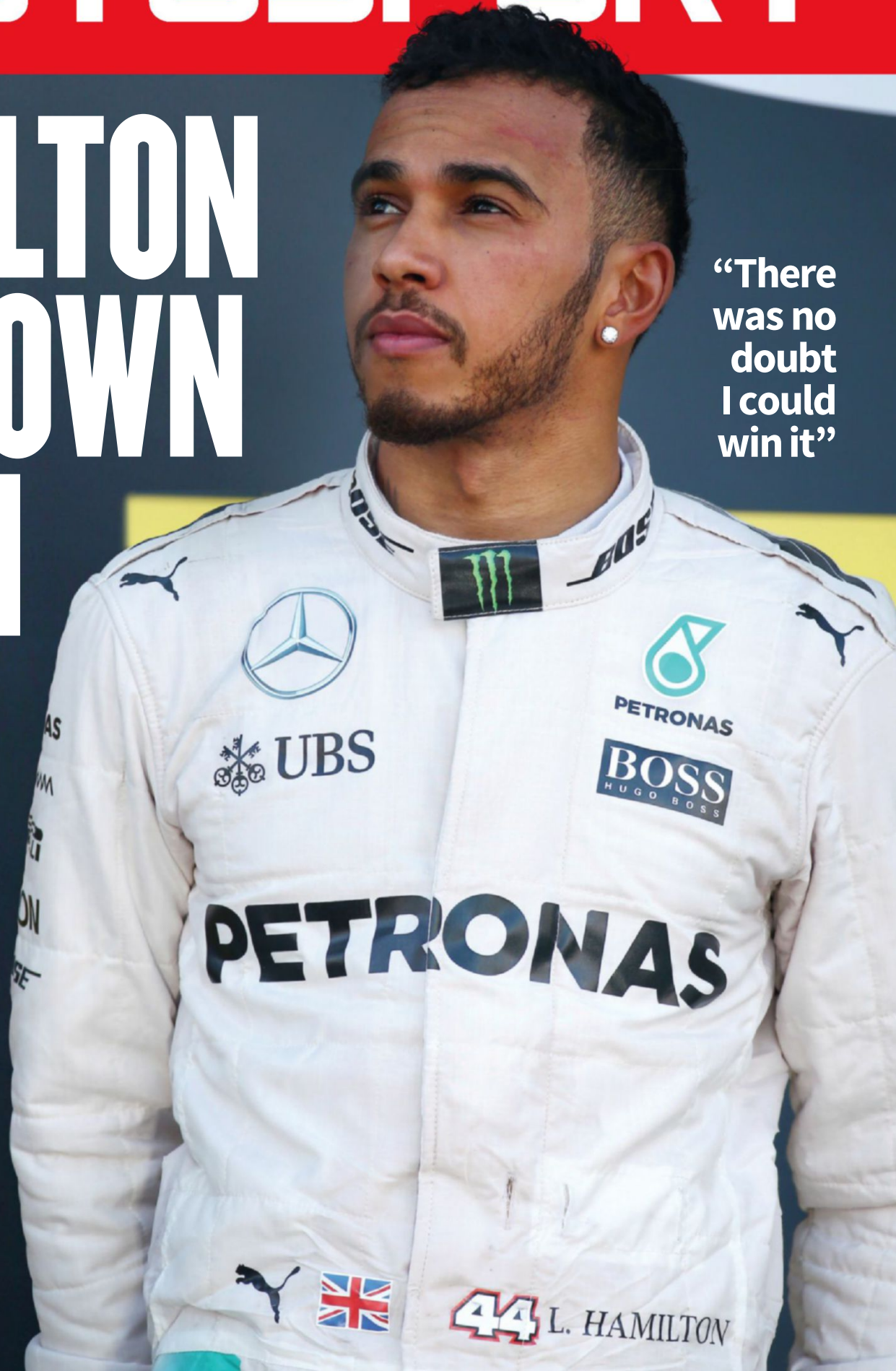
**JAMIE GREEN'S
DTM TITLE BID**

AUTOSPORT

HAMILTON LET DOWN AGAIN

**WHY CAR
FAILURES
COST
LEWIS
VICTORY
SHOT**

**“There
was no
doubt
I could
win it”**



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Forget conspiracies, this is just bad luck

THE RIDICULOUS CONSPIRACY THEORIES FROM WHAT Toto Wolff described as a “bunch of lunatics” suggesting Mercedes is deliberately hobbling Lewis Hamilton belie a fundamental truth in sport: sometimes things go wrong. This is doubly true in a pursuit with as technological an underpinning as grand prix racing.

The glitches and failures that Lewis Hamilton’s Mercedes has suffered from this season have certainly been unfortunate, and you can’t blame him for being unhappy at having yet to enjoy a weekend free of either incidents or problems. But dealing with this is all part of the challenge of winning world championships – and the bad luck can’t go on forever.

It was no foregone conclusion that Hamilton would have won in Sochi. Far from it: in qualifying Nico Rosberg was looking the better bet for pole after Q2, and Hamilton’s chase of his team-mate in the race had only got him to within 7.5s when he had to ease off with the water-pressure problem. But the evidence suggests that Rosberg has also raised his game this season, so it would be fascinating to see them in a head-to-head fight. Actually, make that *will* be fascinating, as it will happen soon enough.

Rosberg’s 43-point advantage sounds intimidating, but with 17 races and 425 points still on the table it’s not an unbridgeable chasm. Hamilton has hardly been driving badly this season; rather than making up absurd sabotage stories, fans should just wait for his luck to turn and enjoy his inevitable fightback.



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Batchelor/XPB Images

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Rosberg 4 Hamilton 0

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](https://twitter.com/BenAndersonAuto)



LAP 36 OF THE 2016 RUSSIAN GRAND PRIX. LEWIS HAMILTON HAS BEEN REVELLING in some of his patented ‘hammer time’. He’s whittled the gap to race leader Nico Rosberg down from around 13 seconds to just seven and a half. There are 17 laps to run. This isn’t over.

Both Mercedes drivers have made their one and only pitstop of the race. This is looking like a flat-out fight to the finish, on a smooth circuit where unusually low tyre degradation actually allows that kind of driving in Formula 1 – if you have enough fuel to burn, which Mercedes invariably does.

After all the troubles Hamilton has endured over the early part of this F1 season – the first-corner collision with Valtteri Bottas in Bahrain; the MGU-H failure that put him to the back of the grid in China; the subsequent collision with Felipe Nasr that spoiled that race; and yet another MGU-H failure that restricted him to 10th on the grid in Russia – finally it looks as though he may have a genuine shot at winning a race and sparking his stuttering season into life.

“I fought hard and got myself back up there. I got myself up to second; got it [the gap] down from 12 seconds to seven; I still had nearly 20 laps to go; I’m on it. I believe I had a chance to win.”

Hamilton must have felt as though his poor luck was about to turn. He’d already received the helping hand of good fortune shortly after the start, managing to somehow dodge the chaos caused by Daniil Kvyat’s overzealous braking into Turn 2.

“I didn’t get a great start,” explained Hamilton. “I put myself on the outside, because I could see everyone was on the inside. As I was turning in I saw out of the corner of my eye some commotion, so I turned left.”

Hamilton darted to the runoff area as two Red Bulls and a Ferrari bounced off one another into the path of the chasing hordes. This time he was careful to avoid rejoining the circuit incorrectly (as he had been reprimanded for doing in qualifying) and ended the first lap fifth, behind Rosberg, Kimi Raikkonen’s Ferrari – which stole past Bottas’s Williams under braking into Turn 2 after the start – and the second Williams of Felipe Massa.

Hamilton then made short work of jumping Massa, drafting past the Williams into Turn 2 immediately after the safety car restart on lap four of 53.

Bottas pulled a similar move on Raikkonen, after the Ferrari locked up its brakes approaching the final corner, and when Raikkonen tried a retaliation move at Turn 4 three laps later Hamilton seized on his chance to capitalise on the Ferrari’s compromised momentum on the short run to Turn 5.

“I tried to pass Bottas and got some understeer and ran wide,” explained Raikkonen. He [Hamilton] got a good run on me. I tried to block a little bit but it was too late, so I had to let him go.”

Once up to third Hamilton’s own momentum stalled a little. He was unable to find a way past a car motivated by identical Mercedes horsepower. Hamilton’s chance came after Bottas dived for the pits on lap 16. This was always likely to be a one-stop race for most cars, particularly the frontrunners, and Williams – buoyed by recent

Hamilton avoids the chaos as Kvyat hits Vettel at the start



SBLOX/HAW/LAT



The top four, led by Rosberg, were ahead of the Turn 2 clashes

HONE/LAT



Bottas repasses Raikkonen for second at the restart

DUNBAR/LAT

improvements to its technique and equipment – turned Bottas around in a reasonably nifty 2.7s.

Hamilton made his own stop one lap later, and the Mercedes mechanics were half a second slower fitting a set of soft tyres to their charge, but Hamilton’s in-lap was more than 1.5s faster than Bottas’s, which meant the two cars descended on Turn 2 together as Hamilton rejoined the action.

Bottas remained ahead, but his race was not with Hamilton ultimately and he put up little resistance when the Mercedes slipped down the inside of the Williams at Turn 2 on lap 19.

Having cleared his final obstacle, Hamilton set about chasing down Rosberg, who made his own stop on lap 21. It was at this point when Mercedes discovered all was not well with Rosberg’s car.

“We had a problem on the MGU-K drive on Nico’s car, which gave us some grey hair during the race,” explained Mercedes team boss Toto Wolff. “It looked at a certain stage that he wouldn’t finish. We are pushing the limits on the chassis and engine side to have a competitive car. But if you push the limits, you find them.”

Hamilton smelled blood. How sensational it would be if he could hunt down and pass his team-mate for victory and begin cutting into the hefty points deficit instead of watching it grow all the time. What better way could there be to make up for all the woes his side of the Mercedes garage has suffered so far in 2016?

But this is not that kind of season for Hamilton, it seems.

As Hamilton hunted Rosberg down, the pitwall operatives noticed that the water pressure on the champion’s Mercedes >>

Hamilton passes
Bottas as the pair
run behind Alonso



engine – the spare refitted after his qualifying problems – had started dropping alarmingly.

“After the pitstop we saw a sudden drop of water pressure, which was continuing to fall,” explained Wolff. “That looked like a terminal failure. We don’t know the root cause yet – somewhere in the assembly or on the chassis side most probably.”

Mercedes informed Hamilton of the problem and he dropped his pace, allowing Rosberg – who had lost a chunk of his advantage to traffic as much as the problem affecting his own car – to balloon his cushion back into double figures.

The water pressure eventually stabilised, but the chase was off.

Hamilton would be forced to settle for a second-place finish, while Rosberg maintained his perfect start to the season with a seventh consecutive grand prix victory.

“It was a miracle to get Lewis’s car home,” said

Mercedes technical chief Paddy Lowe. “He had no water pressure at all. When he asked [over the radio] if it had stabilised we weren’t lying when we said it had – it was zero! There were a lot of crossed fingers...”

Ultimately, Hamilton will look back on this result as bitter-sweet. On the one hand he can count himself lucky that his engine actually held together long enough to get him to the finish at all, let alone in a solid second place, minimising the points lost in his title battle with Rosberg. On the other he has seen a golden chance to capitalise on a technical problem for Rosberg go begging.

“Hamilton can count himself lucky his engine got him to the finish”

“Nothing has gone particularly well,” rued Hamilton. “There is no reason why we can’t win; it’s just we have these bugs which are coming along. We did a fantastic job in terms of getting the car where it needed to be this weekend.

“I felt very strong with where we had the set-up. It was just another race in which I wasn’t fully able to exploit that.”

But it was another race that Rosberg was able to fully exploit. He seems to be having *that* kind of season – one where everything just seems to flow perfectly and go your way.

In similar fashion to Australia, where brake overheating almost cost him dearly, some technical adjustments brought Rosberg’s

faulty car to heel and got him home with yet another maximum score.

This is only the fifth time a driver has won the first four races of a season in the entire history of the F1 world championship. Ayrton Senna (1991), Nigel Mansell

(’92) and Michael Schumacher (’94 and 2004) all went on to become champions when they each managed this feat. Not that this statistic offers any guarantee of future achievements.

“Of course it sounds cool, but you know that it’s not my focus,” said Rosberg. “It’s a great start, but I’m just enjoying winning.

“Yes I have a good points lead but there’s still 425 points up for grabs and I’m fortysomething points ahead now.

“Four hundred and twenty five points to go! This is not even worth talking about at this point in time. Lewis is driving as strongly as ever. For sure he will bounce back.”



Hamilton will bounce back undoubtedly, but he will have to do so in such a way that allows him to do something no other driver has managed before in the world championship.

Rosberg can afford to finish second to Hamilton in each of the next six races without losing his lead in the title race, and Hamilton knows he is also likely to face further penalties later in the year, given the rate at which his Mercedes is lurching its way through power-unit components.

Hamilton enjoys the opportunity to rise to challenges. This is certainly the biggest he's faced. And he can take comfort from the fact that he's salvaged three podiums amid all the setbacks.

Championships are often won on a driver's bad days, picking up points and getting the best results possible when things aren't >>

Hamilton lost ground to Rosberg early in the race behind Raikkonen and Bottas

QUALIFYING



Bottas earned his first front-row start since the 2014 season

THIS WILL ULTIMATELY GO DOWN AS ONE OF THE EASIER POLE positions Nico Rosberg has earned during his Formula 1 career. More technical trouble for team-mate Lewis Hamilton meant Rosberg lacked a serious rival in the battle for top spot in Sochi.

Hamilton held a narrow edge – just over a tenth of a second – over Rosberg in Q1, but was trailing by nearly 0.5s after the first runs in Q2 when he suffered a recurrence of the MGU-H failure that ruined his qualifying session in China last time out.

"We did 800km a day in testing and the car was faultless," rued Hamilton, who was also handed what he described as a "ridiculous" reprimand for failing to rejoin the circuit correctly after an off at Turn 1 in Q1. "Then all of a sudden, two times in a row, the same thing. That doesn't happen for us."

What Mercedes team boss Toto Wolff called another "freak failure" on the engine (which required changing before the race) left Hamilton feeling "helpless" back in 10th, having been unable to set a time in Q3, while Rosberg enjoyed a clear path to pole, beating Sebastian Vettel's Ferrari to top spot by more than seven tenths of a second.

Rosberg lapped comfortably in the 1m35s in Q2 and Q3. In fact his Q2 best – a 1m35.337s – stood as the fastest of the entire session ultimately.

He was eight hundredths slower on his first run in Q3, but was looking good to underscore his superiority with a quicker effort on his second run, until he locked his brakes and ran off track approaching the tight right-hander at the end of the back straight.

No matter. His earlier effort was easily good enough to remain on top of the timesheets, sans Hamilton.

"Q2 is when it really came together," said Rosberg. "The front flap went up to take away some understeer. I thought there would be downsides but it was just positives.

"I'm really satisfied because there are not many days like that. My car was just on rails – the balance was right, I was on it. It was a particularly special experience."

Vettel chipped his way into the low 1m36s, but Ferrari and its updated combustion engine had no answer for Mercedes' impressive one-lap pace here.

"I would have liked the gap to be a bit smaller, but in Q2 we saw Nico in particular was very strong," said Vettel. "For us it was the maximum. On Saturdays we're a bit further back than on Sundays."

A five-place penalty for an unscheduled gearbox change after Friday practice meant Vettel dropped to seventh on the actual grid.

This allowed Williams driver Valtteri Bottas to enjoy his first front-row start since the 2014 German GP, after impressively outpacing the second Ferrari of Kimi Raikkonen by 0.127s.

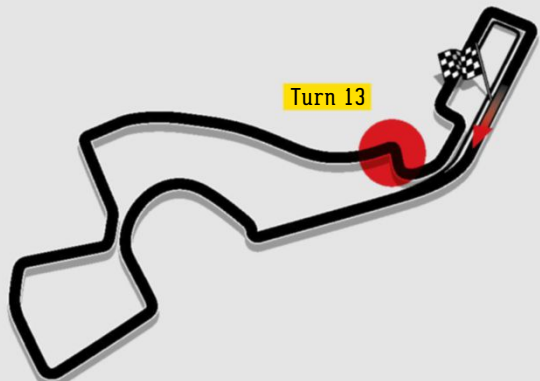
"There's been a few corners I've been fighting all weekend," explained Raikkonen. "I think the last lap was pretty decent, then I f**** it up in the last corner."

Story of his season so far.

**Rosberg:
"My car was
on rails, the
balance was
right, and I
was on it"**



“SOCHI SEEMS A DEVIL OF A CIRCUIT TO GET RIGHT”



A LONG KINKED STRAIGHT that curves gently from right to left leads the cars at high speed into the tricky braking zone for Turn 13 at Russia's Sochi Autodrom.

This is the notorious spot where Carlos Sainz Jr crashed heavily during final practice last year, and then suffered brake failure in the race. No wonder he feels Russia “owes me one”.

Sochi seems a devil of a circuit to get right – sequences of short, sharp turns with wide approaches that constantly tempt the driver to overcommit.

“Get one wrong and the lap is over,” was how one driver described it to me.

The smooth surface, low temperatures and necessity to trim out downforce also make it tricky to get the front tyres working properly, which can already make braking extra difficult.

The Red Bull is unsurprisingly the standout car through here. Daniel Ricciardo reckons braking is one of the big strengths of the RB12 and it looks beautifully poised, Ricciardo taking a wider approach than most to straighten the braking zone



Bottas was more confident than many of his rivals at Sochi

and allow just a few more metres to attack the turn with.

He is hard back on the throttle nice and early too, clearly revelling in a decent balance from the off.

Others find this more difficult to discover. There are big oversteer moments for Sainz and Romain Grosjean's Haas – and both works Renaults seem to be struggling with oversteer, something that will

require drastic changes on Jolyon Palmer's car.

One driver who always looks confident around this place is Williams ace Valtteri Bottas. The Finn has qualified inside the top three for each edition of this race and seems to enjoy its particular challenge.

“It's so much really about fine details this track,” he explains. “With the steering input and releasing the brakes,

turning in – those bits count here so much.

“It's interesting lap by lap just how much you can really improve yourself.

“It's difficult to explain. For me, I find the flow in this track; maybe some other people don't.”

He was one of the few to look confident and assured from the off on Friday.

BEN ANDERSON



Rosberg finished the race 25 seconds clear of Hamilton



Rosberg was delighted with first, Hamilton slightly less so with second

going well. But Hamilton could desperately do with having some good days soon too, to arrest the momentum that is allowing Rosberg to sweep all before him.

At the moment it looks as though Hamilton will enjoy little help from other rivals potentially taking points away from his main one. Ferrari came to Russia with updated internal-combustion engines fitted to both cars, but got nowhere near challenging Mercedes in qualifying and came away with Sebastian Vettel's SF16-H in pieces and Kimi Raikkonen's fuel-thirsty car a distant third.

"On this track, it [the performance deficit to Mercedes] was expected," said Ferrari team principal Maurizio Arrivabene. "But I don't want that to happen again.

"If I had to define the championship this year, we are not the kind of team who like to win comfortably – we are looking for a big challenge.

"I don't want the team, and the team doesn't want, to give up. We have 17 races left, so if you win 12 they can win the other five and then you can fight."

Arrivabene expects Barcelona's Catalunya circuit to suit Ferrari better than the Sochi Autodrom, but the way things have panned out over the first four races it's difficult to see Ferrari being anything other than second best again in the Spanish GP.

"First of all we don't have to make any more mistakes on our side," Arrivabene warned. "Second, I really trust that from now on we can perform much better than what we are performing now.

"It's difficult to see Ferrari being anything other than second best again in Spain"

"The configuration of the tracks that are coming, the tokens that we spent – we are happy they are going to help us more in Spain than at the track in Russia.

"Of course, the other ones [rivals] are not sleeping and waiting for us, so we need to fight."

But Ferrari is not looking likely to be in the fight at all at the moment, which won't help Hamilton in his efforts to take points back from Rosberg quickly. Not that this will be of any concern to the Russian GP winner, who will feel karma repaid him with a Sochi victory after the throttle-damper failure that he felt robbed him of

first place in last year's race here.

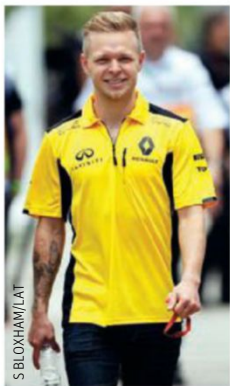
"Winning F1 races is not like an open goal – I don't think that's a good comparison – but of course it [the current run] is not something I could've expected,"

Rosberg added. "It's been a great four races, very enjoyable, but I'm aware that it's not going to continue like that forever. I just need to mentally prepare for that."

It's often said you need a bit of luck on your side to win a championship. Rosberg is driving well, but Hamilton's constant problems are also giving him an easy ride at the front.

Given the way Hamilton's luck is running, and the fact that Ferrari is not really at the races yet, if Rosberg is to finally become world champion, this is surely now his best chance.

The world now waits to see if he can grasp it, or whether Hamilton can steal it away against increasingly unlikely odds. 🍀



MAGNUSSEN BREAKS RENAULT POINTS DUCK

KEVIN MAGNUSSEN scored the revived Renault works team's first points of the season after a strong drive to seventh in the Russian Grand Prix.

The Dane and team-mate Jolyon Palmer qualified a lowly 17th and 18th but dodged through the first-lap chaos at Sochi to both run inside the top 10 early on.

Magnussen jumped Romain Grosjean's Haas at the pitstops and then held off a train of cars including Grosjean, Sergio Perez's Force India, Jenson Button's McLaren and Carlos Sainz Jr's Toro Rosso. He also passed Daniel Ricciardo's out-of-sync Red Bull at one stage.

Racing director Fred Vasseur said the result represented a big boost for the team after a difficult start to the year.

"It's important for the teams in Viry-Chatillon and Enstone because they have worked a lot over the last month," Vasseur said.

"It's always good to have the question 'when will you score your first points?' behind you."



XPBIMAGES

Vettel goes 'ballistic' after more

FERRARI'S SEBASTIAN VETTEL reacted furiously after clashing with Red Bull's Daniil Kvyat for the second grand prix in succession.

Kvyat rammed the rear of Vettel's car at Turn 2 after the start, having locked up under braking.

The Russian then smashed into the Ferrari a second time through the long, fast left-hander of Turn 3, after Vettel was slowed with a puncture.

The second collision fired Vettel's car hard into the barriers, putting him out of the race and littering the circuit with debris, which required a safety car intervention.

Kvyat's Red Bull team-mate Daniel Ricciardo was also caught up in the

incident. Both were forced to pit for repairs at the end of lap one, and Kvyat later had to serve a 10-second stop/go penalty for causing the collision.

Vettel uttered an expletive-laden outburst over the team radio immediately following the crash, before returning to the pits, watching replays of the incident, then speaking with Red Bull team boss Christian Horner on the pitwall.

Ferrari team principal Maurizio Arrivabene revealed Vettel was "going ballistic" over the latest incident with Kvyat.

"He was not happy at all," said Arrivabene. "He has taken a DNF for a second time [this season]"

for something that has nothing to do with him.

"This is the character of a guy who is a four-time world champion who wants to win, so it's understandable.

"Afterwards, we talked and he was a bit more calm, but of course calm does not mean happy."

Arrivabene refused to blame Kvyat for what happened at the first corner of the Chinese Grand Prix two weeks earlier, but said there was no excuse for what the Red Bull driver did this time.

"In China I was not complaining about Kvyat and I said he had done his job," Arrivabene said. "This time I can't find any reason for



HONE/LAT

Williams closes

WILLIAMS PERFORMANCE CHIEF ROB Smedley believes his team has gained on Ferrari following upgrades introduced for the Russian Grand Prix.

Valtteri Bottas and Felipe Massa both used Williams' new front wing and nose to finish fourth and fifth at Sochi, to give the team its biggest points haul of the season.

Bottas outqualified Kimi Raikkonen's Ferrari and raced with it early in the grand prix. Smedley was upbeat despite Raikkonen ultimately finishing 18 seconds clear of his fellow Finn.

clashes with Kvyat

what has happened.”

This was Vettel's second score of zero in four races so far this season, the first coming when he was unable to start the Bahrain Grand Prix.

It means he is now 67 points off drivers' championship leader Nico Rosberg.

“In the end these things happen, but it's frustrating because the race is 53 laps long,” said Vettel. “Yes, you can make progress on the first lap, but you can also end your race there.

“I don't dislike him [Kvyat], but I think he made a mistake two weeks ago and a mistake today.”

Kvyat apologised for his part in the incident, but said the second

collision was unavoidable.

“Turn 3 is a high-speed corner, you obviously expect to go fast there,” Kvyat said. “I had no time to react to Seb's braking. Maybe he had a problem from what already happened in Turn 2 and he had to brake. When you are one metre behind a car at 150km/h and suddenly someone brakes, it's unavoidable.”

Horner said sorry to former driver Vettel for Kvyat's actions.

“All I could do was apologise to him,” said the Red Bull boss. “It's cost us a lot of points and unfortunately compromised Sebastian as well.

“But he [Kvyat] is a young guy, he'll learn from it, and I'm sure he'll come back strong in Barcelona.”



on Ferrari after upgrades

“Ferrari had a lot of pace on us in the first three races and if you look at the pure pace in this race, then we're edging closer towards them again,” said Smedley.

“It was always going to be a big ask to try to beat them – we knew that – and our principal target was to beat Red Bull, which we did fairly comprehensively.

“The positive that we can take from it is that we have moved closer to Ferrari in terms of pace a little bit.”

While Williams has gone well at Sochi for the past two seasons, partly

thanks to the strength of the Mercedes power unit, Smedley cited improvements in other areas for boosting the team's performance.

“We're not a one-trick pony, this is not purely about power,” said Smedley.

“There are cars that we have the same power unit as that we've either moved towards or been able to move away from.

“It's about how we're managing the tyres and how we're using them over a single timed lap that has helped us to manage them in the race.”

McLAREN HAMPERED BY FUEL SAVING

SIXTH-PLACED FINISHER Fernando Alonso would have been much closer to Williams but for aggressive fuel-saving, according to his McLaren-Honda team.

McLaren racing director Eric Boullier said fuel saving cost Alonso 50 seconds in the Sochi race, and without it the team would have matched Williams.

Alonso finished one lap down, but was 52.829s behind

fourth-placed Valtteri Bottas on the penultimate lap.

“We can see that we are the team that has a lot of fuel saving for obvious reasons,” said Boullier. “But with Fernando you could see towards the end of the race he was more than 1.2 seconds faster.

“Without fuel saving we [would have saved] another 50 seconds.”

Jenson Button was 10th in the sister car.

Q&A

FERNANDO ALONSO McLAREN-HONDA DRIVER



How do you feel about how the race went?

I feel happy. We deserve the points, finally, after some unlucky situations. The pace was very good. Because we've

been lucky at the start we recovered some places after the accidents, but then the car performed quite well and we didn't have any threat from behind. We've set the fifth-fastest lap of the race, so I think sixth position is what we deserve. I'm happy with the way everything is going – we seem more and more competitive every race.

You were quite fortunate with what happened at the start...

We've been lucky in the situation in the second and third corners with the accidents – we recovered some places for free – but after that... Last year, after good starts, we couldn't manage to retain those positions. Today was different – we had the pace. The car keeps growing. I think to be in the points regularly should be the target from now on.

Does your pace at the end suggests the car has some hidden potential?

The car felt good, but obviously we were saving so much fuel during the race. At one point I said I would do one quick lap just to wake up a little bit because it feels good. The potential is there and I think there are some circuits coming up that will suit our car even better, like Barcelona and Monaco. [I have] high expectations for those.

HONE/LAT



Gutierrez rues taking out rivals on opening lap

HAAS DRIVER ESTEBAN Gutierrez said he felt “very bad” about triggering the first-lap crash that eliminated both Nico Hulkenberg and Rio Haryanto from the Russian Grand Prix.

Gutierrez ran into Hulkenberg heading into Turn 2 at Sochi, sending the Force India into Haryanto’s Manor (which briefly took to the air)

and Marcus Ericsson’s Sauber. While Gutierrez and Ericsson were able to continue following pitstops for repairs, Haryanto and Hulkenberg had to retire from the race.

Gutierrez received a drive-through penalty and two penalty points on his licence, and ultimately finished 17th.

“When I approached the first corner I took a lot of margin but

then I locked my front wheels and had nowhere to go,” Gutierrez explained to *Autosport*. “I feel very bad. Obviously I damaged a lot of races in front.”

Force India’s chief operating officer Otmar Szafnauer described the start as “ridiculous” since both his drivers were victims in the first-lap incidents. Sergio Perez picked up

a puncture after getting collected by the earlier Turn 2 clash between the Red Bulls and Sebastian Vettel’s Ferrari, before recovering to ninth.

“How can you plan for that? After that we had to do one extra pitstop compared to everyone else,” Szafnauer told *Autosport*. “Take those 20 seconds away and that would have put us sixth.”



Sainz confused by time penalty for Palmer incident

CARLOS SAINZ JR SAYS HE cannot understand why he got a penalty for an incident with Jolyon Palmer in the Russian Grand Prix.

The stewards ruled Sainz’s Toro Rosso forced Palmer’s Renault off-track between Turns 2 and 3 during a battle for 13th place near half-distance.

The Spaniard was given a 10-second penalty that was

added to his race time, dropping him from 11th on the road to 12th, plus two penalty points on his licence.

“To get a 10-second penalty for this kind of accident for me is a bit like you cannot even race anyone,” said Sainz.

“I didn’t even see him, he just lost the car a bit by himself through wheelspin on the dirty side.

“I was looking in my left mirror to see him, then suddenly he loses the car on the dirty part of the exit of Turn 2, then I realised there was someone on my left and we touched.

“Because of this touch, first he loses the car and then he goes wide. I think the stewards thought I forced him off the track [but I didn’t].”



