

F1 MONACO GP AND INDY 500 REPORT SPECIAL

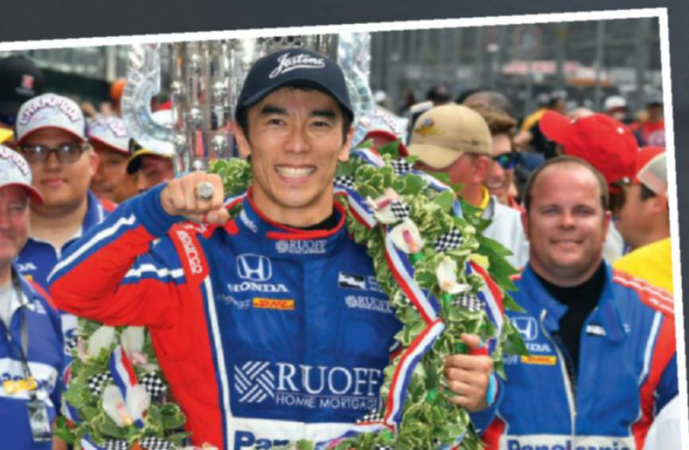
 **AUTOSPORT**

HONDA LETS ALONSO DOWN

AGAIN

F1 ace stars
at Indy before
engine failure...

...as Sato storms
to dramatic win



PLUS

**VETTEL LEADS FERRARI TO A
1-2 AT MONACO GRAND PRIX**



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Alonso shines at Indy despite cruel failure

GIVEN THAT HONDA DID WIN THE INDIANAPOLIS 500 with Takuma Sato, our cover line this week might seem rather harsh. But in the context of Fernando Alonso's time with the Japanese giant, it is fair. And we take no joy in saying it either.

Alonso's Indy 500 bid has been *the* motorsport story of the year so far and, as the race developed, it was clear the two-time Formula 1 world champion had a real chance of challenging for victory. For that climax to be taken away – from Alonso and all the watching fans – was extremely disappointing. Or, as McLaren boss Zak Brown put it, “shocking but not surprising”.

But there were plenty of positives. The American fans really took to Alonso and the Spaniard clearly enjoyed the experience. He has already talked about returning some day.

Sato's success is also a feel-good story. It's hard to find people who don't like the amiable Japanese driver, whose F1 career never quite delivered. His was a thoroughly deserved victory.

Not quite so clear cut was the result of the Monaco Grand Prix. The fact that title contender Sebastian Vettel was able to jump Ferrari team-mate Kimi Raikkonen in the pits, thereby extending his points lead over a struggling Lewis Hamilton, had the conspiracy theorists in overdrive. Did Ferrari deliberately hurt Kimi's chances? That's the question Ben Anderson tackles in our report on page 14.

• Next week we prepare for another of motorsport's classic events, the Le Mans 24 Hours. Our preview supplement will be our biggest for some years, so sportscar fans should take a look next Thursday.



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Abbott; LePage/LAT Images

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NIGEL ROEBUCK

Alonso shows, Honda blows

ONCE AGAIN HELIO CASTRONEVES came up short in his bid to win a fourth Indianapolis 500, the Penske driver finishing second to Takuma Sato, who gave Andretti Autosport its third victory in four years. Always quick, if sometimes a little too brave for his own good, Sato is popular in IndyCar, as he was in Formula 1, and his win was very well received.

Undoubtedly, though, the story of the weekend — of the event — was Fernando Alonso, who created a huge impression, both on the track and off, in what was for him a totally unfamiliar environment.

Newspapers talked about ‘Alonso Mania’, and it took hold to the point that race fans were tracking his flights. When Fernando’s private jet landed back in Indianapolis, after a race publicity trip to New York on the Tuesday before the race, he found a horde of them waiting at the airport. As Eddie Cheever said, “Suddenly America has a new favourite Formula 1 driver — wait to see the reception he gets at Austin in the fall...”

It was a pity, therefore, that the day before the race, in Monaco, Lewis Hamilton chose to come out with a churlish remark about Alonso and Indianapolis. If, on his first appearance

there, Fernando could qualify fifth, Lewis said, “What does that say about Indy?”

Who knows, perhaps there were folk who made similarly graceless remarks about Formula 1 10 years ago, when an English rookie qualified fourth for his first grand prix? Not surprisingly, Hamilton’s comment was not well received at the Speedway: as Cheever said, a better question might have been, “What does that say about Alonso?”

For nearly three hours Fernando ran at a speed no Formula 1 car touches even momentarily, but his dream of winning the 500 evaporated with 20 laps to go, when his engine blew. He had, however, led the race several times, for a total of 27 laps, and looked very comfortable doing it.

“Everyone told me that the race was all about the last 20 laps, when suddenly you don’t have any friends any more, and I was sad not to be part of it,” he said. “I’d been taking care of the front tyres at the beginning of the final stint because I knew the race would be decided in the last six or seven laps — I think I had a little bit in the pocket.”

We’ll never know, but certainly his showing deeply impressed the cognoscenti.

“Fernando took to this track so nicely,” said



Roebuck observed that Alonso hasn’t seemed this happy at a track for quite some time



Alonso took to Indianapolis with aplomb

Mario Andretti before the race. “He was on it from the very beginning — and you know what really registered with me? The fact that in the turns he was immediately running inside the white line — not everyone does that, and as soon as I saw it, I said, ‘He’s going to be OK’.

“Of course he’s had a lot of help from Gil [de Ferran] and the team, and you don’t want information overload, but I said to him, ‘The only thing you need to remember is trust yourself — trust your butt. If everything feels good, you’re gonna go — if it doesn’t, fix it, because at this place you can’t drive round a problem.

“We’ve already seen he’s not afraid to stick his nose in there, and you don’t go into a corner at 230mph, right on a guy’s gearbox, unless you’re confident in yourself. I’d love to see him win the 500 — after what he’s gone through in Formula 1, he deserves to smile — and it’ll probably never happen again. If he’s got a competitive car, he’s not going to



miss Monaco, and they always clash...”

When I told Alonso I hadn't seen him this happy at a race track for a long time, he said: “Sure, you're right – it's the first time for years I've had a competitive car – a car able to win the race! Also, I really like the atmosphere. In F1 there's more jealousy, people always trying to introduce polemics when there aren't any, but here they're trying to sell a good image.

“This is a sort of one-off experience for me, and the number of interviews has been intense, but although I've not tired of them, for sure the best moment will be when I finally jump in the car on Sunday.

“At Indy the set-up of the car is everything – and it's so different from what I'm used to. When I first drove it I felt OK – but not in total control of all the things that were happening, because the car doesn't feel natural to drive. You know, like having to turn right on the straight! That sends some weird messages to the brain – you arrive at a corner, and

“If in the end the Honda engine let Alonso down, certainly it had allowed him to make his mark on the 500”

you just release the pressure in your hands, and the car starts to steer to the left...”

“That goes against your natural feelings, and took a bit of getting used to. In the same way, on the track you hardly touch the brakes, but when you come into the pits and you brake, it's like there is no retardation – you have to brake very, very, early, and also because the diameter of the tyres is different, right and left, when you brake the car goes massively to the left, so you have to steer more or less 90-degrees to the right to brake straight!

“So much is different at Indianapolis, and

maybe the biggest thing is running in traffic. Following another car closely, in dirty air, you need to plan your moves way in advance. If you're going to make a move into turn one, maybe you need to start preparing it in turn one the lap before! Big learning experience.”

For once Alonso found himself with a Honda engine right on the pace, and if in the end it let him down certainly it had allowed him to leave his mark on the 500.

As the front page of Monday's Indianapolis Star put it, 'Fernando Alonso won everything but the race'. ❦



INDY500

Polesitter Dixon survi

INDIANAPOLIS 500 POLESITTER SCOTT Dixon survived a horrific accident without injury during this year's race after being launched into the inside fence.

Dixon was running eighth on lap 53 after the first round of green-flag pitstops – having led early on from pole – when Jay Howard, making his first IndyCar start since the 2011 season finale, got high after being lapped by Ryan Hunter-Reay and ran wide at Turn 1.

Howard, who was running last having lost time when he ran out of fuel before his first stop, struck the SAFER barrier at the exit of the corner. With deranged front-left suspension, he then ran down the track and across the path of Dixon, who had gone low in an attempt to avoid the wreck.

Dixon hit the rear-left corner of Howard's Dallara, tipping it into a more aggressive spin, and was then launched over the car and towards the infield fence. Dixon's car rotated in the air and hit the top of the barrier with the right side of the car at the same time as the rear struck the fence while still airborne. Fortunately, as the car ran across the top of the barrier, and the entire engine and gearbox assembly was ripped off,

Dixon's head remained protected.

After hitting the ground the car rolled again, during which the rollhoop sustained a heavy impact. But the hoop and safety cell remained intact as the car came to rest at Turn 2.

Dixon was taken to the infield medical centre, but released and complained only of a knock to the ankle

"It's tough when you make those decisions of which way to go," said Dixon. "I was hoping that Jay was going to stay against the wall, but obviously with the impact it then started to turn down [the track]. But I'd already picked a way to go and there was nowhere else to try to avoid him.

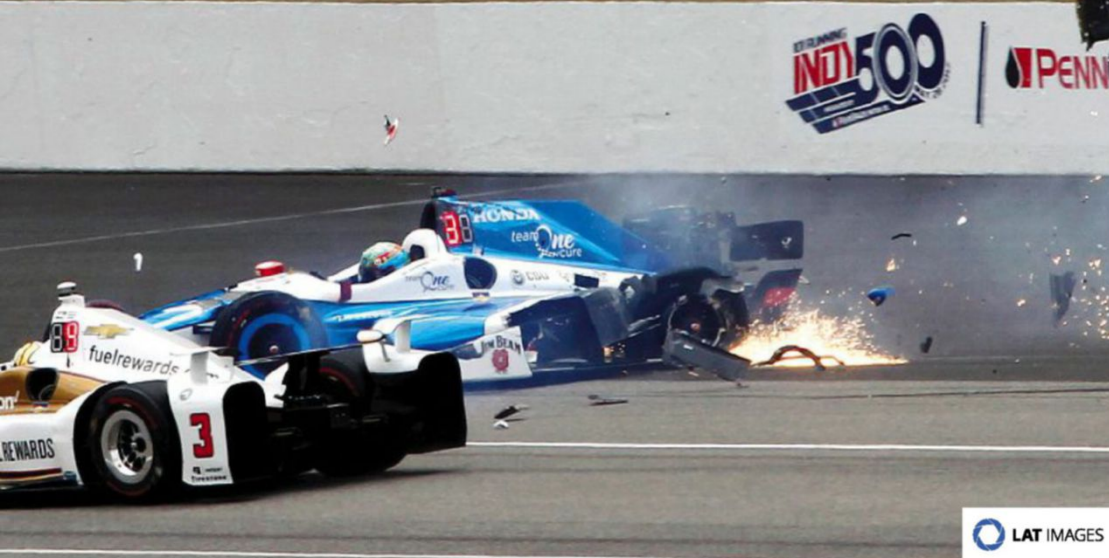
"It's a wild ride, you just hold on and believe in the safety progress that we've had over the past few years."

Howard, whose car ended up following through Dixon's flying debris, placed the blame on Andretti Autosport driver Ryan Hunter-Reay for forcing him wide.

"Hunter-Reay comes up behind me, I'm trying to be the nice guy and lift and let him go by, and he just moves over and puts me out on all the marbles and the grey," said Howard. "And



Dixon was committed to an evasive line that Howard's stricken car then moved into, acting as a launching pad



ves Indy horror crash

at that point, I'm just a passenger. It's one thing doing that to me and just taking me out of a race, and then to take Scott out of it and have a big crash like that, it's just wrong."

Team Penske driver Helio Castroneves was also fortunate not to get caught up in the shunt. The eventual runner-up was running behind Dixon and had dived to the far left of the track to avoid the crash, taking to the grass as the accident headed in his direction. He passed underneath Dixon's car and, while debris caused some minor damage to his car, he was lucky Dixon's car did not land on top of him.

"I saw the #77 [Howard] car on the grey," explained Castroneves. "I knew he would bounce back. When I saw Dixon, I said, 'OK, he might be in trouble'. So I was already moving to the left, but the cars, when they connected, came so fast towards me in the air. I really threw the car into the inside. I saw they were flying, I ducked, I closed my eyes. When I opened them, I was in the grass."

"He was lucky Dixon's car did not land on top of him"

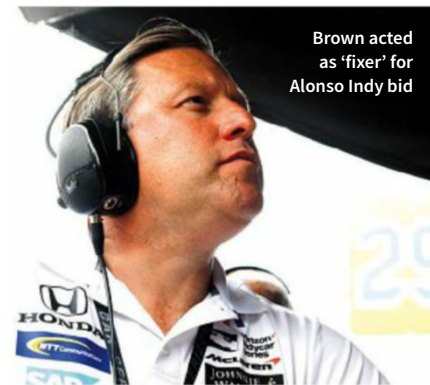
The impact tore a hole in the fence, leading to the race being red-flagged to allow extensive repairs. Freelance photographer Ron Graphman was shooting from behind the fence and required medical attention after the crash, but said his injuries were minor.

"The instant I saw he was hitting the fence, a ton of debris was coming through the fence at me, so as I was holding up my hands to guard my body I instinctively knew to drop," he told newspaper *The Indy Star*. "That's when I twisted my back and got a pinched nerve and pulled muscles."

Buddy Lazier, winner of the Indy 500 in 1996 and making his 20th start in the race, also suffered a major impact during the race after losing the rear of his self-entered car early in the corner and striking the wall with the left side of the car.

He was taken to hospital suffering from "chest discomfort", but the team subsequently confirmed he had been released soon after.

EDD STRAW



Brown acted as 'fixer' for Alonso Indy bid

INDY 500

Alonso's failure was 'shocking'

McLAREN EXECUTIVE DIRECTOR ZAK BROWN described the Honda engine failure that ended Fernando Alonso's Indianapolis 500 victory bid as "shocking but not surprising".

Alonso had just taken seventh place when his Andretti Autosport entry slowed at the end of the 179th lap after suffering an engine failure.

This followed a series of engine problems for Honda during practice and the race. Andretti's Ryan Hunter-Reay and Chip Ganassi Racing's Charlie Kimball also retired from the race with the same problem.

"It's gone up in a puff of smoke, which is something we see all too often," said Brown. "Sad for Fernando, everyone at McLaren, everyone at Andretti. We've had a very painful couple of years and this was hopefully intended as part of the programme to give us a good result.

"To be let down again as we have been is just shocking, but not surprising."

Honda had been concerned about reliability heading into the race after a number of problems through the Indianapolis month.

Alonso has said he will return to the Indianapolis 500 in an attempt to win the race, even though his priority for 2018 is to win the Formula 1 world championship.

"Definitely, yes," said Alonso, when asked if he is hungry to return. "I need to keep pursuing this challenge, because winning the Indy 500 is not completed."

EDD STRAW



Alonso's engine blew with 21 laps to go

FORMULA 1

HAMILTON'S AND F1'S POPULARITY ON THE RISE

THE LARGEST EVER SURVEY of motorsport fans has revealed Lewis Hamilton to be Formula 1's most popular driver, and the sport to be viewed in an increasingly positive light by its audience.

The 2017 F1 fan survey, commissioned by Autosport's parent company Motorsport Network, shows Hamilton's popularity to be approaching levels not seen since Michael Schumacher's heyday. He and Alonso dominated the popularity charts, taking almost 40% of the vote between them. Meanwhile Ferrari strengthened its position as F1's most popular team, with more than 30% of the vote.

There has also been a dramatic shift in fans' perceptions of F1 since its commercial rights were taken over by Liberty Media.

Whereas two years ago a previous study showed F1 to be undergoing something of an existential crisis, the 2017 survey highlighted a wave of optimism, with words such as "exciting", "competitive" and "prestigious" all being strongly associated with the sport. In 2015, "boring", "corrupt" and "threatened" all registered strongly.

The survey, which attracted more than 148,000 respondents across 194 countries, showed F1 to have a dedicated, hardcore fanbase, more than half of whom described themselves as "avid" followers. They recorded a strong dislike for any attempt to make F1 artificially entertaining with devices such as DRS to aid overtaking, or tyres designed to deliberately degrade.

They reckoned a 19-21-race calendar to be ideal, with the Monaco, Silverstone, Spa and Monza races all considered to be essential.

A full report on the survey will be carried in next week's Autosport magazine, and further details can be found on autosport.com.

ANTHONY ROWLINSON



WORLD ENDURANCE CHAMPIONSHIP

BMW to base sportscar attack on new M8 machine

BMW IS DEVELOPING A NEW M8 FOR ITS WORLD Endurance Championship entry next season.

The German manufacturer revealed that it will race a GTE version of the forthcoming 8 Series at the same time as confirming that there will be an M-brand car for the road at last weekend's Nurburgring 24 Hours.

BMW had chosen not to confirm which model would be the basis of its WEC attack on the announcement of the programme last September.

"Developing a new racing car is always exciting, and in the case of the BMW M8 GTE the anticipation is that much greater still," said the BMW Motorsport boss Jens Marquardt.

"We can't reveal any pictures yet, but I can promise you that the BMW M8 GTE will look spectacular."

Marquardt revealed that a first shakedown of the new GTE racer was planned before the end of June and that the car is set to make its debut in next year's IMSA SportsCar Championship opener at Daytona at the end of January.

Plans for a new 8 Series were announced late last year and BMW unveiled a concept version of the road car last week (above). The Germany company is yet to reveal which engine will power the road or race car, but it is expected to be the same 4.4-litre twin-turbo V8 that powers the GT3-based IMSA challenger.

The M8 will take BMW back to Le Mans for the first time since 2011, when it entered the E92-shape M3 GT2 in the Intercontinental Le Mans Cup, which was the forerunner of the WEC.

GARY WATKINS

WORLD ENDURANCE CHAMPIONSHIP

Ford given Le Mans BoP restriction

THE PERFORMANCE OF THE Ford GT has been pegged back ahead of this weekend's test day for the Le Mans 24 Hours.

Ford, which won the GTE Pro class at Le Mans last year, has received a double hit in the pre-test Balance of Performance, while rivals Aston Martin and Chevrolet have been given performance breaks.

The Ford will run at the test on June 4 at 1268kg, 20kg up on the weight at which it raced last year, and has also had its power reduced with a revised turbo boost curve.

The Aston Martin Vantage GTE will be 10kg heavier than last year, but has been handed a 0.8mm increase in the diameter of its engine air-restrictor. The Chevrolet Corvette C7.R has received a 0.7mm increase in restrictor diameter.

The Ferrari 488 GTE, which



finished second in class last year with Risi Competizione, is unchanged, because it is the car that the rulemakers have chosen to balance the other competitors against. The new Porsche 911 RSR, which is racing at Le Mans for the

first time, will run at 1258kg and with a 30.1mm restrictor at the test.

The Le Mans event is not subject to the new automatic BoP that has been introduced for the six-hour WEC races this season.

GARY WATKINS



VINCENT JOPPI

WORLD TOURING CAR CHAMPIONSHIP

Yokohama counters criticism

YOKOHAMA HAS DEFENDED ITS WORLD Touring Car Championship tyres after fierce criticism from drivers over the series' Nurburgring Nordschleife event last weekend.

Tiago Monteiro and Rob Huff were the most outspoken about the Japanese tyre supplier's rubber after Monteiro, reversed-grid polesitter Nestor Girolami and two European Touring Car drivers picked up punctures during the opening race on the 15.8-mile German circuit.