TROUBLED DUO RESOLVE ISSUES

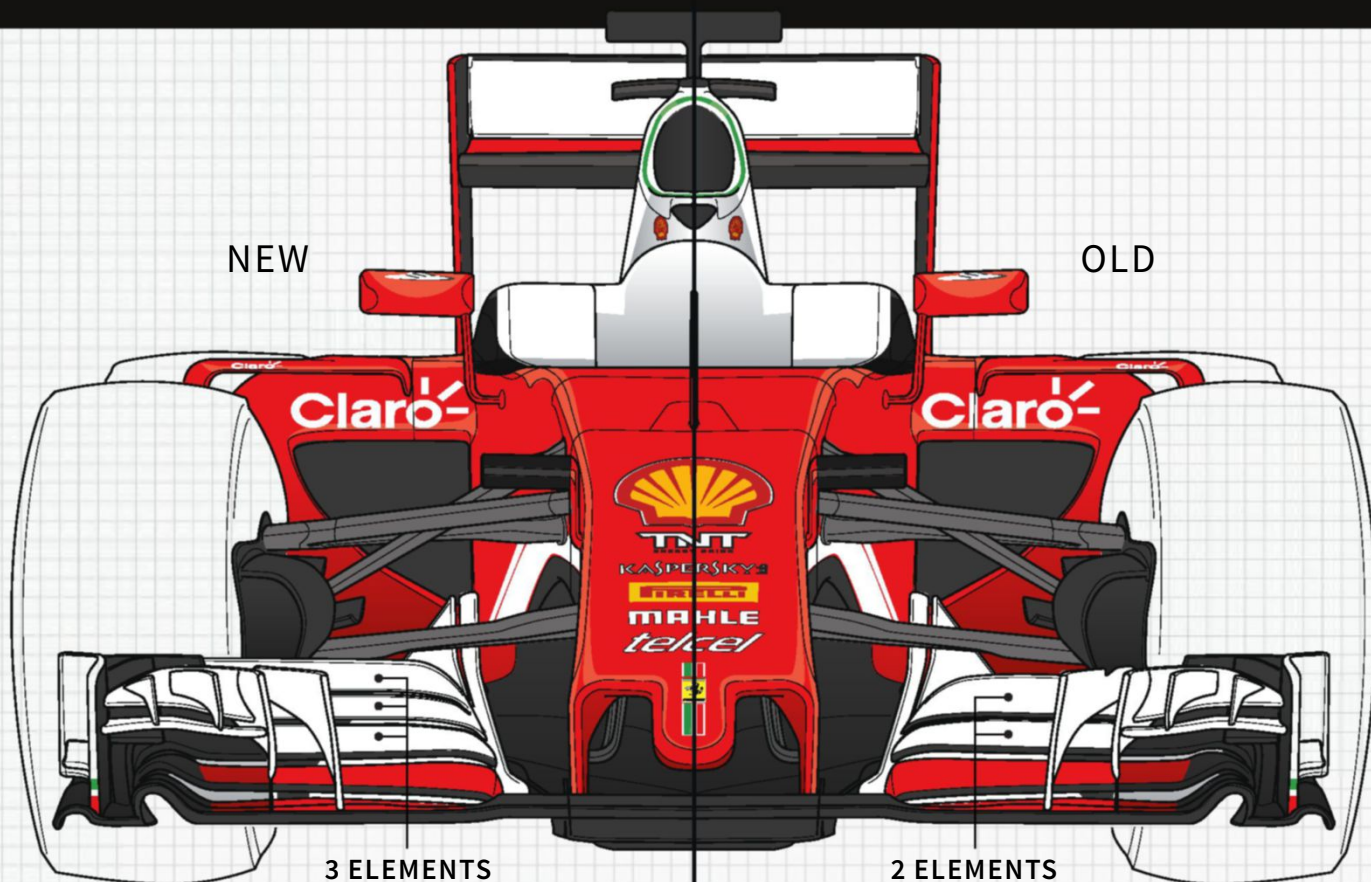
JOLYON PALMER AND FELIPE NASR BOTH FEEL THEY have solved the chronic handling problems that have held them back over the early races of this season.

Renault driver Palmer’s fortunes were transformed by a floor change on his car after Friday practice for the Russian Grand Prix, which enabled him to qualify and race closer to team-mate Kevin Magnussen following a disastrous race in China last time out.

“Small things can make a big difference,” said Palmer, who finished last in China but 13th in Russia. “You’re missing a little bit of aero and suddenly you end up looking not very good quite quickly.”

Sauber gave Nasr a new chassis at Sochi and he out-qualified team-mate Marcus Ericsson. A slow puncture and battery problems restricted him to 16th in the race, but Nasr was happier with his car.





FERRARI'S FRONT WING FOCUS

For Sochi and upcoming races Ferrari brought a front wing offering higher downforce levels, thanks to a larger multi-plane area. Normally, the Ferrari front wing comprises

two elements, but this has been changed to a larger set-up with three elements.

In adding this bigger flap arrangement, Ferrari has shortened the second element

of the main plane, such that the five elements now making up the main front wing are almost equal in size.

Though the size and quantity of the elements has

changed, Ferrari has left the wing tip, endplate and cascades largely as they were.

Unusually for front wing updates, the alterations affect the centre span of the wing.

This area is the part used to create downforce, so these changes are unlikely to aimed at conditioning the airflow, where designers focus on the impact of the wing's wake.



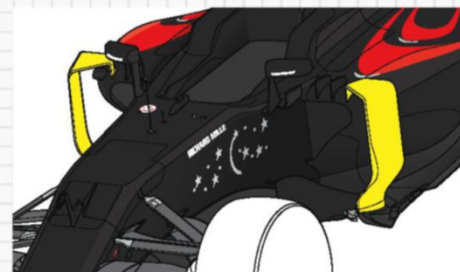
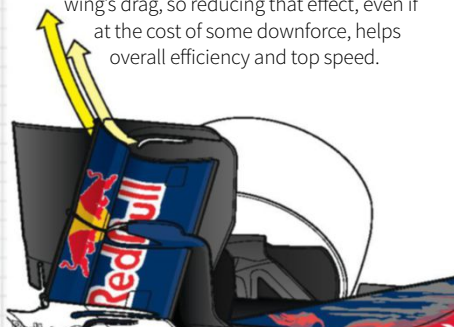
RED BULL COPIES THE OPPOSITION

Red Bull's RB12 appeared with new strakes on the rear wing, although these are a feature of most other teams' designs. They simply guide the airflow upwards along the side of the rear wing endplate, adding to the upwash effect around the rear wing. This goes to show how little scope for innovation there is under the current regulations. After just two full seasons, teams are increasingly tied to the same design ideas and are forced to take inspiration from rivals to add performance to the car.

TORO ROSSO HUNTS STRAIGHTLINE SPEED

Having fielded two low-drag rear wing designs at Shanghai, Toro Rosso brought even more drag reduction solutions to its rear wing to counteract the performance deficit of its 2015 Ferrari engine. Now, the endplate has a cut-out section near the wing tip. This area is where the high pressure above the wing mixes with the lower pressure regions and forms a powerful vortex.

It's this vortex that induces much of the rear wing's drag, so reducing that effect, even if at the cost of some downforce, helps overall efficiency and top speed.

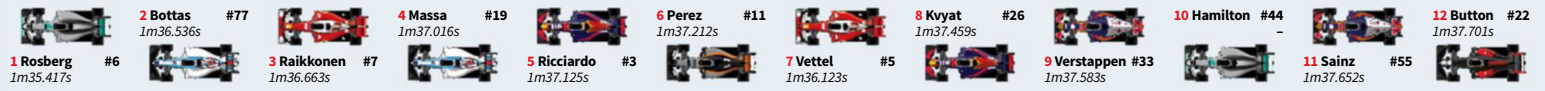


McLAREN'S AERO PUSH CONTINUES

The march of McLaren's development programme seldom slows. For Sochi there was a new front-wing cascade vane and also a change to the sidepod vanes.

On the sidepods, the usual vane ends vertically but now the end turns to form a horizontal surface which then angles down again to meet the sidepod. This is an idea common to many other cars, so McLaren is filling in the design gaps and following other teams' leads on how bodywork can be used.

RACE REPORT/RESULTS



Race results / 53 laps – 192,466 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h32m41.997s	53	●●	29.709s
2	Lewis Hamilton	Mercedes	+25.022s		●●	30.001s
3	Kimi Raikkonen	Ferrari	+31.998s		●●	30.498s
4	Valtteri Bottas	Williams-Mercedes	+50.217s		●●	29.841s
5	Felipe Massa	Williams-Mercedes	+1m14.427s		●●	59.616s
6	Fernando Alonso	McLaren-Honda	-1 lap		●●	29.751s
7	Kevin Magnussen	Renault	-1 lap		●●	30.585s
8	Romain Grosjean	Haas-Ferrari	-1 lap		●●	31.420s
9	Sergio Perez	Force India-Mercedes	-1 lap		●●	1m03.200s
10	Jenson Button	McLaren-Honda	-1 lap		●●	30.580s
11	Daniel Ricciardo	Red Bull-Renault	-1 lap		●●	1m18.968s
12	Carlos Sainz	Toro Rosso-Ferrari	-1 lap		●●	30.805s
13	Jolyon Palmer	Renault	-1 lap		●●	30.805s
14	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●	1m00.962s
15	Daniil Kvyat	Red Bull-Renault	-1 lap		●●	1m20.188s
16	Felipe Nasr	Sauber-Ferrari	-1 lap		●●	30.259s
17	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●	1m05.206s
18	Pascal Wehrlein	Manor-Mercedes	-2 laps		●●	1m28.584s
R	Max Verstappen	Toro Rosso-Ferrari	33 laps-power unit		●●	30.553s
R	Sebastian Vettel	Ferrari	0 laps-collision		●●	-
R	Nico Hulkenberg	Force India-Mercedes	0 laps-collision		●●	-
R	Rio Haryanto	Manor-Mercedes	0 laps-collision		●●	-

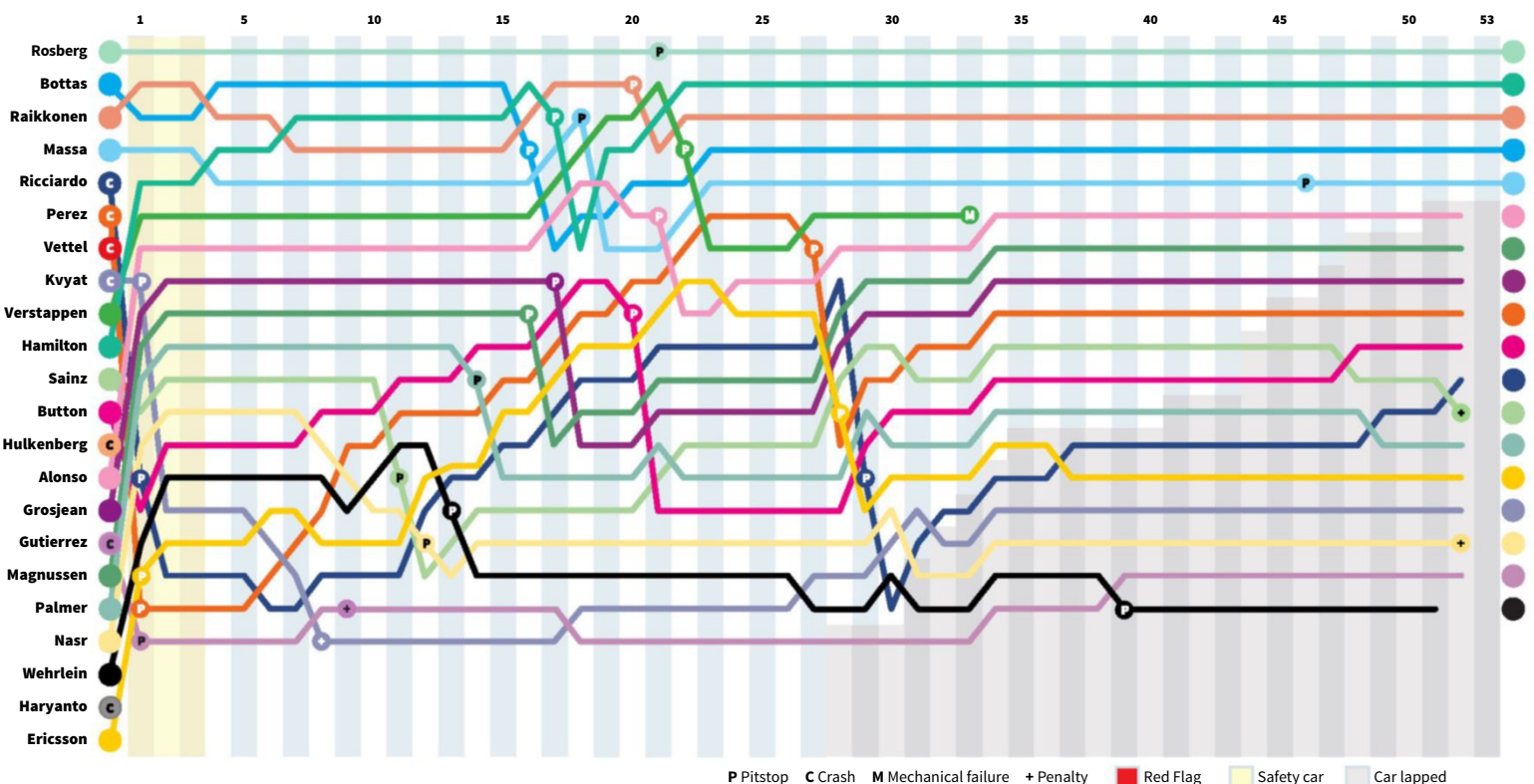
Fastest laps

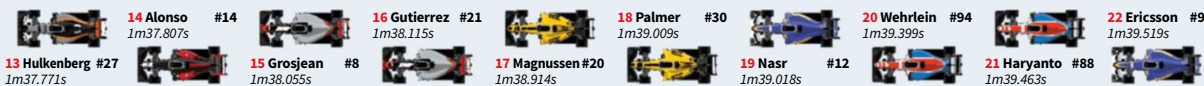
POS	DRIVER	TIME	GAP	LAP
1	Rosberg	1m39.094s	-	52
2	Massa	1m39.743s	+0.649s	52
3	Raikkonen	1m40.101s	+1.007s	47
4	Hamilton	1m40.266s	+1.172s	36
5	Alonso	1m40.347s	+1.253s	52
6	Bottas	1m41.159s	+2.065s	37
7	Ricciardo	1m41.179s	+2.085s	46
8	Button	1m41.720s	+2.626s	50
9	Magnussen	1m41.832s	+2.738s	50
10	Perez	1m41.897s	+2.803s	47
11	Wehrlein	1m41.907s	+2.813s	43
12	Grosjean	1m42.026s	+2.932s	51
13	Verstappen	1m42.029s	+2.935s	32
14	Ericsson	1m42.050s	+2.956s	45
15	Sainz	1m42.205s	+3.111s	41
16	Nasr	1m42.253s	+3.159s	50
17	Kvyat	1m42.344s	+3.250s	44
18	Gutierrez	1m42.378s	+3.284s	52
19	Palmer	1m42.660s	+3.566s	37
20				
21				
22				

WEATHER Dry, sunny; track 41C, air 16C ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wets ● Intermediate

<h3>7</h3> <p>Rosberg's run of seven consecutive victories is bettered only by Vettel's run of nine wins in 2013</p>	<h3>11</h3> <p>Alonso's sixth place ended a run of 11 starts without a point. His last was in Hungary 2015</p>	<h3>24</h3> <p>Rosberg is F1's 24th 'grand slam' winner – that's the pole, the win, fastest lap and lead every lap</p>	<h3>30</h3> <p>This was the 30th one-two finish in F1 for Mercedes</p>	<h3>90</h3> <p>Hamilton took his 90th podium – only Alain Prost, Michael Schumacher and Alonso have more</p>	<h3>100</h3> <p>This was the 100th F1 race since Pirelli returned at the start of the 2011 season</p>	<h3>700</h3> <p>Ferrari took its 700th podium finish in world championship F1 races</p>
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Lap chart / What happened, when





Qualifying 1 Qualifying 2 Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m36.006s
2	Rosberg	1m36.119s
3	Vettel	1m36.555s
4	Raikkonen	1m36.976s
5	Bottas	1m37.746s
6	Massa	1m37.753s
7	Sainz	1m37.784s
8	Alonso	1m37.971s
9	Perez	1m38.006s
10	Ricciardo	1m38.091s
11	Verstappen	1m38.123s
12	Kvyat	1m38.265s
13	Button	1m38.332s
14	Grosjean	1m38.383s
15	Hulkenberg	1m38.562s
16	Gutierrez	1m38.678s
17	Magnussen	1m38.914s
18	Palmer	1m39.009s
19	Nasr	1m39.018s
20	Wehrlein	1m39.399s
21	Haryanto	1m39.463s
22	Ericsson	1m39.519s

WEATHER Dry, cloudy; track 30C, air 16C

POS	DRIVER	TIME
1	Rosberg	1m35.337s
2	Hamilton	1m35.820s
3	Vettel	1m36.623s
4	Raikkonen	1m36.741s
5	Bottas	1m37.140s
6	Massa	1m37.230s
7	Perez	1m37.282s
8	Verstappen	1m37.510s
9	Ricciardo	1m37.569s
10	Kvyat	1m37.606s
11	Sainz	1m37.652s
12	Button	1m37.701s
13	Hulkenberg	1m37.771s
14	Alonso	1m37.807s
15	Grosjean	1m38.055s
16	Gutierrez	1m38.115s

WEATHER Dry, cloudy; track 30C, air 16C

POS	DRIVER	TIME
1	Rosberg	1m35.417s
2	Vettel	1m36.123s
3	Bottas	1m36.536s
4	Raikkonen	1m36.663s
5	Massa	1m37.016s
6	Ricciardo	1m37.125s
7	Perez	1m37.212s
8	Kvyat	1m37.459s
9	Verstappen	1m37.583s
10	Hamilton	-

WEATHER Dry, cloudy; track 30C, air 16C

Race briefing

GRID PENALTIES

VETTEL Five-place penalty for gearbox change

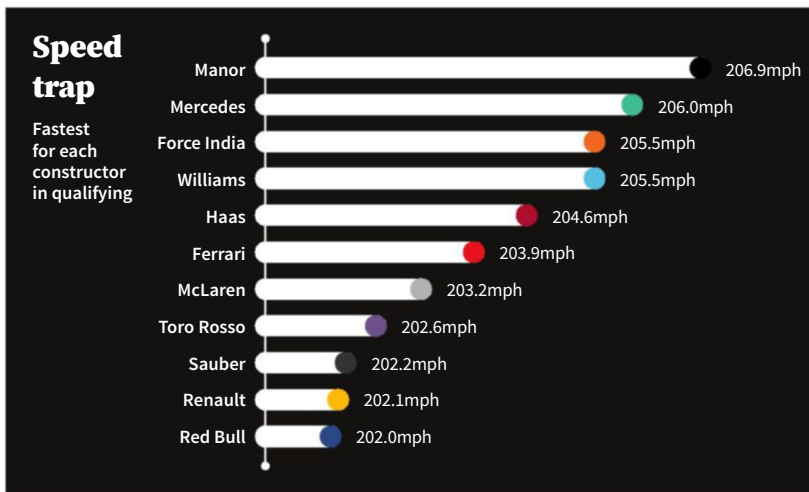
RACE PENALTIES

NASR Five-second penalty for not going round bollard in Turn 2 runoff

SAINZ 10-second penalty for causing collision with Palmer

KVYAT 10-second stop/go penalty for causing two collisions with Vettel

GUTIERREZ Drive-through penalty for causing collision with Hulkenberg



Free practice 1 Free practice 2 Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m38.127s
2	Hamilton	1m38.849s
3	Vettel	1m39.175s
4	Raikkonen	1m39.332s
5	Massa	1m39.365s
6	Ricciardo	1m39.650s
7	Bottas	1m39.802s
8	Kvyat	1m40.218s
9	Perez	1m40.287s
10	Sainz	1m40.654s
11	Button	1m40.663s
12	Alonso	1m40.771s
13	Sirotkin	1m40.898s
14	Nasr	1m41.085s
15	Verstappen	1m41.134s
16	Gutierrez	1m41.238s
17	Grosjean	1m41.385s
18	Palmer	1m41.671s
19	Ericsson	1m41.962s
20	Wehrlein	1m42.483s
21	Haryanto	1m42.687s
22	Celis	1m43.432s

WEATHER Dry, cloudy; track 28C, air 15C

POS	DRIVER	TIME
1	Hamilton	1m37.583s
2	Vettel	1m38.235s
3	Rosberg	1m38.450s
4	Raikkonen	1m38.793s
5	Ricciardo	1m39.084s
6	Bottas	1m39.185s
7	Kvyat	1m39.193s
8	Button	1m39.196s
9	Massa	1m39.289s
10	Alonso	1m39.400s
11	Sainz	1m39.465s
12	Verstappen	1m39.501s
13	Hulkenberg	1m39.795s
14	Perez	1m39.867s
15	Magnussen	1m40.193s
16	Grosjean	1m40.260s
17	Gutierrez	1m40.508s
18	Palmer	1m40.688s
19	Nasr	1m40.740s
20	Haryanto	1m41.080s
21	Wehrlein	1m41.148s
22	Ericsson	1m41.652s

WEATHER Dry, cloudy; track 39C, air 16C

POS	DRIVER	TIME
1	Hamilton	1m36.403s
2	Rosberg	1m36.471s
3	Vettel	1m37.007s
4	Raikkonen	1m37.727s
5	Massa	1m37.918s
6	Bottas	1m37.985s
7	Verstappen	1m38.133s
8	Button	1m38.260s
9	Sainz	1m38.465s
10	Perez	1m38.542s
11	Ricciardo	1m38.622s
12	Alonso	1m38.633s
13	Kvyat	1m39.047s
14	Hulkenberg	1m39.162s
15	Gutierrez	1m39.230s
16	Magnussen	1m39.238s
17	Grosjean	1m39.239s
18	Palmer	1m39.589s
19	Haryanto	1m39.599s
20	Wehrlein	1m39.663s
21	Ericsson	1m39.740s
22	Nasr	1m39.898s

WEATHER Dry, cloudy; track 32C, air 16C

SEASON STATS

Drivers' championship

1	Rosberg	100
2	Hamilton	57
3	Raikkonen	43
4	Ricciardo	36
5	Vettel	33
6	Massa	32
7	Grosjean	22
8	Kvyat	21
9	Bottas	19
10	Verstappen	13
11	Alonso	8
12	Magnussen	6
13	Hulkenberg	6
14	Sainz	4
15	Perez	2
16	Button	1
17	Vandoorne	1
18	Palmer	0
19	Ericsson	0
20	Wehrlein	0
21	Nasr	0
22	Gutierrez	0
23	Haryanto	0

Constructors' championship

1	Mercedes	157
2	Ferrari	76
3	Red Bull	57
4	Williams	51
5	Haas	22
6	Toro Rosso	17
7	McLaren	10
8	Force India	8
9	Renault	6
10	Sauber	0
11	Manor	0

Wins

Rosberg	4
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Fastest laps

Rosberg	2
Hulkenberg	1
Ricciardo	1

Pole positions

Hamilton	2
Rosberg	2

Qualifying head-to-head

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

NEXT RACE

Spanish Grand Prix
May 15 2016, Barcelona

Magnussen makes a point

Drives by Nico Rosberg, Valtteri Bottas and Kevin Magnussen caught the eye

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



8 LEWIS HAMILTON
What's Hamilton got to do to catch a break this year? Was looking good in Q1 but more MGU-H trouble left him playing catch-up again. He confessed to a slow start, but otherwise drove very well again and could have challenged Rosberg but for the water pressure loss his engine suffered in the race.



9 NICO ROSBERG
Enjoyed another unchallenged run to pole thanks to Hamilton's woe, though impressive pace in Q2 suggested he may have been pole favourite in any case. Loses a mark for failing to go quicker in Q3. Drove a faultless race. Even problems with the MGU-K couldn't stop Rosberg making it seven wins on the spin.

FERRARI



8 SEBASTIAN VETTEL
Refused to be disappointed by the gap to Mercedes in qualifying, despite Ferrari bringing engine updates. Chipped away but could do no better than second fastest, which became seventh thanks to a gearbox penalty. Started strongly and was putting the moves on Ricciardo before being punted off.



5 KIMI RAIKKONEN
Raikkonen was always likely to struggle at a circuit where feeling through the front tyres is harder to find, but he should still have outqualified Bottas's Williams. Messed up the restart and also got outfoxed by Hamilton. Recovered to the car's natural level, but was generally underwhelming.

WILLIAMS



9 VALTTERI BOTTAS
Always seems to go well here, and was rightly delighted with an impressive qualifying lap that split the two Ferraris. Won an early battle with Raikkonen, despite getting outmanoeuvred at the start, but made things a bit too easy for Hamilton later on. Can't argue with his speed or the result, though.



6 FELIPE MASSA
Conceded to making a bit of a mess of Q3, where he lacked grip and qualified well adrift of team-mate Bottas. Massa's race was solid enough, bringing home another decent points haul, but he admitted he wasn't at Bottas's level here. Trailed the sister Williams by 13s before making extra pitstop.

RED BULL



4 DANIIL KVYAT
Struggled more than Ricciardo to get the front tyres working in qualifying, so understeered to a time more than three tenths adrift. His Saturday form has got better, but still lacking overall. His race was a disaster, featuring two tangles with Vettel's Ferrari within metres of each other – for which he was rightly penalised.

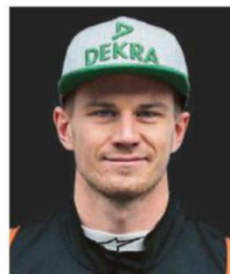


8 DANIEL RICCIARDO
Felt Williams was out of reach here, so was fairly content to qualify just behind Massa. Was an innocent victim of the Kvyat/Vettel collision at Turn 2 after the start, and considering he lost much downforce to unfixable damage, racing back to within eight seconds of the points represented a fine effort.

FORCE INDIA



7 SERGIO PEREZ
Splitting the Red Bulls in qualifying was impressive, and lapping in 1m37.2s three times in Q2 and Q3 suggests he couldn't have done much more. Recovered from a first-lap puncture to score points, but could have made more of fresher rubber late on to beat Romain Grosjean and Kevin Magnussen.



5 NICO HULKENBERG
Struggled to get comfortable with his car all weekend, and felt Friday night set-up changes backfired when he qualified nowhere near his team-mate. Shunted at the first corner of last year's race here, which was totally his fault. Crashed at the first corner of this year's race here, which totally wasn't.

RENAULT



9 KEVIN MAGNUSSEN
Was disappointed with qualifying, where he ended up well adrift of the Haas cars having split them in final practice. Nevertheless broke Renault's 2016 scoring duck with a superb race – dodging the first-lap chaos, jumping Grosjean in the pits and holding firm against the advances of quicker cars.



6 JOLYON PALMER
Came to Russia feeling lost and practice began badly here too, but a floor change transformed his fortunes. The race then gradually got away from Palmer. Was within a second of Magnussen before the restart, but came off worst in the midfield sparring and ultimately trailed the sister car by six places.



Spirited drive by Magnussen netted Renault's first points

TORO ROSSO

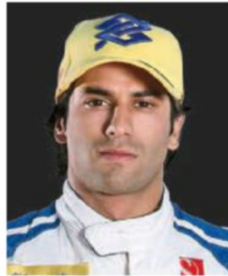


8 MAX VERSTAPPEN
Was delighted to make the top 10 in qualifying again, reckoning he couldn't have done much better. Failing to improve between Q2 and Q3 suggests he possibly underperformed a little there. Only bad aspect of the race was his start. Was on for an easy sixth place when his Ferrari engine failed.



6 CARLOS SAINZ JR
Felt delay behind Kvyat's Red Bull cost him a Q3 shot. Started well, but Turn 2 debris went through the sidepod, costing him power and downforce. Got back into the mix after "a thousand" switch changes and an early pitstop, but was playing catch-up. Picked up a penalty for forcing Palmer off track.

SAUBER



6 FELIPE NASR
After constant complaints about the bad handling of his C35 over the first three races, Sauber furnished Nasr with a new chassis in Russia and he immediately felt happier, outqualifying Ericsson by half a second. Rose to 12th early in the race but suffered a slow front puncture that derailed his strategy.



7 MARCUS ERICSSON
After a strong start to the season this grand prix began disappointingly for Ericsson, who was "nowhere" on low fuel and qualified last, struggling to generate front grip. The race was a lot better. Got delayed by the clash at Turn 2 but drove very effectively to finish less than two seconds behind Palmer.

McLAREN



7 JENSON BUTTON
Came within a tenth of making Q3 – the closest McLaren has been yet in 2016 – and outqualified his team-mate. He was hung out to dry on the outside line as Vettel shunted at Turn 3 on the first lap, and was always fighting back. Scored his point legitimately by passing Carlos Sainz two laps from the finish.



8 FERNANDO ALONSO
Wasn't quite at Button's level in qualifying here, trailing his team-mate by a tenth, but Alonso drove a fine race – avoiding the first-lap shenanigans and chasing carefully after Verstappen's Toro Rosso until it went bang. Sixth was comfortable in the end, as Alonso successfully bagged his first points of 2016.

MANOR



6 RIO HARYANTO
Was much closer to team-mate Wehrlein here than he was in China, qualifying within a tenth and feeling some set-up tweaks and better engagement with the team since Shanghai have improved his form. Made "probably my best" start of the season in the race, but got wiped out on lap one.



6 PASCAL WEHRLEIN
The peculiar challenge of getting the front tyres to work correctly here seemed to perturb Wehrlein, who was disappointed to qualify nearly four tenths behind the best Sauber. Was a bit wild as he tried vainly to carry the fight to Nasr, and chewed up his second set of tyres and had to pit again.

HAAS

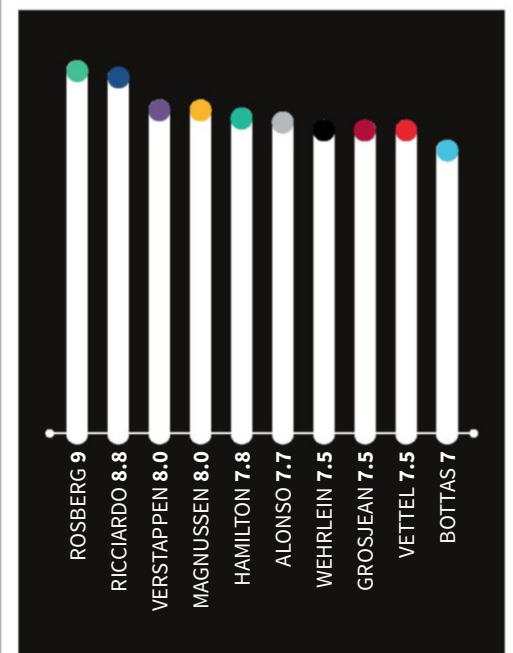


7 ROMAIN GROSJEAN
Grosjean's unhappiness continued in Russia, where Haas struggled to get the tyres working well in cool weather. Enjoyed a strong first lap but lost out to Magnussen's Renault in the pits. Couldn't quite find a way back past, so had to work hard repelling Perez's Force India instead.



5 ESTEBAN GUTIERREZ
Finally enjoyed a clean build-up and qualified within six hundredths of Grosjean, as Haas occupied a no-man's land between McLaren and Renault. The mess came in the race this time, where punting Hulkenberg into a spin at Turn 2 proved very costly. Penalty set him back and presaged a race of fruitless chasing.

TOP 10 AVERAGE RATING





FORMULA 1

How Formula 1 ended

ACHIEVING A CONSENSUS IN FORMULA 1 IS not easy. But after months of meetings, many of which decided only when the next meeting would be, a new set of power-unit regulations for 2017 and '18 has been given the go-ahead.

Last year, some felt that the engine manufacturers were holding F1 to ransom. Red Bull threatened to quit as it found itself with no engine for this year's campaign. The independent teams bemoaned the fact that they were paying too much for their supply. Running in parallel to this were ongoing gripes from several quarters about noise (or lack thereof) from the present generation of 1.6-litre V6-hybrid turbos.

FIA president Jean Todt and F1 boss Bernie Ecclestone were keen to introduce a cheaper, alternative independent engine. But the only real support came from Red Bull, a team without an engine deal for 2017 or a realistic hope of attracting a new manufacturer into F1 in time.

So towards the end of last season, Todt gave the manufacturers a choice: address the issues of price, obligation of supply, performance convergence and noise, and the independent

engine would not be required. And so they went away and sharpened their pencils.