Honda driver Monteiro, who was also leading the first 2016 race before a puncture at a high-speed part of the circuit sent him heavily into the barriers and then into the path of Citroen driver Yvan Muller, expressed his anger at the latest tyre problems.

"The feeling is frustration and I'm very, very angry at Yokohama," he said. "Every year we have problems. This is not acceptable at this level of the championship, I am furious. Girolami lost the race, I could lose the championship here. It's dangerous."

But Yokohama technical consultant Ian Beveridge said the unique demands of the Nordschleife meant there was always going to be an increased risk on a standard race tyre.

"In free practice one there were some problems," he said. "We then discussed that with the teams and they made some adjustments, and in free practice two, it was all okay, but I don't think anyone did a full race simulation. Then we came to race day, and the circumstances changed slightly more

as we had hotter conditions, so the target's moved again. We only come here once a year, so it's a unique set of circumstances, which we try to manage with the teams. All of us, the teams as well, are still learning.

"We've worked hard in the background to eliminate all these glitches, but we're not always successful."

Yokohama worked with the teams to provide a set of guidelines for tyre pressures and it is thought that all teams have adhered to these this season, with Monteiro claiming Honda were even more cautious after Norbert Michelisz's Thursday puncture.

Huff went as far as to call for Yokohama to make a special Nordschleife tyre, but Beveridge said the championship's regulations do not allow this.

"There are two reasons [why we can't]," he explained. "One, we can't under the regulations, as it's one tyre by the contract with the championship, so that's difficult to change. And even if we were to make a harder tyre, you'd lose performance, but in the same way that you'd lose performance by making this tyre run at a safe pressure.

"If we produced a stronger tyre, they'd just run it at a lower pressure to get the performance back. It's a decision not to make our settings compulsory. Only the FIA can do that really, and we're reluctant to do that as a championship as we want to keep the sporting element down to the teams."

NEIL HUDSON

IN THE HEADLINES

ROSSI UNHURT IN MOTOCROSS CRASH

Yamaha MotoGP rider Valentino Rossi was discharged from hospital without injury following a motocross training crash last week. The 38-year-old fell while riding at the Cross Club Cavallara venue near Rimini in Italy, and suffered mild thoracic and abdominal trauma. He spent Thursday evening in a local hospital, but returned home late on Friday afternoon having escaped sustaining any fractures in the accident.

FORMULA E DRIVERS WANT KUBICA

Robert Kubica "deserves" a chance to race in a championship like Formula E and would be an "amazing" addition, according to several of the series' leading drivers, including Sebastien Buemi, Lucas di Grassi, Loic Duval and Nelson Piquet Jr. The 2008 Canadian Grand Prix winner sampled a Formula E car last month in a private test at Donington Park, but has not raced a single-seater since suffering F1 career-ending arm injuries in a rally crash six years ago.

PEUGEOT THREATENS TO QUIT DAKAR

Peugeot will halt its Dakar Rally programme if mooted rule changes for the event go ahead in 2018. There is talk that next month's World Motor Sport Council will ratify changes to the Dakar regulations and its organiser ASO will follow suit in handicapping two-wheel-drive buggy-style vehicles such as Peugeot's 3008 DKR. If it does, Peugeot team principal Bruno Famin says the French marque will walk away: "If the concept presented by the cross-country commission is adopted by World Council and adopted by Dakar, we are out."

MIKKELSEN LOOKS TO EXTEND WRC DEAL

Citroen and Andreas Mikkelsen are already exploring ways to extend the Norwegian's one-off C3 WRC drive at Rally Italia next week. Mikkelsen will drive in Sardinia at the expense of Stephane Lefebvre and would like to do more events, but car availability is currently the biggest barrier to a longer-term deal.

EX-WILSON CHAMP CAR RESTORED

Justin Wilson's maiden race-winning Champ Car Lola has been restored and will be sold to raise money for his family. Following the Briton's death in the 2015 Pocono IndyCar race, a number of initiatives sought to raise funds for the Wilson Children's Fund supporting his widow and two daughters. The latest development is the restoration of the Lola chassis that Wilson took to victories at Toronto and Mexico City with the RuSPORT team in 2005 – his first two wins in American single-seater competition. Details of the car's sale will be announced at wilsonchildrensfund.com.



LAT IMAGES



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In which year was the Nurburgring Nordschleife first opened?

A 1917

B 1927

C 1937

Entries close at 11:59pm, July 5 2017

TO ENTER SIMPLY GO TO autosport.com/competition

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OBITUARY

Eric Broadley 1928-2017

ONE OF THE PILLARS OF BRITAIN'S motorsport empire was a former quantity surveyor with an enquiring mind brimming with original thinking. Eric Broadley was a shy man who shunned the spotlight that inevitably tracks those who design racing cars that win in Formula 1, and at Daytona and Indianapolis, Le Mans and Monaco.

He grew Lola Cars from a utilitarian workshop in Bromley to become the world's most diverse and fecund constructor, yet confessed to being neither an entrepreneur nor a businessman.

A soft touch compared with peer Colin Chapman, albeit 'with teeth' when necessary, he gave guidance and freedom to those around him. In effect he created a 'motor racing university', into which he ploughed profits and from which many others reaped benefit.

Broadley was trained in load calculations, but essentially self-taught and intensely practical. His 1100cc Mk1 sports-racer of 1958 was to all intents, appearances and successes – it put Lotus to the sword – the work of a much more experienced designer and thus the talk of the paddock. In 1962, his first F1 car started its maiden world championship grand prix from pole. In 1963, he revealed the sensational coupe that was the catalyst for and foundation of the Ford GT40. And in 1966, he followed Chapman's lead by winning the Indy 500.

But because he remained ambivalent to F1 – until it was too late – and because he had neither the desire to front his own team nor race-engineer top drivers, he never received the public recognition he deserved.

Which suited him fine. Those who worked for him – among them John Barnard, Patrick Head and Tony Southgate – knew Broadley's worth.

"I joined in January 1962, directly after my apprenticeship, as a designer-draughtsman," says Southgate. "There were six of us full-time and I was based in an office 10ft square, made of chipboard and directly above the lathe. I thought I'd gone to heaven.

"I was the drawing office and much of my work was on the back of drawings that Eric had done for Marks & Spencer, for example, during his previous job. He was the quiet sort – the classic boffin rather than a down-the-pub type – but easy to get along with.

"Of those I've worked with, he's number one in my book. 95% of my grounding came



Broadley won Indy 500 with Hill in 1966

through him, and during my time there he didn't copy anyone. Not even Chapman."

Relocation to Huntingdon in 1970 allowed expansion and the myriad models – by now Types rather than Marks – plus wins and titles piled up across most formulae, on both sides of the Atlantic and Equator.

"Eric's contribution was enormous," says Mike Blanchet, who rose from works Formula Ford driver in 1976 to joint managing director by the time of his departure 20 years later. "We sold millions of dollars' worth of kit – and probably billions of yen! – and were very profitable for a two/three-year period.

"But the design and development of racing cars were what turned Eric on and the company was in many ways his means to that end. He could be very frustrating, but he had a fantastically clever mind and was very stimulating company.

"He was a bit of a risk-taker and did things that no-one else had thought of, or had shied from. These weren't all successful, but most were. Rarely can I recall a systems failure on a new car. Eric tended to get it right first time.

"And if there was a crisis, he usually found a way of resolving it. He even put his house on the line when things got bad. Not an easy thing to do when you're in your forties/fifties.

"Once, we had a problem at Silverstone with the header tanks on our F3000 cars and the younger engineers were in a tizzy. Eric took the tanks to the factory, had me root through the stores for materials, and fixed them overnight.

"Perhaps he was too obsessive about

suspension geometry, at the cost of aerodynamics, but everyone respected his ability to do the job."

Two more Indy 500 victories came Lola's way – Al Unser Sr (1978) and Arie Luyendyk (1990) joining Graham Hill – as well as five consecutive Can-Am titles to add to its original 1966 success. From Formula 5000 to Sports 2000, IMSA to Indy Lights, it came up with the goods, albeit often under the cloak or shadow of another's name: BMW, Corvette, Roger Penske, Carl Haas and Paul Newman, etc.

Only F1 slipped through Lola's fingers – although it built the 'Hondola' that won the 1967 Italian GP for long-time collaborator John Surtees, and later contributed greatly to the eponymous teams of Hill and Gerard Larrousse.

Broadley's attempt to rectify this omission sadly brought ruination and the conclusion of his stewardship in 1997.

"Things could get frosty on occasion, but we had parted on good terms over it," says Blanchet. "He got a lot of criticism about that project, which is a shame. He had correctly identified that F1 was the only place to be – and this was his last roll of the dice."

The reticence that had held Broadley back from bathing in the limelight now kept him from basking in the glow of nostalgia and his name continued to fade. That he should die on a big-news day – an Indy 500 race day, 51 years after his most notable success – was entirely in keeping with one of motorsport's most influential unsung heroes.

PAUL FEARNLEY



T400 was just one of Lola's F5000 winners



Taku's happy ending

Takuma Sato's Indy 500 win has been a long time coming, but there's always been much more to this popular racer than meets the eye

By Marcus Simmons, Deputy Editor

[@MarcusSimmons54](#)

HIS PERSONAL MOTTO IS 'NO ATTACK, NO CHANCE', but Indianapolis 500 winner Takuma Sato is a far more complex character than the two-dimensional picture of the crash-prone Japanese bloke that the public likes to paint.

Sato is highly intelligent and thoughtful, a guy who dedicated his life to racing as soon as he enrolled himself, at the age of 20, at Honda's Suzuka Racing School in 1997; he'd only started karting the year before, because motorsport was something his parents – a lawyer and an actress – did not want to support. Once they saw their son's progress, they soon came around... This progress all came courtesy of Honda, because he won the Suzuka scholarship and, instead of using it to progress up the Japanese racing ladder, he set his sights upon Formula 1 and convinced the car giant to allow him to use its backing to make an impression in the UK.

I first met Taku in early '99, when he spoke hardly any English, and we've been friends ever since. Coincidentally, as I write this, I'm in a hotel room in his home city of Tokyo – my first visit to Japan to explore the thriving domestic racing scene. To be quite honest, I'm feeling pretty emotional, as will a lot of the friends this bubbly, likeable man has collected over the years.

His sensational F3 season in 2001 with Carlin Motorsport – British title, Macau Grand Prix and Masters of F3 wins – was remarkable considering he'd only made his karting debut five years earlier.

He went straight to F1 with Jordan in '02, but he'd already started with an eye-opening maiden F1 test with BAR at Jerez in late '00. Taku's manager at the time was Andrew Gilbert-Scott, a former British racer who'd enjoyed a very strong career in Japan and wanted to support young Japanese talent.

After the Jerez test, AGS called me to tell me that BAR's media information about Sato's performance was wrong: BAR had reported that his fastest time – which was quicker than its race drivers – had been recorded by missing the chicane near the end of the lap. This, he said, was deliberately incorrect. "But aren't you worried that if I write something contradicting BAR that it'll put you in trouble with the team and Honda?" I asked. "No, sod them," replied AGS. Welcome to F1...

Sato did have good times in F1. He formed a very good relationship with current Toro Rosso tech kingpin James Key when Key engineered him at Jordan in 2002, and Taku's rookie season – highlighted by that great fifth place at Suzuka – wasn't bad at all alongside Giancarlo Fisichella, who still had a

star reputation at the time. Jordan's financial troubles kept Sato out of F1 for most of '03, but he had another very solid season alongside Jenson Button at BAR in '04, and worked well with engineer Jock Clear.

But 2005 was a disaster, and Taku never clicked with the new management at BAR of David Richards and Nick Fry. The stereotype cliché of Japanese racing drivers is that they are thick-skinned warriors immune to outside influence, but nothing could be further from the truth with Sato. It seems that he's closer to the Latin temperament, needing to feel arms around him from team management and engineering staff. So it proved at Super Aguri, where, as F1's underdog heroes, and with his old F3 team-mate Anthony Davidson beside him, the giant-killing performances made him a fan favourite. The tragedy is that Super Aguri closed its doors during '08, just when its highly rated technical staff were working on some of the features that would appear on the Brawn of '09...

The IndyCar seasons, too, have often been a case of what might have been. Even though his only previous win came,

at Long Beach in 2013, with AJ Foyt's eponymous team, Taku's most competitive stint until now had been with KV Racing. If the occasional dire strategic call hadn't been made, costing at least one victory, his US career might have gone on a completely

different trajectory. Importantly, his engineer from KV, Garrett Mothersead, had moved to Andretti Autosport in the interim, and when Taku shouted "Thank you, Michael [Andretti]; thank you, Garrett" on the slow-down lap at Indy, you understand that this is another engineer – like 'Boyo' Hieatt (from his Carlin days), Key and Gerry Hughes (Super Aguri and Rahal Letterman Lanigan) – with whom he feels at his most comfortable.

Also important is that, for the first time, Sato is with one of IndyCar's big teams. Fernando Alonso joining Andretti's line-up for Indy won't have done any harm, either. The Spaniard is friends with Taku from their F1 days together, and respects him.

And that is what most drivers need to give of their best. Sato hasn't always enjoyed the best of circumstances, and it's meant that his meteoric early career turned into the ultimate slow-burner, but Indy 500 victory is the kind of glory that key figures from his early career such as Hywel Absalom (his first British team boss at Diamond Racing), Trevor Carlin, Hieatt and Gilbert-Scott always believed he had in him.

Taku is a whole lot more than 'No Attack, No Chance'. 🍀

“Sato's meteoric early career turned into the ultimate slow-burner”

FEEDBACK

Monaco is still worthy of Formula 1



I have to disagree with John Starkey about the Monaco Grand Prix representing the emperor's new clothes (Autosport, May 25).

It is certainly true that overtaking is difficult (though not impossible), but the sheer challenge of Monte Carlo still draws in the fans. It's no accident that the drivers prize a Monaco win very highly.

And a failure to overtake can thrill too – I remember the closing laps of the 1992 GP when Nigel Mansell, in a much faster car, tried everything he could to get past Ayrton Senna. My heart was in my mouth!

Eliot Wilson
Byemail

Variety is what F1 needs

Has Formula 1 outgrown Monaco? Absolutely no way.

Ignoring all the glitz and glamour, the principality just screams F1.

It may be true that passing seems

to become harder with each visit, critics bemoaning the almost processional nature of the race, but the whole essence of Monaco is man and machine against track. The beauty of F1 is not always in the overtake, rather the potential for something to happen.

Monaco only adds to the skills that a driver and team need in order to be successful. Surely F1, as the premier motorsport series, should involve all types of circuits, be it narrow street tracks, cathedrals of speed, or disused airfields, in its itinerary.

Monaco remains one of those iconic circuits, along with Silverstone and Monza, that Liberty Media should seek to preserve on the calendar.

That said, after Fernando Alonso's great rookie performance in Indianapolis, I wonder if they will consider an oval race in the future. It surely can't do any harm.

Michael Brierley
Stalybridge, Cheshire

Monaco is still a great place for Formula 1 cars, reckons reader Eliot Wilson

Try following Indy's lead

I hope the New Enlightenment in charge of F1 learns the lessons of last weekend.

We had the opportunity to compare the blue riband events of F1 and IndyCar. My young sons and I are avid F1 fans but we concluded that F1 must change.

Here are some ideas. First: televise or stream the drivers' briefing, an unexpectedly enjoyable setpiece. Second: give us variety – third cars, one-car teams, local one-offs, rookies, old-timers. Third, give us more variety: vary the length of races, shorter and longer. And consider (whisper it) ovals. Fourth, let Liberty do what it's promised – more hullabaloo, pomp and brouhaha.

Give the next generation something to get excited about.

Peter Goodchild
Byemail



CORRECTION

The #2 Indycar pictured on page 21 of the May 25 issue was a Lola, not a Chaparral 2K as stated. The pacesetter 2K is pictured above.

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How Vettel won 'Raikkonen's' race

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





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Raikkonen led
Vettel for 34 laps
before being jumped

LEWIS HAMILTON WAS EMPHATIC IN THE AFTERMATH OF THE MONACO GRAND Prix. Sebastian Vettel beat Ferrari team-mate Kimi Raikkonen to win and extended his lead over Hamilton to 25 points in the Formula 1 world championship. But Hamilton was left in no doubt as to the reason Vettel won this race, coming from behind at a circuit where overtaking is near-impossible.

“It’s clear to me Ferrari have chosen their number one driver, so they’re going to be pushing everything to make sure Sebastian will get the maximum on all of his weekends,” Hamilton said. “With the strategy, it’s very hard for the leading car to get jumped by the second car unless the team decides to favour the other car, so that’s very clear.”

Ferrari has a history of favouring one driver over another in F1. Michael Schumacher was undisputed number one during his long and successful spell at Maranello, and Fernando Alonso was clearly favoured over Felipe Massa during their time with the Scuderia – even during a period when team orders were outlawed.

Raikkonen has prior experience of being both the beneficiary and the benefactor in Ferrari’s historical approach to F1 title battles. He benefited from Ferrari’s decision to favour him over Massa during the final four races of Raikkonen’s world championship-winning season in 2007. The following year he was forced into the supporting role for Massa’s thwarted championship ambitions.

But in neither case was it preordained before the season that one driver would make way for the other. Raikkonen is a world champion, a winner, one of the most naturally gifted drivers ever to grace Formula 1. In his mind, he is here to race to win for himself,

as much as for Ferrari. He certainly would not expect to be sacrificed for the benefit of Vettel just yet, only six grands prix into a 20-race campaign.

Raikkonen’s dejected body language after a race in which he finished second to Vettel, having started from pole and led for 34 laps, suggested he was deeply unhappy with the way the Monaco Grand Prix unfolded.

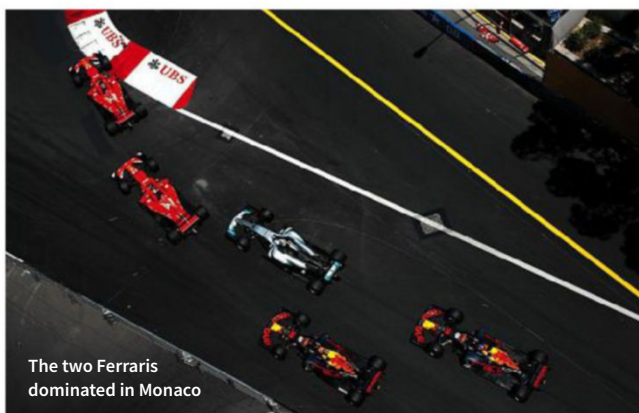
Certainly, if Ferrari is hell-bent on Vettel winning this championship, bearing in mind he arrived in Monte Carlo already 55 points clear of Raikkonen after five races, then it would make perfect sense to sacrifice Raikkonen’s personal ambitions for the ‘greater good’.

This would be the best way to boost Vettel in his battle with Hamilton, who trailed by just six points after the Spanish GP, but struggled badly for speed amid more Mercedes set-up trouble on the ultra-soft Pirelli tyres in Monaco. Hamilton failed to make Q3 and was forced into a damage-limitation run to a lowly seventh in the race.

But is Hamilton really correct in what he says about Ferrari favouring Vettel in Monte Carlo? Or did an innocent combination of circumstances ultimately conspire to deny Raikkonen a first grand prix victory since Australia 2013?