The initial proposals required tweaks so the deadline of February 29 was pushed back to April 30. Finally, a compromise was found – but that was not the end of the saga. The proposal was voted through the Strategy Group by a majority but there was not a quorum at the F1 Commission, which took place later that day, and that meant a vote could not take place. Then, with just days to go, a fax vote was completed and the proposal was approved. A rubber stamp from the World Motor Sport Council followed.

The cost of an engine supply was one of the key talking points. The agreement now in place should yield a reduction by €1 million in 2017 compared with this year's prices.

From 2018 to '20, when the current bilateral agreements between F1's organisers and the teams expire, the price should reduce by a further €3 million.

The new proposal moves to prevent a team being unable to source a power unit. A principle of obligation to supply engines has been agreed.



Engine politics have created a schism between Red Bull and the manufacturer teams

its months of rule-wrangling

For 2017, manufacturers must be prepared to supply at least three teams. If a team does not have an engine supply, the FIA can make it compulsory for the manufacturer with the lowest number of customers to step in. The manufacturer will be obliged to do so, provided the relevant conditions are met by the customer team. If there is more than one manufacturer supplying the fewest number of teams or more than one team requesting a supply, the allocation will be decided by ballot.

Should a new power manufacturer enter F1, as was the case with Honda last year, it will not be required to comply with this obligation of supply initially.

Had the rule been in place last year, Renault would have been obliged to give Red Bull power units regardless of their dispute, since it was supplying the fewest teams bar returnee Honda.

A package of measures aimed at achieving power convergence has been agreed, with the

token system to be abolished and constraints placed on power-unit part weights, dimensions and materials. Changes have been made to the engine-homologation regulations to ensure convergence between manufacturers as well as between the power units used by a works squad and its customer teams.

“It is a victory for the FIA, one of the biggest of Todt’s tenure”

“The FIA must be satisfied, at its absolute discretion, that such a power unit could fairly and equitably be allowed to compete with other homologated power units,” read the sporting regulations.

And on the point of noise, manufacturers are carrying out what the FIA describes as a “promising” research programme into further improving the sound of the current power units. It is believed that there is a commitment from manufacturers to implement a standard exhaust-sound generator as soon as possible.

It represents a victory for the FIA, and one of the biggest successes of Todt’s tenure.

Remarkably, there have been concessions across the board. The FIA didn’t quite get the reduction to €12 million (current supply deals are around €20m) it had hoped for. Ecclestone has conceded that the independent engine wasn’t going to happen – though he has said the regulations would have been “torn up” if convergence was not committed to. The manufacturers have agreed to pass cost savings on to customer teams and the independent teams get a better deal, albeit not quite as much as they hoped.

Stability in the regulations until 2020 means that not only can current manufacturers plan more long-term but, should a new manufacturer be thinking about entering F1 now, they know what they are getting over the next four years. This stability should now allow F1 to start considering what to do in 2021 and beyond, which could also be crucial in enticing new manufacturers to join the sport.

The political games will no doubt continue, but for now a way forward has been found.

LAWRENCE BARRETTO

FORMULA 1

July 1 deadline for head protection

A DEADLINE OF JULY 1 HAS BEEN SET TO finalise the nature of the Formula 1 cockpit protection that will be introduced for 2017, following Red Bull's trial of its aeroscreen.

We had already seen Mercedes' halo concept for cockpit protection run on the Ferrari in testing, and Red Bull's high-strength aeroscreen proposal was finally revealed in physical form at the Russian Grand Prix last Friday, after the CAD renders were issued last month.

The push for increased head protection for drivers is not a direct response to the crash that led to the death of Jules Bianchi, and no one in F1 is arguing that the proposals so far would have saved his life in that particular impact.

But the FIA is concerned about the number of head injuries in open-cockpit racing cars globally, highlighted by Justin Wilson's fatal IndyCar accident last year. Safety strides mean some huge frontal or side impacts are now survivable, leaving the risk to the driver's exposed head as the main focus.

Alongside the safety concerns, there are also pressures from those who argue that an element of danger is part of motorsport's appeal, or that closed cockpits are contrary to F1's ethos and should be kept to other categories such as sportscar racing. The FIA has a fine line to tread.

Red Bull's aeroscreen concept aims to reduce the risk of driver injury resulting from objects approaching the cockpit head on.

It does not go as far being a full canopy. Indeed, there is no structure directly over the

driver, which immediately differentiates it from the halo structure.

Red Bull has released videos of the screen being hit by both a wheel/tyre and a steel object, the 9mm thick screen deflecting both impacts without any breakage.

Clearly, the solution meets the most likely frontal-impact requirements, although the test video did show a rubber mark on the helmet from the tyre passing over the cockpit. This may be a result of a higher helmet position relative to the screen than when tested by Daniel Ricciardo at Sochi.

The aeroscreen comprises a structure forming the rail around the top, with the plastic screen bolted to the rail and the monocoque, both holding it securely in place and reinforcing the rail's secondary role as a front rollover structure. This latter effect is aided by the rail having a vertical support in line with the rear-view mirrors.

As this rail loops back to the existing side padding, the screen also wraps around to nearly meet the tall cockpit sides.

According to Ricciardo, in the dry and short free-practice run visibility wasn't an issue. But the effect of rain, oil and bugs may block the view in race conditions. Tear-off strips and

the same wind-on film used for the onboard cameras could resolve that problem.

Aerodynamically, the angled front screen will have some effect on airflow over the car. This will be partly beneficial by fairing in the open cockpit and enclosing the helmet from the airflow, but it will also have a negative effect by altering the onset flow to the airbox inlet and perhaps also the cooling flow to the driver's helmet. But, once the aeroscreen is planned as part of the car's design, the performance impact will be minimised.

With the wraparound screen very wide and no structure over the driver's head, egress should not normally be an issue. But with the car inverted, the enclosed sides could make it hard for the driver to escape through the gaps between the rail and ground.

The lack of overhead structure also leaves the driver at risk from anything coming from directly above, such as wheels or bodywork debris entering the cockpit.

These issues are lessened with the halo, but conversely that lacks the benefits of the front screen on the Red Bull proposal.

Perhaps the solution is a hybrid set-up, taking the best of both solutions, with an overhead roll structure and a front screen.

The FIA is evaluating both options, with a view to introducing one for 2017, although it is now very late to get the decision agreed in time for the start of next season.

CRAIG SCARBOROUGH

“The FIA is evaluating aeroscreen and halo options for 2017”



The consensus was that the aeroscreen looked better than the halo (inset)



Cecotto says track time is a strength for Formula V8 3.5

FORMULAV8 3.5

New car for 3.5 series

FORMULA V8 3.5 FOUNDER JAIME

Alguersuari Sr is pressing ahead with plans to introduce a new car for the 2018 season following what he describes as the most difficult decision of his business career.

Alguersuari's Barcelona-based RPM stepped up to safeguard the championship after Renault Sport withdrew backing from Formula Renault 3.5 at the end of 2015.

"In 40 years of working and building up my company, the toughest decision I have ever made was last year committing to continue the series," said RPM president Alguersuari.

"I made the decision before I sold my company to Densu Aegis Network, which is one of the largest marketing companies in the world. I made an investment of €2 million. Densu Aegis has been fantastic, and they're looking at ways to advance the series. They said, 'You know about motor racing, go and concentrate on it.'"

Alguersuari declined to comment directly on suggestions that the FIA is still negotiating with his series, as well as GP2, about being becoming the new Formula 2 series.

"We're preparing a new car for 2018," said Alguersuari. "I have told the FIA that the budget for my championship will not be €2 million. My priority is always to think of drivers. We are cheaper than [some] European Formula 3 [seats] – it's the most competitive performance-to-cost ratio."

Formula V8 3.5 teams have reacted pragmatically to grid sizes of 15 cars, down from last season's peak of 21, at the opening two rounds of the rebranded series.

Strakka Racing withdrew its team shortly before the season after negotiations with drivers Beitske Visser and Emil Bernstorff broke down. Comtec has been linked to a late-season entry to the series, possibly in

conjunction with personnel from Fortec.

"We are at 15 cars, which is the lower side of what we intended," said Arden FV8 3.5 team manager Kenny Kirwan.

"We are working hard with RPM to get another driver for Durango. I think there are a lot of people waiting to see what transpires, but it's difficult when you start a season to talk about coming back in. We have got strong teams here.

"The championship is satisfactory. We'll try and make more improvements as we go along. The teams' working group is aiming to reduce costs and make it more attractive."

Newcomers to FV8 3.5 have given favourable impressions.

"Any driver would love this car because it has so much downforce and such good tyres," said SMP Racing's Matevos Isaakyan, who will also race in GP3 this year. "Even though the championship has lost publicity, it is still a good, tough championship."

RP Motorsport's Hungaroring winner Johnny Cecotto Jr is also well placed to pass judgement, after joining the series from six years in GP2.

"I believe the top five drivers are as good as you'll find in GP2," said Cecotto. "What I like here is there is so much more track time to sort the car out."

While the weekend attendance at the Motorland Aragon opener was 51,000, and the lean grid did not detract from television coverage, the presence of 50-year-old restaurateur Giuseppe Cipriani in the field could be viewed as a potential image problem.

"Anyone who gets it wrong now is looking over their shoulder at Cipriani," said Fortec engineer Paul Heath, "and that's not comfortable..."

PETER MILLS

IN THE HEADLINES

RED BULL LIKELY TO STICK WITH RENAULT

Daniel Ricciardo believes it is increasingly likely that Red Bull will stick with Renault engines beyond 2016, following the French manufacturer's performance increase. "If we do get what we hope we see from the update [mid-season], it should put us on a Ferrari level," he said. "So we might not have as much of a silly season with the power units."

HAMILTON'S "RIDICULOUS" REPRIMAND

Lewis Hamilton has described the reprimand he received for failing to go around a bollard while rejoining the track at Turn 2 during Russian Grand Prix qualifying as "ridiculous". "I'm aware there's going to be at least one 10-place penalty in the future because I've got one more reprimand to go," said Hamilton, whose penalty will be triggered if he gets a third reprimand.

FERRARI ENGINE TOKENS

Ferrari introduced a combustion upgrade to its power unit for the Russian Grand Prix, spending three development tokens to do so. It now has six remaining for 2016.

MERCEDES ENGINE TOKENS

Mercedes spent two of its remaining 13 F1 power-unit development tokens last weekend. The tokens were spent on ancillary components, meaning a power-unit change was unnecessary for its drivers. Mercedes also ran a new specification of Petronas oil.

PIRELLI WANTS TYRE-PRESSURE DATA

Pirelli has called for live monitoring of tyre data to prevent teams circumventing its minimum starting-pressure limits. It suspects that some teams have found ways to lower tyre pressures between Pirelli's pre-formation-lap check and the start of the race.

BOOTH JOINS TORO ROSSO

Former Manor team principal John Booth has joined the Toro Rosso Formula 1 team on a "consultancy basis", in the role of director of racing. He will dovetail the job with running the Manor World Endurance Championship team.

MANN LANDS COYNE INDY 500 RIDE

Pippa Mann will return to Dale Coyne Racing for this month's 100th running of the Indianapolis 500. The race will be Mann's fifth Indy 500 start, and her fourth in a row with Coyne's IndyCar team.

ERIKSSON AND JEFFRI TAKE ARDEN SEATS

GP3 race winner Jimmy Eriksson and Formula 3 graduate Nabil Jeffri will race for Arden in GP2 this year. The pair have driven for the team throughout pre-season testing.

SIROTKIN MAKES RENAULT DEBUT

GP2 title contender Sergey Sirotkin made his debut for the Renault Formula 1 team at Sochi last weekend (below) having signed a development driver deal. He took over Kevin Magnussen's car during Friday morning practice.





WRC

CORSICA ROUTE TO HARK BACK TO 1980s

IT MAY NOT HAVE 700 competitive miles or the night-and-day slog of 30 years ago, but September's Tour of Corsica will at least be a genuine tour of the island.

The organisers of France's WRC round have revealed a route that has its roots in the days when the winning time would be over 12 hours.

When Henri Toivonen and Sergio Cresto were killed after their Lancia Delta S4 crashed out of the lead of the Tour of Corsica 30 years ago, the sport changed almost beyond recognition. And it wasn't just the cars; event organisers were restricted in the competitive distances they were allowed to include. Gradually the Tour of Corsica, like many other WRC rounds, became a shadow of its former self.

When this year's rally starts on Thursday, September 29, the drivers will face 10 long stages: four on Friday (with no service – only a tyre change permitted), four on Saturday and two on Sunday.

After a ceremonial start in Ajaccio, the event moves north-east to Bastia, where it remains for the next two nights before turning south to Porto-Vecchio.

Event director David Serieys said: "This year we've decided to organise a Tour de Corse in the true meaning of the term. The route is 70 per cent revamped, with 100 miles of new stages. Endurance will be the key word."

DAVID EVANS



The new Yaris WRC is set for a full-time assault on the world championship in 2017

WORLD RALLY CHAMPIONSHIP

Makinen takes the wheel as Toyota Yaris WRC tests start

AFTER MONTHS OF SPECULATION, TOMMI MAKINEN finally wheeled the car that represents Toyota's future in the World Rally Championship onto a test stage last month.

He completed more than 600 miles before handing the car over to Juho Hanninen. Testing continues this week and next in Finland before a second Yaris WRC is sent to southern Europe for more gravel running. A third, asphalt-specification, Yaris WRC is nearing completion.

Makinen and Hanninen are expected to be joined on the test team by Mikko Hirvonen and, possibly, Harri Rovanpera's 15-year-old son Kalle.

"I'm very happy with the test," said Makinen. "The testing is really non-stop for us now. We are gathering as much data as we can and looking at all aspects of the car and

how it's running; looking at different areas of the car and how they are reacting."

Makinen said the wide variety of roads and close proximity to the factory in Puuppola were the reasons the team had stayed in Finland for initial testing.

The four-time world champion admitted there had been minor teething troubles. "There have been some small things, but we are also making many changes to the car to try different things," he said.

"This is why we are staying for so long in Finland; we have very good roads around here, and if something needs some modifications then we have the flexibility to do it in the factory before going back out testing again the next day."

DAVID EVANS



INDYCAR

Boston Grand Prix canned

INDYCAR HAS BEEN FORCED TO cancel its inaugural race on the streets of Boston, which was set to be held on a 2.2-mile course on September 4.

"We just heard from the promoter that he has pulled the plug," said IndyCar CEO Mark Miles last week.

"We will assess the situation and see where we go from here. There may be other possibilities for this Labor Day."

John Casey, president of the

Grand Prix of Boston, told IndyCar last Friday that the event could no longer go forward because of obstructions placed by city officials.

Miles said IndyCar and the promoters are now looking at a 'Plan B' to try to use another city in the north-east, with options including nearby Providence, Rhode Island.

In a statement from the promoters, Casey added: "An event of this magnitude requires considerable

city and state support and though we did overcome significant obstacles and demands that have been presented to us, the most recent demands regarding the flood-zone issues and requirements of additional expenditure on the line of credit with no guarantees of overcoming those issues have left us no options but to cancel the race in Boston and look at other options."

BRUCE MARTIN



WORLD RALLY CHAMPIONSHIP

Doubts over Rally GB

BRITAIN'S WORLD RALLY CHAMPIONSHIP round has been cast into doubt after a deal to use government-owned forests fell through.

The Motor Sport Association and National Resource Wales have been in negotiations for a new agreement to allow rallying to take place in the forests. But the government body is asking for an increase of over 90 per cent in fees, which it claims is needed to cover the costs of repairing damage caused by the sport.

Rally GB managing director Ben Taylor confirmed that the event would find it hard to cope with a huge rise in fees. "Like any other organiser, we would really struggle to accommodate the proposed increase in mileage rates," he said.

In contrast to the situation in Wales, motorsport's UK governing body has secured a deal with English and Scottish authorities for an increase of 0.7 per cent.

WRC co-driver-turned-Welsh event organiser Nicky Grist believes the hike in fees is unfair. "The MSA can't agree to this increase because it would make the costs of forest rallying unrealistic," he said.

"A lot of people find it difficult to pay for the entry fees now, and by more than doubling the forestry fees it's going to send costs through the roof.

"Above all else you've got to ask yourself how can they raise the fees by that much when England and Scotland agreed to their deals with a 0.7 per cent rise?"

It is believed that rallying as a whole is worth around £15 million to the Welsh economy, and a loss of that industry and

associated tourism would threaten Rally GB, according to WRC2 championship leader and British Championship frontrunner Elfyn Evans. "The reality is if an agreement isn't reached rallying in Wales won't survive," he said.

"We have a massive rallying industry in Wales. If we lose that, is the appeal there for Rally GB anymore? Are the competitors there for the national rally to make the event viable? Will the spectators still be interested? If no one is interested and you lose all that structure, it will affect Rally GB too. You have to look at the big picture."

The MSA and NRW have until June 1 to come to an agreement or events planned for after that date – including Rally GB – will be under threat.

NRW wants to recoup the fees necessary to maintain the forests, the funding for which was more than £300,000 in arrears last year (of a £600,000 total), according to its website.

Leading figures within national rallying have questioned the NRW's intent to recoup all of the costs because of the risk it puts to the money the sport brings to the Welsh economy.

The BRC has one remaining round in Wales – the Nicky Grist Stages – and although that runs chiefly on military land, it will still have to alter its route as the rally takes in around 10 miles of NRW property in its current format. Clerk of the course Neil Cross has confirmed that the event will take place despite the current stalemate.

JACK BENYON

IN THE HEADLINES

EARTHQUAKES SEND TURVEY TO BERLIN

Oliver Turvey will contest the Berlin Formula E round on May 21 after the clashing Autopolis Super GT event was postponed due to earthquakes. The British driver's factory Honda commitments in Japan meant he was due to be replaced by Ben Hanley at the NEXTEV TCR team.

PETRUCCI WILL BE BACK FOR LE MANS

Pramac Ducati rider Danilo Petrucci will return from injury for this weekend's French GP at Le Mans, after missing the first four races of the MotoGP season. Petrucci crashed during the second pre-season test at Phillip Island in February, breaking three metacarpal bones in his right hand.

MOTOGP GROWS TO 23 ENTRIES

The MotoGP field will expand from 21 to 23 bikes in 2017, when the line-up will be joined by two entries from KTM. The plan to add a 24th bike, which drew three credible applications, has been scrapped due to reluctance among the manufacturers to supply an extra team.

KCMG REUNITES BRITISH LMP2 WINNERS

Chinese entrant KCMG has brought back 2015 Le Mans 24 Hours LMP2 winners Richard Bradley and Matt Howson for the defence of its class crown. The British duo, who won the class at Le Mans last season with Nicolas Lapierre, will be teamed with Tsugio Matsuda for KCMG's LMP2 one-off.

V8 SUPERCARS BECOMES SUPERCARS

Australia's V8 Supercars will drop the 'V8' element of its name in July. This is to accompany next year's incoming Gen2 rules, which permit V6 and four-cylinder engines.

RALLY AUSTRALIA BASE SAFE FOR 2016

A funding row that could have cost the World Rally Championship season finale in Australia its Coffs Harbour base has been averted. The city council decided last week to withdraw its backing of the event, but the vote against funding the last round of this year's WRC was overturned in a subsequent meeting.

THOMPSON BACK TO MUNNICH

James Thompson will return to the Munnich Motorsport World Touring Car Championship team this weekend, standing in for team owner and driver Rene Munnich in Marrakech. Sabine Schmitz will race the car at the Nurburgring Nordschleife round later this month.

HONDA AND LADA GET LIGHTER

The Honda and Lada WTCC teams have received a weight break following a second review of the championship's success-ballast levels. Honda's ballast has been reduced from 70kg to 40kg, while Lada's has been cut from 50kg to 30kg following last month's Hungary round (below).



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FEEDBACK

What is F1? It's all about the money

Re: the future of F1 (April 28): I want to see both the best drivers and the best development of technology. Heroic, skilled pilots making the most of the equipment given to them by clever brains to drive consistently fast and to challenge and outwit their rivals on track.

However, with the ludicrous unfair revenue sharing system currently in place there is more often than not only one car to have to be at the top. Solve that problem and you give all teams an equal chance to develop a winning solution and hire the best drivers available.

We keep the entertainment, keep the technology showcase and have an engaging, sustainable product that grabs its audience's attention without the need for gimmicks and despite the sport's woeful lack of self-promotion.

Maria Cooke
Winsford, Cheshire

F1's not complicated

You think it is complicated, but I don't. The picture of Andrea Dovizioso (p25)



Lewis Hamilton has had to cope with the lion's share of Mercedes' bad luck so far in 2016

in last week's edition clearly shows his speed, skill and bravery. Where is F1 on these key motorsport requirements?

1. TV simply doesn't create a sense of speed, especially in the vast expanses of a Tilke-drome.
2. With limited visibility of the driver there is zero sense they are having any input let alone demonstrating great skill. This will be even more so whichever head protection system is introduced.
3. I don't think the casual viewer would see F1 drivers as brave or courageous as the cars travel on rails and there is no sense of speed.

F1 cars need to slide, so less aero please, camera locations selected to accentuate the speed and at parts of the track where cars might slide, drift or lock up, at angles where the viewer will go 'Wow!'... and races need to be at Spa, Monza, Montreal and Monaco where you do still get a sense of speed. F1's identity was and should still be about speed, skill and derring-do.

Peter Holmes
By email

Sort Lewis's problems out

As a Lewis Hamilton fan I am trying hard not to become one of the "lunatics" that believe there is a conspiracy within Mercedes to prevent him from even fighting for this year's championship.

I had nothing but respect for Toto Wolff's pre-race comments regarding said conspiracy, and the lengths to which Mercedes was going to provide Lewis with a healthy car, until the team went out of its way to fuel the theories again.

Do yourself and the sport a favour, Mercedes, and sort Lewis's car problems out, and do not add fuel to the already mounting conspiracy theories or this year's title for Nico will be meaningless.

Kevin Friday
By email

Change for the worse

I have just seen the proposed rule changes for F1 starting in 2017. I can't believe what has been proposed. Reduced turbo pressure, more downforce and wider tyres? Who wants that?

F1 should be putting the emphasis on drivers, with more power than grip, as has been said for many years now. That way the best drivers will be able to exploit the limits of their cars. This proposal is the opposite.

For a long time now racing has been gradually replaced by a pitstop challenge and this will just be worse.

John Napper
Rio de Janeiro, Brazil

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Manor the moment

Pascal Wehrlein's F1 apprenticeship is going exceptionally well. So far he has more than justified Mercedes' faith in him

By Lawrence Barretto, F1 Reporter

[@lawrobarretto](#)

PASCAL WEHRLEIN IS MAKING QUITE A NAME FOR himself. If he stays on this path — and that's a big if — a seat at Mercedes surely awaits.

It's a bold claim when Wehrlein is only four races into his top-flight career. But F1, particularly in recent times, is not renowned for giving drivers much time to impress. So Wehrlein's performances so far should be heralded. And judging by my experience in dealing with him, the pressure that comes with such a statement won't have the slightest impact on him.

When Mercedes signed him, it saw something special. It wasn't just inherent speed, which he appears to have in abundance, but how he interacts with the team. On joining Manor, Wehrlein's strides have been dramatic. "He's obviously had some very good coaching," says racing director Dave Ryan. "He came in very good shape, let's put it that way."

The thing that struck me most when I got my first chance to chat properly with Wehrlein was his confidence. He had an immense belief in his own ability. This was not arrogance. It was pure honesty. He knows he's quick. He knows he has the drive to improve. He knows he still has a long way to go. That's a pretty smart outlook for a 21-year-old with such limited experience.

As he talked through his previous achievements, such as a podium on his first weekend in single-seaters or leading in his first DTM race, he said it as if that was the bare minimum he could have expected. F1 is a different beast and Wehrlein knows it. But he's doing what he can, with what he's got, to prove to Mercedes he should get a shot.

So far, it seems to be working. "He's shown some very strong performances in qualifying and racing; that's what we were hoping for," says Mercedes' Toto Wolff. "We like to see his development within the team. His rookie year as lead driver is a tough thing, but so far we are happy."

Wehrlein's performances this year have been particularly impressive. By the end of lap one in Australia, he was 14th. Lap one was less spectacular in Bahrain — just the two places from 16th to 14th — but he was back on form in China, making up six places: 21st to 15th. Four were gained in Russia, totaling 19 places from four races — more than any other driver this season.

"What he's demonstrating is a great awareness of what's going on around him," says Ryan. "It's all very well going for a gap, but it's knowing when to go for a gap, which gaps to go for, where cars are going to move to. He's done an outstanding job.

He is clearly very gifted in that department, and so far he hasn't put a foot wrong in the first few laps."

Wehrlein adds: "I just feel confident at the starts, my reaction time seems to be very good. I try to avoid contact with other cars." It sounds simple. The fact that seven drivers had contact on lap one in Russia suggests otherwise.

Giving feedback is not easy, especially for someone who has spent so little time in an F1 car in a race-weekend environment, but it seems the German is already excelling in that area.

"The kid knows what he wants," says Ryan. "He knows how to describe what the car is doing and what he needs to focus on. He interacts with his engineers well."

When he gets out of the car, he can succinctly describe what's wrong or what he'd like to try. He's consistently making suggestions, asking the team if they could have tried this or done that. There's a real eye for detail. It's early days, of course, but what has amazed many insiders is how quickly he seems to have adapted, particularly having spent two seasons in tin-tops.

Before his F1 debut, Wehrlein had accumulated 2826 miles during test days. Not bad considering current testing restrictions. Fellow rookies Rio Haryanto and Jolyon Palmer clocked up 1153 and 3142 miles (the latter including FP1 sessions) respectively. But Wehrlein's tally is half that of Lewis

Hamilton (5607 miles) before he made his McLaren debut.

Manor has made clear strides, finally closing up to the back of the field. But Wehrlein wants more. "Until now, you can be happy," he says. "I want more, I want better results and I will do my best to achieve that."

It's worth noting that Haryanto has made a decent start to his F1 career. He's been solid in qualifying and shown good race pace, too. It's perhaps clear that he lacks the mileage and experience with an F1 team compared to Wehrlein. Palmer has had it tougher, but in Russia appeared to have turned a corner. Both have done solid jobs so far, but that only serves to highlight the magnificent job Wehrlein is doing.

There are similarities with Jules Bianchi, who trod the same path with Manor, and many picked him out as a future world champion. But it could be a long process. Bianchi would have completed two years with Marussia, then a move to Sauber was very much on the cards. If that had gone well, perhaps Ferrari beckoned. At Mercedes, it's not clear when an opportunity will arise. But things can change very quickly in F1. If Wehrlein continues on this path, top-level success surely beckons. ✨

“What’s amazed so many insiders is how quickly he’s adapted”

The man who made McLaren

This month the team Bruce McLaren founded celebrates the 50th anniversary of its world championship debut. It's an extraordinary legacy, but what about the man himself – how good was he behind the wheel?

By Paul Fearnley

[@paulpunter](#)

He won the inaugural Tasman Series on his eponymous team's maiden voyage. He won two of three lucrative Can-Am titles that enabled McLaren to flourish thereafter. And he won a grand prix in a car bearing his own name. He also won the Monaco GP in a Cooper he helped design and kicked Ferrari's ass for Ford at Le Mans.

Yet more had been expected of Bruce Leslie McLaren, who had a habit of setting the bar high, early.

He finished fifth – and won the Formula 2 category – on his GP debut in Germany in 1958, despite his shock at the contrast of the Nurburgring compared to New Zealand's airfield circuits.

He finished fifth on his world championship debut in an F1 car in Monaco, and repeated the trick on his second outing at a Reims crumbling under a cruel sun that shocked his visiting parents. A fortnight after that he shared fastest lap with Stirling Moss as they battled for second place at the British GP. Already it seemed inevitable that he would win a GP one day.

That day came sooner rather than later, in the United States Grand Prix at Sebring on December 12 1959 – the occasion of his ninth world championship start, two of which had been in F2 cars. He was 22. That record, as the youngest driver to win a grand prix, stood until Fernando Alonso broke it 44 years later.

McLaren won on his 10th start too, and finished runner-up overall – with six podiums from eight starts – in his second full season, having headed the 1960 table for its first six rounds. Though content to act as understudy to world champion team-mate Jack Brabham – who regularly finished more than 50 seconds ahead of him – McLaren's outside title hope might have stretched to the Watkins Glen finale had the British teams not boycotted Monza's bankings.

Yet by the time of his third GP win, in 1962, he had in his locker already the three fastest laps of his eventual 101-GP career. Six years would pass before he won again at the top level.

Yet it was a bemused Bruce who stood on Spa's podium in June 1968. Winning was what he'd signed Denny Hulme for.

The reigning world champion had led briefly before outraking himself at La Source and was about to make amends when a driveshaft broke. Bruce felt responsible. Though happy to score his team's first GP win, he'd rather have been second in a one-two. In fact, he thought he had finished second, having failed to spot Jackie Stewart's Matra in its pit for a splash 'n' dash.

"I loved that race," says Alastair Caldwell. "I was his mechanic and it was the only one he won with me, in my car. But we should have won a lot more because it was a brilliant bit of kit."

Caldwell refers to the M7A of chief designer Robin Herd. "Bruce's real passion by then was running his team, building his cars, and I think that showed in his driving to a degree," he says. "One time, a bit earlier on, he'd said, 'You know, Robin, I am no faster now than I was when I came over from New Zealand.' That surprised me."

That's because Bruce McLaren was no ordinary racing driver. "I don't think he ever worried about his ability," says Caldwell. "He didn't go introspective and say, 'Oh shit! I'm not quick enough! Racing drivers usually have huge egos. All the quick boys have fantastic self-belief. Bruce had self-belief but was aware of his limitations. He never thought he should have

been on pole. He'd qualify fourth and say, 'That's good. The car's good. If we keep going we could win this.'"

His wasn't a royal 'we' either. When Brabham's Cooper ran out of fuel at Sebring a mile from victory and (potentially) the 1959 title, Bruce's first thought

was "a vague idea to stop and help" his team leader. It required feverish gesticulation and earthy Aussie vernacular from Brabham to persuade him to continue.

He won by less than a second – and crossed the line to a confused silence – but he'd earned his luck. Not only had he made a brilliant start from the fourth row to shield Brabham throughout – unlike Ferrari's Wolfgang von Trips, who rammed team leader and title hopeful Tony Brooks on the opening lap – but also he'd worked past midnight to help prepare the cars after a fraught practice. He would have stayed longer had a doctor not insisted otherwise. Bruce epitomised his national stereotype: plenty of hard work, with lots of fun and very little fuss.

Two months on he missed a connecting flight to Argentina >>

“Happy to win, he'd still rather have been second in a McLaren one-two”



having spent a couple of days travelling from Auckland to New York. His only remaining option was 36 tiring hours aboard a noisy DC3 'Dakota'.

Cooper's cars were delayed too, the cargo boat having blown a piston. So scrambled laps to bed things in would have to suffice.

Fortunately, Bruce was ideally equipped to play a waiting game. The childhood disease that left his left leg 1.5 inches shorter than his right had led to three frustrating years of casts and traction, crutches and wheelchairs that could have broken him. Instead they made him and he matured quickly in adversity.