LAT IMAGES



The two Ferraris dominated in Monaco



Raikkonen took his sole pitstop before Vettel

Raikkonen in control

Raikkonen has shown inconsistent form since returning to Ferrari in 2014, obliterated by Alonso that season and by Vettel the following year. But he showed signs of renewed life in 2016 by besting Vettel in qualifying through most of the second half of the campaign, and scoring a greater proportion of Ferrari's points in the championship compared to the previous two seasons.

Raikkonen had trouble setting up the SF70H correctly in the first two races of 2017, but he was much happier in Bahrain, came close to snatching pole in Russia, and felt he had a real chance in Spain too but for some silly mistakes at the crucial moment in Q3.

In Monaco, Raikkonen finally pulled things together to bag his first pole position since the French Grand Prix of 2008, and when

he converted that pole position into an early lead at the start, and third-placed Valtteri Bottas began falling back into the clutches of the Red Bull drivers, it looked as though there was little other than mechanical misfortune that could deny Raikkonen victory.

Raikkonen quickly settled into his rhythm and built an advantage of more than two seconds over Vettel, and more than six over Bottas, over the first 13 laps.

There wasn't much to choose between Raikkonen and Vettel across much of the first stint, with Raikkonen a couple of hundredths of a second faster per lap on average than Vettel over the first 21 laps of this 78-lap race, while Bottas gave away two tenths per lap and gradually fell out of the picture.

It was close, but the Iceman looked in control. >>



Raikkonen begins to lose his grip

Raikkonen's pace mysteriously dropped off thereafter, by three tenths per lap on average between laps 22 and 33. Vettel's pace made a similar drop, while Bottas picked up speed to the point where he was more than a tenth per lap quicker than both Ferraris, with Max Verstappen's Red Bull coming up even faster from behind.

Raikkonen lost time lapping Jenson Button's McLaren and Pascal Wehrlein's Sauber, both cut adrift from the pack by making pitstops at the end of lap one. Raikkonen caught Button at the end of lap 25 and didn't make it past until Button moved aside at the exit of the Swimming Pool at the end of lap 27. It took another lap to negotiate Wehrlein.

This explains three troubled laps, but it doesn't explain the rest. Vettel suggested both he and Raikkonen began to struggle with the rear tyres on their Ferraris, but Raikkonen felt his car was in good shape through the first stint.

"The car was behaving well – not really having any issues," Raikkonen said. "We had to take it a little bit easier here and there, but nothing to complain really. The most lap time we lost behind the lapped traffic."

At the point his pace began to fall away, Raikkonen had been on the verge of extending a big enough gap over sixth-placed Carlos Sainz Jr to get in and out of the pits without fear of getting stuck behind the Toro Rosso.

The Ferrari's loss of pace thereafter closed this window temporarily and bunched the top five cars together. Red Bull

seized the opportunity to try to vault Verstappen ahead of Bottas in the pits. Verstappen pitted on lap 32; Bottas responded next time around.

Both came out behind Sainz, with Bottas still ahead of Verstappen, and neither set spectacular lap times as they closed on the Toro Rosso, nor once it pitted out of their way and they negotiated the Button/Wehrlein battle.

Ferrari called Raikkonen in for what would be his sole pitstop on lap 34. He came out ahead of Sainz, but stuck behind Button and Wehrlein once again. Raikkonen lost the best part of a second to Vettel when you compare their respective out-laps, as he was forced to renegotiate this traffic.

Ferrari said Raikkonen's pitstop timing was pre-planned, insisted its drivers are free to race, and that it "wouldn't do anything as stupid as sacrifice one car by [deliberately] putting it into traffic", according to a team spokesman. "It's totally unfair and crazy and stupid to slow him down deliberately, because you risk losing the one-two."

"It's totally unfair and crazy and stupid to slow him down deliberately"

Vettel unleashes hidden pace

Raikkonen led Vettel by 1.238s when Raikkonen headed to the pits at the end of lap 34, but trailed his team-mate by 2.058s by the time Vettel had completed the out-lap from his own solitary pitstop at the end of lap 40.

While it's true Raikkonen lost more than eight tenths to Vettel negotiating traffic on his out-lap, the main reason for the reversal



Once in clear air, Vettel's Ferrari flew



Red Bull's Daniel Ricciardo utilised his used ultra-softs to bag third position

of positions was Raikkonen's relatively underwhelming in-lap – 1m34.039s compared with Vettel's 1m32.673s effort – and the fact Raikkonen gave away almost two tenths of a second per lap on average to Vettel over five laps while running on new super-softs compared to Vettel's used ultra-softs.

"The lead car normally gets priority, so going in the pits first is what you like to do because you are sooner on fresher tyres," Vettel said. "It's probably one of the rare occasions where the overcut turned out to be the positive, so I'm really glad I made that work."

"There was no plan of any team orders. I can understand that Kimi's not happy, I would feel 100% the same."

A similar strategy also worked out for Hamilton in his battle >>>

QUALIFYING



KIMI RAIKKONEN HADN'T QUALIFIED FASTEST IN FORMULA 1 SINCE the French Grand Prix of 2008, a record drought of 128 races, and honestly it didn't look as though he was the Ferrari driver most likely to get the job done during the build-up to qualifying.

Team-mate Sebastian Vettel set the pace in Thursday practice, while Raikkonen trailed by more than half a second. Raikkonen was closer in final practice on Saturday morning, though still 0.345 seconds down. But Raikkonen was right on point when it counted, only 0.027s slower than Vettel in Q1, before moving two tenths clear in Q2. In Q3, Raikkonen found a crucial half a tenth of a second extra to bag pole, beating Vettel by a scant 0.043s.

"We've been struggling a little bit in certain places and trying to figure it out and in qualifying it was better," said Raikkonen of the turnaround. "By no means perfect, but it's never going to be perfect. It was good enough and I was very happy with the car."

"By no means perfect, but it's never going to be perfect"

Kimi Raikkonen

We had a good timing when we went out. I felt good, so I was able to push."

Vettel had previously outqualified Raikkonen at every race held so far this year. He was fractionally faster through the first sector in Q3, where Raikkonen lost time to an oversteer moment at Ste Devote, but dropped almost two tenths in the middle part of his final lap after being a "bit too greedy" and twice running wide at Mirabeau.

Valtteri Bottas was only two thousandths of a second slower than Vettel and within half a tenth of taking pole himself, as Mercedes recovered from a troubled practice to almost deny Ferrari in Q3.

Bottas said the W08 was "feeling its best so far this weekend" after Mercedes had to back out of a set-up blind alley on Thursday, but admitted it was "still a bit tricky in places".

"We can't combine both axles to be on the optimal window with the [tyre] temperatures at the same time," Bottas explained. "So it takes two, three laps to build temperature up for all the tyres, get the balance right and get the feel for the car and the confidence."

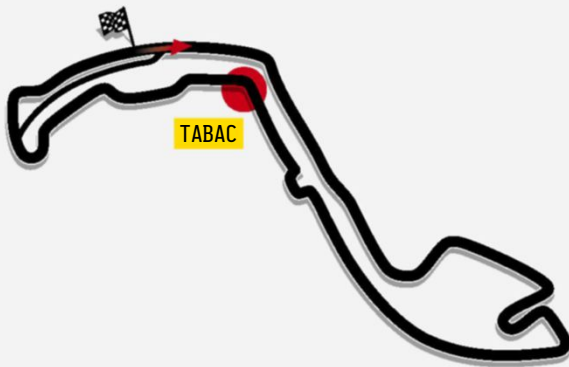
Team-mate Lewis Hamilton would ordinarily have expected to be in that mix, too. He set the pace in first practice, but was forced to watch Q3 from the sidelines. The triple champion struggled for speed throughout Q1 and Q2, and almost crashed twice after wild oversteer moments at Massenet and Casino Square.

Hamilton was only 14th fastest in Q2, but was on a lap good enough to drag himself into Q3 before Stoffel Vandoorne crashed his McLaren-Honda at the Swimming Pool, forcing Hamilton to abandon his effort.

"I was devastated after the session, to the point where I couldn't get out of the car," Hamilton said. "I don't drive the car badly, and I'm not slow here. We don't understand how one car can have the tyres working and the other not."



“BOTH RED BULL DRIVERS ARE STRAIGHT ON THE CASE”



IT'S IMPOSSIBLE TO NOT BE IMPRESSED BY FORMULA 1 CARS AT Monaco, and the new 2017 generation are comfortably faster than their predecessors around this circuit, so they promised a visual treat from trackside.

Tabac is one of the quickest corners on the circuit, so it seemed a good place to see who was oozing confidence from the earliest stages of practice.

Max Verstappen and Valtteri Bottas show impressive and immediate commitment on their first flying laps in FP1, Bottas getting a wiggle on as he fires the Mercedes out of the left-hander.

Bottas generally looks more comfortable than Mercedes team-mate Lewis Hamilton early on, displaying a touch more confidence committing entry speed. Hamilton's Mercedes looks like it's understeering a bit, forcing him to wait for the front to bite before he can pick up the throttle again.

Both Red Bull drivers are straight on the case – Daniel Ricciardo anticipating the corner expertly; Verstappen firing in and relying on his car control, both to excellent effect. The RB13 is working well here, the car seemingly back on track with a T-wing added to its Barcelona update package.

Stoffel Vandoorne and Carlos Sainz Jr both have to push through understeer when they go for a hot lap. You can hear their front tyres squealing in protest when they turn in. The Ferrari is much more responsive, as well as supple over the bumps and smothered with traction coming off the turn.

Fernando Alonso stand-in Jenson Button doesn't look like he's having much fun driving around on the hardest tyre to begin with; lots of understeer as McLaren sends him out in a Barcelona-spec car to build up speed and confidence.

Bolting extra bits on for the rest of the weekend gives both drivers more to work with, and takes away some of the edginess the MCL32 displays when cornering. Button improves into qualifying and, having come in completely cold as Alonso's replacement, is delighted by this new breed of F1.

“It's so much fun to drive,” he says. “I went a lot faster than I did last year. Formula 1 has definitely moved in the right direction with the regulations.”

BEN ANDERSON



Button enjoyed filling in for Alonso



Above: Raikkonen was not quite as happy as the other two podium finishers...

Above right: Vettel took his 45th F1 win, his sixth for Ferrari

through the lower order, and for Red Bull's Daniel Ricciardo, who utilised remaining life in his used ultra-softs on a clear track to jump Bottas and Verstappen for third. Verstappen was initially furious at this outcome but, as Red Bull boss Christian Horner explained, it's impossible to please both drivers in such a scenario.

“We could have pitted Daniel first, but if he had a clean out-lap he could have undercut Max, and then you are having another explanation,” Horner said. “This race is always going to throw up those kinds of scenarios.”

The anomaly in this equation was the strong performance of the used ultra-softs on Vettel's and Ricciardo's cars. Ordinarily, newer sets of the slower tyre tend to allow cars to go quicker than those still on well-worn sets of the faster compound, provided the pure lap time difference between the two isn't too great.

But Monaco is a particularly low-energy circuit for the tyres, with a super-smooth surface and no high-load corners, so generating grip from the tyres tends to be more problematic than wearing them out or overheating them. If you can keep the tyres in their optimum temperature range and not slide around too much, you should be in reasonably good shape even on well-used rubber, especially given the durability of the current range of Pirellis.

All the indications from practice suggested the ultra-soft could do an entire race distance. Pirelli saw barely any degradation in the tyre after 25 laps, and Ricciardo had spoken after qualifying of the potential power of the 'overcut' strategy.

There was no guarantee Vettel and Ricciardo could outdo their rivals once into clear air, but that's exactly what happened.

“I just tried to push as hard as I can and wait for the call to box,” Vettel said. “When I came out ahead of Kimi I was surprised myself. Those couple of laps were really crucial. I was pushing flat out. I had better laps than in qualifying.”



“I was trying to go as fast as I can because for me it means staying ahead of Valtteri. I was surprised I could take so much pace from the car and was [then] going even below the [1m]16s.

“There seemed to be a second tyre somehow, because the laps before I was struggling as much as Kimi with the rears. You can say it worked well to stay out longer, but I think if you were looking at it before the race then you couldn’t predict.

“I can understand Kimi’s not entirely happy. He drove well in the first stint, you get the message to go in, you do the pitstop and then you push. Obviously, it’s a bad surprise when somebody comes out ahead.”

What’s puzzling is Raikkonen’s lack of pace on worn ultra-softs before the stops, even allowing for traffic. Pitting him to cover Bottas and Verstappen makes a certain degree of sense, except when you consider how difficult tyre warm-up was on both compounds throughout the weekend and the ultra-soft’s obvious durability, which would negate the advantage of pitting first.

Ferrari says it was also trying to cover Ricciardo strategically by leaving Vettel out, but Ricciardo was too far back, and both Ferraris too quick on new super-softs, for the Red Bull to be a real factor, which suggests Ferrari could have called Vettel in sooner.

But this is where, as Ferrari put it, Vettel was “free to try to fight for the lead” by running longer than Raikkonen and doing everything in his power to make up time. It’s also true that better relative laps around his pitstops, avoiding the traffic he encountered, plus

better pace on new super-softs while Vettel was on his charge, would have given Raikkonen a shot at salvaging this race.

The fight seemed to drain from Raikkonen once reality dawned on him. He was slow and steady throughout the remainder of the race, never looking like troubling Vettel either side of the safety car period called after the Button/Wehrlein battle eventually got physical.

Vettel dealt well with the restart to reopen a gap of almost 2.5s heading into the final 11 laps, and he reeled those off untroubled to record Ferrari’s first victory at Monaco since his hero Michael Schumacher triumphed here in 2001. It was the perfect result to

boost Vettel’s championship bid, also allowing Ferrari to assume control in the constructors’ standings.

Vettel was naturally all smiles afterwards, having delivered Schumacher-esque fast laps at the crucial strategic moment; Raikkonen

looked furious, as though struggling to compute defeat.

For Hamilton, it was clear Ferrari simply sacrificed Raikkonen’s race to boost Vettel’s championship aspirations, but Hamilton’s Mercedes team boss Toto Wolff wasn’t so sure.

“It wasn’t clear how the tyre would perform,” Wolff reckoned. “The super-soft was not quick enough and Sebastian was able to pull out some stunning laps on the used ultra-soft, and that gave him the opportunity over Kimi.

“I don’t think they saw it coming. At the end of the day, it’s the right result for the team and for the drivers’ championship. But I don’t think it was orchestrated.” ❄

“I can understand Kimi’s not happy. He drove well in the first stint”



RICCIARDO WAS 'LUCKY' TO SURVIVE WALL STRIKE

DANIEL RICCIARDO DROVE very well to finish third in the Monaco Grand Prix, but it almost came to nothing when he understeered wide at Ste Devote just after the safety car restart and struck the barrier.

As he had in Bahrain, Ricciardo had difficulty maintaining tyre temperature while running at low speed behind the safety car, which was called into action when Jenson Button and Pascal Wehrlein collided at Portier.

"I think we were all dreading the restart," Ricciardo said. "I saw it as a potential opportunity to jump Kimi [Raikkonen] but at the same time it's a potential risk. They [the tyres] just turned to concrete blocks – they're so slippery [when cold]."

"Coming into Turn 1 I didn't feel like I came in hot at all, but as soon as I turned I just kept going straight and the wall got closer until I hit. I think I hit it flush, which meant I avoided damage. Not fun."

Fourth-placed Valtteri Bottas had a grandstand view from behind the Red Bull. "He actually did properly hit the wall, so I don't think he was far away from breaking something," Bottas said. "He was slightly lucky."



More Mercedes tyre woes for Hamilton

FOR THE SECOND TIME IN SIX races this season, Lewis Hamilton endured a mysteriously poor weekend, struggling to unlock performance from the ultra-soft Pirelli tyre compound.

Hamilton spoke ahead of the event about how he is relishing the challenge posed by the difficulty of setting up and driving the Wo8 correctly. But it was a challenge he failed to master in Monte Carlo.

He was fastest in the first free practice session on Thursday, but went backwards as Mercedes made set-up changes for FP2, and never recovered through final practice and qualifying.

Hamilton was only 10th quickest in Q1, and failed to make the cut for Q3. His early Q2 laps were scruffy, and when he did look like stringing one together that was good enough to progress, Stoffel Vandoorne crashed his McLaren-Honda at the Swimming Pool complex, bringing out the yellow flags.

Hamilton's struggles looked similar to those he suffered in the

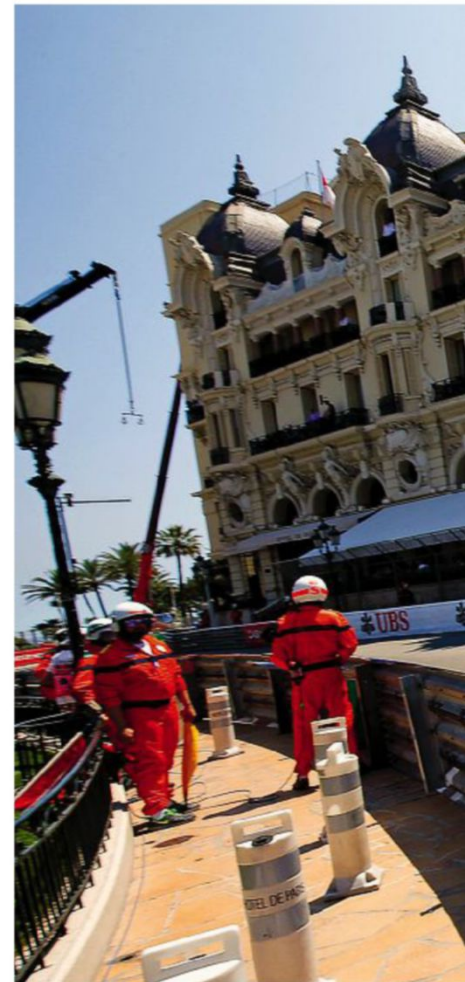
Russian Grand Prix at Sochi, where he battled all weekend for grip on a circuit that shares some characteristics with Monaco, such as smooth asphalt and a lack of long-duration corners to load the tyres up easily.

As in Russia, team-mate Valtteri Bottas coped much better in adversity, feeling he is benefiting from recent experience driving difficult cars in Formula 1, thanks to his spell with Williams.

Bottas pulled out an exceptional qualifying lap in Q3 to almost beat the Ferraris to pole, and while he also had difficulty with the tyres in the race, he secured fourth place. Hamilton drove neatly to recover to seventh, as Ferrari finished one-two.

"[It's] the most unusual the car has felt in all the years I've been with the team," said Hamilton, who fell 25 points behind race winner Sebastian Vettel in the drivers' championship.

"It's not clear at the moment, but trust me I'll be pushing to fully understand it because we don't want to be in this position again."



Kvyat slams 'PlayStation' Perez move

TORO ROSSO'S DANIL KVIAT lashed out at Force India rival Sergio Perez for a "desperate, stupid" passing attempt that put the Russian out of the Monaco Grand Prix.

Perez spent much of the race outside the points after an early stop to replace a broken front wing, and was charging back into the top 10 in the closing stages with fresh tyres.

He dived past McLaren's Stoffel Vandoorne at the restart for 10th (pinched, and running out of road, Vandoorne then slithered into the barriers at Ste Devote) before later diving down the inside of Kvyat at

Rascasse. Kvyat was taking a wide line, trying to gain momentum on Romain Grosjean's Haas.

As Kvyat turned in the two cars made contact and the Toro Rosso came off worse, stopping almost immediately. Perez also suffered damage and had to pit, ending a 15-race streak of top-10 finishes. He was later penalised 10 seconds for causing the collision.

Kvyat said: "I saw what he did to Vandoorne and I thought, 'OK, this guy really is desperate'. He tried to go from really far away, I didn't even see it coming."

"He just tried to lean on me like it was PlayStation, and it doesn't work like that. So, very, very disappointed, it was a completely desperate move from him. I was just doing my job, doing a good race, very calm, bringing the points, and then you always find the one guy who spoils your whole day – and it is Perez."

Perez said he felt compelled to make up as many positions as possible after his early stop.

"When I found myself P10 on new tyres, I knew I wasn't going to go home happy if I didn't try," he said. "I had to try everything."





LAT IMAGES



Monaco shows Williams weakness remains

FELIPE MASSA SALVAGED SOME points for Williams on a weekend where the team's low-speed struggles were highlighted again.

Points looked an unlikely prospect with Massa and Lance Stroll lining up 14th and 17th respectively.

Massa managed brake issues from the start and used his experience in a race of attrition to finish ninth. Stroll rose as high as 14th, but retired on lap 72 of 78 when his brakes overheated.

Monaco has been a difficult track for Williams since the V6 era started, and technical chief Paddy

Lowe admitted the team still has a low-speed weakness.

"It's something we need to work very hard to understand and address," he said. "Some things we'll improve within this season, some things will have to wait longer. Without knowing precisely what we've got to do, it's difficult to be definitive about that.

"I'm just cautious, as all engineers should be. I'd rather understand – we've got data, which will put us in a better position to understand why we're weak, and I'd rather act on that than just invent ideas."

Sainz scores big in perfect weekend

CARLOS SAINZ FINISHED SIXTH IN MONACO after an impressive weekend.

The Spaniard felt confident from the start of practice and continued that into qualifying, where he finished best-of-the-rest behind the big three teams.

He showed strong pace throughout the race, having survived light contact with Sergio Perez on the first lap (which later cause Perez's wing to fail), and absorbed pressure from Hamilton late on to secure sixth.

It was his fifth points-scoring finish in six races this season, moving him into eighth in the drivers' standings on 25 points, 21 more than team-mate Daniil Kvyat.

Q&A

CARLOS SAINZ TORO ROSSO DRIVER



How would you describe the weekend?

It was the perfect weekend for us, it was the race we needed. It's not like every year you do the perfect weekend in the best race of the season – Monaco. We have to enjoy it. I've been happy since FP1, building it little by little, picking up in qualifying and doing a very good lap. In the race, I made no mistakes, was clearly ahead of the midfield and controlling the gap to Hamilton. Managing our pace this weekend has been really good.

How do you feel you coped with the sustained pressure from Hamilton's Mercedes?

I knew he would put pressure on me in the last 20 laps of the race. They told me Hamilton had stayed out and was pushing, and that he would attack me at the end of the race with fresher tyres. I knew it was going to be tight towards the end. He has been more or less half a second faster per lap over the whole weekend, and I know half a second isn't enough and even less when he is fighting for a world championship. I knew P6 was there for me if I didn't make any mistakes. Monaco is one of those circuits where you really want to shine a bit more and we have done that this weekend. It makes me really happy.

Is Toro Rosso's form in Monaco circuit-specific?

The circuit has helped but hopefully we can learn something from here and go forward. It feels nice when you have a bit of a pace advantage to the midfield – things on strategy, the starts, everything is so much easier. You just don't do mistakes and risk a bit less.



Button and Wehrlein battle ends in tears

JENSON BUTTON'S ONE-OFF return to Formula 1 ended in frustration as he collided with Pascal Wehrlein's Sauber, forcing both drivers out of the race.

Starting from the pits after an engine penalty and overnight set-up changes, Button – standing in for Fernando Alonso while the

Spaniard contested the Indy 500 – pitted on the first lap to get clear air. But Sauber did the same with Wehrlein, trapping him in a race-long battle as the German stayed ahead, despite a penalty for an unsafe release.

On lap 58 of 78, Button tried an ambitious pass at Portier but there

was contact, with Wehrlein's car pitched onto its side against the barriers and Button forced out with front-left suspension damage.

Button was given a three-place grid penalty "for his next race this season" but he is unlikely to race again in 2017.

Wehrlein hit out at Button for

what he called a "silly move".

Button said: "As a racing driver it's difficult to just drive around and not have a go, so I had a go."

Wehrlein, whose helmet struck the barrier, was cleared by doctors but his fitness will be monitored given he fractured three vertebrae in January's Race Of Champions.



Ericsson crashes behind safety car

MARCUS ERICSSON compounded a miserable Monaco Grand Prix for Sauber when he suffered the ignominy of crashing out of 16th place while trying to unlap himself under the safety car.

The Swede blamed brake problems and low tyre temperatures for not being able to slow the car down into Ste Devote, causing him to understeer into the barrier as the field circulated at reduced speed.

"I had some issues with the brakes," explained Ericsson, who struggled all weekend as Sauber was cut adrift from the midfield. "Before the safety car period started, the brakes were overheating quite a bit. Under the safety car, they went really hot."

"The brake pedal started to get longer and longer. When I got the call to overtake the safety car, my brakes were not really working and my

tyres were stone cold." Ericsson admitted that the challenge of getting heat into the new generation of Pirelli tyres, introduced for this season, had exacerbated the problem.

"I've had this a bit this year, with the tyres being on the conservative side," he added. "In Monaco, every time you slow down a bit, you lose so much temperature. Then you need to work hard with the brakes to keep the temperature up."



Haas scores double

HAAS RECORDED ITS FIRST DOUBLE POINTS finish in Formula 1 at the Monaco Grand Prix.

Grosjean bounced back from a difficult time in the past two races to make Q3 and qualify eighth, although he was still unhappy with the balance of his car, while Magnussen was unlucky not to join his team-mate in the top 10 after looking rapid in free practice.

Grosjean had a quiet race to eighth, gaining a place when Sergio Perez pitted for a new front wing, but losing it again when Lewis Hamilton's Mercedes came past at the stops.

Magnussen made a brilliant start to run right behind Grosjean until suffering a puncture just after his pitstop, but late attrition brought him back into the top 10.

"Everybody executed; we never lost our cool," said team boss Gunther Steiner. "We got unlucky, but then we got lucky again at the end, so we're fine."

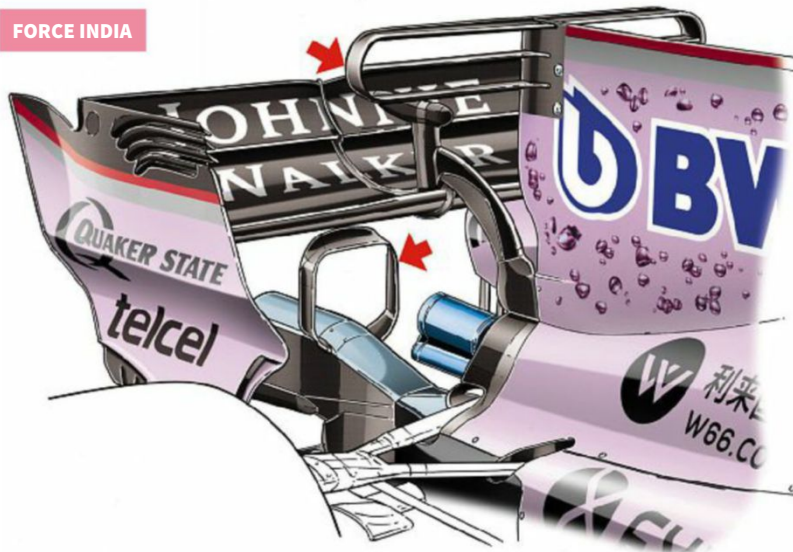




DRAWING BOARD

BY GIORGIO PIOLA AND GARY ANDERSON

FORCE INDIA



FORCE INDIA TRIES 'MONACO' T-WING

Most teams brought circuit-specific parts to Monaco, as extra downforce never goes amiss on a circuit where drag is less important than at other tracks.

Force India introduced a new three-element T-wing, which gives that little bit more downforce but will be

too draggy for most other tracks. The 'U'-shaped ends reduce that drag slightly, as they cut down the vortex that would normally be created at the end of a straight wing. We may see this again at Hungary or Singapore, but otherwise it will be destined for the skip.

Force India also added a small, single-element monkey seat. This improves the performance of the centre-section of the upper wing by increasing the turning moment on the mass airflow that is passing between the rear wing endplates.

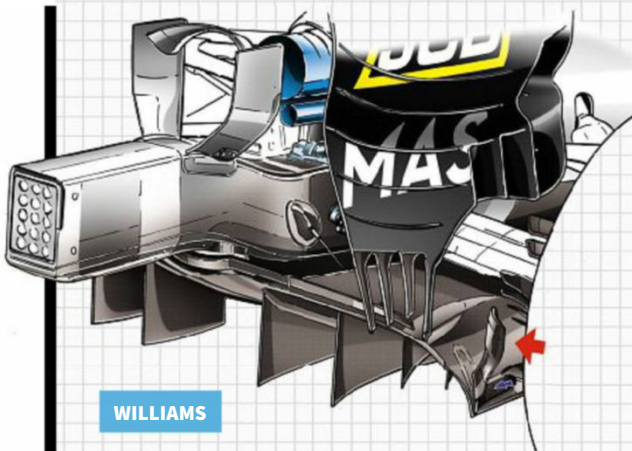
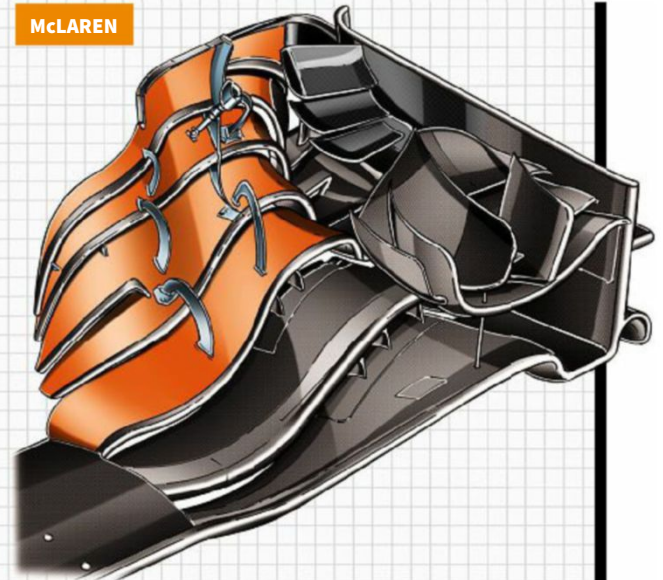
McLAREN'S NEW FRONT WING

McLaren is having a tough year with the performance of engine supplier Honda, but that is not stopping the team pushing hard on chassis development.

The new front wing it first introduced in Spain is as complicated as any in

the pitlane. To design, research and build a front wing to this level means you need to understand the intricacies of the airflow in all the various areas and how they interact with the rest of the car.

McLAREN



WILLIAMS

WILLIAMS UPDATES DIFFUSER

Williams added some small detail turning vanes to the outer extremity of the diffuser on the FW40. It is important to get this area of the diffuser, the rear brake duct turning vanes and the low pressure area behind the rear tyre

working together. If this can be achieved, then the complete rear of the car works to extract the airflow coming through from under the car, improving the performance of the underfloor.

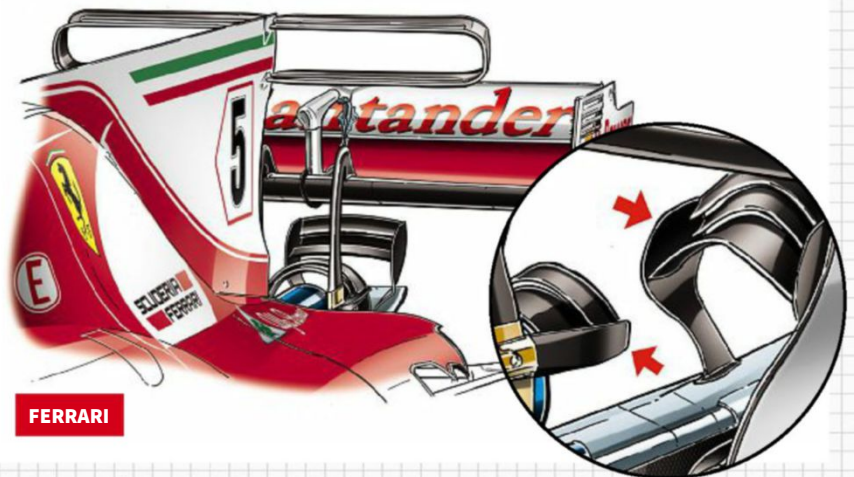
FERRARI ADDS MONKEY SEATS, SAUBER T-WING

In comparison to Force India's subtle monkey seat, Ferrari went wild. The SF70H has two – one around the exhaust exit to help reduce the pressure differential across the turbo, and improve the performance of the MGU-H, and another

multi-element component helping the performance of the rear wing by tidying up the airflow.

Sauber brought along its version of the double T-wing, very similar to McLaren's – with radiused outer ends to reduce drag.

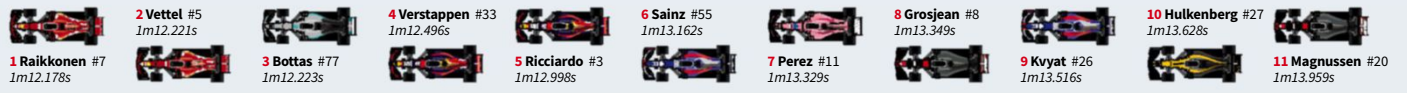
The C36 also featured a new diffuser, but Monaco is a specific track, so we didn't really see what the team could achieve with these developments. Sauber had a torrid weekend and should go home, regroup and forget about Monaco.



FERRARI

F1/MONACO GRAND PRIX RESULTS

STARTING GRID



Race results / 78 laps – 161.742 miles

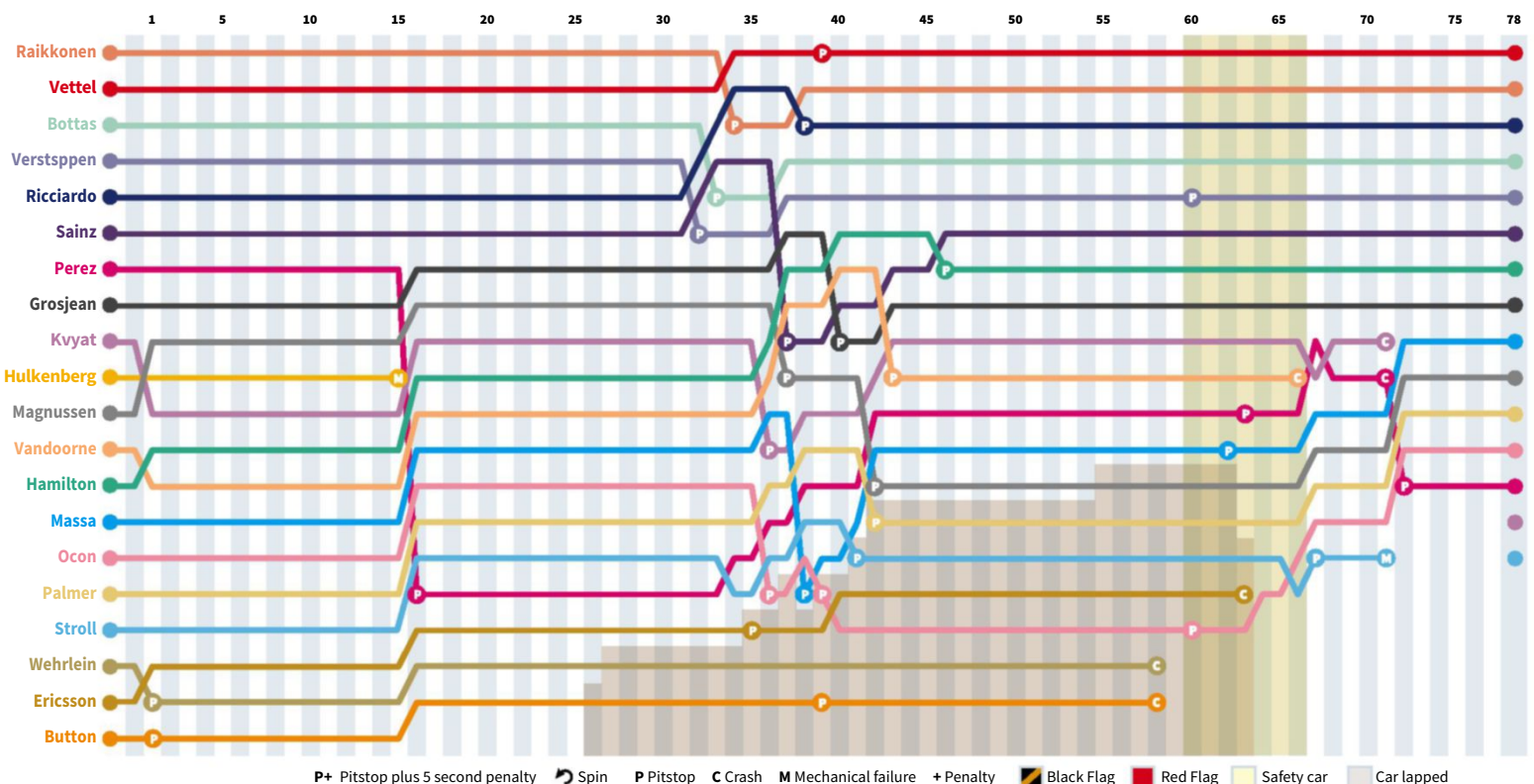
Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS	POS	DRIVER	TIME	GAP	LAP
1	Sebastian Vettel	Ferrari	1h44m44.340s	45	○●●	24.306s	1	Perez	1m14.820s	-	76
2	Kimi Raikkonen	Ferrari	+3.145s	33	○●●	24.833s	2	Vettel	1m15.238s	+0.418s	38
3	Daniel Ricciardo	Red Bull-Renault	+3.745s		○●●	24.183s	3	Raikkonen	1m15.527s	+0.707s	39
4	Valtteri Bottas	Mercedes	+5.517s		○●●	24.308s	4	Ricciardo	1m15.756s	+0.936s	51
5	Max Verstappen	Red Bull-Renault	+6.199s		○●●	51.021s	5	Hamilton	1m15.825s	+1.005s	54
6	Carlos Sainz	Toro Rosso-Renault	+12.038s		○●●	24.427s	6	Stroll	1m16.075s	+1.255s	71
7	Lewis Hamilton	Mercedes	+15.801s		●●●	24.155s	7	Magnussen	1m16.313s	+1.493s	44
8	Romain Grosjean	Haas-Ferrari	+18.150s		○●●	24.660s	8	Verstappen	1m16.329s	+1.509s	56
9	Felipe Massa	Williams-Mercedes	+19.445s		●●●	49.476s	9	Bottas	1m16.439s	+1.619s	22
10	Kevin Magnussen	Haas-Ferrari	+21.443s		●●●	51.019s	10	Ocon	1m16.482s	+1.662s	52
11	Jolyon Palmer	Renault	+22.737s		●●●	25.472s	11	Kvyat	1m16.539s	+1.719s	43
12	Esteban Ocon	Force India-Mercedes	+23.725s		●●●	1m13.437s	12	Massa	1m16.543s	+1.723s	50
13	Sergio Perez	Force India-Mercedes	+49.089s		○●●	1m31.824s	13	Palmer	1m16.614s	+1.794s	55
14	Daniil Kvyat	Toro Rosso-Renault	-7 laps-collision		●●●	24.406s	14	Sainz	1m16.649s	+1.829s	39
15	Lance Stroll	Williams-Mercedes	-7 laps-brakes		●●●	51.938s	15	Vandoorne	1m16.665s	+1.845s	45
R	Stoffel Vandoorne	McLaren-Honda	66 laps-accident		○●●	24.768s	16	Ericsson	1m16.829s	+2.009s	39
R	Marcus Ericsson	Sauber-Ferrari	63 laps-accident		●●●	24.949s	17	Button	1m16.912s	+2.092s	47
R	Jenson Button	McLaren-Honda	57 laps-collision		●●●	50.522s	18	Grosjean	1m17.095s	+2.275s	45
R	Pascal Wehrlein	Sauber-Ferrari	57 laps-collision		○●●	25.813s	19	Hulkenberg	1m17.885s	+3.065s	13
R	Nico Hulkenberg	Renault	15 laps-gearbox		●	-	20	Wehrlein	1m18.034s	+3.214s	25