Race day was roasting, yet he stayed cool and assumed the lead when Jo Bonnier's BRM succumbed a dozen laps from the finish.

Suddenly he was famous, though he neither craved it nor felt it as he returned home to his bedsit, second-hand 'Moggie' Minor and 'caff' food. A master of understatement, though good with words, when his F1 fanfare began to fade Bruce wasn't inclined to blow his own trumpet. Knowing his limitations perhaps held him back and caused him to be underestimated.

A consistent 1962 – seven points finishes from nine starts – gave him third in the world championship. He also won a thrilling non-championship Reims GP, a two-hour affair that featured all the big names, bar Ferrari.

He began 1963 with a third and a second place to briefly head the table once more, but slipped to an eventual sixth. That became seventh in 1964 despite a brace of second places; he would have won a crazy Belgian GP had he not run short of fuel on the last lap. What goes around...

In 1965, balancing loyalty to an increasingly struggling Cooper against ambitious plans for controlling his own future – he was still only 27 – Bruce was teamed in F1 with Jochen Rindt, and outqualified him 8:2. That wasn't deemed unusual at the time given it was the Austrian's first full season, but might come as a surprise in retrospect given Rindt's renowned natural speed.

Be sure, McLaren was extremely handy in single-seaters.

"But he was better in a Can-Am car," says Caldwell. "He enjoyed them because he could drive on the

throttle. He used to say you could go around Laguna Seca without turning the wheel, hardly. You could drift the thing anytime you liked."

Bruce liked to smoothly roll these thunderous two-seaters into corners and get the power down early, whereas Hulme preferred to brake later and tweak his in, and was harder on equipment as a result. Between them they ruled Can-Am for three seasons from 1967.

"Denny was faster," says Herd, whose M6A sparked the domination. "That's probably because he was more devoted to the driving. He didn't have the pressure on him that Bruce did. He just wanted to win. It was easier for him."

Even so, Bruce took the title twice to Hulme's once and edged their qualifying battle 13:10. An average of four tenths

"He was the safest of his era. Not until his 70th GP did a mistake cause a DNF"



Alastair Caldwell (left) was McLaren's mechanic and friend

between them either way, they clocked 12 and 10 pole positions respectively. In the races, Hulme won 11 times to Bruce's nine and recorded almost twice as many fastest laps: 13 – nine of them in 1969. The difference in speed was more marked in GPs, Hulme romping the qualifying battle 20:5 and scoring three wins to Bruce's one. Neither, however, started from pole in this period. In fact, Bruce never would start a world championship GP from top spot.

"F1 was more competitive than Can-Am," says Caldwell. "And having an excess of horsepower tends to make life easier. Driving an F1 car at the limit through a 150mph corner separates the men from the boys.

"I was close to Bruce and have no wish to denigrate him, but he was too realistic, too much of a family man [he married in December 1961]. If you were Bruce McLaren, you had a

business, a team and aspirations; you wanted to get home and build a better car. So he wasn't as willing to hang himself out to dry, wasn't as committed, as some."

But he was incredibly consistent. Happy to assess new parts during races

and collect points for his burgeoning team while Hulme went win-or-bust, he punctuated 11 points scores – three seconds, two thirds, two fourths, three fifths and a sixth place – between the Canadian GPs of 1968 and '69 with a single retirement no fault of his own. Considered the safest of the sport's most dangerous era, not until his 70th GP did a mistake on his part – a spin at Zandvoort in June 1967 – register a DNF.

That was one of the reasons why Ford selected him as a main test driver for its big-budget sportscar programme. Partnered by Chris Amon, he led FoMoCo's historic 1-2-3 at Le Mans in 1966 – one of the few occasions he drove in anger (an article in itself) – and set pole, in the dark, in 1967.

He achieved the latter in the groundbreaking MkIV, but only because his victory by a dozen laps at the Sebring 12 Hours had dissuaded Ford from sticking with MkII. Hampered by a scavenging problem that left 10-11 gallons in the tanks after each stint, McLaren's brief but fierce dice for the lead with Mike Spence's Chaparral, after 700 miles of racing, proved conclusive when the latter cooked its transmission on the 146th lap.

Mario Andretti, though torn by a clashing commitment to NASCAR's Atlanta 500, made time to watch his victorious co-driver deftly 'pivot' their hefty car through the slow corners. Bruce's skill and strategic smarts, mechanical sympathy and technical knowledge – plus the strength, stamina and team-togetherness born of one of few pursuits open to him as a child: rowing – made him an ideal endurance driver.

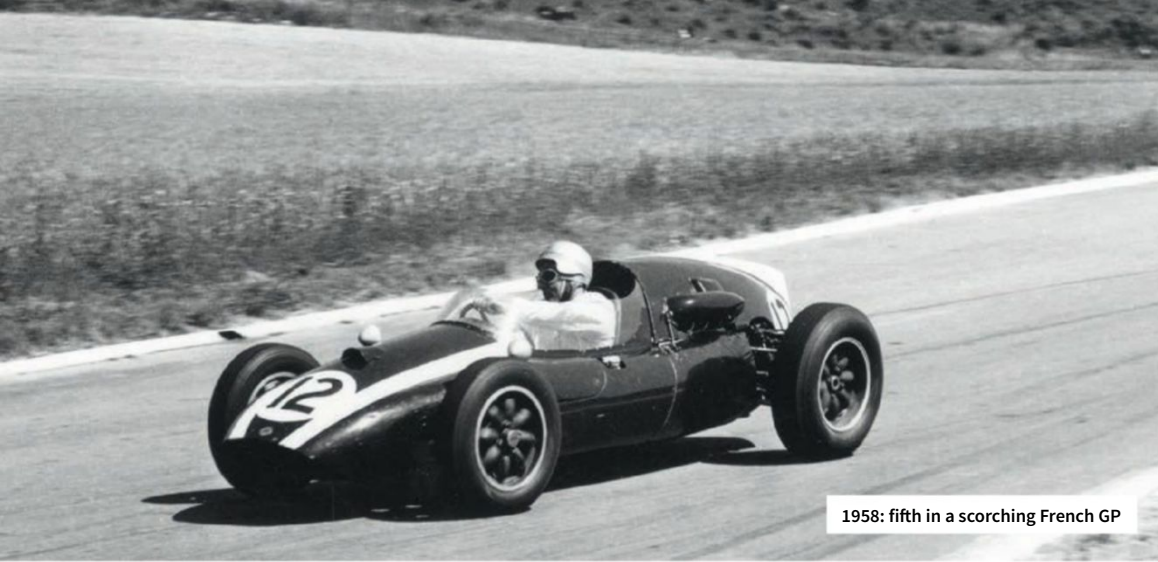
Unfortunately, this form of racing lay beyond his team's financial and logistical reach. Just as regular victories in F1 lay beyond his own.

His 1968 Race of Champions win at Brands Hatch, the debut of the McLaren M7A, was a rarity: a flag-to-flag success from >>



McLaren on his way to winning '68 Belgian GP

ALL PICS: LAT



1958: fifth in a scorching French GP



1959: winning the United States GP



1966: McLaren crosses the line to win the Le Mans 24 Hours for Ford with Chris Amon



1959: Stirling Moss (6) battles for second with McLaren in the British Grand Prix at Aintree



1966: McLaren retired his McLaren from his team's world championship debut in the Monaco GP



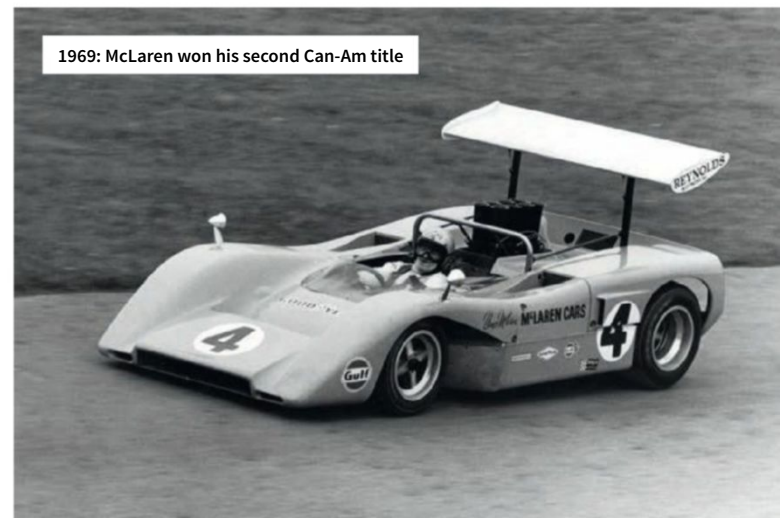
Dicing with winner Surtees at Monza '67



1967: McLaren could have won in Canada



1968: McLaren (left) dominated Race of Champions



1969: McLaren won his second Can-Am title

pole that netted fastest lap. More usually he put himself in a position to benefit from the misfortune of others. He led GPs for a 'grand' total of 44 laps for his four wins. Of course, the boot was occasionally on the other foot in these unreliable times.

He might have won the 1967 Canadian GP had his team fitted an alternator to its brand new BRM V12-engined M5A. Recovering rapidly from an early spin in heavy rain, he passed eventual winner Brabham and the Lotus of Jim Clark and Graham Hill to run second. Pushed back to third during a dry spell, his battery was already boiling dry as the rain resumed.

He also led a dozen laps of the 1968 Italian GP and was still in the lead group when the last of his oil escaped after 35 laps.

But his 1969 performance at this evocative circuit, where so often he excelled, was more indicative: he finished fourth, two tenths behind Stewart's winning Matra, having never led a lap. Somehow he had remained virtually anonymous despite driving a vivid orange car with verve at the sharp end of a memorable GP.

"He was very good, very effective; not in the superlative bracket but a genuine F1 driver," says Herd, who left for Cosworth Engineering in 1968. "From my point of view as his race engineer, he was brilliant because he had that ability, fairly rare among drivers, to tell you exactly what the car was doing without trying to tell what to do about it. He was like Niki Lauda and Jackie Stewart in that respect.



Bruce McLaren's memorial at Goodwood

BLOXHAM/LAT

"The kind of driver that you can build a team around, he was underestimated because he was running his own team. But he didn't yet feel that his company had got to the point where he could stop. He wanted to be sure that the cars were absolutely right and felt he had to drive them to do that.

"He also saved a salary in that way."

Having finished third in the 1969 world championship, albeit 37 points behind Stewart, he mounted the podium for the 27th time of his GP career: a second place, albeit two laps behind Stewart, at Jarama in May 1970. His 49th points finish in his 100th GP. On June 2, he was killed testing a McLaren M8D Can-Am car at Goodwood, the victim of a car failure.

"He was good but wasn't the sort who could put on a brilliant virtuoso performance to overcome the shortcomings of a car," says Caldwell. "We were definitely getting to the stage where we thought we might hire a hotshoe. But everybody in the team was happy with Bruce's commitment. He was a superb motivator and test driver, both of which were of huge benefit. His presence made us stronger. Anyway, he was the boss. But certainly we thought we'd have been better off with a Rindt. But Denny was the one we would have sacrificed. Not Bruce.

"We were entering the era when drivers brought money. Fittipaldi turned up [in 1974] with £2 million from Texaco. That sort of deal would have allowed Bruce to stop and concentrate on being team manager and/or tester. And I'm sure we would have been massively successful in that format."

Bruce thought so too and, flying home from his team's first Indy 500, confided his intentions to the man who had recommended him as New Zealand's first Driver to Europe in 1958. "But testing," replied Brabham, "is the most dangerous thing we do." ❄

Bruce McLaren's other successes

IT TOOK BRUCE McLaren seven attempts to win his home grand prix. He almost managed it in 1961 – his Cooper's engine hesitating on the last lap – but finally he cracked it, at Pukekohe in 1964, the first in a hat-trick of victories that enabled him to become Tasman Series champion.

The second of that sequence was his best win down under: a recovery from an off caused by a stuck throttle that dropped him to eighth in the Lady Wigram Trophy. He passed Jack Brabham to win with six laps to go.

The airfield circuit near Christchurch also provided him with his most unusual drive. In 1960 he finished fourth

among much more modern machinery – and from the back of the grid – in a loaned home-brewed special powered by a Lycoming aircraft engine and fitted with drum brakes. He sent a set of discs to its owner by way of thanks.

But it was the short and bumpy Teretonga, the world's most southerly circuit at the time, where he enjoyed most success: five wins.

He "slaughtered" Brabham – "the first and only time Jack nodded me through" – and Ron Flockhart's BRM in 1959, beat Moss and Brabham, all three in Coopers, in 1962, and six years later gave BRM's beleaguered Tasman squad brief reason for hope.

He also won the Australian GP twice: in 1962 and 1965, at Western Australia's Caversham and Longford in Tasmania respectively.

In the northern hemisphere, he won Goodwood's Lavant Cup of 1962, a race run for four-cylinder 1.5-litre Formula 1 cars, and a 10-lap heat of the Formula 2 London Trophy at Crystal Palace.

But he was, in truth, more effective in 'big-banger' sports-prototypes.

In 1964 he bought Roger Penske's Zerex Special and, still in 2.7-litre Coventry Climax form, used it to beat Jim Clark's new Lotus 30-Ford V8, which admittedly started



LAT



Above: win at the 1965 International Trophy

Below: heading Brabham at Sandown in 1964

from the back of the grid, at the Aintree 200 meeting.

He then beat Roy Salvadori's Maserati V12-engined Cooper at Silverstone's International Trophy.

One month later, the

Zerex modified to use an Oldsmobile V8, he won the Player's 200 at Mosport.

His victory at the 1965 International Trophy meeting was his first big win in a McLaren car. And, in

1966, he repeated his Player's 200 success.

But that's not to say he couldn't drive 'tiddlers'. His 1962 Sebring Three Hours victory was achieved in a one-litre Fiat-Abarth Bialbero GT.



McLAREN'S MAJOR WINS

1958

Maidstone Mid-Kent F2	Silverstone	Cooper T45
BRSCC F2	Brands Hatch	Cooper T45
German GP F2 class	Nurburgring	Cooper T45

1959

United States GP	Sebring	Cooper T51
Waimate 50	Waimate	Cooper T51
Teretonga Trophy	Teretonga	Cooper T51

1960

Argentinian GP	Buenos Aires	Cooper T51
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1962

Teretonga Int	Teretonga	Cooper T53
Lavant Cup	Goodwood	Cooper T55
Monaco GP	Monte Carlo	Cooper T60
Reims GP	Reims	Cooper T60
Australian GP	Caversham	Cooper T62

1963

South Pacific Champ	Longford	Cooper T62 Atkins
Sandown Park Int	Sandown Park	Cooper T62
Sebring 3 Hours	Sebring	Abarth 1000 Bialbero
Lady Wigram	Wigram	Cooper T62
Teretonga	Teretonga	Cooper T62

1964

New Zealand GP	Pukekohe	Cooper T70
Wigram Trophy	Wigram	Cooper T70
Tasman Series	Teretonga	Cooper T70
Aintree 200	Aintree	Zerex Special
International Trophy	Silverstone	Zerex Special
Player's 200	Mosport	Zerex Special
Guards Trophy	Brands Hatch	Zerex Special

1965

Tasman Series Rd8 Qual	Longford	Cooper T79
Tasman Series Rd8	Longford	Cooper T79
International Trophy	Silverstone	McLaren M1A
Labatt 50	St Jovite	McLaren M1A
Martini Trophy	Silverstone	McLaren M1A
Governor's Trophy	Nassau	McLaren M1B

1966

Labatt 50	St Jovite	McLaren M1B
Player's 200	Mosport	McLaren M1B
Le Mans 24 Hours	Le Mans	Ford MkII
Pepsi Cola	St Jovite	McLaren M1B

1967

Sebring 12 Hours	Sebring	Ford MkIV
London Trophy Heat (F2)	Crystal Palace	McLaren M4A
Can-Am	Laguna Seca	McLaren M6A
Can-Am	Riverside	McLaren M6A

1968

Tasman Series	Teretonga	BRM P126
Race of Champions	Brands Hatch	McLaren M7A
Belgian GP	Spa	McLaren M7A
Can-Am	Riverside	McLaren M8A

1969

Can-Am	Mosport	McLaren M8B
Can-Am	Watkins Glen	McLaren M8B
Can-Am	Road America	McLaren M8B
Can-Am	Michigan	McLaren M8B
Can-Am	Laguna Seca	McLaren M8B
Can-Am	Texas	McLaren M8B

The grass is greener

Jamie Green narrowly missed out on last year's DTM title. But on the eve of this weekend's 2016 season opener at Hockenheim, he says he's just getting into his stride with Audi

By Marcus Simmons, Deputy Editor

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Jamie Green fell just 19 points short of denying Pascal Wehrlein last year's DTM title. For a driver who'd never come so close to glory in his 11 seasons in the series, you'd be forgiven for thinking that he's blown what will be his only chance. Maybe a rueful shrug, a wistful 'what-if?'; before contemplating a gradual slide into the midfield as – starting this weekend with the 2016 season opener at Hockenheim – some other Audi gun moves forward to take his place leading the Ingolstadt charge.

Not so. Green is happy. He's still just 33 years old and, in a funny kind of way, his DTM career is only just getting established. OK, let's qualify that – it's his *second* DTM career, the one with Audi, that's gaining momentum.

The first lasted eight years with Mercedes, which signed him up as a promising British Formula 3 hopeful (who'd beaten Lewis Hamilton to top-rookie status and overall runner-up in Formula Renault UK) in the summer of 2003. Under Merc's umbrella, he trounced Hamilton, Nico Rosberg and Robert Kubica in the following season's F3 Euro Series.

Eight years, eight wins and eight top-seven championship placings later, he finally grew up.

"I still felt like I had to be a junior guy, like I had to be, I don't know... do as I was told really," he remembers of his Mercedes experience. "I feel that at Audi I'm much more treated as an adult, and it was a bit like growing up really. To take that step [moving to Audi for 2013] was a big step and it was only worth doing if there was a benefit to it. I felt like I'm capable of winning the DTM, but I needed to put myself in the right position.

"Being with Mercedes, who are very committed to F1, didn't necessarily suit my future as well as being with somebody like Audi, who do other championships outside of DTM but not F1. So Audi made a lot of sense to me and I was determined to make a success of it."

Green was plonked straight into the Abt Sportsline line-up for his first season with Audi, but he didn't really gel with the team and it also didn't help that track time was cut that year, with no free practice on Fridays. Simultaneously he was in a getting-to-know-you period, during which Green and Audi were working out each other's methods. It was by far the worst season, results-wise, of his career.

He was transferred to Team Rosberg for 2014, and that was a building season before his all-out title assault last year. >>





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“Moving to Rosberg was much better for me,” he says. “There was a massive bedding-in period – it was much bigger and harder than I ever anticipated. My results in 2013 were quite hard to deal with, and that makes last year massively rewarding, that I’ve taken the gamble of leaving Mercedes, and I haven’t failed in making a success of myself as an Audi driver.”

During this period, Audi allowed Green to settle into the line-up, without putting undue pressure on him to perform. “Audi only signed me from Mercedes to win races, because I was already a proven winner so anything other than winning would have been a disappointment, for me and them. But at no point did they lose faith in me. And that, to me... you kind of show your true colours in the bad times, not the good times. They were really professional and supportive, and that’s why I’m really happy at Audi. I’ve had that year now where I’ve shown them what I can do – it justifies my decision to go to Audi and their decision to be patient with me.”

So, that 2015 season... After three wins in the first four races, he was leading the points on 75, with Wehrlein stuck on 32. “You think if you win three out of the first four it’s looking pretty damn good,” says Green. “But I know how tricky DTM can be, and last year a good example of that was the success-ballast, because after those first four races we got heavily weighted down. And that made it very hard to compete in the middle of the season, just to score points. Yeah, I thought we had a good chance, but I certainly wasn’t complacent.”

Furthermore, the drivers in between Green and Wehrlein at that point were fellow Audi men Mattias Ekstrom and Edoardo Mortara, relatively close on 58 points. In a series where each manufacturer will – naturally – put its eggs into the basket carried by its leading points scorer, Green’s margin over his team-mates was never big enough for it to be worth Audi unequivocally strategising in his favour. “It was quite hard to know who are we backing, who do we support?” recalls Green. “In some cases we were taking points off each other.”

“It’s funny – you’ve done DTM for eight years and suddenly you’re learning lots”

Then came an off at Zandvoort, a gearbox failure at the Red Bull Ring, and a disastrous start at the Nurburgring. Mention those to Green, and he adds: “The thing you missed is [bad] performance in the wet! They were the main issues. The two wet races, Mattias won both and I didn’t score any points in either of them – there’s 50 points lost potentially, because an Audi was capable of winning. That came down to basically the team getting the set-up wrong for the conditions; obviously the car doesn’t drive itself, especially in the wet, so I put myself in that loop as well for not performing. I’d shown the year before I was mega-quick in the wet, but it’s always a bit of a lottery.”

“Then the gearbox in Spielberg [Red Bull Ring] – I lost the championship by 19 points and that was 25 there if I’d stayed in that position. It was a standard DTM part – not even an Audi-specific thing – that broke, so just plain bad luck. Nurburgring I was third on the grid and didn’t get off the line; the handbrake didn’t work – it was the buttons and connections on the steering wheel.

“Even at Zandvoort when I went off, on that lap there was a broken gear, because I started to hear this rattling noise. I was like, ‘what’s that noise?’ and we found out after the race that one of the teeth had come off one of the gears, so the gearbox may well have broken in the next couple of laps anyway. I did make an unforced error, because I was a bit distracted by



Left: Green became ‘Mr Norisring’ with four wins there for Merc. Right: with Audi team-mate Tambay

the strange noises that were going on. So yeah, it wasn’t to be.

“The problem wasn’t speed, it was those screw-ups really. It would have been nice if those things had cropped up when we were off the pace in the wet, not scoring any points!”

All this meant that, to the 75 points scored in the first four races, Green accumulated a mere 32 more over the next 12. He arrived at the Hockenheim finale fifth in the points and out of title contention, only for a win and a second to elevate him to the runner-up spot and finish his season just as he’d started it.

That’s why he’s optimistic. To Green, there’s no reason why, if those errors and failures can be eradicated, he can’t take the DTM title. “Whatever happened last year, I always think I can be better this year,” he says. “Even if I’d won the championship I’d still sit here and say, ‘Well, I think I can win five races rather than four.’ One reason for that is that with Audi all of the set-up information is open to the drivers. When I was at Mercedes I wasn’t able to see the set-up of the car, and to actually be involved much on the technical side.”

What, even on your own car? “Yeah. Going testing is interesting for me, because I know what parts we’ve got, the compromises. I’m learning about that side, and I feel I’m capable of doing a better job of that – that whole aspect is fascinating and with experience you get better at it. I’ve got a really good engineer called Eric Baumgartner, who was Nico Rosberg’s and Gary Paffett’s engineer in F3. It’s funny to think – you’ve done DTM for eight years and suddenly you’re learning a lot. That’s because I’m in a whole different environment. It’s a breath of fresh air.”

And this is why Green is relaxed about the fact that he will have more DTM title shots. After all, he reckons he’s got another decade at his peak. “I want to have a long career and I’m not going to go to F1, I’m not going to go and race in IndyCar, so where else can I go?” he muses. “The DTM’s the best option I’ve got, and in terms of making that successful for as long as possible changing from Mercedes to Audi was the best way of doing that. The only thing that’s missing is a championship win.”

For now. 🌿

Below: Green’s first win with Audi came last season at Hockenheim

DTM CALENDAR

HOCKENHEIM (D)

MAY 7-8

MOSCOW RACEWAY (RUS)

AUGUST 20-21

RED BULL RING (A)

MAY 21-22

NURBURGRING (D)

SEPTEMBER 10-11

LAUSITZRING (D)

JUNE 4-5

HUNGARORING (H)

SEPTEMBER 24-25

NORISRING (D)

JUNE 25-26

HOCKENHEIM (D)

OCTOBER 15-16

ZANDVOORT (NL)

JULY 16-17



DTM ENTRY LIST

DRIVER	TEAM	CAR
Gary Paffett (GB)	ART Grand Prix	Mercedes C63
Esteban Ocon (F)	ART Grand Prix	Mercedes C63
Paul di Resta (GB)	HWA	Mercedes C63
Robert Wickens (CDN)	HWA	Mercedes C63
Daniel Juncadella (E)	HWA	Mercedes C63
Maximilian Gotz (D)	HWA	Mercedes C63
Christian Vietoris (D)	Mucke Motorsport	Mercedes C63
Lucas Auer (A)	Mucke Motorsport	Mercedes C63
Mattias Ekstrom (S)	Abt Sportsline	Audi RS5
Miguel Molina (E)	Abt Sportsline	Audi RS5
Edoardo Mortara (I)	Abt Sportsline	Audi RS5
Nico Muller (CH)	Abt Sportsline	Audi RS5
Timo Scheider (D)	Team Phoenix	Audi RS5
Mike Rockenfeller (D)	Team Phoenix	Audi RS5
Adrien Tambay (F)	Team Rosberg	Audi RS5
Jamie Green (GB)	Team Rosberg	Audi RS5
Bruno Spengler (CDN)	MTEK	BMW M4
Augusto Farfus (BR)	MTEK	BMW M4
Marco Wittmann (D)	RMG	BMW M4
Timo Glock (D)	RMG	BMW M4
Antonio Felix da Costa (P)	Schnitzer Motorsport	BMW M4
Martin Tomczyk (D)	Schnitzer Motorsport	BMW M4
Tom Blomqvist (GB)	RBM	BMW M4
Maxime Martin (B)	RBM	BMW M4



RACE CENTRE



Keselowski crosses the line ahead of Kyle Busch

NASCAR SPRINT CUP
TALLADEGA (USA)
MAY 1
ROUND 10/36

BRAD KESELOWSKI BAGGED his second win of the season at Talladega ahead of Kyle Busch, in what was a chaotic 10th round of the championship.

The Penske driver was one of the few running without damage towards the end, after more than 15 cars got caught up in 'The Big One'.

Matt Kenseth looked like the strongest contender throughout the race and managed to steer clear of the chaos. He made a set-up tweak early on that put him in tune with the front-running pack.

But after making contact with Danica Patrick in the final 25 laps, his car rolled into the barrier in a violent crash that put both of them out of the running.

Dale Earnhardt Jr was struggling with handling problems for most of the race, and retired after the contact

with last week's winner Carl Edwards caused terminal damage.

Poleman Chase Elliott finished fifth after challenging for the win towards the end. However, Keselowski got a nudge from Kyle Busch, which enabled him to defend in the closing stages.

Austin Dillon finished third after fighting through the field. He was caught up in an earlier crash, but the team fixed his car and he was able to make use of the free pass to take his best career finish.

RESULTS

1 Brad Keselowski (Ford Fusion), 188 laps in 3h34m15s; **2 Kyle Busch (Toyota Camry)**; **3 Austin Dillon (Chevrolet SS)**; **4 Jamie McMurray (Chevy)**; **5 Chase Elliott (Chevy)**; **6 Tony Stewart (Chevy)**; **7 Clint Bowyer (Chevy)**; **8 Kurt Busch (Chevy)**; **9 Ryan Blaney (Ford)**; **10 Trevor Bayne (Ford)**. **Chase grid 1 Kyle Busch, 2 wins/342 points**; **2 Carl Edwards**, 2/337; **3 Jimmie Johnson**, 2/329; **4 Keselowski**, 2/300; **5 Kevin Harvick**, 1/351; **6 Denny Hamlin**, 1/269; **7 Joey Logano**, 0/316; **8 Kurt Busch**, 0/312; **9 Dale Earnhardt Jr**, 0/279; **10 Martin Truex Jr**, 0/274; **11 A Dillon**, 0/272; **12 Elliott**, 0/271; etc.

Volvos roll to STCC double

SCANDINAVIAN TOURING CARS
SKOVDE (S)
MAY 1
ROUND 1/7

ROBERT DAHLGREN AND four-time champion Richard Goransson shared the wins for Volvo in the opening round of the Scandinavian Touring Car Championship at Skovde.

Goransson retired from the first race with a fire, while visiting V8 Supercar driver Scott McLaughlin, filling in for Prince Carl Philip who was absent to celebrate the birthday of King Carl XVI, fought back from a poor start to take second.

In the reversed-grid second race, Rasmus Marthen led from pole position in his Ford-bodied machine. He gallantly defended but Goransson won through.



McLaughlin was eliminated from second when he was torpedoed by debutant Reuben Kressner's Saab at the hairpin.

TEGE TORNVAL

RESULTS

Race 1 1 1 Robert Dahlgren (Volvo S60), 24 laps in 20m16.411s; **2 Scott McLaughlin (Volvo)**, +1.572s; **3 Linus Ohlsson (Saab 9-3)**; **4 Johan Kristoffersson (SEAT Leon)**; **5 Mattias Andersson (Dacia)**; **6 Reuben Kressner (Saab)**.

Race 2 1 Richard Goransson (Volvo), 24 laps in 23m24.449s; **2 Dahlgren**, +7.234s; **3 Andersson**; **4 Rasmus Marthen (Ford Mondeo)**; **5 Kristoffersson**; **6 Daniel Haglof (SEAT)**. **Points 1 Dahlgren, 68**; **2 Goransson**, 40; **3 Andersson**, 37; **4 McLaughlin**, 36; **5 Kristoffersson**, 26; **6 Ohlsson**, 23.

Zakspeed and Callaway on top

ADAC GT MASTERS
SACHSENRING (D)
APRIL 30-MAY 1
ROUND 2/7

POLESITTER LUCA STOLZ LED IN the opening stages of the first race in the Grasser Lamborghini Huracan, but Sebastian Asch's pace in the build-up to the pitstops allowed team-mate Luca Ludwig to lead once the driver changes were complete.

Ludwig duly secured the Zakspeed Mercedes team's second win of the season ahead of the Audi of Connor de Phillippi and Christopher Mies. Gerhard Tweraser, who took over the Lamborghini, was seventh.

After setting a new qualifying lap record, Ludwig and Zakspeed looked

set to make it a double in race two. But Daniel Keilwitz in the new Callaway Corvette charged from ninth on the opening lap to take the lead from Ludwig on lap seven.

Jules Gounon saw out the race after taking over to secure the first win for the new GT3 Corvette while the Zakspeed car faded to eighth.

RENE DE BOER

RESULTS

Race 1 1 Luca Ludwig/Sebastian Asch (Mercedes AMG GT3), 41 laps in 1h02m14.208s; **2 Connor De Phillippi/Christopher Mies (Audi R8 LMS)**, +2.148s; **3 Daniel Dobitsch/Edward Sandstrom (Audi)**; **4 Jules Gounon/Daniel Keilwitz (Chevrolet Corvette C7 GT3)**; **5 Fabian Hamprecht/Guy Smith (Bentley Continental GT3)**; **6 Markus Pommer/Markus Winkelhock (Audi)**. **Race 2 1 Gounon/Keilwitz**, 43 laps in 1h02m09.129s; **2 Philip Geipel/Rahel Frey (Audi)**, +4.498s; **3 Florian Stoll/Laurens Vanthoor (Audi)**; **4 Christer Jons/Daniel Abt (Bentley)**; **5 Luca Stolz/Gerhard Tweraser (Lamborghini Huracan GT3)**; **6 Dobitsch/Sandstrom**, 23. **Points 1 Mies/De Phillippi, 60**; **2 Ludwig/Asch**, 54; **3 Gounon/Keilwitz**, 43; **4 Stoll/Vanthoor**, 32.





Ford's Seca mega drive

IMSA SPORTSCAR LAGUNA SECA (USA) MAY 1 ROUND 4/11

FORD TOOK ITS FIRST VICTORY with its new GT project at Laguna Seca in the hands of Richard Westbrook and Ryan Briscoe.

Briscoe held the second position he qualified in during the first part of the race, but when he stopped to hand over to Westbrook the car briefly stuck in first gear. This cost no more than six seconds, but with Westbrook relegated to sixth the Ganassi team opted to conserve fuel.

This enabled Westbrook to go to the finish with one fewer stop than his rivals. With 15 minutes to go, Westbrook passed team-mate Joey Hand into Turn 2 to take the lead, and then Hand, who was sharing with Dirk Muller, had to pit for a

splash of fuel. This dropped him to sixth. That was enough to give the #67 Ford victory over the Scuderia Corsa Ferrari of Alessandro Pier Guidi, which had led early on through Daniel Serra.

The GTLM class ran alongside the prototype class, in which the Michael Shank Ligier-HPD of John Pew and Oswaldo Negri Jr took victory by half a minute.

Fuelling problems at the first pitstops dropped the Speedsource Lola-Mazdas down the order from first and second. One of the cars retired after losing power and the other was fourth after Jonathan Bomarito spun while attempting to take the lead from Negri.

The other grid comprised the prototype challenge and GTD classes, with Tom Kimber-Smith and Robert Alon taking the victory in the PR1/Mathiasen ORECA.

RESULTS

1 John Pew/Oswaldo Negri Jr (Ligier JS P2), 80 laps in 2h00m11.145s; 2 Marc Goossens/Ryan Dalziel (Corvette DP), +30.099s; 3 Dane Cameron/Eric Curran (Corvette); 4 Tristan Nunez/Jonathan Bomarito (Lola B12/80 Coupe); 5 Katherine Legge/Sean Rayhall (DeltaWing DWC13); 6 Ricky Taylor/Jordan Taylor (Corvette).

GTM 1 Ryan Briscoe/Richard Westbrook (Ford GT), 79 laps in 2h01m16.388s;

2 Alessandro Pier Guidi/Daniel Serra (Ferrari 488 GTE), +12.545s; 3 Earl Bamber/Frederic Makowiecki (Porsche 911 RSR); 4 Antonio Garcia/Jan Magnussen (Chevrolet Corvette C7.R); 5 Giancarlo Fisichella/Toni Vilander (Ferrari); 6 Joey Hand/Dirk Muller (Ford).

PC 1 Robert Alon/Tom Kimber-Smith (ORECA FLM09), 82 laps in 2h00m31.047s; 2 Renger van der Zande/Alex Popov (ORECA), +1.736s; 3 Jon Bennett/Colin Braun (ORECA); 4 James French/Kyle Marcelli (ORECA); 5 Mikhail Goikhberg/Stephen Simpson (ORECA); 6 Matt McMurry/Johnny Mowlem (ORECA). **GTD 1 Mario Farnbacher/Alex Riberas (Porsche 991 GT3 R).**

Ahlin wins after Evans' issues

BRITISH RALLY CHAMPIONSHIP PIRELLI CARLISLE RALLY (GB) APRIL 30-MAY 1 ROUND 3/7

SWEDE FREDRIK AHLIN TOOK victory after a puncture hindered Elfyn Evans' title charge.

Ahlin, whose car is run by Colin McRae's former engineer Martin Wilkinson and his CA1 Sport team, had a relatively smooth event and steered his Ford Fiesta R5 to victory by 27.6s on a round he nominated as his double-points joker.

The bogey-time regulation, where if drivers complete a stage at an average speed of greater than 70mph they are given a notional average time, proved troublesome.



On one stage Evans beat a bogey by 27s, a time that he was unable to keep thanks to this regulation.

On his return to the BRC, former World Rally Championship driver Matthew Wilson was second, while Evans jumped Tom Cave for third place on the final stage.

JACK BENYON

RESULTS

1 Fredrik Ahlin/Morton Erik Abrahamson (Ford Fiesta R5), 1h05m15.6s; 2 Matthew Wilson/Stuart Loudon (Ford), +27.6s; 3 Elfyn Evans/Craig Parry (Ford); 4 Tom Cave/James Morgan (Ford); 5 Martin McCormack/David Moynihan (Skoda Fabia S2000); 6 Jonathan Greer/Kirsty Riddick (Citroen DS 3). **Points 1 Ahlin, 65;** 2 Evans, 60; 3 Josh Moffett, 30; 4 Cave, 25.

IN BRIEF

GERMAN FORMULA 4

Mucke Motorsport's Mike David Ortmann won the first two races at Sachsenring, the second after a last-gasp pass to deny Mick Schumacher a lights-to-flag victory. Joey Mawson extended his points lead with second place in race one, third place in race two and a victory in the final encounter after a spirited drive from ninth on the grid.

SMP FORMULA 4

Richard Verschoor passed team-mate Jarno Opmeer to win the opener at Sochi. Verschoor looked set to make it a double in race two as he went around the outside of Opmeer to take the lead. But then Opmeer lost the rear and slid into Verschoor, deranging his victim's front-right wheel. Opmeer spun down to third, but then passed Nikita Sitnikov and Alexey Korneev to win.

TCR GERMANY

SEAT drivers Hari Proczyk and Antti Buri shared the wins at the Sachsenring. Proczyk dominated race one from pole position, while Buri carved his way from sixth on the grid to take the lead from Rene Munnich early in the second race. Briton Josh Files retired from the first race following a clash with Jurgen Schmarl and finished sixth in the second.

NASCAR XFINITY SERIES

Brennan Poole thought he had won at Talladega, only for Elliott Sadler to be awarded victory thanks to being ahead when a late yellow flag was shown. This was caused by Joey Logano attempting to block Sadler on the dash to the line, pitching himself into a spin. Sadler was still just ahead when the caution was thrown before he was engulfed by the pack.

ITALIAN GT

Marco Mapelli and Filipe Albuquerque looked set for a double win in the season opener at Monza, having won the first race of the weekend in their Audi R8 LMS. But a puncture for Albuquerque while leading the rain-hit second race handed victory to the Ferrari 488 GT3 of Mirko Venturi and Stefano Gai.

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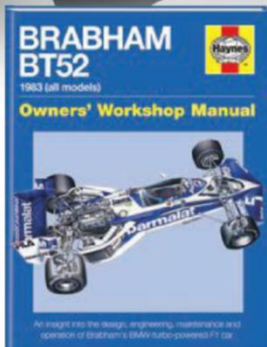


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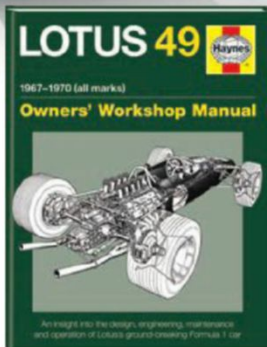
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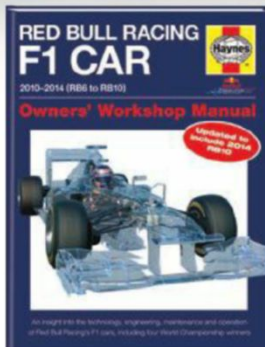
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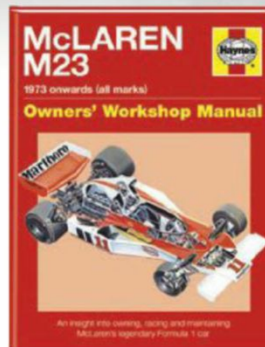
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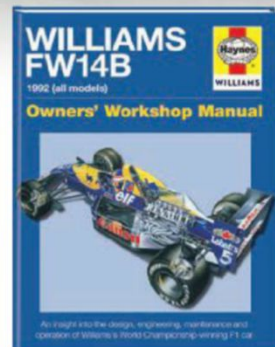
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BRM P154 is planned to run at Goodwood, then race at Silverstone

Rare Can-Am BRM set for Classic return

ONE OF ONLY TWO BRM P154 Can-Am cars built will run again this summer after a total restoration, with the Silverstone Classic the target for its competitive comeback.

Chassis #2 was raced in North America in 1970 by Pedro Rodriguez, who took a best result of third at Riverside in the Tony Southgate-designed machine.

The Castrol-liveried car is due to run at the Goodwood Festival of Speed on June 24-26, and it is hoped that it will race in the Can-Am 50th anniversary races at the Silverstone Classic on July 29-31 if a suitable driver is available.

It was acquired from BRM by the late David Hepworth in the early 1970s and has been with his family ever since. His son Andrew said: "It has been in bits for over 40 years and we don't think it has raced since 1972.

"We started getting the parts together for the rebuild in 2010 and then really pressed on this year to get it ready for Goodwood.

"We want to get it racing and it could

be on the grid at Silverstone in July."

Hepworth and his brother Stephen are also working to get the later P167 Can-Am car completed.

The other P154 has raced regularly as a historic with drivers including Michael Wheatley, Jost Kalisch and Yvan Mahe. It was damaged in an accident at Brands Hatch in 2010 and has yet to be rebuilt.

Wrathall gets to grips with A4

Former British Touring Car Championship driver Frank Wrathall will race an ex-Emanuele Pirro Audi A4 at the Silverstone Classic.

Wrathall, 29, was a race winner in the BTCC before switching to historic motorsport. He has won Super Touring Trophy events at the Classic in a Vauxhall Cavalier (2013) and Audi 80 (2015).

He tested the last four-wheel-drive A4 built by Audi for the first time at Silverstone last week.

Wrathall said: "I only did about five laps but it felt pretty good. I'd like to do more races but it's just a one-off."



Ferrari 333SP will be part of '90s sports-prototype demo at Silverstone Classic

Sports-prototype demo

Sports-prototypes from the 1990s will take part in demonstration sessions at the Silverstone Classic under the '90s Endurance Legends tag.

Machines including a Ferrari 333SP and Riley & Scott will join 1990s GT cars in the high-speed sessions on the Saturday and Sunday of the event.

The 333SP was conceived in 1993 for Ferrari's return to sportscar racing after a 20-year absence.

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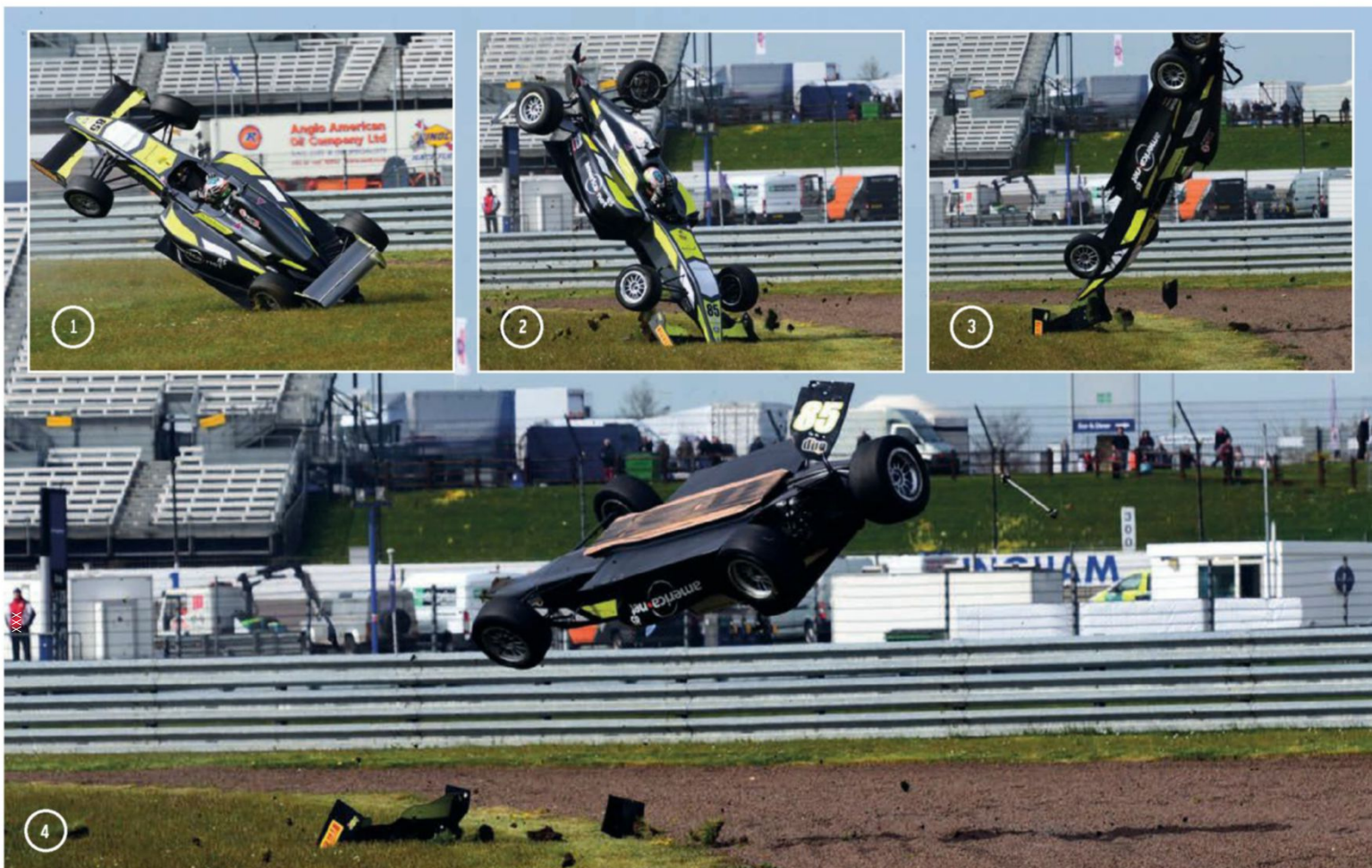
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BRDC BRITISH F3 ENZO BORTOLETO had a lucky escape from this airborne accident at the start of race two at Rockingham last weekend. Bortoleto's Double R-run car was flipped into the air after contact as the pack ran through Chapman Curve on the opening lap. The car then dug into the grass before rolling end over end. The Brazilian extracted himself from the car and was checked over before being given the all-clear. Double R repaired the car and got him back out for race three. "I have no idea what happened after I went into the air," said Bortoleto, 17. "I had a rear lock-up into the corner and, next thing I know, I saw sky, ground, sky. I just took my hands off the wheel and hoped it wouldn't hurt. The car came to rest upside down, and I saw marshals with fire extinguishers running at me, so at first I thought I was on fire, so I undid my belts and almost fell out of the car. I've never rolled a car before. I definitely wouldn't like to again. It looked very scary, but actually the car protected me very well." Double R's Anthony Hieatt added: "These cars are built strong and they're top pieces of kit. The damage to the chassis was nil, so it was just bodywork and suspension, really." **Photos by Aitzol Medinabeitia**

BRITISH GT

McLaren faces huge demand for GT4 car

McLAREN HAS RECEIVED almost 200 expressions of interest in its new 570S GT4 challenger, despite the machine having contested just two races since its launch two months ago.

The 570S GT4 enjoyed its most competitive outing so far during last weekend's British

GT event at Rockingham, with the Ecurie Ecosse car of Sandy Mitchell and Ciaran Haggerty leading the GT4 class mid-race.

The car eventually fell back to finish fifth after having to serve an extra stop as a penalty for their driver-change pitstop being too short.

Haggerty also had to stop the car twice to reset an electrical glitch that would periodically cut engine power.

McLaren GT's Andrew Kirkaldy said: "Interest has been phenomenal. We've had almost 200 enquiries from around the world and we can hopefully start taking deposits in a few weeks.

"To enter the car straight into two-hour races was ambitious but it's been very promising.

"Building a GT4 car is actually more complex than a GT3, as it's a road car at heart and you have to get all of the sensors to recognise race situations like vibrations, otherwise you get these little gremlins. We know the pace is in the car and we showed what it can do here."



BRITISH GT

Freke questions GT penalty consistency

BRITISH GT REGULAR NATHAN FREKE HAS questioned the consistency of the penalties applied in British GT after he and team-mate Anna Walewska were stripped of their class win at Rockingham.

Freke and Walewska won the GT4 class on the road in their Century Motorsport Ginetta G55. But Walewska was judged to have overtaken under yellow flags early in the race and the pair were later excluded.

Freke said: "Where's the consistency? At Brands Hatch [overtaking under yellows] seemed acceptable, or a time penalty. Yet at Rockingham it's exclusion.

"However, if you decide to overtake before the safety-car line, technically still under yellow-flag conditions, it's just a drive-through."

British GT clerk of the course Bernard Cottrell said: "The rulebook has always said cars will be excluded for passing under yellows, but we gave Anna the benefit of the doubt during the race as we wanted to review in-car footage post-race to be sure. Cars penalised for passing before the safety-car line are a different scenario, so have different consequences."

MSA FORMULA

MSA Formula gets British F4 name

MSA FORMULA HAS BEEN RENAMED THE 'F4 British Championship certified by FIA – powered by Ford' with immediate effect.

The name change had been on the cards ever since Jonathan Palmer relinquished the F4 naming rights when his BRDC F4 series was rebadged British F3 earlier this year.

Now the MSA, FIA and championship officials have agreed to change the name of Britain's FIA F4 series.

Championship manager Sam Roach said:

"Having the British F4 title is a big boost for us and it just makes things much clearer to any drivers coming in.

"Part of the problem we've had is that any non-British driver looking to race in the UK would search for British F4 and get the wrong championship. It was confusing and just muddled the waters."

The series was introduced last year when the struggling British Formula Ford category was revamped.



IN BRIEF



GRID BOOST EXPECTED FOR VW CUP

Volkswagen Racing Cup organiser Maximum Motorsport is expecting a grid boost in time for the second round of the championship after just 15 cars turned out at the Rockingham opener (above) last weekend. The VW Cup's races at the Corby venue last term attracted 29 cars.

HILL MAKES HISTORIC RACING DEBUT

British Touring Car Championship driver Jake Hill made his historic racing debut at Silverstone last weekend in the Classic Sports Car Club's Classic K race. Hill shared an Austin Healey MkIIA with Jack Rawles and finished seventh overall and third in class.

MOFFAT RETURNS TO ROOTS

British Touring Car driver Aiden Moffat returned to his roots last weekend with a guest drive in the Scottish Mini Cooper Cup at Knockhill. The one-off drive was to promote a fundraising campaign for CHAS (Children's Hospice Association Scotland), which will include the car being raffled off at the end of the season. Moffat came home second in the opening race but was caught up in a clash in race two and retired from the finale.

SVENDSEN-COOK BACK IN ACTION

Formula 3 race winner Rupert Svendsen-Cook will make a return to competition in this weekend's 12 Hours of Zandvoort after joining the Leipert Lamborghini team. The 26-year-old will handle the squad's Lamborghini Huracan Super Trofeo machine in the endurance event. It will be Svendsen-Cook's first race outing since he won the MRF Challenge title in India in 2014.

CHARITY SILVERSTONE LAP

Former rally navigator and Rockingham instructor Noel Wilson drove a lap of the Silverstone National Circuit last Saturday on his 8mph mobility scooter to raise awareness of Multiple Sclerosis. He is next due to lap Brands Indy and Anglesey. Anyone wishing to donate can see details on www.justgiving.com/Motor-Sport-for-MS or text the code MWMS52 and the amount to 70070.



BRITISH F3

Collard named as BMW Junior driver

BRDC BRITISH FORMULA 3 Championship leader Ricky Collard will race in the German VLN series this year after being named as a BMW Motorsport Junior.

Collard, 19, will join the German marque to contest a schedule of races in a factory-run M235i Racing this year around his British F3 commitments with the Carlin team. Collard's exact race

programme with BMW has yet to be finalised, but he will do VLN races and possibly the Nurburgring 24 Hours.

Collard, a 2015 McLaren Autosport BRDC Award nominee, is one of just two new drivers to join the scheme this year, along with Porsche Carrera Cup Asia driver Nico Menzel. Both landed their spots on the scheme after impressing a panel of judges

in a shootout in the M235i Racing in March.

Collard said: "This is a great opportunity for me. Being with a brand like BMW opens up new career options. I love single-seaters, but tin-tops currently have the better career route. I'd love to one day race in the DTM, and BMW can make that a possibility.

"Racing at the Nurburgring in VLN will be amazing."



HISTORICS

Famous Escort returns to racing

A FAMOUS EX-ALAN MANN RACING Ford Escort Mk1 has returned to racing in the UK after a gap of over 40 years.

The 1600cc Group 5 car, registered 'X00 347F', was raced when new in 1968 by Jackie Oliver in the red-and-gold colours of Alan

Mann, but later went to Barbados, and was back on a circuit for the first time last week.

Owner John Mitchell entrusted the car to Henry Mann, son of the late Alan, for the Historic Touring Car Challenge race at Donington Park, and they plan more races.

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Spoiled for choice at Donington festival

By Marcus Pye, the voice of club racing

[@Autosport](#)

THE JOY OF HISTORIC RACING FOR ME LIES IN THE extraordinary variety of cars the genre encapsulates. With top-line machinery spanning nine decades – bookended by the 1924 Bentleys of Ewen Getley and Jock McKinnon and Jason Minshaw's ex-Rickard Rydell Volvo S40 Super Tourer – competing at the sixth Donington Festival over the Bank Holiday weekend and some of Europe's best grids in action on a flowing parkland circuit, there was something for everybody.

I was spoiled for choice, but if push came to shove and that elusive EuroMillions lottery windfall landed in my lap (NB: better start entering more regularly) what would I have taken home with me? Chevron B8, Lola T292 or T298 and March-BMW 782 are no-brainers – I've adored them since their heydays – but a trio of spectacular 'Birdcage' Maserati Tipo 61 sportscars stole the show for me. I'd have to have one, or maybe a more practical Jaguar D-type, which would leave room in my 'virtual transporter' for the '68 Alan Mann Racing Ford Escort powered by a Cosworth FVA F2 engine.

AMR's iconic gold-over-red warpaint, which also cloaked Alan's Mustangs, Falcon Sprints and extraordinarily sleek (and notably unstable) Ford F3L sports prototypes, never looked better than on a bubble-arched Escort Mk1, in my book. Sadly, I didn't witness grizzly Australian Frank Gardner tricycling one to the second of his three British Saloon Car Championship titles in '68, which is why events like Donington, where the cars live on, are special to many. My consolation is that I did see Gardner race a rorty Falcon in '67 and the works development Formula 5000 Lola T300 in '71. Both were unforgettable occasions.

The quality of cars competing at Donington was exceptional and the racing top drawer in parts. Ginetta championship

runner-up of 2009, Andy Smith's pace in his 1600cc Formula Atlantic March 79B left two-litre opposition in a breathless chase in the opening round of the HSCC-run Formula 2 International Series retrospective, which drew a fine entry.

Smith's 108mph best lap of the 1.979-mile Donington track was only eclipsed by a tenth of a second by local hero Simon Hadfield, whose speed past the pits in Leo Voyazides' fabulous Lola-DFV T282 (Jean-Louis Lafosse and Reine Wisell's '73 Le Mans car) stunned onlookers in Sunday's Pre-'80 Endurance race, the early stages of which were chaotic. Chevrons and Lolas in the two-litre section caught my eye, although newcomer Simon Watts's long-tailed T298 in the hands of Roberto Giordanelli was an early casualty.

Only slightly changed since I joined the huge throng for motorsport visionary Tom Wheatcroft's reopening of the East Midlands venue in 1977, Donington is still one of Britain's finest drivers' circuits. Then again, I would say that, as I enjoyed four race wins there in '90, outrights in Aidan Mills-Thomas's AC Cobra (with Mike Freeman) and Barry Lee's Toleman Caterham-BDA, and classes in Don Wood's Lola T294 (in a BRDC Group C2 championship round) and John Searby's Austin A40.

The weather is less predictable than it was in the '70s – during the Donington weekend we had rain, sleet, snow, hail and periods of sunshine to remind us that, despite biting winds, this was now May – but temperatures are on the rise this week.

Let's hope that this weekend's 750 Motor Club and BRSCC events at Silverstone benefit. I'm particularly looking forward to my long-overdue first sight of the Open Sportscar Series, which boasts a triple-header season-opener on Sunday. 🍀



LE MANS LOLA AT DONINGTON

James Claridge and Ian Simmonds made their HSCC Pre-'80 Endurance Series debuts at Donington on Saturday, driving engine guru Geoff Richardson's Complete Motorsport Solutions-prepared Lola-BDG T292. Despite no experience of the machine, the duo settled in after an unscheduled stop to finish seventh.



GUARDSMEN GET 3 HOURS RECALL

The HSCC hopes a change to a Sunday race on June 5 and reversion to Guards Trophy championship status will attract a larger entry to the 10th *Autosport* Three Hours retrospective at Snetterton, after two years as a Pre-1966 GT and Pre-'66 Sports Racing enduro failed to bring the anticipated growth.



FORWARD MARCHES INTO BATTLE

Autograss champion and multiple Historic 1000cc Formula 3 race winner Dean Forward left a big impression at Donington last weekend, the Yorkshireman finishing second in both HSCC F2 races on his series debut in an ex-Toleman Motorsport March 782 – sporting Tiger Toys colours – with BMW power.

TF SPORT'S JONNY ADAM AND Derek Johnston came to Rockingham just looking for solid points, but left as surprising winners.

Their rivals' woes – both on track and in the form of penalties – made a 20-second success penalty from their Brands Hatch victory almost worthless.

Starting on pole, Johnston put in a scintillating shift in the Aston Martin Vantage as he negated 10 seconds of their penalty with a strong lead.

"We knew we'd need a gap to stand a chance of winning, and being on pole gave us that opportunity," said Johnston. "I had to lead into Deene – that was uppermost in my mind – so when I did that I just concentrated on getting my head down."

Johnston continued to set the pace, but there were concerns when he was unable to stop as soon as the pit window opened owing to the mass of cars piling in. Effectively losing a "pro lap" that would have been Adam's, they feared their victory hopes were on the rocks.

Adam quickly allayed those concerns as he got ahead of Barwell's Adam Carroll, whose car had a 10-second success penalty from Brands that cost it the chance to jump the Aston, although the Lamborghini Huracan remained on his tail, as did the sister car of Jon Minshaw and Phil Keen.

The Lamborghinis certainly edged the infield section, but the Aston's sheer power on Rockingham's banking made for a to-and-fro battle that showed no sign of abating throughout.

Two safety car periods for errant GT4 cars in the latter third of the race closed things up, and the second proved crucial as it ended Carroll's chance of winning.

Martin Short's lapped Team Abba BMW Z4 was running between Adam and Carroll when the race was neutralised, and Carroll jumped ahead of it when the race went green again, but passed before the safety car line. He was handed a drive-through penalty, elevating Keen into second.

The promotion was some relief for Keen who, having taken over from Minshaw and regained ground lost when his team-mate overshot at Deene fighting with Rick Parfitt Jr, spent his stint tailing Carroll closely.



Keen had piled the pressure on Carroll before the penalty was called, and the Carroll's stout defending had enabled Adam to pull a gap out front. But with the other Huracan now out of the way, Keen had a chance.

"I was following, waiting to see if there were any mistakes," said Keen. "But Jonny just didn't make any."

Instead, the Lambo's tyres began to wilt and Keen's focus soon shifted to an attack from behind in the form of the Beechdean Aston Martin. Ross Gunn

Adam and Johnston overcame 20-second success penalty from Brands for a second win in 2016

was again impressive in just his second GT3 race and he hounded his more experienced rival relentlessly.

Rockingham's famously abrasive surface had already taken its toll on Keen's tyres, and the wear only worsened as he went defensive to hold off Gunn.

As Adam romped home, Keen did just enough to hold on to second.

"I think traffic was a little in my favour," he said. "But credit to Ross, that was seriously impressive."

The feeling was mutual, and Gunn praised Keen's vigorous defence.

"With Phil [Keen], I knew I had a bit more straight-line speed than him, but he covered the approach to Deene very well," he said. "The Lambo was then very good on the infield."

With Aston Martin and Lamborghini locking out the podium, it was a surprise to see no McLaren on the steps.

The Ecurie Ecosse 650S had started second on the grid in the hands of Alasdair McCaig and held a comfortable spot inside the top three, before repeated electrical gremlins ruined its race.

In GT4 attrition would eventually give the reigning champion Beechdean Aston



Carroll gave chase but finished off the podium after penalty

ALL PIC: EBREY



as Aston wins again

team victory, despite an early off for Jack Bartholomew.

He battled just inside the top five before handing over to Jordan Albert. The pair looked unlikely winners, but a series of technical issues and penalties aided their charge.

The attrition began when long-time leader Graham Johnson retired after contact with Jody Fannin on the School Straight damaged his Ginetta.

Losing the lead became a theme and Ciaran Haggerty's Ecurie Ecosse McLaren was the next to suffer. The engine twice went into limp mode, bringing out the short second safety car that caught out Carroll, and Haggerty fell away further with a stop-go penalty for completing a pitstop quicker than the minimum time.

Last year's GT4 champion Jamie Chadwick then benefitted, and she went ahead before brake failure forced her Aston into retirement.

Century Motorsport's Nathan Freke then took the lead, completing an incredible turnaround after starting at the back of the grid. They had not set a combined lap after a pipe failure for Anna Walewska, but she worked her way



Freke and Walewska won GT4 on track but were later excluded

into ninth in her stint before handing over to Freke. He then fought through the GT4 attrition to move into the lead, an advantage he held to the flag.

Their hard work went to waste, though, because an early overtake under yellow flags by Walewska led to a post-race exclusion, ensuring that the Beechdean duo left Rockingham on top.

"I'm lost for words, really," said Bartholomew. "We looked down and out at half-distance. Perhaps we were a bit lucky but you've got to be there at the finish and a win's a win, however it comes. To be leading the championship after two rounds is unbelievable."

TOM ERRINGTON

RESULTS

GT3 (86 LAPS) 1 Derek Johnston/Jonathan Adam (Aston Martin Vantage); 2 Jon

Minshaw/Phil Keen (Lamborghini Huracan), +4.968s; 3 Andrew Howard/Ross Gunn (Aston Martin); 4 Liam Griffin/Adam Carroll (Lamborghini); 5 Phil Dryburgh/Ross Wylie (Aston Martin); 6 Ryan Ratcliffe/Willie Moore (Audi R8 LMS). **Fastest lap** Keen. **POINTS**

1 Johnston/Adam, 75; 2 Griffin, 40.5; 3 Howard/Gunn, 37.5; 4 Rick Parfitt/Seb Morris, 28.5; 5 Minshaw/Keen, 27; 6 Fabio Babini, 21.

GT4 (81 LAPS) 1 Jordan Albert/Jack

Bartholomew (Aston Martin Vantage); 2 Sean Byrne/Aleksander Schjerpen (Ginetta G55) +1 lap; 3 Joey Foster/Alex Reed (Ginetta); 4 Marcus Hoggarth/Abbie Eaton (Maserati Gran Turismo MC); 5 Ciaran Haggerty/Sandy Mitchell (McLaren 570S); 6 Matthew Graham/Jack Mitchell (Aston Martin). **FL** Nick Jones (Ginetta). **POINTS 1 Albert/Bartholomew, 52.5;** 2 Graham Johnson/Mike Robinson, 37.5; 3 Foster/Reed, 31.5; 4 Jordan Stilp/William Phillips, 28.5; 5 Nathan Freke/Anna Walewska, 27; 6 Haggerty/Mitchell, 27.