WEATHER Dry, sunny; track 52C, air 26C WINNER'S AVERAGE SPEED 92.649mph FASTEST LAP AVERAGE SPEED 99.768mph ● New ○ Used ● Ultra-Soft ● Super-Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

<h3>6</h3> <p>Carlos Sainz matched the best finish of his F1 career with sixth, the fourth time he has filled that position</p>	<h3>11</h3> <p>Jolyon Palmer's 11th place was his best finish of the 2017 season</p>	<h3>20</h3> <p>This was Daniel Ricciardo's 20th podium finish in Formula 1</p>	<h3>128</h3> <p>Kimi Raikkonen's pole position came after a record 128-race gap, although he missed 40 of those races</p>	<h3>306</h3> <p>Jenson Button started his 306th GP, which brings him level with Michael Schumacher in second on the all-time list</p>	<h3>1207</h3> <p>Raikkonen passed the 1200 laps-led mark, moving to 16th in the all-time list</p>	<h3>2499</h3> <p>Ferrari's one-two came 2499 days after its last one, in Germany 2010</p>
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Lap Chart / What happened, when





Qualifying 1

POS	DRIVER	TIME
1	Verstappen	1m13.078s
2	Vettel	1m13.090s
3	Raikkonen	1m13.117s
4	Ricciardo	1m13.219s
5	Bottas	1m13.325s
6	Vandoorne	1m13.476s
7	Sainz	1m13.526s
8	Perez	1m13.530s
9	Magnussen	1m13.531s
10	Hamilton	1m13.640s
11	Button	1m13.723s
12	Grosjean	1m13.786s
13	Hulkenberg	1m13.787s
14	Massa	1m13.796s
15	Kvyat	1m13.899s
16	Ocon	1m14.101s
17	Palmer	1m14.696s
18	Stroll	1m14.893s
19	Wehrlein	1m15.159s
20	Ericsson	1m15.276s

Qualifying 2

POS	DRIVER	TIME
1	Raikkonen	1m12.231s
2	Vettel	1m12.449s
3	Verstappen	1m12.697s
4	Bottas	1m12.901s
5	Ricciardo	1m13.011s
6	Grosjean	1m13.203s
7	Vandoorne	1m13.249s
8	Sainz	1m13.397s
9	Perez	1m13.430s
10	Button	1m13.453s
11	Kvyat	1m13.516s
12	Hulkenberg	1m13.628s
13	Magnussen	1m13.959s
14	Hamilton	1m14.106s
15	Massa	1m20.529s

Race briefing

RACE PENALTIES
WEHRLEIN Five-second penalty for unsafe release
PEREZ 10s penalty for causing a collision

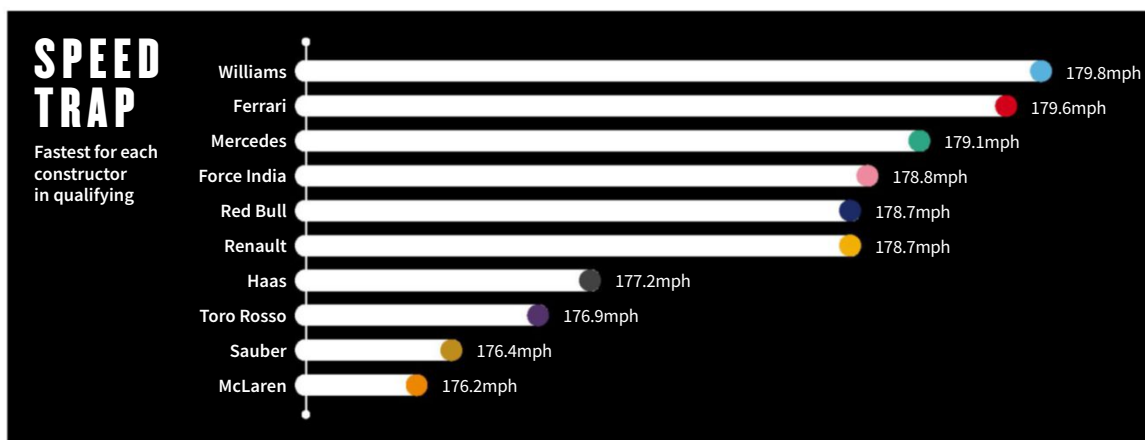
Qualifying 3

POS	DRIVER	TIME
1	Raikkonen	1m12.178s
2	Vettel	1m12.221s
3	Bottas	1m12.223s
4	Verstappen	1m12.496s
5	Ricciardo	1m12.998s
6	Sainz	1m13.162s
7	Perez	1m13.329s
8	Grosjean	1m13.349s
9	Button	1m13.613s
10	Vandoorne	-

Race briefing

GRID PENALTIES
VANDOORNE Three-place penalty for causing a collision during the Spanish GP
BUTTON 15-place penalty for additional power unit elements used, then required to start from pitlane for modifications to car while in parc ferme
ERICSSON Five-place penalty for replacement gearbox

WEATHER Dry, sunny; track 55C, air 25C



Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m13.425s
2	Vettel	1m13.621s
3	Verstappen	1m13.771s
4	Bottas	1m13.791s
5	Ricciardo	1m13.854s
6	Kvyat	1m14.111s
7	Raikkonen	1m14.164s
8	Perez	1m14.201s
9	Sainz	1m14.333s
10	Ocon	1m14.425s
11	Massa	1m14.617s
12	Vandoorne	1m14.813s
13	Magnussen	1m14.870s
14	Button	1m14.954s
15	Grosjean	1m15.321s
16	Stroll	1m15.595s
17	Palmer	1m15.949s
18	Wehrlein	1m16.258s
19	Hulkenberg	no time
20	Ericsson	no time

Free practice 2

POS	DRIVER	TIME
1	Vettel	1m12.720s
2	Ricciardo	1m13.207s
3	Raikkonen	1m13.283s
4	Kvyat	1m13.331s
5	Sainz	1m13.400s
6	Verstappen	1m13.486s
7	Perez	1m13.799s
8	Hamilton	1m13.873s
9	Magnussen	1m13.890s
10	Bottas	1m13.902s
11	Vandoorne	1m13.946s
12	Button	1m13.981s
13	Massa	1m14.003s
14	Grosjean	1m14.022s
15	Ocon	1m14.093s
16	Stroll	1m14.474s
17	Hulkenberg	1m14.870s
18	Palmer	1m15.616s
19	Ericsson	1m15.691s
20	Wehrlein	1m15.695s

WEATHER Dry, cloudy; track 39C, air 22C

Free practice 3

POS	DRIVER	TIME
1	Vettel	1m12.395s
2	Raikkonen	1m12.740s
3	Bottas	1m12.830s
4	Verstappen	1m12.940s
5	Hamilton	1m13.230s
6	Ricciardo	1m13.392s
7	Sainz	1m13.400s
8	Kvyat	1m13.563s
9	Magnussen	1m13.596s
10	Vandoorne	1m13.805s
11	Perez	1m13.936s
12	Button	1m13.976s
13	Ocon	1m14.072s
14	Massa	1m14.072s
15	Hulkenberg	1m14.283s
16	Grosjean	1m14.547s
17	Stroll	1m14.675s
18	Palmer	1m15.164s
19	Wehrlein	1m15.291s
20	Ericsson	1m15.863s

WEATHER Dry, sunny; track 53C, air 25C

SEASON STATS

Drivers' championship

1	Vettel	129
2	Hamilton	104
3	Bottas	75
4	Raikkonen	67
5	Ricciardo	52
6	Verstappen	45
7	Perez	34
8	Sainz	25
9	Massa	20
10	Ocon	19
11	Hulkenberg	14
12	Grosjean	9
13	Magnussen	5
14	Wehrlein	4
15	Kvyat	4
16	Palmer	0
17	Stroll	0
18	Ericsson	0
19	Alonso	0
20	Giovinazzi	0
21	Vandoorne	0

Constructors' championship

1	Ferrari	196
2	Mercedes	179
3	Red Bull	97
4	Force India	53
5	Toro Rosso	29
6	Williams	20
7	Renault	14
8	Haas	14
9	Sauber	4
10	McLaren	0

Wins

Vettel	3
Hamilton	2
Bottas	1

Fastest laps

Hamilton	3
Raikkonen	2
Perez	1

Pole positions

Hamilton	3
Bottas	1
Raikkonen	1
Vettel	1

Qualifying battle

HAM	3	3	BOT
RIC	3	3	VER
VET	5	1	RAI
PER	5	1	OCO
STR	0	6	MAS
VAN	0	1	BUT
VAN	0	5	ALO
KVY	2	4	SAI
GRO	3	3	MAG
HUL	6	0	PAL
ERI	0	4	WEH
ERI	2	0	GIO

WEATHER Dry, sunny; track 30C, air 21C

Vettel: almost perfect

We rank each driver's grand prix weekend performance out of 10

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



6 LEWIS HAMILTON
Struggled more than Bottas on the ultra-soft tyre and made too many errors in Q2, though he was unlucky not to make Q3. Patience paid off in the race. Passed Vandoorne at the start, benefited from trouble for Hulkenberg and Perez, and showed decent pace on used tyres to gain three more places in the pits.



9 VALTTERI BOTTAS
As in Sochi, Bottas coped better than Hamilton with Mercedes' ultra-soft tyre woes – to the point where he was less than half a tenth away from snatching pole. OK, he lost a podium to Ricciardo, but Bottas did well to manage overheating brakes and tyres and resist pressure from Verstappen at the end.

RED BULL

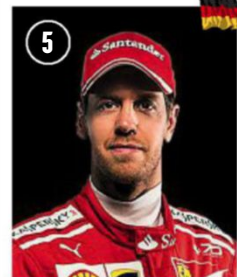


8 DANIEL RICCIARDO
Last year's poleman looked in great shape after practice, but struggled to go any faster thereafter, complaining a "stupid, silly error" from Red Bull also put him in traffic in Q3. Outstanding speed on used tyres put that right in the race, but he was also lucky to escape clouting the wall after the safety car restart.

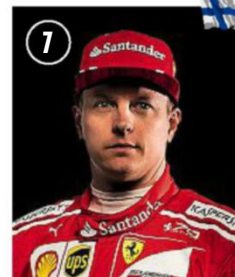


9 MAX VERSTAPPEN
Verstappen was flamboyant and committed, but the lap times didn't come until "wrongly calculated" settings were corrected after practice. Felt the 0.318s gap to pole was the best he could do. Didn't do much wrong in the race. Attempt to jump Bottas with an earlier pitstop failed and that sealed his fate.

FERRARI

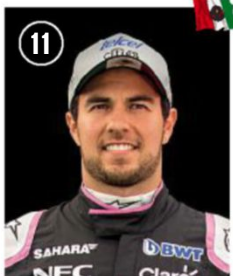


9 SEBASTIAN VETTEL
Vettel looked the favourite for pole after practice, but twice messed up Mirabeau in Q3 so ended up falling short. Loses a mark for that. Whatever Hamilton says about Ferrari favouritism, Vettel still drove a superb race, patient through the first stint before unleashing his speed to jump the sister Ferrari in the pits.

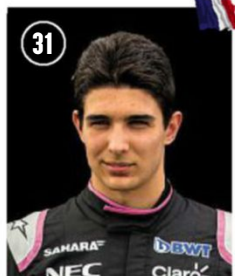


8 KIMI RAIKKONEN
Raikkonen has too often made mistakes at the crucial moments in qualifying, so it was heartening to see him getting the job done in Monaco. His pole lap wasn't clean, but it was enough. Should have won after aching the start, but time lost in traffic, and weaker pace than Vettel around the stops cost him dearly.

FORCE INDIA

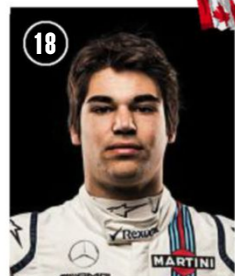


7 SERGIO PEREZ
Perez did a decent job in qualifying, but ultimately paid for over-aggression in the race. Touch with Sainz on lap one broke the front wing, but pulled off passes on Stroll and Palmer in recovery drive. Opportunistic dive on Vandoorne after the restart was fair enough, but lunge on Kvyat at Rascasse was silly.



7 ESTEBAN OCON
Ocon learned the hard way how much a crash can cost you at Monaco. Was quicker than Perez in FP3 before shunting at the Swimming Pool. Loss of confidence in repaired car and a delay behind Grosjean left him 0.571s adrift and out in Q1. Was set to beat Massa until an unfortunate puncture spoiled everything.

WILLIAMS



5 LANCE STROLL
Another difficult weekend for Stroll, beginning with a shunt in FP2. Team felt he was close to matching Massa at times, but a 0.471s deficit was as good as it got before that incident. A hydraulic leak spoiled Q1, but prior form suggested progression was unlikely. Drove "OK" in the race until his brakes overheated.



7 FELIPE MASSA
Frustrated to return to Monaco and discover the 2017 Williams still retains the relative low-speed weakness of its 2014-16 predecessors, and felt he wouldn't have qualified any better even without Vandoorne's crash spoiling his Q2 lap. Spent the entire race managing his brakes, but attrition took him into the points.

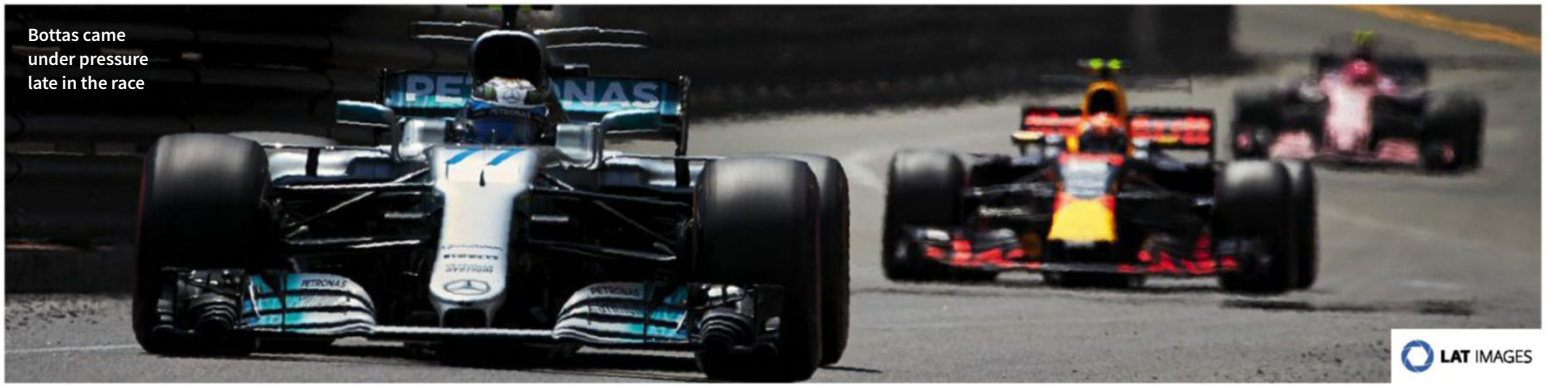
McLAREN



7 STOFFEL VANDOORNE
This was Vandoorne's best performance of 2017, even though he crashed twice and ended his weekend in the wall. He was top-10 fast in Q2 and although he lost out to Hamilton at the start of the race, he was on for a point until he lost tyre temperature behind the safety car and Perez lunged at Ste Devote.



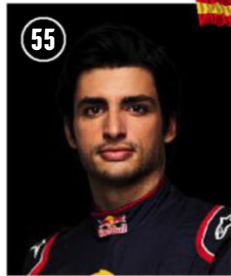
6 JENSON BUTTON
Did a decent job deputising for Fernando Alonso, lapping close to an improved Vandoorne and making Q3. First-lap stop after starting from the pits trapped him into a battle with Wehrlein's Sauber, which eventually led to a move at Portier, contact, and another grid penalty, which Button won't serve.



TORO ROSSO



7 DANIIl KVIAT
 Looked in great form in practice, feeling hard work after Barcelona massaged the updated STR12 more to his liking. He was unlucky to miss out on Q3 thanks to traffic, and yellow flags for Vandoorne's crash. Lost out to Magnussen and Hulkenberg at the start, but was set for points until Perez hit him.

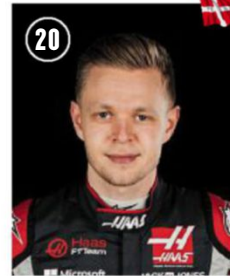


9 CARLOS SAINZ JR
 A very strong performance from Sainz, who felt confident from the first laps of free practice, but was still surprised to be best-of-the-rest behind the big three teams in qualifying. Survived lap-one contact with Perez, then showed good speed in the race and remained cool under late pressure from Hamilton.

HAAS



8 ROMAIN GROSJEAN
 Grosjean planned differential tweaks in a bid to get back on track in Monaco, and, though he still struggled to balance the car, he made Q3 again despite a messy start in Q1. Struggled for speed in the race, so lost out to Hamilton and couldn't threaten Sainz, but kept out of trouble to score some valuable points.

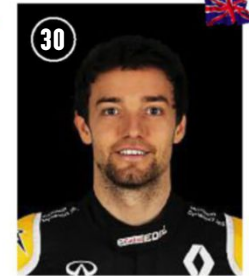


8 KEVIN MAGNUSSEN
 Magnussen looked really on it all weekend and felt he was fast enough to make Q3 without Hamilton and Kvyat blocking him in Q2. Fired himself bravely between Hulkenberg and Kvyat at the start and was right on Grosjean's case until a puncture intervened. Can thank Perez for clearing a path back into the points.

RENAULT



8 NICO HULKENBERG
 Renault struggled to find a set-up to get the Pirelli tyres to work in Monaco and was nowhere in Thursday practice. Hulkenberg therefore did well to get within two tenths of making Q3. Jumped Kvyat off the line and was trying to hang on to Magnussen at the bottom of the top 10 before his gearbox failed.



5 JOLYON PALMER
 Palmer was keen to get his season back on track, but he endured another bad qualifying session, puncturing a tyre against a barrier and then failing to hook a lap together after requiring further adjustments to dial out understeer. Felt the race was his best this year, but would have been lucky to score any points.