ROCKINGHAM
BRDC APRIL 30 - MAY 1

Collard launches charge with rocket Rockingham starts

A MAIDEN BRITISH F3 VICTORY AT Rockingham propelled Ricky Collard to the top of the standings. He shared the wins with the returning Lando Norris and Thomas Randle, who also celebrated breaking his F3 duck.

Collard took to the top step of the podium in the final race of the weekend after dispatching Carlin team-mate Norris at the start. Norris had taken pole for the finale by setting fastest lap over the first two races, but it was squandered by a slow getaway.

Collard pounced, taking the lead at Turn 1, and he never relented. Matheus Leist also followed Collard past Norris and the Double R-run Brazilian proved an able buffer between the two Carlin drivers, holding Norris off throughout and aiding Collard's charge to victory.

"It's a fantastic feeling to be a British F3 race winner. It's something I've dreamed about and now to have it is pretty surreal," said Collard.

"Me and my dad [BTCC driver Rob Collard] are renowned for our starts; it's something we've learned on the farm driving old bangers! It's *the* Collard start."

That family start certainly featured



in the opener. An impressive launch allowed Collard to pull ahead of Norris for the lead, but his team-mate remained glued to his rear.

Norris had admitted that getting into the Tatuus-Cosworth F3 car after his Formula Renault 2.0 outings was a challenge, but it certainly wasn't evident as he hounded down Collard.

He was initially unable to make a move, but a rare mistake from the race leader opened the door.

Randle took impressive first F3 win after restart and three-wide fight

Collard exited Chapman Curve on a wide line, and Norris seized his moment on the Steel Straight to surge into the lead, holding on to take victory.

"He made one crucial mistake, which allowed me to get a tow down the straight and I then got right behind him," said Norris. "We were side by side for half a lap so it was a good battle."

The reversed-grid second race also provided its fair share of action,

Fast-starting Collard
(leading Norris)
took points lead



ALL PICS: EBREY

with Randle, who moved from his native Australia this year to race in British F3, coming out on top.

The race had to be halted after Enzo Bortoleto crashed out at Chapman Curve, his Double R Racing car tumbling nose over tail in a sizeable shunt.

At the restart Randle kept his nerve, running wheel to wheel in a three-way battle into Turn 1. After racing alongside Douglas Motorsport team-mate Enaam Ahmed and Ameya Vaidyanathan, he surged into the lead and never looked back, winning comfortably from Vaidyanathan and Norris.

"It's an awesome feeling to win," said Randle, who has regularly battled for podium places this season. "It's great to finally get the monkey off my back, and let's hopefully get some more."

While Randle could celebrate, Toby Sowery had little to cheer about. The Lanar Racing driver entered the weekend at the top of the standings, but could only manage a best finish of sixth during a difficult weekend, which included downshift problems in qualifying and a struggle to find the right set-up.

TOM ERRINGTON

ROCKINGHAM ROUND-UP

WITH THE GINETTA GT5 CHALLENGE'S TOP CLASS not racing this weekend, the secondary GRDC+ division took the limelight. Richard Evans followed up his clean sweep of class wins in the opening round at Brands Hatch with two further successes at Rockingham, while former Mazda MX-5 racer Simon Traves also scored a race win.

Race one began in dramatic style when, determined to not lose out to each other on the approach to Deene, front-row starters Evans and Richard Smith ran off-track. Both lost a lot of time and positions, and rejoined near the tail of the field. Traves inherited the lead, pursued by Richard Elliker and Andrew Marshall.

Evans and Smith attempted to fight back, but their recoveries were overshadowed by a brilliant drive from Shawn Fleming. Having started 16th on the grid, Fleming set a succession of rapid laps to move into second by lap eight and even threatened to ruin Traves's comfortable run to the flag as the race came to a close. The laps ultimately ran out for Fleming, but he was only 1.5 seconds behind at the finish. Elliker completed the podium.

Having bounced back to fifth in race one, Evans made amends for his first-race frustration to win race two, having powered around the outside of leader Fleming at Tarzan on the third lap. Traves recorded another solid result with third.

In race three, Evans had to battle his way to the front again to claim the victory ahead of Traves. Adrian Campbell-Smith, who briefly led the contest, had to settle for third.

Another driver to lose out at Deene on the opening lap was Darelle Wilson in the first Volkswagen Racing Cup contest. After a rapid getaway, a sideways

moment at the hairpin ended any victory hopes and enabled Phil House's Scirocco to claim a hard-earned win ahead of the Golf of Simon Rudd. Toby Davis (Golf) recorded his first win in the series in race two, although he was chased hard in the closing stages by the impressive Jack Walker-Tulley.

Paul Thacker was the star of the show in the pair of Super 7 Inter Series races, winning both to add to his race-two win at Silverstone at the start of April. Oscar Rovelli and Justin Armstrong came home second and third respectively, having indulged in an enticing battle for the lead in the early laps before Thacker pounced. John Whitehouse finished a distant fourth ahead of Phil Jenkins.

If his first race win was impressive, Thacker's performance in race two was even better. After starting last, he had blasted past the entire 26-car field by lap five and went on to win by over seven seconds. Rovelli held on for another second-place result ahead of pole-position starter Whitehouse.

Phil Ingram took victory in the first Ginetta Racing Drivers Club contest, but it was never guaranteed until the end. Jack Oliphant, brother of reigning Ginetta GT4 Supercup champion Tom, had looked a possible winner until spinning at Brook late in the race. This enabled Ingram, who had successfully come out on top in a battle with Richard Tetlow, to take the spoils. Tetlow came home second ahead of David Holloway, as Oliphant climbed back to fourth.

Race two was far more comfortable for Ingram, who took a lights-to-flag win from Tetlow. Oliphant completed the podium, while the race-long battle for fourth was resolved in Richard Isherwood's favour when Richard Anderson spun at Gracelands.

MARK LIBBETER

RESULTS

BRDC BRITISH FORMULA 3 CHAMPIONSHIP (14 LAPS)

1 Lando Norris; 2 Ricky Collard +1.633s; 3 Matheus Leist; 4 Thomas Randle; 5 Aleksanteri Huovinen; 6 Enaam Ahmed. **Fastest lap** Leist. **Pole** Norris. **RACE 2 (13 LAPS)** **1 Randle;** 2 Ameya Vaidyanathan +1.232s; 3 Norris; 4 Leist; 5 Huovinen; 6 Tarun Reddy. **FL** Norris. **P** Reddy. **RACE 3 (15 LAPS)** **1 Collard;** 2 Leist +1.228s; 3 Norris; 4 Randle; 5 Ahmed; 6 Toby Sowery. **FL** Collard. **P** Norris. **POINTS** **1 Collard 186;** 2 Sowery 164; 3 Leist 163; 4 Randle 160; 5 Norris 153; 6 Huovinen 141.

GINETTA GT5 CHALLENGE (ALL 10 LAPS) **1 Simon Traves;** 2 Shawn Fleming +1.544s; 3 Richard Elliker;

4 Andrew Marshall; 5 Richard Evans; 6 Paul Oliphant.

Fastest lap Fleming. **Pole** Evans. **RACE 2** **1 Evans;** 2 Fleming +0.792s; 3 Traves; 4 Gary Wager; 5 Richard Smith; 6 Adrian Campbell-Smith. **FL** Fleming. **P** Traves. **RACE 3** **1 Evans;** 2 Traves +0.314s; 3 Campbell-Smith; 4 Fleming; 5 Wager; 6 Mike Jarvis. **FL** Evans. **P** Elliker.

VOLKSWAGEN RACING CUP (14 LAPS) **1 Phil House (Scirocco);** 2 Simon Rudd (Golf) +1.549s; 3 Jack Walker-Tulley (Scirocco); 4 Kenan Dole (Golf); 5 Toby Davis (Golf); 6 Jamie Bond (Golf). **FL** Walker-Tulley. **P** Rudd. **RACE 2 (13 LAPS)** **1 Davis;** 2 Walker-Tulley +0.243s; 3 House; 4 Bobby Thompson (Polo); 5 Dole; 6 Rudd. **FL** Walker-Tulley. **P** Bond.

SUPER 7 INTER SERIES (18 LAPS) **1 Paul Thacker (R300);** 2 Oscar Rovelli (R300) +5.247s; 3 Justin Armstrong (R300); 4 John Whitehouse (R300); 5 Phil Jenkins (SS); 6 Jose Carlos Pires (G). **Class winners** Jenkins; Pires. **FL** Thacker. **P** Rovelli. **RACE 2 (20 LAPS)** **1 Thacker;** 2 Rovelli +7.304s; 3 Whitehouse; 4 Armstrong; 5 Martin Amison (R300); 6 Steve Ruston (R300). **CW** Jenkins; Hugo Araujo (G). **FL** Thacker. **P** Whitehouse.

GINETTA RACING DRIVERS CLUB (BOTH 9 LAPS)

1 Phil Ingram; 2 Richard Tetlow +3.075s; 3 David Holloway; 4 Jack Oliphant; 5 Richard Anderson; 6 Richard Isherwood. **FL** Ingram. **P** Ingram. **RACE 2** **1 Ingram;** 2 Tetlow +6.780s; 3 Oliphant; 4 Isherwood; 5 Anderson; 6 Ron Linn. **FL** Ingram. **P** Ingram.

Fleming fought through impressively in GT5 race one to grab second





DONINGTON PARK
HSCC APRIL 30 - MAY 1

Bryants steal show from Maserati festival favourites

ALL PICS: WALKER

TOPPED BY THE RETTENMAIER brothers' sensational ex-Gaston Andrey and Billy Krause Birdcage Maseratis, priceless Le Mans veterans and international GT contenders, Flavien and Vanessa Marcais' GT & Sports Car Cup series set the standard for the sixth Donington Historic Festival.

With Josef Rettenmaier's T61 beached vulnerably at McLeans, seven laps behind the safety car let Grahame Bryant reinstall son Oliver in their ex-Roy Salvadori/Roger Mac AC Cobra. He got by the ailing Cobra of Leo Voyazides and went on to lap runners-up John Clark/Andrew Smith (Jaguar E-type). Jeremy Welch dominated the GT3 split in big Healeys driven with Martyn Corfield and Swede Nils-Fredrik Nyblaeus.

Eighty years after British hero Richard Seaman won the 1936 Donington GP, sharing Hans Ruesch's Alfa Romeo 8C35, his '35 ERA R1B – driven fearlessly by American Michael Gans – trounced Pre-1950 opposition in the evocative HGPCA Nuvolari Trophy field.

Having twitched away from Calum Lockie's ex-'Raph' Maserati 6CM on Saturday, the Scot struck back, narrowly winning a thrilling Sunday battle. Lockie's success broke the event's ERA monopoly, rewarding car owner Sean Danaher, sharpener of the trident's finest racers since '66. Nick Topliss was third each day in ERA R4A, Pat Fairfield's '37 South African GP winner.

Andy Smith was uncatchable in his FATlantic March 79B during the HSCC's F2 double-header. Debutant Dean

Forward (March 782) chased hard but wilting wet tyres – only Smith and four others chose slicks on Saturday – and loss of second gear blunted his speed.

Highlights included 1600cc F2 winners Alain Lagache and reigning triple champion Robert Simac (March 712s) humbling two-litre cars, Mike Wrigley making the podium first time out in a March 79B and Chris Lillingston-Price clawing his ex-Wink Bancroft Chevron B40 back from last to fourth having spun at the Old Hairpin on Sunday.

'Lola' by the Kinks rang out over Donington FM's airwaves following a Broadley T70 Mk3B continuation car one-two in Saturday's '1000kms' enduro.

Father and son Grahame and Oliver Bryant took win in their ex-Salvadori/Mac AC Cobra

While Martin O'Connell and Andy Newall gleefully shot their Chevron-BMW B8s ahead in the wet, the track came back to the Chevrolet V8-powered brigade as it dried.

Paul Gibson lost a lap as son Daniel slugged it out up front, but lower consumption proved Paul's trump card, for it enabled his car – co-driven by Chris Ward – to run without refuelling. Gibson Jr flew away with James Littlejohn up next, but a three-minute fuel stop saw son and father nose-to-tail again. When Dan misread a pit signal, Paul lunged past to repeat last year's win.

Ollie Bryant drove through a misfire to his first stop, when Clive Robinson reattached a plug lead, then chased relentlessly. His 251-mile drive was gifted third when O'Connell slowed dramatically with "dodgy brakes".

There was something of a Groundhog Day finish to Sunday's Pre-'80 Endurance race when Lolas again prevailed. Michele Liguori bagged his first Donington win unopposed after O'Connell (Chevron B19) tagged Leo Voyazides (ex-Jean-Louis Lafosse/Reine Wisell Lola T282) at the chicane on lap three, breaking his front upright and Leo's rear wheel.

Before the window opened almost half the pack had pitted. Max Smith-Hilliard (B19) arrived too early, but partner Nick Padmore's efforts and a stellar recovery by Simon Hadfield in the Gitanes Lola entertained spectators. Cutting the weekend's fastest lap, Hadfield negated a two-lap deficit to Liguori (whose car

Smith stood out (in more ways than one) in F2 affairs



Thomas reigns over rivals in Jaguar deluge

POLEMAN CALUM LOCKIE SADDLED another silver dream racer in Monday's Jaguar Classic Challenge but crumpled the nose of Julian Thomas's E-type as he repelled John Pearson and Martin Stretton in treacherous conditions. As rain became a deluge, Thomas ambushed the "steamed-up" Pearson for a resounding victory. That Stretton and Simon Hadfield – adding Joaquin Folch's ex-Bruce McLaren E to his race CV – were well adrift speaks volumes for the top duo's performance.

Chris Ward aquaplanned JD Classics' Lister-Jaguar Costin to a hairy Stirling Moss Trophy victory over Richard Kent's sister car. Will Nuthall made it a Lister clean sweep in Tony Wood's Knobbly, regaining third in a dramatic final twist when Dion Kremer (Lotus 15) overshot the chicane, also ceding the class to Oliver Bryant (15).

Into the evening sun, a wonderful Mad Jack Pre-War sports car showcase saw Austrian Lukas Halusa (Bugatti), Germany's



Thomas reigned supreme in his E-type

Rudiger Friedrichs (Alvis), Sam Stretton (Alta) and the Frazer Nashes of Fred Wakeman and Charles Gillett at it, hammer and tongs. Once Patrick Blakeney-Edwards was in Wakeman's car, he sped clear of Friedrichs while Stretton, after a spin, outfoxed Halusa on the last lap.

David Tomlin led the BTCC celebration after Chris Rea's 'Police' Morris Minor delayed rally convert John Spiers by 15 seconds. Mustang tamer Michael Squire topped the V8s after early leader Bill Shepherd spun his Galaxie. The Austin A40s of Mike and Andrew Jordan and Justin Brooks/Michael Caine outran a diverse grid in the rain-affected Touring Greats finale, interrupted when John Barber's Abarth 850TC shed a wheel.



Pearson fended off Wakeman/Blakeney-Edwards for Woodcote win

conked out after the chequer), salvaging second from the consistent Padmore.

Three BMW 1800TiSAs were in the top four after U2TC qualifying, but oiling plugs sank them all within minutes of Sunday's start. The Banks brothers duly repeated 2015's victory in the Alfaholics GTA, Andrew having escaped an almighty Lotus Cortina dust-up, from whence Neil Brown/Richard Dutton and David "always third" Tomlin emerged to share the podium. Daniel and Peter Mursall bagged an unexpected BMW 1-2 in 1800TiS.

Gary Pearson controlled the RAC Woodcote Trophy hour with the snarling Cooper-Jaguar of Fred Wakeman/Pat Blakeney-Edwards in his ex-works D-type's mirrors. The slippery Lotus Mk10 of Malcolm Paul/Rick Bourne and battle-hardened Cooper T24/25 of John Ure/Nick Wigley disputed third in a Bristol-motivated duel.

Scraps for first and third defined Sunday's Super Touring race. Colin Noble Jr (Vauxhall Vectra) staved off Stewart Whyte (Honda Accord), as BTCC ace Colin Turkington (BMW M3) found a tough adversary in Patrick Watts (Peugeot 406) who careered down the chicane escape road when his throttle jammed while eyeing up a repass. Whyte led Monday's sequel from the first corner and headed Watts, who was hounded by the slick-shod Escort RS1800 of Mark Wright.

Despite a timing blackout, Steve Soper and Chris Ward's Broadspeed Capri was visibly the class of the Historic Touring Car Challenge field on a drying track. The Pre-'91 pack contained three BMW CSLs, Chevrolet Camaros and Henry Mann's magnificent Ford Escort-FVA.

MARCUS PYE

➔ **P68 FULL RESULTS**

CADWELL PARK
MSVR MAY 1

Grateful Gittings takes Mono double

RICHARD GITTINGS WILL HAVE LEFT CADWELL PARK satisfied having extended his championship lead in the Monoposto M1000 class.

The Jedi driver successfully held off Dallara F399 driver Jeremy Timms, trading fastest laps until Timms' chain broke on the penultimate lap. Jeremy's cousin, polesitter Jason Timms, fought back from eighth to second after a spin on the Mountain on the first lap.

Reliability problems struck again in race two for the Timms. Jason lost drive coming off Mansfield while Jeremy was forced to pit after being shown the orange and black flag and slipped out of the top 10. Ahead, having been briefly threatened by the fellow Jedi driver Jonathan Reed, Gittings pulled away to wrap up a dominant weekend.

A seized gearbox in qualifying could not prevent Robbie Watts from claiming his 60th Monoposto victory as the Raw Power Motorsport driver pulled away from Ben Cater and championship leader Tony Bishop.

Watts' victory was made all the more remarkable by the fact that he was nursing a sprained wrist, leaving him driving almost one-handed through Cadwell's twisting asphalt corridor. Behind, Robin Dawe claimed a spectacular class victory in the 2000 Classic category despite spinning under the safety car. Finishing behind Dawe, Terry Clark successfully defended his class lead against strong opposition from Otway and Jordan in Mono 2000.

Watts repeated his race one feat with a slim victory in race two from Bishop and Cater after struggling through traffic on the last lap – which reduced his margin from five seconds to just under three-tenths. Dawe also managed a double in a commanding drive ahead of more youthful Mono 2000 machinery led by Otway ahead of a distant Mark Drew.

A red flag forced a 20-minute delay and rolling restart of the MSVT Trackday Trophy when the Steve Hewson/Matt Nossiter Porsche 924 spun into the barriers while accelerating through the field. At the restart, Gary Burstow jumped the pack to take an easy victory from fellow soloist David Scarborough and the battling Alex Di Donato/Benjamin Puncher and John Lyne, the former pair showing pace in their ex-rally Peugeot 205GTi, performing finely against more experienced opponents.

From the moment the lights went out in both MSV Allcomers races it was clear Mark Jessop would be the victor. Out-qualifying Luke Armiger's Vauxhall Tigra by over two seconds, nothing could stop the Ginetta G50 when Jessop got going.

In the melee of the diverse field and among a confused start of race one, the Caterhams of Tony Bennett and Kevin Williams swamped the slow-starting Armiger into Coppice. After successfully fending off Williams, Armiger half-spun ascending the Mountain but recovered to pass Bennett for second.

While Jessop repeated his feat of lapping the field up to fourth place in race two, his lead was briefly threatened. Armiger succeeded in holding off both Caterhams to keep Jessop honest until lap four, when Jessop exploited the greater stability and traction of the Ginetta in damp conditions.

CHRISTOPHER SHARP

➔ **P68 FULL RESULTS**

BRANDS HATCH
MGCC APRIL 30 - MAY 1



HAWKINS

McAleer prances to pair of Porsche wins

MARK MCALEER WAS A DOUBLE Porsche Club Championship winner at a busy two-day fixture, leading a quality field in both dry and wet conditions.

A safety car intervention gave Kevin Harrison two chances to attack for the lead in race one, but former champion McAleer stayed narrowly ahead with Paul Winter a close third.

Winter was the main challenger in race two, which was delayed for tyre changes after a shower. Mike Johnson finished third and a charging Pete Morris, the 2015 champion recovering from a qualifying shunt, next. Morris was aiming for the podium, but his charge was halted by a race-shortening red flag for a car off at Paddock.

Three-time former MG Trophy champion Chris Bray pulverised his rivals in Saturday's first race, but a double hit at a crowded first corner on Sunday sent him into retirement, with Saturday runner-up Doug Cole dominating the second race. Robin Walker drove notably well in both races, starting well down the grid because of a faulty plug. His fourth and second places were well earned.

James Wheeler converted second on the grid to a race-long lead under massive pressure from Russell McCarthy in the first MG BCV8 race, leaving Neil Fowler well behind. Fowler spun out of second at a treacherous Graham Hill Bend in the wet second race, causing all

kinds of confusion in the chasing pack and handing Wheeler an unbeatable lead.

Wheeler added a third victory in Sunday's Thoroughbred Sportscar race, hounded again by McCarthy who was second ahead of Rob Spencer. MGB GT V8s dominated, and Fowler completed the top quartet, all of them a lap ahead of fifth place.

Ben Rushworth survived several lurid moments to win the first Metro Cup race, but the same ragged tactics didn't help him to unseat Mike Williams from the lead on Sunday. Williams dropped out of Saturday's race with a first-lap flat tyre.

An Equipe GTS double fell to Tom Smith's MGB. Both races featured a tough fight between Smith and the TR4s of Brian White and John Andon, finishing in that order in race one. White was in front for more than 20 laps of the second race before a puff of smoke signalled a sudden retirement. Andon fell well back but retained second.

Chris Bassett scored a maiden outright win in the first of two BARC South Eastern Tin Tops races, going on to win the second too. His Peugeot was given a hard time in race one by Chris Whiteman's Honda Civic and Rod Birley's Integra before Birley fell away with a crippling misfire. Whiteman didn't give up, but finished a scant 0.047 seconds adrift. Bassett dominated race two in the wet, with Whiteman a distant

McAleer mastered wet and dry conditions over the weekend to claim a Porsche brace

second. Birley's still unwell car recovered from 18th on the grid to fourth, right behind Daniel Adams' Proton. The 6.30 curfew prevented a likely podium finish.

Among the more hardcore SE Centre saloons racing on Sunday, Dale Gent (Subaru Impreza) ended Rod Birley's early unbeaten run in this year's Quaipe/Motorsport News Saloon Championship with a pair of emphatic wins over the local man's Escort. Malcolm Wise (Escort), Gavin Thomson (SEAT Leon), Tony Skelton (Renault Clio) and Andy Banham (Subaru Impreza) trailed the pair in both races. The veteran Skelton was a double class winner.

With other quick cars falling by the wayside, James Dunkley paced himself to the flag in the first Midget and Sprite Challenge. Race two was a different story. Graeme Adams pressed hard until his car expired, then David Weston traded the lead before spinning at Clark Curve. He recovered in second place, but Dunkley had the race in the bag, only to have the car die under him half a lap from the flag handing the victory to Weston.

The first three places in both MG Cup races were filled by Tom Halliwell, Ed Davies and Tom Diment in ZR models. Richard Buckley, penalised for contact in race one, stayed out of trouble to finish fourth at the second attempt.

Robin Ellis took a while getting up to speed, but drove clear once in front of the Iconic 1950s field. Colin Jones' MGA was best of the rest.

Cars from a much earlier era took part in the Triple M races, with David Seber's Wolseley Hornet Special and Charles Jones' MG L Special the two victors.

David West's Midget easily won an MG Allcomers' Challenge which rounded off the long programme. This was interrupted when Dan Jones rolled his ZR at Paddock. Ian Boulton's eighth placed ZR was first non-Midget home.

BRIAN PHILLIPS

Gent defeated Birley in both Motorsport News Saloon races



HAWKINS

[➔ P68 FULL RESULTS](#)



Reid was unbeatable in Cooper Cup

KNOCKHILL
SMRC MAY 1

MGR

Reid romps to hat-trick

DESPITE MISSING APRIL'S OPENING round of the Celtic Mini Cooper Cup, Kyle Reid left Knockhill at the top of the standings after securing a hat-trick of victories.

Guest driver Aiden Moffat started the first race on pole, but Reid was quickly into the lead on the damp track. Moffat had secured his pole position in heavy rain, but the easing of that downpour did not suit the set-up of his car. Malcolm McNab took the battle to him and briefly got alongside on lap five before dropping back.

Chris Reid had a major wobble exiting the chicane at the start of race two, which caught out a number of drivers behind, notably Moffat, who had been slow away from the grid. On lap four the safety car was deployed after John Duncan and Des Wheatley went off at Scotsman with Wheatley's car coming to a rest on its side against the tyre wall. Reid re-established his lead while Morgan Murray got ahead of McNab to take second place.

Hannah Chapman burst into an early lead in the reverse-grid third race. Newcomer Murray once again impressed and he took over the lead on lap three, although a lap later rookie Robbie Dalglish got ahead. Dalglish, who impressed with two fastest laps over the weekend, succumbed to the form man Kyle Reid on lap five.



Maclennan continued fine run with two more FF wins

MGR

Wet conditions played a part in a dramatic opening Classic Sports and Saloons race. Although Tommy Gilmartin led from lights to flag in his Morgan, he had to withstand race-long pressure from Harry Simpson's Ginetta G4. Raymond Boyd's Porsche 911 made a good start and briefly held second but his car slowed with a problem on lap 10.

The second Classics race was settled on lap one as Gilmartin ran wide and dropped to fifth. Simpson pulled a gap and, despite Gilmartin's recovery, could not be caught.

Neil Maclennan continued his winning form in the Formula Ford races with another two victories. Jordan Gronkowski, who won a similarly wet race in April, was rarely more than a second behind but could not find a way through. Sebastian Melrose took his first podium despite dropping back after a bad start. Fellow youngster Jamie Thorburn fought back from a difficult first race to take third in the second encounter behind Maclennan and Gronkowski.

It was a difficult weekend for reigning Legends champion John Paterson, who suffered engine problems. David Hunter was the main beneficiary and grabbed all three victories while Stewart Black took his best ever result with three second-place finishes.

Reigning Fiesta ST champion Wayne Macaulay was unstoppable in the first race as he romped away from Josh Orr.

Race two came alive when Kevin Whyte grabbed the lead from Macaulay on lap three, only to be passed by Orr at the hairpin later that lap. Orr then took too much kerb at Scotsman on lap five and crashed out of the race, leaving a tight battle for the win that went the way of Whyte.

Gary Clark dominated both BMW Compact races although there were good scraps for the remaining podium places. Ian Donaldson and Roddie Paterson shared the spoils in the Saloons and Sportscar races.

JONATHAN CRAWFORD

RESULTS

CELTIC SPEED SCOTTISH MINI COOPER CUP

(ALL 9 LAPS) 1 Kyle Reid; 2 Aiden Moffat +3.284s; 3 Malcolm McNab; 4 Hannah Chapman; 5 Chris Reid; 6 Robbie Dalglish. **Fastest lap** Dalglish. **Pole** Moffat.

RACE 2 1 K Reid; 2 Morgan Murray +0.449s; 3 McNab; 4 Chapman; 5 Dalglish; 6 Ian Munro. **FL** Dalglish. **P** K Reid.

RACE 3 1 K Reid; 2 McNab +0.693s; 3 Dalglish; 4 Murray; 5 William Blake; 6 Jock Borthwick. **FL** Bell. **P** Dalglish.

SCOTTISH LEGENDS (5 LAPS) 1 David Hunter; 2 Stewart Black +12.285s; 3 Ryan McLeish; 4 Billy Wait; 5 Ross McCulloch; 6 Andrew Dunn.

FL Hunter. **P** Dunn. **RACE 2 (8 LAPS) 1 Hunter;** 2 Black +3.120s; 3 McCulloch; 4 Dunn; 5 Wait; 6 McLeish. **FL** Hunter. **P** Paterson.

FINAL (10 LAPS) 1 Hunter; 2 Black +3.656s; 3 McLeish; 4 Wait; 5 McCulloch; 6 Dunn.

FL McLeish. **P** Paterson.

SCOTTISH FORMULA FORD (BOTH 12 LAPS)

1 Neil Maclennan (Ray GR14); 2 Jordan Gronkowski (Van Diemen JL012K) +0.951s; 3 Sebastian Melrose (Ray GR14); 4 Matthew Cowley (Van Diemen JL13); 5 David Thorburn (Ray GR15); 6 Jamie Thorburn (Ray GR15).

Class winner Matthew Chisholm (Van Diemen RF92). **FL** Gronkowski. **P** Maclennan.

RACE 2 1 Maclennan; 2 Gronkowski +4.330s; 3 Jamie Thorburn; 4 Cowley; 5 Chisholm; 6 David Thorburn. **FL** Maclennan. **P** Maclennan.

SCOTTISH SALOONS AND SPORTSCARS

(BOTH 12 LAPS) 1 Ian Donaldson (Mitsubishi Evo); 2 Roddie Paterson (Caterham) +17.622s; 3 Colin Simpson (Marcos Mantis); 4 Paul Brydon (BMW M3); 5 Mark Dawson (SEAT Leon Cupra); 6 Finlay Crocker (Honda Civic TCR). **CW** Paterson; Simpson; William Robson (Ford Focus RS).

FL Paterson. **P** Donaldson.

RACE 2 1 Paterson; 2 Donaldson +23.167s; 3 Brydon; 4 Crocker; 5 Dawson; 6 Simpson.

CW Donaldson; Brydon; Robson. **FL** Paterson. **P** Donaldson.

SCOTTISH CLASSIC SPORTS AND SALOONS

(12 LAPS) 1 Tommy Gilmartin (Morgan +8);

2 Harry Simpson (Ginetta G4) +0.229s; 3 Jimmy Crow (Ford Escort); 4 Alex Montgomery (MGB GT V8); 5 Andrew Graham (Triumph TR8); 6 John Bennett (Alfa Romeo Sprint GT). **CW** Simpson; Crow; Ian Daltrey (Alfasud); Raymond Boyd (Porsche 911). **FL** Simpson. **P** Gilmartin.

RACE 2 1 Simpson; Gilmartin +23.040s; 3 Boyd; 4 Montgomery; 5 Crow; 6 Graham. **CW** Gilmartin; Crow; Daltrey; Boyd. **FL** Simpson. **P** Gilmartin.

SCOTTISH FIESTAS (BOTH 12 LAPS) 1 Wayne

Macaulay; 2 Josh Orr (Fiesta ST) +10.568s; 3 Kevin Whyte (ST); 4 Stephen Ward (ST); 5 Russell Morgan (ST); 6 Jim Deans (Fiesta XR2). **CW** Deans. **FL** Macaulay. **P** Macaulay.

RACE 2 1 Whyte; 2 Macaulay +0.181s; 3 Ward; 4 George Runcie (Fiesta ST); 5 Morgan; 6 Deans. **CW** Deans. **FL** Orr. **P** Macaulay.

SCOTTISH BMW COMPACT CUP

(BOTH 12 LAPS) 1 Gary Clark; 2 Steven Goldie +3.548s; 3 Neil MacInnes; 4 Lee Elrick; 5 Cliff Harper; 6 Michael Courts. **FL** Clark. **P** Clark.