SAUBER



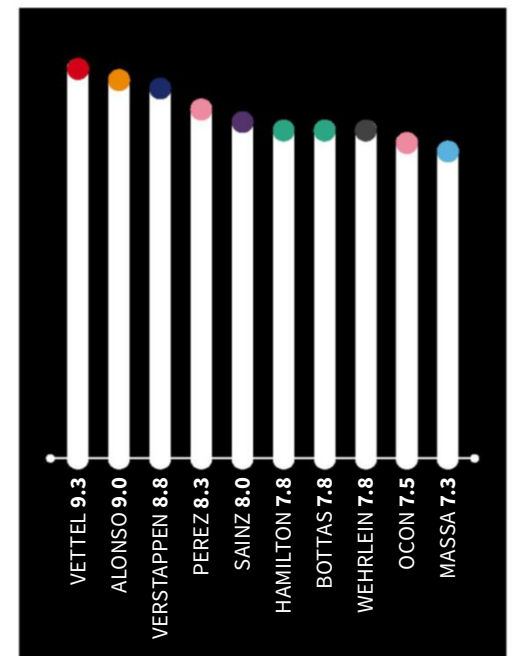
5 MARCUS ERICSSON
 Mystified by Sauber's loss of form in Monaco, where the car lacked grip all weekend. Qualified only a tenth behind Wehrlein, despite breaking his car against the chicane barrier, but jumped his team-mate with an alternative strategy in the race and ran ahead of Ocon until crashing behind the safety car.



6 PASCAL WEHRLEIN
 Wehrlein made a slightly better job of the private Sauber battle at the back in qualifying, and gambled on making his only stop at the end of lap one and trying to make the finish on one set of ultra-softs. This locked him into a battle with Button's McLaren, until Button's optimism got the better of him at Portier.



TOP 10 AVERAGE RATING



What a start to the



SUNOCO WHELEN CHALLENGE

The Henderson Insurance LMP3 Cup Championship is new to the Sunoco Whelen Challenge and what an impression Colin Noble Jr in the Nielsen run Ligier LMP3 has made. Three wins out of four, plus two fastest laps put him 16 average points clear of Stuart Middleton in the HHC run Ginetta GT4. However, with less than half the season under way plenty can still change in the average scores table – anyone can win!

Last year's Sunoco Whelen Challenge winner, BRDC Superstar and Bentley GT3 racer Seb Morris made a big impression in the #31 Whelen Chevrolet Dpi-V.R. at the 2017 Rolex 24 At Daytona – will this year's winner do the same!



The Sunoco Whelen Challenge is a challenge between British GT3 and GT4 Pro, LMP3 Cup Pro and Radical Euro Masters Pro racers where the top prize is a fully funded race seat in a Whelen sponsored DPI car in the 2018 Rolex 24 At Daytona. The Sunoco 240 Challenge similarly is a challenge

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Sunoco Challenges!



SUNOCO 240 CHALLENGE

Shane Kelly in the F3 Cup was in the hunt to win the Sunoco 240 Challenge in 2016 but could not keep up the pressure on last year's Sunoco 240 Challenge champion Max Bladon. This year however, the fight is really close with drivers in nearly each of the qualifying race series scoring big average points. Can Shane keep scoring highly or will Mini Cooper racer Jessica Hawkins or British GT3 supremo Jon Minshaw continue to improve their scores? The only thing that is 100% certain is that nothing is concluded until the end of the Sunoco Challenge season and you can be rest assured that none of the other racers taking part in this year's challenges (196 in total) will let the current leaders run away with it.

between British GT3 and GT4 Am, Radical Euro Masters Am, Radical UK Challenge, GT Cup, Mini JCW and Cooper, F3 Cup and Britcar but here the fully funded race seat is in a GT4 sports car in the 4-hour long race at Daytona on the Friday before the Rolex 24 At Daytona. All flights, hotel and testing are included!

@sunoco_uk & facebook.com/sunocouk



www.sunocochallenge.com



1	C Noble Jnr	LMP3 Cup	101.88
2	S Middleton	British GT4 PRO	85.80
3	A Reed	British GT4 PRO	81.40
4	D Pittard	British GT4 PRO	81.40
5	W Tregurtha	British GT4 PRO	77.00



www.sunocochallenge.com



1	S Kelly	F3 Cup	112.50
2	J Hawkins	Mini Cooper	111.67
3	J Minshaw	British GT3 AM	107.80
4	A Mccaig	LMP3 cup	99.88
5	G Johnson	British GT4 AM	93.50

Points correct as of 30.05.17

Participating championships



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INDYCAR/SKIBINSKI

Taku finally takes the trophy

The popular Japanese driver made it to the top step after a nail-biting battle

By David Malsher, IndyCar Correspondent

[@DavidMalsher](#)

As Takuma Sato crossed the yard of bricks, passed the twin checkers and held off Helio Castroneves to win the 101st Indianapolis 500 by 0.2011 seconds, the Japanese contingent in the media centre dropped all pretence of objectivity, and started whooping and hugging each other in sheer delight and excitement.

It was a fine thing to witness. Some of them have been travelling to the US to cover IndyCar racing for almost three decades, since the era of Hiro Matsushita, and have become practiced in the art of dealing with disappointment. Race night after race night at any given IndyCar event, as Autosport packs up to depart the media centre, these dedicated writers and photographers are still hunched over their computers, writing and illustrating reports, and explaining the latest exploits of whichever compatriot is justifying their presence in places such as Alabama, Iowa and Pennsylvania.

For many years, this must have been a soul-destroying exercise because there was so little positive to write about Japanese Indycar drivers, even if the Honda marque was regularly racking up championships and Indy 500 wins. Sato's arrival in IndyCar in 2010, one would imagine, made their efforts even more frustrating. Quite clearly the most talented Japanese driver to race an Indycar, he has often been seen as a fast liability, a guy who promised much in terms of pace but who tended to make errors – forced and unforced – in the heat of battle, even on the rare occasions



IMS/OWENS

when he had a potentially winning car. The one obvious exception had been the 2013 Grand Prix of Long Beach, when he won for AJ Foyt Racing.

But now, four years on, he has added to his CV the most prestigious victory in racing, and soon the grinning face of this happiest of happy warriors will be immortalised on the Borg Warner Trophy. Five years after making an 'It's-now-or-never' lunge up the inside of Dario Franchitti to try and grab the lead on the last lap of the Indy 500, Sato took full advantage of a very strong Andretti Autosport-Honda package to hold off Castroneves, who was aiming for his record-equalling fourth Indy triumph. Michael Andretti has now achieved five victories as a team owner at IMS, a track that cruelly robbed him of opportunities to win as a driver, and his squad has taken three of the last four 500s. >>

Dixon's race ended with this big shunt



“When the time comes, I have to give 100% commitment. I knew I could do it”

With the exception of rookie Jack Harvey's Andretti entry, run by sportscar stalwarts Michael Shank Racing, the #26 AA car was the one least talked about in the run-up to the race. Ryan Hunter-Reay, the 2014 winner and de facto team leader; Alexander Rossi, the defending race winner; Marco Andretti, the guy who's always strong at IMS; and Fernando Alonso, the F1 world champion and Indy 500 'rookie' whose every move at IMS was contemplated and reported – they all got far more media attention than Sato.

When Taku then brushed the IMS walls twice on his four-lap qualifying run, on his way to fourth on the grid, most onlookers questioned whether the car would be able to reach the end of the race. This was the guy who crashed on his own in pre-season testing at Phoenix, and smashed his car against the wall in practice for the

season-opening race at St. Petersburg.

But just as his race engineer Garrett Mothersead predicted he would, Sato has adopted a calmer and more rational approach to his racing since joining Andretti in the off-season after four years spent effectively guiding Foyt's much smaller outfit.

This more placid version of Sato wisely backed out of a couple of 50/50 chances early in the race as he ran in convoy with team-mates Hunter-Reay, Rossi and Alonso. He remained calm when a slow mid-race pitstop, caused by a dropped wheelnut, dropped him into the middle of a frantic pack of rivals. He didn't make any errors in his climb back into contention. His patience didn't snap when he lost momentum battling with Castroneves and Dale Coyne Racing's Ed Jones in the final stint, as they all pursued Chip Ganassi Racing's surprise frontrunner Max Chilton. He used



Castroneves hung on to Sato, but had to give best to Honda power in the end

Honda's advantage over Chevrolet to pass Castroneves in a straight line on lap 195 in a manner that left Helio no way of defending fairly. And finally, Sato placed his car in exactly the right manner to fend off the Brazilian veteran when his pursuer got a run on him.

“First of all, I'd like to say big thank you to Michael Andretti and whole team, Andretti Autosport,” said Sato afterwards. “Without their support, obviously I cannot be here today. The entire month with my team-mates working extremely seamlessly through the practice days,



AGONY, TENSION AND ECSTASY FOR HONDA

RYAN HUNTER-REAY, FERNANDO ALONSO, Alexander Rossi, Charlie Kimball and Graham Rahal had reason to feel aggrieved at the end of the Indy 500. They, along with all Honda runners, had gone into the race worrying over the HPD units' alarming unreliability issues since the GP of Indy, where both Sebastien Bourdais and Kimball had retired. Since then, blow-ups for Jack Harvey, Oriol Servia, James Hinchcliffe, Graham Rahal, Bourdais again, as well as a potential blow-up for Alonso before qualifying, had put the teams on edge, and had left the HPD folks puzzled.

HPD race team leader Allen Miller said: "We had some issues earlier in the season [DNFs for Rossi and Takuma Sato at Long Beach] and we put out a different batch and updated engines, but it seems like we still have a problem and we still can't lock it down to whether it's a quality issue or a design flaw. The design says everything should be good. We've been frantically working away to discover what's causing our issue."

Whatever, he said, all the Honda runners had agreed to take the risk and not dial down the engines for the race, largely because doing so had not been proven to have any effect on when their engines went pop. So one can only imagine the amount of nailbiting that went on in those closing laps when the darling of Honda Japan, Takuma Sato, was holding on ahead of Helio Castroneves. Arguably, the strongest car in the whole field, Hunter-Reay's Andretti Autosport #28, had already departed the scene when its engine failed on lap 136. Just 30 laps later, Kimball's had done the same, again while appearing a contender for victory;

and on lap 179, Alonso's, too, had cried enough.

And it's not like the grief is over. If we can assume that Scott Dixon, Hunter-Reay and Rossi are expecting to fight the four Penske-Chevrolet drivers for the IndyCar title, having power but not reliability is going to hurt in a season where consistency is all. Bear in mind, the series has just seen its sixth different winner in six races.

But by no means was every disappointment among fast Honda runners down to unreliability. Defending Indy 500 winner Rossi looked seriously quick all month, but after running in the Andretti Autosport 1-2-3-4, he suffered a refuelling issue on lap 139, which dropped him down to 21st, with echoes of the similarly flawed stops that twice dumped him near the back in last year's race. Despite lacking the downforce and gearing he needed to fight his way out of the pack, Rossi scrapped his way to seventh by the time the checkers fell.

Rahal said he was suffering in straightline speed in his Rahal Letterman Lanigan Racing machine, which is why he couldn't recover from a flat rear tyre at three-quarter distance that initially left him a lap down. But he got luckier than temporary team-mate Servia, whose collision with Dale Coyne Racing stand-in James Davison appeared to be the Australian's fault, as he simply pinched down too hard on the Spanish veteran. Both drivers had been brave and fast and worthy of a top-five finish, but if he is to retain the #18 drive, Davison needs to remember to obey commands to pit for loose or broken bodywork. We don't need to think too hard to recall severe injuries from flying debris.

fantastic qualifying, very strong start.

"When the time comes, I have to give 100% commitment. I knew I could do it. But just, you know, waiting the moment. The last few laps — they were the moment! I know Helio is always coming on a charge. But he's just such a gentleman, such a fair player. I believe in him. We go side-by-side Turn 1. It was job done."

Castroneves was a gracious loser, as his dreams of joining AJ Foyt, Al Unser and Rick Mears in the four-time Indy winners' club came up short once more and he scored his third runner-up finish. When he woke up on Monday morning, he could at least be satisfied that not only has he taken the lead in the IndyCar points standings, he also wrung everything out of the Penske-Chevrolet package on race day.

He survived an early scare when he passed directly under the flightpath of Scott Dixon's crashing Ganassi car on lap 53, taking to the grass and losing a flap on his rear wing. The replacement wing worked, but then he got a drivethrough penalty for jumping a restart. Yet he fought and clawed his way through the field, eventually passing Penske's erstwhile pacesetter Will Power to move into the top 10 and prove the >>



one Chevrolet runner besides the Ed Carpenter Racing duo of Carpenter and JR Hildebrand who could cling onto the best Hondas.

But he was still working at a disadvantage. Asked to compare his duel with Sato with his duel with Hunter-Reay from three years ago, Castroneves saw little comparison. In 2014, he reckoned Honda had a 0.5-0.7mph advantage; this time around, he reckoned it was double that. With a tow from the #26 car, he could just about stay in touch this year, but without Sato making an error, he couldn't draft up to him.

His point was somewhat proven by his battle with Jones's Coyne car, which had suffered damage from the Dixon shunt that caused the race to be red-flagged, and had required a new rear wing for the #19. He had then punched a hole in the nose of his car when he hit the back of AJ Foyt Racing's third entry, driven by Zach Veach. Despite the consequent straightline drag, Jones was able to dice with Castroneves in a manner that not only proved Honda's power advantage but also endorsed Jones as a rookie of unusual composure, and drew compliments from his Penske rival.

Without the damage, Jones believed he had the car to beat, but still, third place was a remarkable achievement, and also a satisfying reward for Dale Coyne's little team, which has been through so much over the past four weeks. Gratifying, too, was the presence at the Speedway of the team's proven ace, Sebastien Bourdais, smiling, hobbling and on crutches after his 227mph shunt in qualifying.

And for the second time in eight days, everyone had cause to celebrate the Dallara DW12's structural integrity. Polesitter Dixon led the first six laps but with a car that was set up light on downforce to run fast in clean air, when he was passed by team-mate Tony Kanaan, he felt the car get ever looser and lost several places. It was a situation that was somewhat remedied at the first



Sato celebrates in traditional style with team owner Michael Andretti

pitstop, but Dixon was running in the lower reaches of the top 10 behind Kanaan when he encountered Jay Howard's crippled Schmidt Peterson Motorsports-Honda, which had just bounced hard off the wall at the exit of Turn 1, and was now wobbling back onto the racing line. Dixon pulled his car still harder down to the inside, but had no way of avoiding the stricken machine, and launched off it, sending the Ganassi car upside down, hitting the catch fence on the inside, and striking hard on top of the SAFER barrier, before tumbling again, the rollhoop hitting the pavement but withstanding the load.

Dixon and Howard wriggled out of their wrecks to the relief and applause of the crowd, and remarkably the four-time series champion had only a swollen left ankle as a legacy of surely

one of the luckiest escapes of his career.

It was the biggest but by no means last accident of the day. The 101st Indy 500 set a new record for number of different leaders – 15 – and the fact that series sophomore Chilton led the most laps – 50 – gives some idea of the unusual nature of the race this year. The DW12, in pre-manufacturer aerokit form (2012-'14), and also since then, has produced some truly frantic racing at the Speedway because such is the hole it punches in the air, it allows drivers even in slightly less well set-up cars to draft up onto the tail of the car in front. While entertaining, it does mean that the opportunistic can push their luck too far – following one restart, we were treated to the sight of the pack going five abreast down the back straight – and, given the cars' proximity to each other, chain-reaction accidents become inevitable.

On lap 184, Bourdais' replacement James Davison touched wheels with Rahal Letterman Lanigan Racing's second car of Oriol Servia in Turn 2 and, as they slid out of control and into the wall, Power swerved in avoidance, which collected James Hinchcliffe's Schmidt Peterson car, and prompted Power's Penske team-mate Josef Newgarden to spin and smack the inside wall. On lap 66, Conor Daly lost it at Turn 3, and avoiding his scattered debris sent rookie Harvey's Andretti car into a spin.

None of those crash victims, and maybe not even Dixon, were likely to threaten Sato's victory chances, however. The drivers who perhaps had most reason to feel rueful were a couple of his team-mates (see page 35), and that was through mechanical grief and bad luck. But few would begrudge Sato his well-deserved moment. ❁



Dixon led from pole, but struggled in traffic

RESULTS ROUND 6/16, INDIANAPOLIS 500, MAY 28 (200 LAPS – 500.000 MILES)

POS	DRIVER	TEAM / CAR	TIME	GRID
1	Takuma Sato (J)	Andretti Autosport · Dallara-Honda	3h13m03.3584s	4
2	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	+0.2011s	19
3	Ed Jones (GB)	Dale Coyne Racing · Dallara-Honda	+0.5278s	11
4	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Honda	+1.1365s	15
5	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Honda	+1.6472s	7
6	Juan Pablo Montoya (CO)	Team Penske · Dallara-Chevrolet	+1.7154s	18
7	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	+2.4222s	3
8	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	+2.5410s	8
9	Gabby Chaves (CO)	Harding Racing · Dallara-Chevrolet	+3.8311s	25
10	Carlos Munoz (CO)	AJ Foyt Enterprises · Dallara-Chevrolet	+4.5319s	24
11	Ed Carpenter (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+4.6228s	2
12	Graham Rahal (USA)	Rahal Letterman Lanigan Racing · Dallara-Honda	+5.0310s	14
13	Mikhail Aleshin (RUS)	Schmidt Peterson Motorsports · Dallara-Honda	+5.6993s	13
14	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	+6.0513s	23
15	Sebastian Saavedra (CO)	Juncos Racing · Dallara-Chevrolet	+12.6668s	31
16	J.R. Hildebrand (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+33.2191s	6
17	Pippa Mann (GB)	Dale Coyne Racing · Dallara-Honda	-1 lap	28
18	Spencer Pigot (USA)	Juncos Racing · Dallara-Chevrolet	-6 laps	29
19	Josef Newgarden (USA)	Team Penske · Dallara-Chevrolet	-14 laps	22
20	James Davison (AUS)	Dale Coyne Racing · Dallara-Honda	183 laps-accident	33
21	Oriol Servia (E)	Rahal Letterman Lanigan Racing · Dallara-Honda	183 laps-accident	12
22	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	183 laps-accident	17
23	Will Power (AUS)	Team Penske · Dallara-Chevrolet	183 laps-accident	9
24	Fernando Alonso (E)	McLaren-Honda-Andretti · Dallara-Honda	179 laps-engine	5
25	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Honda	166 laps-engine	16
26	Zach Veach (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	155 laps-battery	32
27	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	136 laps-engine	10
28	Sage Karam (USA)	Dreyer & Reinbold Racing · Dallara-Chevrolet	125 laps-alternator	21
29	Buddy Lazier (USA)	Lazier Racing Partners · Dallara-Chevrolet	118 laps-accident	30
30	Conor Daly (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	65 laps-accident	26
31	Jack Harvey (GB)	Michael Shank Racing/Andretti · Dallara-Honda	65 laps-accident	27
32	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Honda	52 laps-accident	1
33	Jay Howard (GB)	Schmidt Peterson Motorsports · Dallara-Honda	45 laps-contact	20
W	Sebastien Bourdais (F)	Dale Coyne Racing · Dallara-Honda	withdrawn-quali crash	-



Max Chilton was on the pace and led 50 laps

Winner's average speed

155.395mph.

Fastest lap Sato 39.7896s, 226.190mph.