RACE 2 1 Clark; 2 Harper +5.104s; 3 Courts; 4 Elrick; 5 MacInnes; 6 Goldie. **FL** Clark. **P** Clark.



SILVERSTONE
CSCC APRIL 30 - MAY 1

Jordan steals in for Tin Tops Type R triu

“WE DON’T HAVE TACTICS, WE JUST drive as fast as we can,” said Mike Jordan after steering Nigel Ainge’s Honda Integra Type R to a comfortable Tin Tops win.

Ainge had started from pole but lost out to Russell Hird’s Integra and the Peugeot 306 of Carl Chambers on the first lap, as they were joined by Tom Mensley (Renault Clio) in an early break.

Ainge soon reclaimed second and, with all three of his rivals making stops early in the pitstop window, the Honda was in the lead when Ainge pitted to hand the car over to Jordan.

Mensley was in front after the stops but had fellow solo driver Chambers closing in again, while Jordan had the legs on them both in third. Jordan’s first move came at Becketts when he scythed ahead of Chambers with 11 laps to go. That allowed Mensley brief respite, but three laps later he and Jordan were nose to tail through Woodcote before Jordan led into Copse. As the lead grew, Chambers closed again to challenge for second and snatched the place, with Mensley left to take third ahead of Hird.

Barry O’Neill managed to build a sizeable lead in the Modern Classics, but lost most of it when he spun his BMW M3 Evo at Luffield, before handing over to Andrew Szymanski. Edward Leigh’s similar car had been sixth until the stops, but led the second half for a dominant win. Nicolas Olson’s Lotus Esprit was an early frontrunner and came back to pick off Szymanski and the Paul Black/Clive Bailye Mazda MX-5 Turbo to secure second, with Szymanski following through two laps

later, dropping Black to fourth.

The early laps of the Magnificent Sevens were a close-run thing between the Caterham C400 of Peter Ratcliff and the R300 of Lewis and Gary Tootell. But Ratcliff went on to lap the whole field, with the Tootells holding on to second from Julian and Christian Pittard.

The New Millennium race featured a great three-car tussle in the early stages, with Clive Bailye’s BMW M3 heading the similar car of Thomas Houllbrook and the Porsche 997 of Peter Challis.

The fight allowed another M3 driver – Drew Wylie – to join in. By lap eight he was leading from the similar car of Owen Fitzgerald, as interim leader Houllbrook lost a bunch of places.

After the pitstops, Wylie held a

Ex-touring car ace Jordan made the most of his CSCC appearance to win Tin Tops race

decisive lead to the finish. Challis fought back to go clear in second, with Piers Reid’s M3 finishing a strong third. James Clare led the concurrent Puma Cup from lights to flag.

No one got near Gary Bate’s Caterham CSR in the Open series, while the similar car of Charles and David Holroyd was an equally impressive second, a lap clear of Joe Jackson’s Vauxhall Tigra.

There was a double win for Steven Moss and his Ford Anglia in the Special Saloons and Modsports. He started the first race in the wrong gear and dropped to fourth behind Ricky Parker-Morris (Peugeot 309), Wayne Crabtree (Escort) and Chris Southcott (MG Midget).

The lead changed a number of times early on before Crabtree started to take

Moss (front left) was Special Saloons double winner after twice coming from behind





mph

JONES

charge. But as Parker-Morris challenged again on the Wellington Straight the Peugeot lost a wheel and, as Crabtree slowed to avoid any contact, Moss closed in. A couple of laps later the Anglia had the lead into Luffield, with Crabtree holding on to second. Southcott pitted with a misfire, leaving Paul Sibley's Lotus Elan to complete the podium.

With Crabtree spinning the Escort on the exit of Becketts on the opening lap of race two, Sibley and the Mazda RX7 of Tony Ellis led the way, before Moss surged past them both on lap five to secure his second win. Southcott was second after fending off Sibley, while Crabtree recovered to fourth after Ellis pulled off.

The Ford Cortina Twin Cam of Julian Belcher and David Carvell secured a last-lap victory over Richard Merrell's Alfa Romeo Giulia in the Swinging Sixties Group 1 race, after Carvell had built a huge lead in the first half.

No one got near Mark Halstead/Stuart McPherson (Ginetta G4) in the Swinging Sixties Group 2, winning by over 30 seconds from Jon Wolfe/David Thompson (TVR Tuscan), with Raymond Barrow the only other unlapped runner.

Richard and William Plant's Morgan Plus 8 led the majority of the Future Classics as Mark Chilton limped home to second with a puncture.

Halstead and McPherson took their second dominant win in the Classic K. Their Elan was never headed as David Garrett's Elan took a distant second.

PETER SCHERER

→ P68 FULL RESULTS

CASTLE COMBE BARC MAY 2

Bark masters Clios in Combe deluge

WET-WEATHER SPECIALIST JAMES BARK TOOK A comfortable victory in a truncated third round of the Clio 182 Championship. Bark shot through between front row starters Don de Graaff and Patrick Fletcher, and eased away in testing conditions. George Williams took second from Fletcher at Folly on lap two, but pole man de Graaff had just retrieved fourth from Nick Garner when he skated into the barriers at Tower with a puncture, bringing out the reds.

Bark made a sluggish start to race two, allowing Fletcher and Philip Wright to make the early running. Bark reeled them in and his push-to-pass move gave him second on the road as Wright narrowly avoided the barrier, although officials reversed the positions.

Michael Moyers (Spectrum) led the Combe FF1600 race from the Esses on lap one, and the man he passed, Nathan Ward, spun out of contention at Hammerdown two laps later. The safety car intervened when Luke Cooper went off at Quarry, and in the three laps after the restart reigning champion Roger Orgee pushed Moyers hard. Adam Higgins held off Josh Fisher for third.

James Keepin took a stunning maiden Combe Saloon win from row six after heavy rain upset the order. With three leading contenders absent and James Winter breaking a gearbox in qualifying, Geoff Ryall's 106 led into Folly, but he was reeled in by the MG ZR and lost the lead on lap six. Simon Norris demoted Dave Scaramanga's Scirocco to claim third.

In considerably drier conditions later on, Keepin finished down in 17th, while Norris gave the Mitsubishi Colt its first victory from Mark Wyatt and Scaramanga, who stormed from row six.

Keith Ahlers romped to the opening Morgan Challenge win in his +8, while Andrew Thompson relieved championship leader Elliot Paterson of second at Quarry on lap two. Struggling with an electrical issue, Paterson dropped back to fourth behind Tony Hirst. On a drying track in race two, Andrew Bentley's +4 briefly led, but Ahlers prevailed.

Barry Squibb was fifth at the end of the first lap of the GT race after contact, but the Mitsubishi Evo 9 ace charged back through the field, passing David Krayem's Ginetta G50 to lead. Krayem retired with a faulty oil-pressure light, promoting poleman Matt Higginson (AB Arion) to second. Squibb led from lights to flag in race two, while Krayem's off at Camp handed second to the M3 of Martin Thomas.

The first BMW race was briefly interrupted after erstwhile leader Jason West went off at Quarry. James Macintyre-Ure (M3 E46) aced the restart but it was the 1 Series of James Cannon that took victory after fending off his rival over the last three laps. James Card got the verdict after the second race was red-flagged when Peter Miller's 328 caught fire.

David Mellor (ZR) had a big lead over the yellow F5 of Simon Kendrick and Martin Wills in the first MGOC contest, but after Wills drove around the outside at Camp to grab second he slashed the advantage. Wills grabbed the lead at Tower on lap five, but had to defend to the end. After edging past Wills at Bobbies, Mellor won race two, which was halted early after Stuart Philps was nerfed into a roll at Hammerdown.

IAN SOWMAN



CLIO 182 CHAMPIONSHIP (5 LAPS) 1 James Bark; 2 George Williams +2.308s; 3 Patrick Fletcher; 4 Nick Garner; 5 Nick Passmore; 6 Pete Morgan. **Fastest lap** Williams. **Pole** Don de Graaff. **RACE 2 (12 LAPS)** 1 Fletcher; 2 Philip Wright +3.126s; 3 Bark; 4 Scott Sharp; 5 Arron Sharp; 6 Williams. **FL** Bark. **P** Fletcher.

CASTLE COMBE FF1600 CHAMPIONSHIP (9 LAPS) 1 Michael Moyers (Spectrum 011c); 2 Roger Orgee (Van Diemen RF00) +0.082s; 3 Adam Higgins (Van Diemen JL12); 4 Josh Fisher (Van Diemen JL14); 5 David Vivian (Swift SC92); 6 Jake Bowman (Spectrum 011c). **Class winners** Vivian; David Cobbold (Van Diemen RF89). **FL** Moyers. **P** Nathan Ward (Spectrum 011c).

CASTLE COMBE SALOON CHAMPIONSHIP (11 LAPS) 1 James Keepin (MG ZR); 2 Geoffrey Ryall (Peugeot 106GTi) +1.934s; 3 Simon Norris (Mitsubishi Colt); 4 Craig Wright (Citroen Saxo); 5 Haydn King (Peugeot 106GTi); 6 Will di Claudio (Citroen Saxo). **CW** Norris; di Claudio; Julian Ellison (Vauxhall Astra). **FL** Ryall. **P** Dave Scaramanga (VW Scirocco). **RACE 2 (8 LAPS)** 1 Norris; 2 Mark Wyatt (Vauxhall Astra) +3.978s; 3 Scaramanga; 4 King; 5 Ryall; 6 Bill Brockbank (SEAT Ibiza). **CW** Scaramanga; Ryall; di Claudio. **FL** Norris. **P** Norris.

MORGAN CHALLENGE (12 LAPS) 1 Keith Ahlers (+8); 2 Andrew Thompson (ARV6) +22.642s; 3 Tony Hirst (ARV6); 4 Elliot Paterson (ARV6); 5 Phill Thomas (+4 BabyDoll); 6 Henry Williams (4/4). **CW** Thompson; Williams; Tim Parsons (4/4 Supersports); Tim Ayres (+8). **FL** Ahlers. **P** Ahlers. **RACE 2 (7 LAPS)** 1 Ahlers; 2 Andrew Bentley (+4) +1.362s; 3 Paterson; 4 Hirst; 5 Williams; 6 Parsons. **CW** Bentley; Paterson; Parsons; Ayres. **FL** Bentley. **P** Ahlers.

CASTLE COMBE GT CHAMPIONSHIP (13 LAPS) 1 Barry Squibb (Mitsubishi Evo 9); 2 Matt Higginson (AB Arion S2) +16.365s; 3 Oliver Bull (Vauxhall Tigra); 4 Ben Scrivens (Ginetta G50); 5 Tim Woodman (Caterham 7); 6 Martin Thomas (BMW M3). **CW** Higginson; Bull; Scrivens; Martin Thomas (BMW M3); Chris Vinnall (SEAT Leon Supercopa); Michael Harris (Peugeot 205GTi). **FL** Squibb. **P** Higginson. **RACE 2 (6 LAPS)** 1 Squibb; 2 Thomas +5.262s; 3 Scrivens; 4 Charles Hyde-Andrews-Bird (BMW M3 GT4); 5 Higginson; 6 Steve Hall (Audi TT). **CW** Thomas; Scrivens; Higginson; Bull; Vinnall; Harris. **FL** Squibb. **P** Higginson.

BMW CHAMPIONSHIP (10 LAPS) 1 James Cannon (1 Series); 2 James Macintyre-Ure (M3 E46) +0.239s; 3 James Card (M3 E46); 4 Jim Cannon (1 Series); 5 Daniel Wylie (M3 E46); 6 Ian Hill (M3 E46). **CW** Oliver Taylor (M3 E36); Paul Travers (328i); James Ford (318i); Russell Dack (E46 Compact). **FL** Macintyre-Ure. **P** Card. **RACE 2 (6 LAPS)** 1 Card; 2 James Cannon +2.843s; 3 Taylor; 4 Jason West (M3 E46); 5 Simon Baker (M3 E46); 6 Lee Frost (M3). **CW** Taylor; Travers; Max Walton (318is); Kevin Denwood (E46 Compact). **FL** Macintyre-Ure. **P** James Cannon.

MGOC CHAMPIONSHIP (7 LAPS) 1 Martin Wills (F); 2 David Mellor (ZR) +0.365s; 3 Simon Kendrick (F); 4 Adrian Wray (ZR); 5 Stuart Philps (ZR); 6 Steve Darbey (ZR). **CW** Mellor; Jim Baynam (B). **FL** Wills. **P** Mellor. **RACE 2 (6 LAPS)** 1 Mellor; 2 Wills +0.975s; 3 Wray; 4 Phil Walker (ZR); 5 Darbey; 6 Stephen Williams (ZR). **CW** Wills; Baynam. **FL** Philps. **P** Wills.

Moran wins on return to Craigantlet

SCOTT MORAN RETURNED TO BELFAST IN STYLE after an absence in 2015, clinching both victories on the Craigantlet Hillclimb.

He delivered a devastating performance, twice going under his 2013 record, to take the maximum 22 points and steal a 14-point march on nearest rival Trevor Willis after only two events.

Moran was quietly satisfied: "The car is going well and felt just right. With a dry track I felt confident in pushing hard on every run."

Willis qualified well for the first run-off, but as he came to the start the car would not engage gear from the cockpit. Eventually he was able to manually select gear and he toured slowly to the top for a point. The car was soon fixed for later, when he took a fine second to the flying Moran.

Will Hall consistently had the best split times on the twisty bottom half of the hill and Willis, despite his troubles, was able to match his times, so the promise of tight competition going forward remains realistic.

Two of the stars from the opening weekend of the season suffered disasters. Richard Spedding's car developed a wiring fault and, while he was offered a drive in Graham Wynn's Force (Spedding was its previous owner), the MSA steward ruled against it because Spedding had not practised in the car. Wynn had been required to enter the Force as his Gould suffered a broken differential at Prescott. Wallace Menzies suffered an ominous engine failure in practice and now faces a race against time to repair it before Harewood next weekend. There was some consolation, though, as wife Nicola had her best-ever combined score and her co-driver David Uren also went superbly well.

Alastair Crawford revelled in the 2.8 Gould and looks able to get another 'number' next season if he can cover enough events, although his Paris-based job might intrude.

Irish Republic-born (but Home Counties resident) Kevin Creavan travelled to Craigantlet for the first time and was overjoyed to score in what is a fairly elderly OMS chassis.

Scottish motoring journalist David Finlay recently registered for the championship, and brought along a factory-fresh Honda provided by the manufacturer in an attempt to become the first to score British Hillclimb Championship points in a completely standard saloon car. With 12 registered contenders in attendance, his chances appeared slim, but the failures of Menzies and Spedding opened up his path to the points as history was made. His score wasn't just a consolation either, as he beat Peter Herbert's Porsche on the road each time, taking a best of eighth in round three after Willis's incident elevated him another place up the order.

While five points are in the bag, Finlay is unlikely to repeat the feat at all of the other very heavily populated events this year, but he did also take one of the five class records to fall on the day.

EDDIE WALDER

P69 FULL RESULTS

RESULTS RO

DONINGTON PARK HSCC, APRIL 30-MAY 2

GT & SPORTS CAR CUP FOR PRE-'66 GT & PRE-'63 SPORTS RACING CARS (58 LAPS) 1 Oliver & Grahame Bryant (AC Cobra); 2 John Clark/Andrew Smith (Jaguar E-type) -1 lap; 3 Wolfgang Friedrichs/Michael Mallock (Aston Martin DP214); 4 Fred Wakeman/Patrick Blakeney-Edwards (Lister-Jaguar Coupe); 5 Ross Warburton/Andy Newall (Jaguar E-type); 6 Jeremy Welch/Martyn Corfield (Austin-Healey 3000). **Class winners** Welch/Corfield; Joe Ward/Richard Bull (TVR Grantura Mk3); Michael Birch (Lotus Elite); David Cooke/Neil Twyman (Lotus 11 GT); Josef-Otto Rettenmaier (Maserati T61). **Fastest lap** O Bryant. **Pole** Simon Hadfield (AC Cobra).

HGPCA HALL & HALL NUVOLARI TROPHY FOR PRE-1950 GP CARS (11 LAPS) 1 Michael Gans (ERA R1B); 2 Calum Lockie (Maserati 6CM) +6.165s; 3 Nick Topliss (ERA R4A); 4 Tom Dark (Maserati 6CM); 5 Richard Pilkington (Talbot T26SS); 6 Geraint Lewis (Frazer Nash Shelsley). **CW** Topliss; Pilkington; Rob Newall (Maserati 8CM). **FL** Gans. **P** Lockie. **RACE 2 (15 LAPS)** 1 Lockie; 2 Gans +0.699s; 3 Topliss; 4 David Morris (ERA R5B 'Remus'); 5 Duncan Ricketts (Alta); 6 Josef-Otto Rettenmaier (Maserati 6CM). **CW** Topliss; Lukas Halusa (Bugatti T35C); Pilkington. **FL** Gans. **P** Gans.

HSCC HISTORIC F2 (21 LAPS) 1 Andrew Smith (March-BDA 79B); 2 Dean Forward (March-BMW 782) +53.114s; 3 Mike Wrigley (March-BDA 79B); 4 Chris Lillingston-Price (Chevron-Hart B40); 5 Alain Lagache (March-BDA 712); 6 Luciano Arnold (Brabham-BDA BT36). **CW** Forward; Lagache. **FL** Smith. **P** Smith. **RACE 2 (23 LAPS)** 1 Smith; 2 Forward +35.866s; 3 Lillingston-Price; 4 Robert Simac (March-BDA 712); 5 Frazer Gibney (March-BMW 782); 6 Lagache. **CW** Forward; Simac. **FL** Smith. **P** Smith.

1000KM FOR 1964-'71 WORLD CHAMPIONSHIP SPORTS, GT & TOURING CARS (127 LAPS) 1 Paul Gibson/Chris Ward (Broadley Lola T70 Mk3B); 2 Dan Gibson/James Littlejohn (Broadley Lola T70 Mk3B) +6.608s; 3 Oliver Bryant (Lola T70 Mk3B); 4 Martin O'Connell/Andrew Kirkaldy (Chevron B8); 5 Andy Newall/Ross Warburton (Chevron B8); 6 Robert & Josh Beebee/Steve Boulton/Steve Brooks (Chevron B8). **FL** Ward. **P** Ward.

PRE-'80 ENDURANCE FOR SPORTS RACING, GT & TOURING CARS (51 LAPS) 1 Michele Liguori (Lola-DFV T292); 2 Simon Hadfield (Lola-DFV T282) +26.814s; 3 Max Smith-Hilliard/Nick Padmore (Chevron-FVC B19); 4 Richard Piper/Greg Caton (March-BDG 75S); 5 Robert Oldershaw (Lola-FVC T212); 6 Kevin Cooke (Royale-BDA RP17). **CW** Smith-Hilliard/Padmore; Piper/Caton; Oldershaw; Peter Halford (Chevrolet Corvette); Michel Dupont (Lola T590). **FL** Hadfield. **P** Hadfield.

U2TC PRE-'66 UNDER 2-LITRE TOURING CARS (42 LAPS)

1 Andrew & Maxim Banks (Alfa Romeo Giulia Sprint GTA); 2 Neil Brown/Richard Dutton (Ford Lotus Cortina) +10.094s; 3 David Tomlin (Ford Lotus Cortina); 4 Dion Kremer (Ford Lotus Cortina); 5 Steve Soper/David Cuff (Ford Lotus Cortina); 6 Alan & Geoff Letts (Ford Lotus Cortina). **CW** Daniel Mursall (BMW 1800Ti); Peter Baldwin/Graham Churchill (Austin Mini Cooper S). **FL** Dutton. **P** Richard Shaw/Jackie Oliver (BMW 1800 TiSA).

ROYAL AUTOMOBILE CLUB WOODCOTE TROPHY FOR PRE-'56 SPORTS CARS (42 LAPS) 1 Gary Pearson (Jaguar D-type); 2 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) +2.807s; 3 Malcolm Paul/Rick Bourne (Lotus-Bristol MkX); 4 John Ure/Nick Wigley (Cooper-Bristol T23/25); 5 Rudiger Friedrichs (Jaguar C-type); 6 Mark Midgley/Chris Woodgate (Aston Martin DB3). **CW** Paul/Bourne; Ure/Wigley; Friedrichs; Midgley/Woodgate; Paul Griffin (Connaught ALSR). **FL** Pearson. **P** Pearson.

HSCC SUPER TOURING TROPHY (17 LAPS) 1 Colin Noble Jr (Vauxhall Vectra); 2 Stewart Whyte (Honda Accord) +0.285s; 3 Colin Turkington (BMW M3 E30); 4 Dave Jarman (Nissan Primera); 5 Mark Wright (Ford Escort RS1800); 6 Jason Minshaw (Volvo S40). **CW** Whyte; Turkington; Wright; Keith Butcher (Audi A4). **FL** Noble. **P** Noble. **RACE 2 (15 LAPS)** 1 Whyte; 2 Patrick Watts (Peugeot 406) +18.724s; 3 Wright; 4 Mark Smith (BMW M3 E30); 5 Butcher; 6 Darren Fielding (BMW 318 E46). **CW** Wright; Smith; Butcher. **FL** Wright. **P** Noble.

HISTORIC TOURING CAR CHALLENGE (35 LAPS) 1 Steve Soper/Chris Ward (Ford Broadspeed Capri); 2 David Cuff/Mark Smith (BMW M3 E30) +1m03.417s; 3 Patrick Watts/Nick Swift (MG Metro Turbo); 4 Peter Mullen/Patrick Blakeney-Edwards (BMW

3.0 CSL); 5 Tom Pochciol (Ford Capri); 6 Nick & Harry Whale (BMW M3 E30). **CW** Smith/Cuff; Watts/Swift; Mark Wright (Ford Escort RS1800); Nigel Garrett/Stuart Hall (Rover SD1); Andrew Bruce/Tim Hurray (Rover SD1); Henry Mann (Ford Escort); Chris Snowdon/Ian Guest (Alfa Romeo GTV6); Tom Pead (BMW 1600Ti). **FL** Cuff. **P** Cuff/Smith.

JAGUAR CLASSIC PRE-'66 CHALLENGE (22 LAPS) 1 Calum Lockie/Julian Thomas (E-type); 2 John Pearson (E-type) +6.603s; 3 Martin Stretton (E-type); 4 Joaquin Folch/Simon Hadfield (E-type); 5 Gary Pearson (D-type); 6 Marcus Graf von Oeynhausen (E-type). **CW** G Pearson; John Burton (E-type); Roger Cope (Mk1); Marc Gordon (XK150). **FL** Hadfield. **P** Lockie.

HRDC COYS TROPHY BTCC CELEBRATION 1958-66 (24 LAPS) 1 David Tomlin (Ford Lotus Cortina); 2 John Spiers (Ford Lotus Cortina) +5.670s; 3 Michael Squire (Ford Mustang); 4 Ambrosio Perfetti (Ford Lotus Cortina); 5 Bill Shepherd (Ford Galaxie 500); 6 Mark Burton (Ford Mustang). **CW** Squire; David Alexander/Richard Fores (Alfa Romeo Giulia Sprint GT); Will Dick/Barrie Williams (Morris Mini Cooper S); Ding Boston (Riley 1.5). **FL** Shepherd. **P** Shepherd.

STIRLING MOSS TROPHY FOR PRE-'61 SPORTS CARS (35 LAPS) 1 Chris Ward (Lister-Jaguar Costin); 2 Richard Kent (Lister-Jaguar Costin) +58.669s; 3 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly); 4 Oliver Bryant (Lotus 15); 5 Dion Kremer (Lotus 15); 6 Gregor Fiske/Bobby Verdon-Roe (Ferrari 246S). **CW** Bryant; Philip Champion/Sam Stretton (Lotus 11 Le Mans); Gregory de Prins (Rejo MkIV); Louis Zurstrassen (Elva Mk5). **FL** Ward. **P** Verdon-Roe.

MAD JACK PRE-WAR SPORTS CARS (25 LAPS) 1 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Supersports); 2 Rudiger Friedrichs (Alvis Speed 20 SA) +10.186s; 3 Sam Stretton (Alta); 4 Lukas Halusa (Bugatti T35C); 5 Tom McWhirter (Jaguar SS100); 6 Ewen Getley (Bentley 3/4). **CW** Stretton; Halusa; McWhirter; Getley; Richard Iliffe (Riley Kestrel); Heinz Stamm (Austin Martin 2-litre). **FL** Blakeney-Edwards. **P** Blakeney-Edwards.

HRDC PRE-'60 TOURING GREATS (26 LAPS) 1 Mike Jordan/Andrew Jordan (Austin A40); 2 Jason Brooks/Michael Caine (Austin A40) +2.688s; 3 Dave Devine (Riley 1.5); 4 Darren McWhirter (Jaguar Mk1); 5 Jason Minshaw (Austin A35); 6 Tom Shephard (Alfa Romeo Giulietta Ti). **CW** McWhirter; Devine; Shephard; Andrew & Louis Frankel (Alfa Romeo Giulia Super); Marc Gordon (Jaguar XK150S); Anthony Lucas/Duncan Pittaway (Austin A35). **FL** A Jordan. **P** Jordan/Jordan.

CADWELL PARK MSVR, MAY 1

MONOPOSTO 1800, 1600, MOTO 1000, MOTO 1400 (BOTH 11 LAPS) 1 Richard Gittings (Jedi Mk6); 2 Jason Timms (Dallara F311) +30.622s; 3 Dan Levy (Jedi Mk6); 4 Jonathan Reed (Jedi Mk6); 5 Craig Hurrain (Jedi Mk6); 6 Kyle Cutts (Speads RM05). **CW** Timms; Geoff Fern (Van Diemen RF89); David Jones (Van Diemen RF82). **FL** Timms. **P** Timms. **RACE 2 1 Gittings**; 2 Reed +37.157s; 3 Mark Crawford (Jedi Mk6); 4 Levy; 5 Fern; 6 Martin Wright (Dallara F301). **CW** Fern; Wright; Jones. **FL** Gittings. **P** Timms.

MONOPOSTO F3, MONO 2000, 2000 CLASSIC (10 LAPS) 1 Robbie Watts (Dallara F302); 2 Ben Cater (Dallara F301) +1.290s; 3 Tony Bishop (Dallara F302/4); 4 James Harris (Tatuus Formula Renault); 5 Russ Giles (Dallara F398); 6 James Drew-Williams (Lola). **CW** Robin Dawe (Vauxhall Lotus); Terry Clark (Van Diemen RF00). **FL** Watts. **P** Watts. **RACE 2 (11 LAPS)** 1 Watts; 2 Bishop +0.291s; 3 Cater; 4 David Gillett (Dallara F302/4); 5 Harris; 6 Giles. **CW** Dawe; Kevin Otway (Van Diemen F4). **FL** Watts. **P** Watts.

MSVT TRACKDAY TROPHY (24 LAPS) 1 Gary Burstow (BMW 328i Coupe); 2 David Scarborough (Lotus Elise S1) +18.377s; 3 Alex Di Donato/Benjamin Pucher (Peugeot 205); 4 John Lyne (VW Golf); 5 Adam McKeever/Matthew Weymouth (BMW 328i Coupe); 6 Dean Hyde (BMW E30). **CW** Scarborough; McKeever/Weymouth; Ray Honeybone (Ford Fiesta); Colin Tester/Paul Hatfield (Ford Puma); Simon Phillips (Ford Puma). **FL** Burstow. **P** Burstow.

MSVR ALLCOMERS (13 LAPS) 1 Mark Jessop (Ginetta G50); 2 Luke Armiger (MDV Vauxhall Tigra) +45.389s; 3 Tony Bennett

UND-UP

(Caterham R300); 4 David Tilley (Hart Sports Racing); 5 Andy Thompson (SEAT Toledo); 6 Ian Fletcher (Fletcher Hornet Mk4). **FL** Jessop. **P** Jessop. **RACE 2 (13 LAPS) 1 Jessop**; 2 Armiger +12.775s; 3 Bennett; 4 Kevin Williams (Caterham CSR); 5 Thompson; 6 Fletcher. **FL** Jessop. **P** Jessop.

BRANDS HATCH

MGCC, APRIL 30-MAY 1

PORSCHE CLUB CHAMPIONSHIP (27 LAPS) 1 Mark McAleer (996 C2); 2 Kevin Harrison (996 C2) +0.779s; 3 Paul Winter (996 C2); 4 Karim Moudi (996 C2); 5 Mike Johnson (996 C2); 6 Chris Dyer (Cayman S). **CW** Tim Speed (968 Clubsport); John Williams (911 Carrera).

FL Winter. **P** McAleer. **RACE 2 (12 LAPS) 1 McAleer**; 2 Winter +1.128s; 3 Johnson; 4 Peter Morris (996 C2); 5 Dyer; 6 Andrew Toon (Boxster S). **CW** Toon; Williams. **FL** Johnson. **P** McAleer.

MG TROPHY CHAMPIONSHIP (22 LAPS) 1 Chris Bray (ZR 190); 2 Doug Cole (ZR 190) +17.981s; 3 Lee Sullivan (ZR 170); 4 Robin Walker (ZR 190); 5 Paul Luti (ZR 170); 6 Fergus Campbell (ZR 170).

CW Sullivan; William Payne (ZR 160). **FL** Bray. **P** Bray. **RACE 2 (21 LAPS) 1 Cole**; 2 Walker +11.135s; 3 Sullivan; 4 Andrew Rogerson (ZR 170); 5 Campbell; 6 Jake Fraser-Burns (ZR 170).

CW Sullivan; Payne. **FL** Walker. **P** Bray. **MG BCV8 CHAMPIONSHIP (23 LAPS) 1 James Wheeler (B GT V8)**; 2 Russell McCarthy (B GT V8) +0.155s; 3 Neil Fowler (B GT V8); 4 Rob Spencer (B GT V8); 5 Simon Cripps (B GT V8); 6 Andrew Young (C GT). **CW** Young; Benjamin Tovey (B Roadster); Simon Tinkler (B GT). **FL** McCarthy. **P** McCarthy. **RACE 2 (14 LAPS) 1 James Wheeler**; 2 McCarthy +10.950s; 3 Jonnie Wheeler (B GT V8); 4 Cripps; 5 Fowler; 6 Young. **CW** Jonnie Wheeler; Ian Prior (B Roadster); Tinkler. **FL** James Wheeler. **P** McCarthy.

THOROUGHbred SPORTSCAR CHAMPIONSHIP (23 LAPS) 1 James Wheeler (MGB GT V8); 2 Russell McCarthy (MGB GT V8) +0.762s; 3 Rob Spencer (MGB GT V8); 4 Neil Fowler (MGB GT V8); 5 Simon Cripps (MGB Roadster); 6 Barry Holmes (MGB GT V8). **CW** Cripps; Holmes; Roy Chamberlain (Triumph TR5). **FL** McCarthy. **P** McCarthy.

MG METRO CUP (BOTH 21 LAPS) 1 Ben Rushworth; 2 Jack Ashton +13.055s; 3 David Javes; 4 Andrew Ashton; 5 Oliver Hood; 6 Lee Connell. **FL** Rushworth. **P** Rushworth. **RACE 2 1 Mike Williams**; 2 Rushworth +0.351s; 3 A Ashton; 4 Connell; 5 Mark Eales; 6 J Ashton. **FL** Rushworth. **P** Rushworth.