CHAMPIONSHIP

- 1 Castroneves 245;
- 2 Pagenaud 234;
- 3 Sato 234; 4 Dixon 234;
- 5 Rossi 190; 6 Kanaan 188;
- 7 Power 186;
- 8 Newgarden 186;
- 9 Jones 185;
- 10 Hinchcliffe 170.

ON THE FRINGES


ED CARPENTER RACING, DESPITE appearing to be fastest Chevrolet-powered team for most of the month, saw its dreams turn to dust on race day. Team owner Carpenter (below) had “a couple of bad pitstops” and on a restart behind slower cars, he had to hit the brakes to avoid running into Dale Coyne Racing’s Pippa Mann. The #20 went sideways, ripping off the front-left wing on the sidepod of Mikhail Aleshin’s Schmidt Peterson car and Carpenter never recovered from the subsequent pitstops, finishing 11th.

Team-mate JR Hildebrand didn’t feel he had anything for the fastest cars, and suspects he’d have had to be content with fifth or sixth. That became a moot point when he got a drivethrough penalty for a jumped restart.

The new teams in the field each got a car to the finish of the Indy 500 and on the lead lap. The Harding Racing-Chevrolet of Gabby Chaves took ninth and, after such a fine effort, it’s great that this new partnership will also be racing at Texas and Pocono superspeedways in the coming months.

Juncos Racing saw Sebastian Saavedra clock a 15th place and Spencer Pigot finish 18th, albeit six laps down, in a car that had never felt right since he parked it in a wall during practice. Pigot will return to Ed Carpenter Racing to take over the #20 at Detroit this weekend.

Two-time Indy winner Juan Pablo Montoya (above) was able to salvage only sixth from the day, stating that he wished he’d taken a bigger swing at set-up changes earlier in the race, having found the sweet spot in the closing stages. Like fellow veteran, Ganassi’s Tony Kanaan who finished just ahead of him, JPM gave it everything on a day when the car just wasn’t near enough to perfection to challenge the leaders.



How close was Alonso to winning the Indy 500?

F1's Fernando Alonso went to Indianapolis with high hopes and serious intent. His race ended in familiar style – with an expiring engine – but it was all so nearly very different

By Edd Straw, Editor in Chief

[@eddstrawF1](#)

On the 37th lap of his oval-racing career, Fernando Alonso took the lead of the Indianapolis 500. It was an extraordinary moment for an extraordinary driver, who looked as comfortable in the cut and thrust of racing action at The Brickyard as he had during the month of build-up.

Twenty-five days after first driving

an Indycar, Alonso was mixing it with the best in the business. He knew he had the car to win, and in his mind his was damned well going to.

What he didn't know was that he was racing in what proved to be only a 447.5-mile race. For him, at least. But he might have had an inkling of what was to come, given the known problems with the Honda engine, and it won't have come as a complete surprise when he lost power. The bare facts are that Alonso was running seventh at the time, less than two seconds behind second-placed Andretti Autosport team-mate, and eventual winner, Takuma Sato. So the key question is: could he, should he, have taken the most sensational of triumphs in the 2017 Indy 500?

There are two ways to approach the question: from the race that he was facing, and from the race he could have had. Let's deal with the latter first.

On race pace, the Andretti team was dominant at Indy. Alonso joined three of its regular drivers – Sato, Ryan Hunter-Reay, Alexander Rossi – in controlling the race for the first half of its distance before things started to get complicated. Had the race played out under green-flag conditions, nobody else would have had a shot. Given Rossi dropped out of contention after a slow stop caused by a troublesome refuelling hose, and Hunter-Reay with an engine failure, that has clear implications for Alonso.

"Helio and some of the guys, they've been lucky with the yellow flags," said Alonso after the race. "With a trouble-free race, Ryan, Rossi, myself, we would be half-a-lap in front of everyone. That is the nature of this race, you need to be lucky in some moments."

But, as everyone kept pointing out in the build-up to this race, Alonso would have been lucky had he not been

Alonso worked very hard to be race-ready

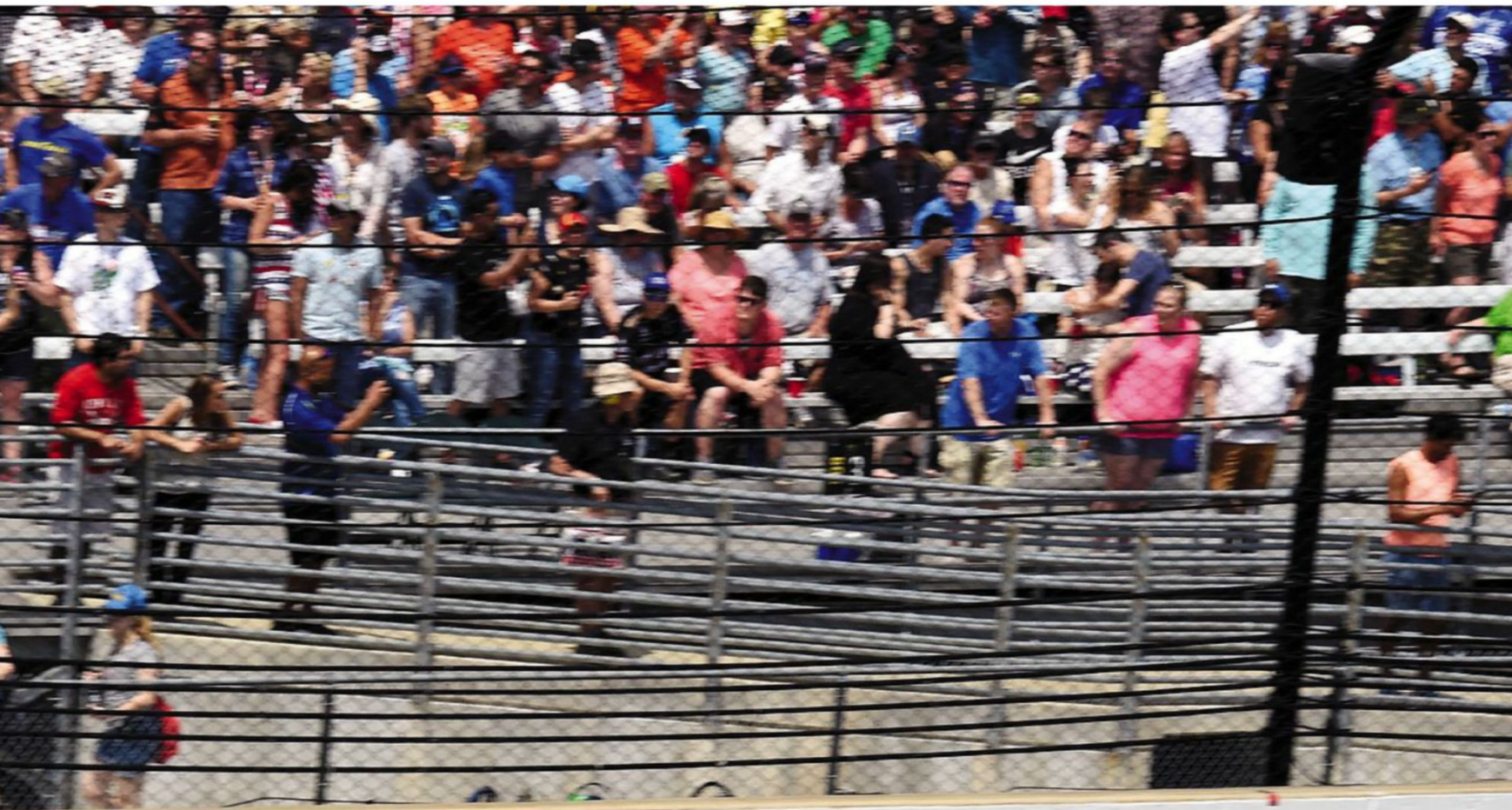


inconvenienced by such things. Even so, he was still in the hunt.

Alonso was hugely accomplished throughout the race, but there was a telling moment when the race restarted on lap 148. Alonso took this restart 12th, the lowest he ran in the whole race, at a time when all of the top eight were out-of-sequence strategically. Arguably, this was the only point when you could say he showed any oval-racing inexperience. Even then, what happened was hardly bad. Inconvenient is perhaps the most damning thing you can say about it.

On lap 148, while Castroneves surged from ninth to fifth at the restart on his way to an eventual second place, Alonso had a much tougher time. Initially, Oriol Servià was a little slow on the restart, and, while Castroneves made his move, Alonso had a difficult lap, at one stage being confronted by a wall of five cars down the back straight. He settled into ninth place and was still ahead of Sato, but he didn't make progress as quickly as he might have liked. Sato, in his eighth season of IndyCar, managed to get by both Alonso and Tony Kanaan in one lap during that phase of green-flag racing. >>





INDYCAR/ALONSO'S CAMEO

When Alonso ground to a halt, his position hadn't changed dramatically, but he was on the move. He had passed Kanaan for seventh a few laps earlier and was working on finding a way past Hildebrand. Had that race been able to play out without the interruption of cautions, it's reasonable to assume Alonso would have been in the mix with Sato. But did that earlier period in the race suggest he might just have been giving something away in terms of experience in the final sort out?

"Obviously, there were some better moments than others in the race, but I felt competitive all through," said Alonso when asked about that phase of the race. "When you are eighth, seventh, the last 20 laps were intense. But I was taking care a bit of the front tyres in the first couple of laps of that stint because I knew the race would be decided in the last six or seven laps. I think I had a little bit in the pocket before the engine blew up."

It all sounds very plausible. And there's little doubt he would have given it a damned good go. Mario Andretti said before the race that Alonso was a "shoo-in" for a top five, and would surely have been in the top three from there. And if you're in the top three, you're going to be in with a shot. It will be, forever, a maybe. The fact that Alonso finds himself in the middle of a never-to-be-resolved 'what if' scenario is impressive.

But the mere details don't do Alonso's performance justice. Yes, he had the strongest package, as the Andretti Autosport Hondas were the quickest thing in Indiana on race day (just not the most reliable). He also had the rare luxury of nine days of running in the two-week run-up to the race and some of the best help available. But he extracted the most from what he had throughout his two weeks.

His rigorous preparation, which included up to three hours of Honda simulator work each morning before running started, as well as a vast amount of watching video footage both of Indy 500 race broadcasts and onboards, proved first how desperate he was to win and secondly the respect he had for those he was going up against. And with each passing day at Indy, it became progressively less surprising that he looked like he'd been doing it for his whole life. Running in traffic? No problem. Crosswinds? No problem. Qualifying trim? No problem. But the race was a new world. Or, at least, it was supposed to be.

"Everyone kept telling me that practice is practice, the race is a different animal and you will see that everything becomes much more competitive," said Alonso. "But we were there as well, we changed animal as well."

In the race, he was very assured. He'd said beforehand that he had no plans to take it easy early on, but getting shuffled back to ninth immediately didn't cause any particular concern. As the stint went on he moved forward and, in the second stint, he hit the front. Alonso also worked well with his team-mates, particularly Rossi and Hunter-Reay.

In the cockpit, all seemed under control as well. There were no heated exchanges or caustic comments over the radio, and the closest thing to a problem was when strategist Michael Andretti called Alonso, only to then hurriedly cancel the call when he realised the pits were closed. Alonso adapted to the



Alonso was running seventh when his engine failed, and could have had a chance to win

use of the spotters, in his case both sons of 1985 Indy polesitter Pancho Carter, Cole and Dane, very well. There was limited chatter from them, indicating, perhaps unsurprisingly, that Alonso had a clear idea of what information and guidance he did and, more importantly, did not require.

His judgement in battle was particularly impressive. There was no sign of reticence, of over-cautiousness, with any number of very decisive passes. The highlight was probably a late dive past Kanaan that was perhaps close to the limit, but not over it. Alonso had a very clear idea of the characteristics of the drivers he was up against, and which could be trusted.

But it would have been in the final 20 laps, that last dash to the line, that Alonso would have been put to the supreme test. Having passed every previous one with flying colours, it seems unlikely he would not have been up to the challenge. But it won't be until next time that we could have the privilege to see Alonso in the most intense kind of oval battle.

And Alonso does want to return to the Indy 500. When that might be depends on many things, as if he has an F1 programme next year it's inconceivable that both the qualifying and race weekends at Indy will not clash with a grand prix. But in one attempt, he has already joined the ranks of those who you would bet on winning it one day.

Even though Alonso only added a 24th place at Indy to his CV, the impact of his oval adventure is far bigger than that. By taking on the Indy 500 and being in the hunt to win when he retired, he has further added to the Alonso legend. And the experience of this year can only make him stronger next time.

As the man himself said, "it'll be easier the second time..." ✨



Will Alonso make a return to The Brickyard?



HOW INDY FELL IN LOVE WITH ALONSO



“I DIDN’T WIN, BUT I will drink a little bit of milk,” laughed Alonso. It wasn’t the celebratory dose of dairy he craved, but a small carton he had brought with him to the post-race press conference. That moment encapsulated the relationship Alonso has struck up with this race, and vice versa.

Not only does Alonso get the racing on-track, he gets *all* of it: the tradition, the challenge, the legend. It’s no surprise that, during the pre-race driver presentation on the grid, he got a huge cheer from the crowd, and was applauded by his fellow drivers during the public briefing the day before. After all, this was the man who brought with him international attention unmatched since Nigel Mansell’s arrival in 1993.

Those who supposed Alonso might arrive with delusions of F1 grandeur thanks to his status were the only ones who had reason to be disappointed in him. Alonso interacted with the fans when he had to, even when not entirely comfortable with it, and the crowds that gathered outside his garage off Gasline

Alley every day, sometimes even appearing in the most unexpected places, having got wind of his itinerary, showed America had embraced him.

“Obviously, it’s different compared to what we are used to,” said Alonso. “The first couple of times, especially when you are going into the car, it’s not a help because in that moment you talk with your engineer, you know what you will do on that run, and then some fans get close and there’s a distraction there. But when you’re in the garage, in the meetings, it’s a good thing they can get up close and have the signature from their favourite driver.”

The American fans embraced him because drivers like Alonso are part of the heritage of The Brickyard. He’s not something new, he’s simply the latest manifestation of a tradition of the exotic incomer that goes all the way back to Frenchman Jules Goux’s win in 1913 and includes Jim Clark, Graham Hill, Jackie Stewart and Mansell.

And how well he played the part, both on and off track.



Saying farewell to the birthplace of rallycross

Lydden Hill hosted its final World Rallycross event last weekend, and the championship's move to Silverstone has split opinion

By David Evans, Rallies Editor

[@daviddevansrally](#)



Richie Harris put his beer down. He needed two hands to make one point. And that one point was a simple one. “It’s a disgrace,” he says. “There’s no other word for it.”

There’s a pause. He’s found some more words. “It’s all about money, ain’t it. It’ll be some sort of fix somewhere along the way. Me? I’m gutted. How can you go anywhere else in Britain to watch rallycross?”

The question was rhetorical, which was just as well, because Harris was in no mood to pause for an answer.

“Come here,” he says, pulling at my sleeve, “come and look at this.”

I’m led into the trees behind the start-finish straight where Harris’s mates are watching. There’s a banner. Not a big one and, by Sunday morning, it’s not the best-looking one. Dog-eared it might be, but the message and the sentiment have survived the last few days. “Keep WRX at Lydden.”

Last weekend it was very hard to argue with that message. A lovely, sunny Saturday gave way to a glorious Sunday and, amazingly, the last ever World Rallycross Championship race at Lydden Hill. That’s Lydden Hill, the home of rallycross.

Next season – and for at least the next five years – Britain’s premier rallycross event will be based at an all-new, purpose-built RX circuit at Silverstone. That track was seen for the first time on Tuesday, a day when Silverstone was at its perfect, polished, Formula 1 best.

Trouble is, for Richie and more than a few more, rallycross is a world away from F1.

Lydden last weekend was a strange place with an odd atmosphere. When the racing came, the fans’ reaction was the same as ever: Kent’s most photographed hill came alive and responded in traditional fashion to an exceptional motorsport event. But when the engines went quiet, there was a genuine sadness among the hardcore fans.

Unfortunately, the 50th anniversary of rallycross – which was born at Lydden – was a little bit lost. Or as lost as it could when there’s an Audi Quattro hanging over the door.

Paul Bellamy was the man who made the move and you didn’t have to look too far to find folk ready to lambast the managing director of World RX for Lydden’s loss. Quite rightly, Bellamy deflected that ire towards the local council.

Five years ago, when World RX’s arrival in Kent was still in the planning stage, Lydden owner Pat Doran was a man full of ideas. Fully aware of his track’s shortcomings, Doran laid out a future that included the kind of permanent structures, grandstands and facilities that a sport in the ascendency would soon be needing.

Five years and the thick end of half a million in legal fees down the line and Doran and the local planning department are still at loggerheads. And Lydden’s development remains a plan unfulfilled.

Bellamy says: “For me, Pat’s story is the real story here. He’s had no support from the local council and he’s been doing this job with two hands tied behind his back. It’s his passion for the sport that has kept him going, but unfortunately with the speed of growth we’re experiencing with the sport, we need the facilities. I’ve always said to Pat, if we could pick up this track and take it somewhere with grandstands, permanent buildings – a home for the media centre – and accessibility and connectivity, then we would have the perfect place.”

Hoonigan Racing Division’s Ken Rees sympathises with Doran’s position, but as a co-ordinator he’s seen the frustrations first hand.

“There’s not enough electricity here,” says Rees. “There’s enough to supply the demands of one team, but we’re all on generators. There’s not enough water supply, we’re having to top the water up through the night to get through the next day. And when we’re setting the place up, we’re out there with a tape measure making sure nobody’s stolen an inch from us.”

“And then there’s the problem with the noise. We’re only allowed to run the cars between nine and six on Saturday and



There was an odd mood at Lydden Hill

“It’s all about money, ain’t it? It’ll be some sort of fix somewhere along the way”

1015 and four on Sunday. When we were taking the cars out of the transporters on Friday, we had to roll them out, we weren’t allowed to start the engine because the locals complain about the noise. That’s not right.

“At Silverstone, we’ll have an FIA facility with plenty of space and everything we need.”

But what about the soul? What about the heart and soul of rallycross. Can that be transported north to Northamptonshire? Not everybody’s convinced.

Pernilla Solberg, wife of Lydden winner Petter and co-owner and co-ordinator of the PSRX Volkswagen Sweden squad, can see another perspective.

“The internet connection here is absolutely rubbish,” says Mrs S. “And the facilities are not great. But it’s got something. We need to look after these places. We have to accept all the paddocks are not flat, level, big and smooth – I think we have become a bit spoiled with so much space at some of the other places, so we bring more trucks and more awnings and we size ourselves out of these places.”

Petter steps in: “We can see both sides of this one. This is a great track, one of the best tracks around and we have always said you have to keep the history and you have to keep the hardcore happy. We can’t just throw it away and forget about it. I must say, it was a surprise for me when we were leaving here. I didn’t expect this one. But, at the same time, we see the big picture.”

Somewhat surprisingly, that’s a view shared by Doran.

“I’ve got nothing against Paul Bellamy and IMG,” he says. “I can understand why they’re leaving and, quite honestly, I expected it. Five years ago, we had really big plans about what we could do, but we’ve just come up against it in terms of planning. But I’m not giving up here, I’ll keep fighting. Today >>>



ALL PICS: MCKLEIN



we're celebrating a 50th anniversary – that's what's important here. That's what today is all about for me. We were here before World RX and we will definitely be here afterwards. I've seen the protests around here about what's happening and that's nice. One guy came to me and said, 'What's tennis without Wimbledon?' We'll survive."