EQUIPE GTS (24 LAPS) 1 Tom Smith (MGB Roadster); 2 Brian White (Triumph TR4) +0.873s; 3 John Andon (Triumph TR4); 4 Chris Ryan (Triumph TR4); 5 Rob Spencer (MGB Roadster); 6 Robin Ellis (Lotus Elite). **CW** White; Brian Arculus (Lotus Elite). **FL** Smith. **P** White. **RACE 2 (21 LAPS) 1 Smith**; 2 Andon +22.909s; 3 Ryan; 4 Rob Cull (TVR Grantura Mk3); 5 Spencer; 6 Ellis. **CW** Andon; Ellis. **FL** Andon. **P** Smith.

QUAIFE/CANNONS TIN TOPS CHAMPIONSHIP (14 LAPS) 1 Chris Bassett (Peugeot 205 GTi); 2 Chris Whiteman (Honda Civic Type R) +0.047s; 3 Peter Osborne (Vauxhall Astra VXR); 4 Daniel Adams (Proton Satria); 5 Daniel Fisher (Honda Civic Type R); 6 Terry Searles (MG ZR 190). **CW** Osborne; Mikey Day (Citroen Saxo). **FL** Rod Birley (Honda Integra). **P** Bassett.

RACE 2 (10 LAPS) 1 Bassett; 2 Whiteman +8.970s; 3 Adams; 4 Birley; 5 Osborne; 6 Searles. **CW** Osborne; Day; Alan Breck (VW Golf Mk2). **FL** Birley. **P** Bassett.

QUAIFE/MOTORSport NEWS SALON CAR CHAMPIONSHIP (BOTH 18 LAPS) 1 Dale Gent (Subaru Impreza); 2 Rod Birley (Ford Escort WRC) +4.072s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Gavin Thomson (SEAT Leon); 5 Tony Skelton (Renault Clio); 6 Andy Banham (Subaru Impreza). **CW** Skelton; Laurie Grant (BMW E36 M3); Andy Pipe (Ford Escort Mk1). **FL** Gent. **P** Birley.

RACE 2 1 Gent; 2 Birley +10.424s; 3 Wise; 4 Thomson; 5 Skelton; 6 Banham. **CW** Skelton; Grant; Pipe. **FL** Gent. **P** Gent.

MIDGET/SPRITE CHALLENGE (22 LAPS) 1 James Dunkley (Midget); 2 Ed Reeve (Midget) +8.453s; 3 Richard Perry (Midget); 4 Paul Campfield (Sprite Mk1); 5 Pippa Cow (Midget); 6 Carl Chadwick (Midget). **CW** Perry; Chadwick; Tom Walker (Sprite Mk1). **FL** Dunkley. **P** David Weston (Midget) - absent. **RACE 2 (19 LAPS) 1 Weston**; 2 Reeve +12.289s; 3 Perry; 4 Campfield; 5 Chadwick; 6 Andy Southcott (Midget). **CW** Perry; Chadwick; Walker. **FL** Weston. **P** Weston.

MG CUP (BOTH 21 LAPS) 1 Thomas Halliwell (ZR); 2 Ed Davies (ZR) +9.504s; 3 Tom Diment (ZR 170); 4 David Thompson (ZR 170); 5 Richard Wilson (B Roadster); 6 Richard Buckley (ZR 170); 5 Wilson. **CW** Davies; Wilson. **FL** Halliwell. **P** Halliwell. **RACE 2 1 Halliwell**; 2 Davies +3.684s; 3 Diment; 4 Buckley; 5 Thompson; 6 Wilson. **CW** Davies; Wilson. **FL** Halliwell. **P** Halliwell.

ICONIC 50S AND FISCAR (15 LAPS) 1 Robin Ellis (Lotus Elite); 2 Colin Jones (MGA Twin Cam) +6.593s; 3 Paul Kennelly (Jaguar XK150S); 4 Brian Arculus (Lotus 11); 5 Jonathan Smare (Lotus Elite); 6 Graham Coles (MGA). **CW** Jones; Smare; Bob Lines (MGA); Howard Maguire (Playford MG). **FL** Ellis. **P** Ellis.

TRIPLE M RACE (BOTH 18 LAPS) 1 David Seber (Wolseley Hornet Special); 2 Charles Jones (MG L Special) +2.751s; 3 Mike Painter (MG Kayne Special); 4 Thijs de Groot (MG PA Special); 5 Mark Dolton (MG PB); 6 Fred Boothby (MG J2). **FL** Painter. **P** Jones. **RACE 2 1 Jones**; 2 Painter +1.157s; 3 John Seber (Wolseley Hornet Special); 4 de Groot; 5 Richard Frankel (MG K3 Magnette); 6 Dolton. **FL** Jones. **P** Jones.

MG CHALLENGE (22 LAPS) 1 David Weston (Midget); 2 Ed Reeve (Midget) +28.600s; 3 Richard Perry (Midget); 4 Andy Southcott (Midget); 5 Pippa Cow (Midget); 6 Carl Chadwick (Midget). **CW** Ian Boulton (ZR 170); Richard Buckley (ZR 170). **FL** Weston. **P** Weston.

SILVERSTONE

CSCC, APRIL 30-MAY 1

TIN TOPS (36 LAPS) 1 Nigel Ainge/Mike Jordan (Honda Integra Type R); 2 Carl Chambers (Peugeot 306 Rallye) +13.610s; 3 Tom Mensley (Renault Clio 172); 4 Russell Hird (Honda Integra Type R); 5 Mark Livens (Honda Civic Type R); 6 Robert Chase/Ryan Colvey (Renault Clio 172). **CW** Mensley; Lisa Selby/Toby Harris (Ford Puma); Terry Upton (Ford Fiesta ST); William Hardy/Scott Lock (Vauxhall Nova GTE); Robert Alman (BMW E36 Compact). **FL** Jordan. **P** Ainge/Jordan.

MODERN CLASSICS (36 LAPS) 1 Edward Leigh (BMW M3 Evo E36); 2 Nicholas Olson (Lotus Esprit S3) +18.145s; 3 Barry O'Neill/Andrew Szymanski (BMW M3 Evo E36); 4 Paul Black/Clive Bailie (Mazda MX5 BBR Turbo); 5 Laurie Grant (BMW M3 Evo E36); 6 James Broad/Alan Broad (Porsche Boxster S). **CW** Olson; Black; Bailie; Richard Hayes (Toyota Celica GT4); Robert Fellowes/Andrew O'Connell (Porsche 968); Tina Cooper/David Sharp (Lotus Elise S1); Simon Gerrard/Giles Lock (VW Golf). **FL** Olson. **P** David Marcussen (BMW M3 Evo E36).

MAGNIFICENT SEVENS (31 LAPS) 1 Peter Ratcliff (Caterham C400); 2 Lewis Tootell/Gary Tootell (Caterham R300) -1 lap; 3 Jonathan Pittard (Caterham Superlight R); 4 Christian Pittard (Caterham CSR); 5 Mark Horton (Caterham 7); 6 Gary Bate (Caterham CSR). **CW** Tootell/Tootell; J Pittard; Horton; Alan Pegram/Lawrence Barwick (Caterham 7); Richard Carter (Caterham R300); Tim Witcomb (Caterham Supersport); Jean Paul Bole (MK Indy R); Ben Mowbray/Andy Mowbray (Westfield SEW); Andrew Hough (Caterham Superlight R); Stephen Storey/Andrew Tidy (Caterham Blackbird). **FL** Ratcliff. **P** Ratcliff.

NEW MILLENIUM AND PUMA CUP (33 LAPS) 1 Daniel Wylie (BMW M3 E46); 2 Peter Challis (Porsche 997) +7.045s; 3 Piers Reid (BMW M3 E46); 4 Lee Spencer/Rick Kerry (BMW M3 E36); 5 Clive Bailie/Paul Black (BMW M3 CSL); 6 Rory Hinde/Owen Fitzgerald (BMW M3 Evo E36). **CW** Challis; Matt Cherrington/Martin Gambling (BMW Z3M Roadster); James Clare (Ford Puma); Riku Garner/Phil Gardner (Renault Clio); Keith Issatt (Mini Cooper S); Simon Thorpe/Shawn Jackson (BMW 325ti E46 Compact). **FL** Challis. **P** Thomas Houlbrook (BMW M3 E36).

OPEN SERIES (36 LAPS) 1 Gary Bate (Caterham CSR); 2 Charles Holroyd/David Holroyd (Caterham CSR) +41.947s; 3 Joe Jackson (Vauxhall Tigra); 4 Gary Tootell/Lewis Tootell (Caterham R300); 5 James Broad/Alan Broad (Porsche Boxster S); 6 Mark Anderson/Carl Grimsley (BMW E46). **CW** Jackson; Tootell/Tootell; Broad/Broad; Christophe Deboffe/Laurent Houvenaghel (MK Indy R); Andrew Greenwood/Ian Haire (Caterham Supersport); Chris Bialan/Chris Campbell (Porsche 944 S2). **FL** Bate.

P Jeremy Cooke/Mike Dowd (BMW M3 GT4).

SPECIAL SALOONS & MODSPORTS (BOTH 15 LAPS) 1 Steven Moss (Ford Anglia); 2 Wayne Crabtree (Ford Escort BDT1) +1.181s;

3 Paul Sibley (Lotus Elan); 4 Tony Ellis (Mazda RX7); 5 Craig Percy (Morris Minor); 6 Tony Paxman (Ford Escort Mk1). **CW** Sibley; Paxman; Kevin Cooper (Davrian Imp). **FL** Crabtree. **P** Ricky Parker-Morris (Peugeot 309 GTi Turbo). **RACE 2 1 Moss**; 2 Chris Southcott (MG Midget) +4.264s; 3 Sibley; 4 Crabtree; 5 Percy; 6 Steve Minton (Ford Escort Mk2). **CW** Southcott; Minton; Cooper. **FL** Moss. **P** Crabtree.

SWINGING SIXTIES GROUP 1 (32 LAPS) 1 David Carvell/Julian Belcher (Ford Cortina Twin Cam); 2 Richard Merrell (Alfa Romeo Giulia GT) +1.401s; 3 Sam Polley (MGB Roadster); 4 Jack Smith/Steve Smith (MGA); 5 Ian Everett/Gary Makein (BMW 1502); 6 Clive Tonge/Vaughn Winter (Mini Cooper S). **CW** Tonge/Winter; Jon Sandilands (MGB Roadster); Simon Polley (MG Midget); Pietro Caccamo (Lancia Fulvia); Stuart Bancroft (Triumph TR4). **FL** J Smith. **P** Carvell/Belcher.

GROUP 2 (35 LAPS) 1 Mark Halstead/Stuart McPherson (Ginetta G4); 2 Jon Wolfe/David Thompson (TVR Tuscan V8) +34.280s; 3 Raymond Barrow (Chevrolet Camaro); 4 Malcolm Johnson (Lotus Europa); 5 Philip Rothwell (Lotus Elan S3); 6 Paul Keevill/James Keevill (Lotus Elan S3). **CW** Wolfe/Thompson; Simon James (Sunbeam Tiger); Mike McBride (MGC GT); Mel Streek/Chris Anderson (Ford Mustang). **FL** Halstead. **P** Halstead/McPherson.

FUTURE CLASSICS (36 LAPS) 1 William Plant/Richard Plant (Morgan Plus 8); 2 Mark Chilton (Porsche 928 S4) +18.661s; 3 Alec Livesley (Jensen Healey); 4 Matthew Lewis (Marcos Mantula); 5 David Coyne/Chris Compton-Goddard (Ferrari 308); 6 Tony Maryon (Porsche 944 S2). **CW** Chilton; Livesley; Lewis; Maryon; Myles Castaldini (Davrian Mk8); Richard Carter/James Carter (Morgan Plus 8); Andrew Constantinou (Ford Escort); Adam Richards/Edward Stone (BMW 325i). **FL** W Plant. **P** Plant/Plant.

CLASSIC K (51 LAPS) 1 Mark Halstead/Stuart McPherson (Lotus Elan S2); 2 David Garrett (Lotus Elan 26R) +45.621s; 3 Allen Tice/Chris Conoley (Marcos 1600 GT); 4 Michael Gray/Kallum Gray (Jaguar E-type); 5 John Buswell/Alex Thistlethwayte (Ford Mustang); 6 Josh Sadler/Mark Henderson (Ford Falcon). **CW** Gray/Gray; Buswell/Thistlethwayte; Peter Tognola (Porsche 911); Richard Parsons/William Teague (Austin Mini Cooper S); Hugh Colman/Charlie Colman (MGB Roadster); Steve Chapman (Triumph TR4 SLR); Tim Covill/Steven Dickens (Ford Cortina Mk1). **FL** Halstead. **P** Halstead/McPherson.

CRAIGANTLET HILLCLIMB, APRIL 30

MSA BRITISH HILLCLIMB CHAMPIONSHIP ROUND 3 1 Scott Moran (3.5 Ford-NME GR61X) 39.40s Record; 2 Will Hall (2.0 Force-AER/XTec WH) 41.16s; 3 Dave Uren (1.3t Force-Suzuki PC) 42.14s; 4 Alastair Crawford (2.8 Gould-NME GR55) 42.95s; 5 Graham Wynn (1.3t Force-Suzuki PC) 46.15s; 6 Nicola Menzies (1.3t Force-Suzuki PC) 48.18s; 7 Kevin Creaven (1.0 OMS-Suzuki SF) 50.57s; 8 David Finlay (2.0t Honda Civic Type R) 55.81s; 9 Peter Herbert (3.6 Porsche 911) 57.09s; 10 Trevor Willis (3.2 OMS-RPE 28) 91.46s.

ROUND 4 1 Moran 39.12s RECORD & BTD; 2 Willis 39.80s; 3 Hall 39.85s; 4 Uren 41.81s; 5 Crawford 42.84s; 6 Wynn 44.88s; 7 Menzies 46.96s; 8 Creaven 49.10s; 9 Finlay 55.21s; 10 Herbert 57.17s. **CLASS WINNERS** Stephen Strain (2.0 Ford Escort Mk1) 56.84s **RECORD**; Aaron Bunning (2.0 Mudsport Midget) 59.20s; William Heaney (1.7 Ford Puma) 66.18s; Finlay 54.69s **RECORD**; Ivan McCullough (3.6 Nissan GT-R) 50.59s **RECORD**; Gardiner McIlwaine (2.0 Westfield) 53.87s **RECORD**; Robert Davison (2.0 MEV Rocket) 54.09s; Gordon Fogarty (1.6 Fiat X1/9) 56.14s **RECORD**; Steven Gault (1.6 Citroen Saxo) 52.98s; Rudi Gage (1.4 Maguire Mini) 50.42s; Trevor Allen (1.0 GMS-Suzuki) 52.71s; Gerard O'Connell (2.5 Ford-Millington Escort) 51.36s; Alan Cassells (1.6 Peugeot 106) 56.06s; Thomas Purdy (2.4 Ford Escort Mk2) 52.91s; Mark Lancashire (2.2 Subaru Impreza) 49.17s **RECORD**; Chris Houston (1.4 OMS-Suzuki CF04) 46.57s **RECORD**; Moran 40.22s.

CHAMPIONSHIP POINTS 1 Moran 40; 2 Willis 26; 3 Uren 25; 4 Hall, Wallace Menzies & Alex Summers 17; 7 Crawford 14; 8 Richard Spedding 12; 9 Wynn 11; 10 N Menzies 9.

WHAT'S ON

Is this just fantasy?

WE'VE ALL HAD THOSE discussions where someone, at some point, will say something along the lines of 'If I was in charge of Formula 1...' before reeling off a list of all the things they would change about motorsport's top tier.

And while online F1 fantasy leagues don't offer the opportunity to fix some of the category's biggest issues, they do afford an entertaining way of putting the fans in control of a team.

Fantasy leagues are nothing new – some corners of the internet reckon they originated in US golf in the 1960s. Their UK heyday looked like it might have come in the mid-'90s, when David Baddiel and Frank Skinner's *Fantasy Football League* became cult TV, and *Autosport's* own F1 league was a magazine staple with big prizes. But the concept is perfect for the internet, and has been further stoked by social media.

At the simplest end are the online leagues that focus on driver selection, whereas the more technically minded versions challenge players to consider the merits of whether to sacrifice power-unit output for a better chassis, as well as assembling the best driver line-up – all from a limited budget.

The F1 Manager online league is particularly good and takes the latter approach by allowing you to upgrade drivers, chassis and engine as the season progresses based on income from race results.



FERRARO/LAT

And while a fantasy league allows fans to scratch that itching desire to run a team, the wider value of the concept shouldn't be ignored. Tying up with social media allows the leagues to bring together a community of budding team principals in one place. But perhaps more importantly a fantasy league can help breathe life into an unexciting race or season.

There's an official IndyCar Fantasy Challenge, as well as fan-run efforts

When Sebastian Vettel dominated the top step of the podium for four years at Red Bull, everyone online with a bit of management nous naturally opted for the German driver as soon as money would allow.

But doing so actually brought the real battle for points to the midfield and the backmarkers. Who had chosen the best of the rest that weekend, and which drivers had picked up the minor points? It could mean the difference between topping a league or falling short.

The importance of those non-star drivers can help viewers remain engaged while they're watching a grand prix, particularly if the result at the front looks a foregone conclusion. Viewers who have a league will naturally urge on their drivers and in turn become much more invested in the sport.

With other categories such as NASCAR and IndyCar getting in



Lower categories offer untapped potential

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on the act, the variety of leagues is stronger than it has ever been.

But there is an opportunity yet to be exploited for lower categories such as GP2, Formula V8 3.5 or European Formula 3. A chance to build a bigger audience through social media seems like one that's worth a go, particularly in attracting younger fans who have been brought up with social media as the norm and may be less inclined to watch TV.

With single-make series likely to throw up less predictable results than F1 (and better racing), the prospect of youngsters arguing over whether Alex Lynn or Sergey Sirotkin is the hottest title prospect, and deriding each other over their choice of Philo Paz Armand or Nabil Jeffri, should make for entertaining competition.

Now to decide my own GP3 line-up – Ralph Boschung or Mahaveer Raghunathan?

JASON NOBLE



HOT ON THE WEB THIS WEEK

YouTube PADDON GUNS IT FOR WRC GLORY

Search for: ONBOARD Paddon Power Stage SS18

Watching onboard footage of Hayden Paddon flat-out en route to his first World Rally Championship victory is entertainment enough, but this video continues as his Hyundai is halted by the media scrum, then captures the moment the Kiwi realises he's actually won.



JOHNNY MOWLEM'S RACING TRAVELS

SKY SPORTS 3

Saturday 2030, 0000

Sunday 0900, 1430

As you would guess from the title, this programme documents British sportscar veteran Johnny Mowlem's 2016 racing activities. The first episode includes footage from the Daytona and Sebring endurance classics, as well as a look at Mowlem's European campaign with the FF Corse Ferrari GT3 team.

INTERNATIONAL MOTORSPORT

WORLD ENDURANCE CHAMPIONSHIP

Rd 2/9

Spa, Belgium

May 7

WATCH ON TV

Live: Eurosport, Saturday 1800; Motors, Saturday 1315 and 1730

TCR INTERNATIONAL

Rd 3/11

Spa, Belgium

May 6-7



DTM

DTM

Rd 1/9

Hockenheim, Germany

May 7-8

WATCH ON TV

Live: BT Sport Europe, Saturday 1430; BT Sport ESPN, Sunday 1300

WORLD TOURING CARS

Rd 4/12

Marrakech, Morocco

May 8

WATCH ON TV

Live: Eurosport, Sunday 1200 and 1645

V8 SUPERCARS

Rd 4/15

Barbagallo, Western Australia

May 7-8

WORLD ENDURANCE



EBREY/LAT

NASCAR SPRINT CUP

Rd 11/36

Kansas Speedway, USA

May 7

SUPER TC2000

Rd 3/12

Mendoza, Argentina

May 8

EUROPEAN RALLY CHAMPIONSHIP

Rd 3/10

Acropolis Rally Lamia, Greece

May 6-8

ZANDVOORT 12HRS

24 Hour Series

Rd 3/6

Zandvoort, Netherlands

May 7

MOTOGP

Rd 5/18

Le Mans, France

May 8

WATCH ON TV

Live: BT Sport, Sunday 1730

UK MOTORSPORT

SILVERSTONE, 750MC

May 7

Roadsports, 750 Formula, 750 Trophy, Classic Stock Hatch, Stock Hatch, Hot Hatch, Classic Interseries

OULTON PARK, BRSCC

May 7

FF1600, XR Challenge, Fun Cup, Ferrari Classic

THRUXTON, BTCC

May 7-8

BTCC, MSA Formula, Renault Clio, Ginetta GT4, Ginetta Junior

BRANDS HATCH, BLANCPAIN GT

May 7-8

Blancpain Sprint Cup, GT Cup, Mini Challenge, Blancpain GT Sports Club

SNETTERTON, BARC

May 7-8

Caterham Graduates, Britcar Production, Britcar, Junior Saloons, Karts

ANGLESEY, BRSCC

May 7-8

Caterham Superlight R300, Caterham Roadsport, Caterham Tracksport, Caterham Supersport, Mazda MX-5

BISHOPSCOURT, BARC

May 7-8

FF1600, Formula Vee, Stryker Sportscars, Touring Cars, SEATs, Historic Racing Cars, ASK Supercars, BOSS Ireland, Karts

SILVERSTONE, BRSCC

May 8

Formula Jedi, TVRs, Open Sports, Alfa Romeos, Honda V-Tec

THE ARCHIVE

Henri Toivonen's Lancia 037 sits atop the starting order ahead of the 1985 Sanremo Rally.

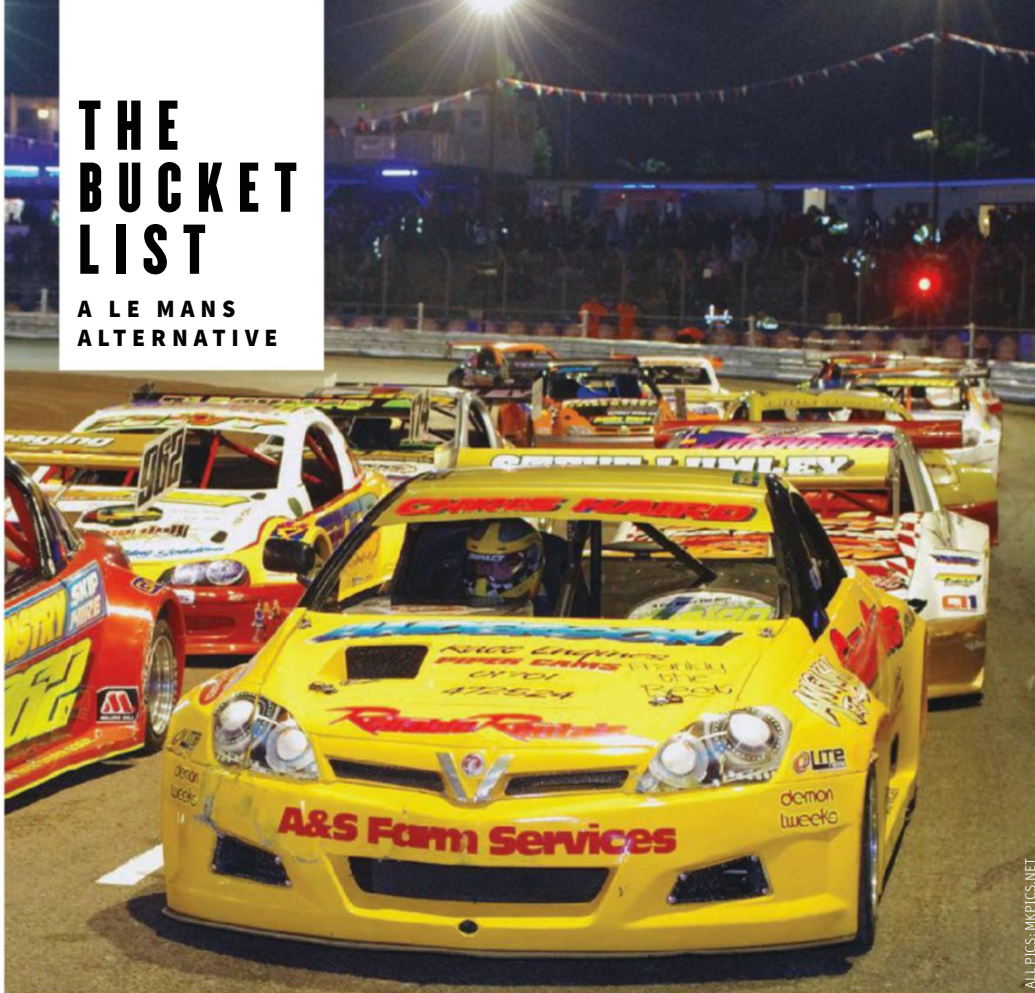
Toivonen went on to finish third in what was the 037's final outing. The rally was won by Walter Rohrl and was the last victory for the Audi Quattro.

McKlein.de



THE BUCKET LIST

A LE MANS
ALTERNATIVE



ALL PICS: MKPICS.NET

WITH LAP TIMES BARELY OVER 15 SECONDS AND ONLY TWO RIGHT-handed corners to contend with, the all-action format of short-oval racing could not be further from the ethos of the Le Mans 24 Hours. But if the famous French endurance event in June isn't something you'll be attending, there is a fine alternative – in every sense of the word – waiting in East Anglia.

National Hot Rod has been through something of a resurgence in recent times, with a huge investment in arenas, particularly at Foxhall Heath in Ipswich. Foxhall Heath is the scene of the Thunder 500 meeting on June 18.

The Thunder 500 is a non-points scoring dress rehearsal for the World Final, which is run at the same venue just two weeks later. The best drivers from across the country descend on Ipswich to prepare for the season's showpiece.

The National Hot Rod World Final, held at the start of July, is the one they all want to win. Drivers take the entire 15-round season, which runs from the end of July through to May, building up a points tally. The top scorers from England, Scotland, Northern Ireland and Ireland – plus a small overseas contingent – get to battle it out in the World Final, a winner-takes-all clash.

The Thunder 500 is the perfect warm up and it is where drivers will fine-tune their machines and make the last preparations before the Big One.

Among the secrets to unlocking a winning set-up from a two-litre spaceframe chassis Hot Rod is to create a car that works on the treacherous outside line. If a driver can get a run around along the outside of a rival, he will stand a chance of forging an overtaking move.

It might take 10 or more laps to creep ahead bit by bit, grabbing a yard or two at every corner. It is a sublime skill to watch when it is done properly.

Not only are the National Hot Rods at the Thunder 500, the BriSCA F1 stock cars on the bill too and a chance to see the National Ministox – the category that produced 2015 Le Mans 24 hours winner Nick Tandy. **MATT JAMES**

Short-oval racing isn't bothered by a clashing Le Mans date – having nurtured several previous winners

AT A GLANCE

Where Foxhall Heath stadium, Ipswich
When June 18, 1845 (to be confirmed)
Cost General admission £18, concessions £16,

children 5-14 £7, children under 5 free, programme £2, parking £2
Key tip Make sure you get chance to look around the paddock

before the event kicks off. It will give you a good sign of just how far the National Hot Rod machines have progressed



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Autosport, ISSN number 0269946X, is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent.

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Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS. Tel: +44 (0) 1733 955161. Printed in England by Wyndeham Peterborough Ltd. ISSN 0269-946X. Autosport, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP.

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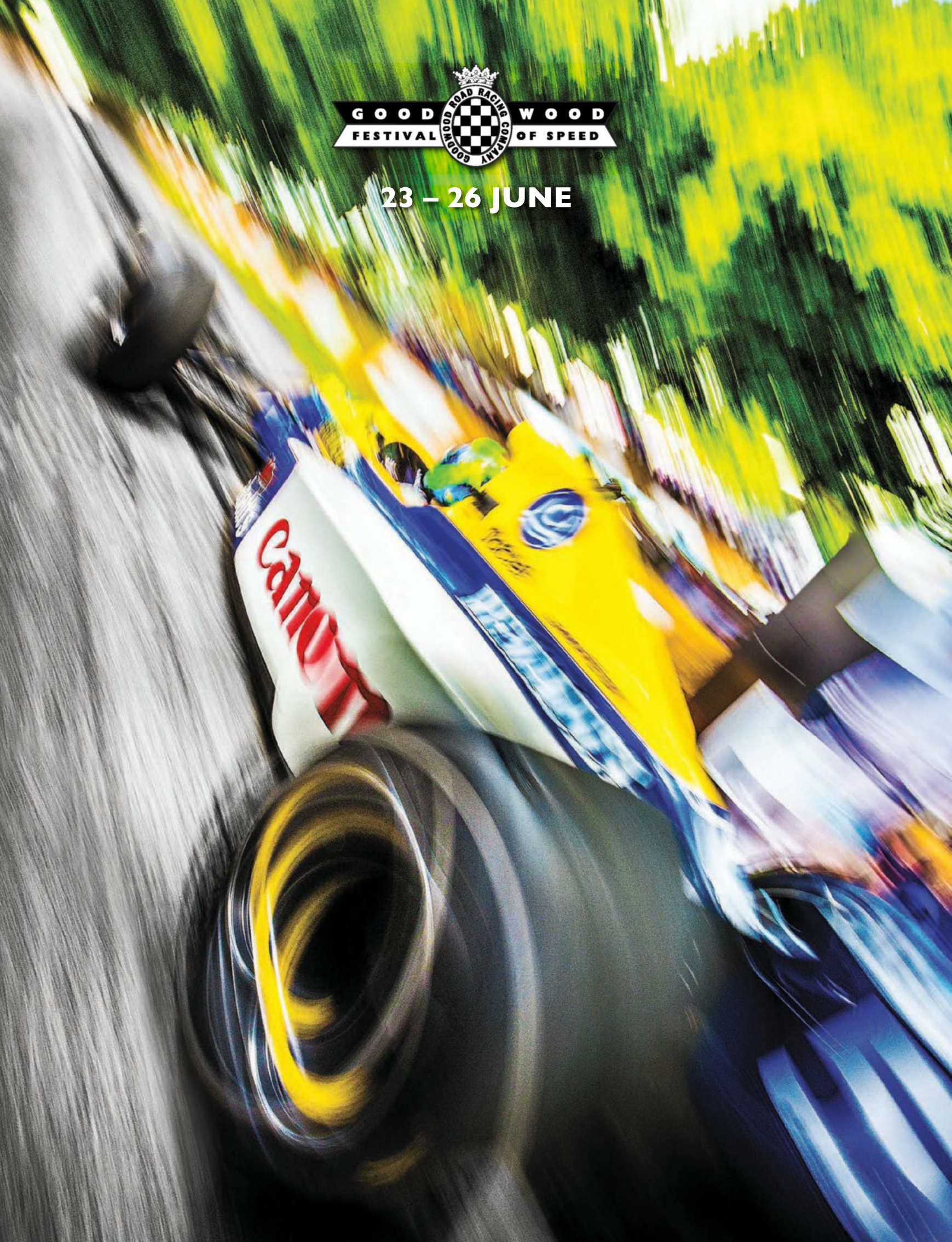


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