Like Solberg, Mattias Ekstrom is second generation rallycross and Lydden means plenty to the reigning world champion.

"I remember my papa [Bengt Ekstrom] competing here at Lydden," says Mattias. "I remember watching this place on television on a Saturday morning, and to come here for the first time and compete is really special. When you drive through those gates at the top of the hill, this circuit appears before you and it's special. And it's also a beautiful place. You know there are so many places where I race in DTM and it's just not like this, it's just a race track and lots of concrete. But here it's really beautiful."

Ekstrom is a real pragmatist. He knows the sport has to move on, but he's adamant that Lydden still has a part to play.

"World RX needs to go to places with the right facilities," he says, "but the European Championship or RX2 or some of the smaller series, they need to keep coming here. These are the tracks where you learn to drive."

And Lydden was the original place where race drivers leaned to drive on dirt. This corner of Kent made history in 1967. And Vic Elford was very much a part of that history.

The winner of the very first rallycross race remembers a different Lydden Hill to the one we see today. At the time, Elford had recently switched allegiance from Ford to Porsche. Just under a year on from that February race at Lydden, he would win the Monte Carlo Rally in a 911. But for now, Stuttgart wanted him to participate in this inaugural made-for-television spectacular.

"They insisted I enter with a 911," he says. "I explained that I didn't have one, but they insisted. So I went to the Aldington family, the newly appointed importer for Porsche. Nobody really knew what rallycross was all about, but they were happy to lend me their showroom demonstrator. It literally came straight off the showroom floor, even complete with its shiny hub caps."

Elford won at Lydden, but the race wasn't made easy for him.

"Having just left Ford under less than ideal circumstances, my beloved Porsche and I were the victims of violent aggression by Brian Melia and Roger Clark, both driving Ford factory rally cars," he recalls. "But I won, even though every panel on the Porsche – apart from the roof – had signs of contact from the Fords. When I took the car back to the Adlington family the next morning, they'd already had potential customers on the telephone asking about the new wonder car from Germany – so its condition was ignored!"

"Back in those days, the rules and regulations for rallycross were made up as we went along. It was totally different to anything we had ever seen before, but it was quite enjoyable."

Volkswagen's Solberg and Kristoffersson lead the way at Lydden Hill, while rallycross fans protest (r) about the circuit's loss of status



In the intervening years, Dickie Davis and ITV's *World of Sport* made Saturday afternoon heroes of drivers like Will Gollop and Martin Schanche.

And then came IMG, World RX and the end of the road for Lydden Hill, at least at the sport's highest level.

"What we're creating at Silverstone is more than a rallycross race," says Bellamy. "The speed machine festival will have concerts, food festivals, e-gaming for the next generation of rallycross fans and even the opportunity for fans to test drive their next car on Silverstone's Formula 1 track."

"We couldn't possibly hope to do all of that here at Lydden. But at the heart of all of that will be something special. At the heart of that festival we'll have a round of the World Rallycross Championship."

The message is clear: on paper Bellamy has taken on the promotion of World Rallycross, but in practice he's taken on the patronage of something much bigger. He's taken on five decades, half a century of heritage, and Richie and his mates are not about to let him forget what that means.

But the last word has to go to the one who came up from this emotionally charged weekend smelling of champagne.

"I'm an emotional guy," says Solberg. "And when I stood on the top of the podium, it really meant something to me. Fifty years is a long time and a lot of history and it all started right here in this field. When I go out tonight and they shut the gate behind us, I will be sad. Lydden is in the heart of rallycross. But now we look to the future." ❧



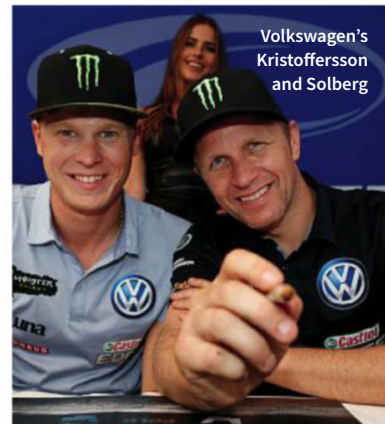
SOLBERG LEADS VW DOMINATION

THE PSRX VOLKSWAGEN SWEDEN TEAM had threatened a weekend of domination since setting fastest times on the first day of the season in Barcelona with its World Rally Championship-derived Polo GTI Supercars, but it wasn't until the fifth round of the World Rallycross Championship at Lydden Hill last weekend where the squad delivered on its potential to claim its first one-two finish.

At the final World RX event to be held at the Kent venue, it was PSRX team owner and double WRX champion Petter Solberg who led the squad's challenge with blistering pace to secure his first World RX victory in over a year, more than 400 days since his last win at the Portuguese season-opener in 2016.

Solberg was dominant in the qualifying stages. Fastest in three of the four sessions, he started on pole position for semi-final one, took his joker from the lead on the second lap and won, to start on pole for the final. The Norwegian used a similar tactic in the final, having saved three new tyres for the knock-out stages of the event and took his joker on lap two to return to the main circuit ahead of Johan Kristoffersson, who had taken his joker on lap one.

Solberg's compatriot Andreas Bakkerud moved into the lead when Solberg took his joker and saved his extra route until the final lap, emerging from the joker third behind Kristoffersson, as triple 2017 event winner Mattias Ekstrom jockeyed from second on lap five and returned to the main circuit just behind Peugeot-Hansen driver Sebastien Loeb, who blocked Ekstrom's attempts at overtaking into the hairpin. Timmy Hansen spun at the same North Bend hairpin on lap three due to a left-rear puncture, and EKS



Volkswagen's Kristoffersson and Solberg

Audi driver Ekstrom also suffered a deflated left-rear tyre on the final lap of the weekend on the abrasive surface.

There were no such dramas for Solberg, who scored victory ahead of team-mate Kristoffersson and Bakkerud. Kristoffersson moved into the championship lead ahead of Ekstrom as the PSRX squad further extended its margin in the teams' standings.

"I'm so happy, I needed that victory," said Solberg. "These victories that Johan and I have had over the last two races is a team thing. The car is good but all the details that they have been doing, that's some of the reason why we're getting this consistency."

Former British Touring Car champion Andrew Jordan made a one-off return to the sport deputising for Timo Scheider in the MJP Racing Team Austria squad and qualified for the semi-finals, setting top-10 times throughout the weekend.

HAL RIDGE



Winner Solberg is also a fan of the Kent venue

RESULTS ROUND 5/12, LYDDEN HILL (GB), MAY 28 (6 LAPS - 4.362 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Petter Solberg (N)	PSRX Volkswagen Sweden · Volkswagen Polo GTI	4m09.602s
2	Johan Kristoffersson (S)	PSRX Volkswagen Sweden · Volkswagen Polo GTI	+1.690s
3	Andreas Bakkerud (N)	Hoonigan Racing Division · Ford Focus RS	+3.317s
4	Sebastien Loeb (F)	Team Peugeot-Hansen · Peugeot 208	+6.730s
5	Mattias Ekstrom (S)	EKS · Audi S1	+14.156s
6	Timmy Hansen (S)	Team Peugeot-Hansen · Peugeot 208	+58.020s

Winner's average speed 62.913mph. **Fastest lap** Solberg 40.159s, 65.171mph.

SEMI-FINAL ONE

1 Solberg 4m11.741s; 2 Bakkerud 4m12.840s; 3 Hansen 4m13.143s; 4 Ken Block 4m13.870s; 5 Timur Timerzyanov 4m16.219s; 6 Janis Baumanis 4m18.399s.

Winner's average speed 62.378mph. **Fastest lap** Solberg 40.021s, 65.396mph.

SEMI-FINAL TWO

1 Kristoffersson 4m10.922s; 2 Loeb 4m13.095s; 3 Ekstrom 4m13.566s; 4 Kevin Eriksson 4m14.630s; 5 Andrew Jordan 4m16.301s; 6 Toomas Heikkinen 4m17.343s.

Winner's average speed 62.582mph. **Fastest lap** Kristoffersson 40.159s, 65.171mph.

CHAMPIONSHIP

1 Kristoffersson 124; 2 Ekstrom 120; 3 Solberg 117; 4 Hansen 91; 5 Loeb 81; 6 Bakkerud 73; 7 Block 52; 8 Timo Scheider 50; 9 Heikkinen 46; 10 Eriksson 42.

ALL PICS: MCKLEIN

RACE CENTRE

FORMULA 2 • FRENAULT EURO CUP • NURBURGRING 24H • SUPER FORMULA



Rowland held off Markelov to win feature race

Leclerc's home pain is rival

FORMULA 2
MONTE CARLO (MC)
MAY 25-27
ROUND 3/11

UP UNTIL LAP 22 OF THE MONACO Formula 2 feature race it had been a perfect weekend for Charles Leclerc. The Prema Racing driver – who entered his home race with a 26-point championship lead over Briton Oliver Rowland – had topped practice, taken pole and was comfortably leading the 41-lap main event.

But, as so often happens at Monaco, his weekend fortunes – and the face of the title fight – dramatically changed very quickly, thanks to matters outside Leclerc's control.

A collision at Mirabeau between Robert Visoiu and Louis Deletraz led Prema to call Leclerc in immediately to minimise the risk of him losing time to ART Grand Prix's Alexander Albon, who had made an early switch to the super-soft tyres after starting second and shadowing his former GP3 team-mate early on.

It took several moments for race control to

deploy the safety car, which allowed Rowland, Nobuharu Matsushita and Artem Markelov (the next three cars behind the leader before his stop) to gain time and stay ahead of Leclerc when they came in one lap later.

Leclerc was also picked up by the safety car, but had already lost the lead, and was audibly frustrated by the situation, which got worse when his left-front wheel began wobbling ominously shortly after he left the pits. A broken suspension upright forced his retirement and left him with his head in his hands in the pitlane.

"I think it's the most disappointing moment in my whole career because of being at Monaco for the first time," he reflected afterwards. "I think the suspension piece was already a bit fragile and so with the pitstop it was just too much putting a wheel back."

Leclerc's misfortune was Rowland's gain and the Yorkshireman, who has never previously enjoyed much luck racing in Monaco, controlled the gap over Markelov for the rest of the race to take his first F2 win.

"I've been waiting a while for it – I've always



AT A GLANCE

RACE 1

- 1 Rowland DAMS
- 2 Markelov Russian Time
- 3 Matsushita ART

RACE 2

- 1 de Vries Rapax
- 2 Cecotto Jr Rapax
- 3 Malja Racing Engineering

➔ P55 RESULTS

LAT IMAGES

Rowland's Monaco gain

been there or thereabouts – but sometimes you need a bit of luck and I've never had it," said the 2015 Formula Renault 3.5 champion. "There's no better place to do it, I'm really pleased."

Matsushita completed the podium, while Albon finished fourth after completing a mammoth 33-lap second stint to record his best F2 result to date ahead of Luca Ghiotto, Gustav Malja, Nyck de Vries and Johnny Cecotto Jr.

In race two, McLaren F1 junior de Vries, who had risen up from 14th to seventh in the feature after being handed two grid penalties for causing a collision last time out at Barcelona and impeding Antonio Fuoco in Monaco qualifying, beat his Rapax team-mate Cecotto off the line.

After seizing the lead, he shot clear and put in a dominant performance to take his own maiden F2 win, although he had to keep his focus after clouting the apex at Tabac late on.

"This weekend, everything fell into place," he said. "We were strong to come back from P14 [on Saturday] to win the race today."

Cecotto held on to take second, while Malja resisted the attentions of Ghiotto,

Markelov and Albon to secure third.

Although there was little action at the front, the championship leaders both had eventful second races.

Leclerc had said beforehand that he would not take too many chances and risk a penalty, but he collided with Arden's Norman Nato at Rascasse in the early stages. The incident, which earned him a 10-second penalty, forced Nato to retire and ultimately ended the Ferrari Academy member's race, too, as he bent a wishbone and stopped when that caused severe degradation.

Rowland was overtaken by Jordan King in the opening laps, which pushed him out of the points, but he managed to stay ninth despite being hit from behind by Trident driver Sergio Canamasas in the closing stages.

It was a weekend of home heartbreak for Leclerc and first-win joy for Rowland and de Vries. But, with his nearest championship rival failing to score in race two, Leclerc at least hung on to his standings lead. Just three points now separate the two at the top of the table.

ALEX KALINAUCKAS

Cammish can't stop Ammermuller

PORSCHE SUPERCUP

MONTE CARLO (MC)

MAY 28

ROUND 2/8

MICHAEL AMMERMULLER completed a hat-trick of 2017 Porsche Supercup victories, after an irreproachable drive from pole.

The Bavarian admitted to scaring himself in qualifying, where he received accolades for finishing half a second clear of the chasing pack.

The race developed into a formation showing by the black-and-white Lechner MSG cars of Ammermuller and team-mate Dan Cammish.

Team boss Walter Lechner had praised Monaco debutant Cammish's third place qualifying effort, achieved after a breathtaking flight over the Swimming Pool chicane's high kerbs. Cammish confessed he had perhaps been overdriving, but produced a composed drive on race day.

The double Porsche Carrera Cup GB champion leapfrogged German series leader Dennis Olsen away from the line. Fastest lap was set in his pursuit of Ammermuller, but Cammish was never sufficiently close to stage a passing attempt.

"My first victory in Monaco is something very special," said an emotional Ammermuller. "I was nervous beforehand, and I think I would have preferred to have driven the race immediately after Friday qualifying."

Olsen's Porsche Junior stablemate Matt Campbell endured a frustrating Sunday morning bottled up behind fourth-placed Zaid Ashkanani.

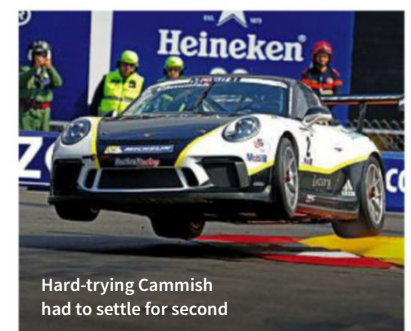
Kuwaiti student Ashkanani defended his position with aplomb to secure his highest Supercup finish so far.

PETER MILLS

RESULTS

1 Michael Ammermuller 16 laps in 25m54.545s; 2 Dan Cammish +2.162s; 3 Dennis Olsen; 4 Zaid Ashkanani; 5 Matt Campbell; 6 Daniele Di Amato; 7 Robert Lukas; 8 Josh Webster; 9 Steven Palette; 10 Mikkel Overgaard Pedersen.

Points 1 Ammermuller 60; 2 Olsen 52; 3 Cammish 48; 4 Campbell 40; 5 Lukas 31; 6 Di Amato 25.



Hard-trying Cammish had to settle for second



DPPI/LENORMAND GREGORY

Palmer and Fenestraz star again

FORMULARENAULT EURO CUP
MONTECARLO (MC)
MAY 27-28
ROUND 4/10

A YEAR ON FROM HIS VICTORY in the wet for Tech 1 Racing, Sacha Fenestraz cemented his reputation as a street circuit expert by claiming a second Monaco Formula Renault Eurocup triumph in last Sunday's Grand Prix curtain raiser.

The Josef Kaufmann racer's repeat feat was owed in large part to a frenzied effort in qualifying, in which he toppled fastest A Group qualifier Will Palmer.

Fenestraz hustled a lap 0.1s under Palmer's provisional pole time, before bending his rear suspension against the Armco on the exit of the Swimming Pool chicane. Pressing on furiously despite misaligned wheels, Fenestraz lost control and spun on the exit of La Rascasse.

"It was very dangerous, because there were cars coming straight at me," recounted the French-born Argentine. "I was also worried about causing a red flag – if that had happened, I would have lost my best times."

The slower A Group was given priority for Saturday's grid. Palmer capitalised on pole to lead into Ste Devote from Fenestraz and R-ace's pairing of erstwhile points leader Robert Shwartzman and Max Defourny.

After withstanding early harassment from Fenestraz, Palmer settled to extend a 1.6s margin of victory. His faultless display gave no indication of a stressful pre-race build-up.

"My preparations were a bit

complicated because I had a university economics exam on Wednesday," revealed Palmer. "Racing before here really helped, though, and it's an awesome result."

Defourny staged a gritty pursuit of Shwartzman for the final podium spot. Entering Ste Devote on the penultimate lap, Shwartzman missed the apex, allowing Defourny to draw alongside on the blast up Beau Rivage, before completing a daring manoeuvre around the outside at Massenet.

"I'm a bit upset to lose a podium at Monaco with two laps to go," said a dejected Shwartzman. "It is difficult to understand because I wasn't pushing, but for some reason I locked up."

Fifth on the road, Richard Verschoor was handed a 10s post-race penalty for a jump start that had carried him past fellow Red Bull Junior Daniel Ticktum. Ticktum and Pau winner Alex Peroni, sixth, were compromised by two-place grid penalties carried over from Pau.

This year's Eurocup aspirants were treated to two races in Monaco for the first time. The opening lap on Sunday

Palmer led from the start of race one and took his third win of the 2017 campaign

proved incident-packed. Fenestraz's Chinese team-mate Yifei Ye spun on the exit of Ste Devote, while Renault Sport Academy's Jarno Opmeer tagged Henrique Chaves at the Fairmont Hotel hairpin, precipitating a five-car tangle.

Palmer was also fortunate to avoid ending his race prematurely. Running in the wake of a seemingly rocket-propelled Fenestraz, he arrived too hot into the Swimming Pool chicane, and wrestled a squirrelling car under braking.

The incident allowed Shwartzman to grab second, and Fenestraz to escape from the chasing pack. "Monaco demands a lot of attention, but I find it easier than Pau," said Fenestraz, who maintained focus to record his maiden victory of the season.

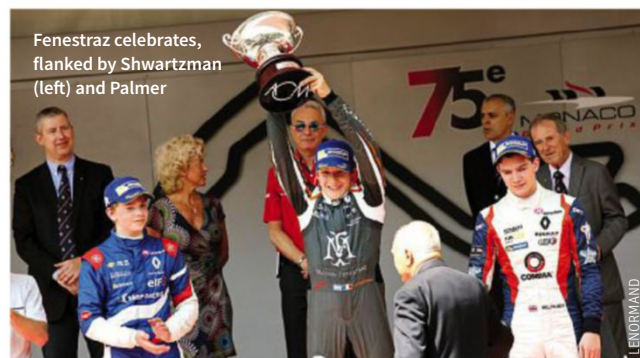
Defourny again proved the only frontrunner capable of overtaking, although his pass on Daniel Ticktum for fourth at Portier was aided by the Briton's awareness.

A late-race safety car denied Defourny an opportunity of making further progress, but not before recording a second fastest lap of the weekend. The Belgian may well ponder what might have been, had he not been held up by the spinning Fenestraz in qualifying.

PETER MILLS

RESULTS

Race 1 1 Will Palmer 18 laps in 27m51.860s; 2 Sacha Fenestraz +1.644s; 3 Max Defourny; 4 Robert Shwartzman; 5 Daniel Ticktum; 6 Alex Peroni.
Race 2 1 Fenestraz 17 laps in 28m07.742s; 2 Shwartzman +0.687s; 3 Palmer; 4 Defourny; 5 Ticktum; 6 Peroni.
Points 1 Palmer 144; 2 Shwartzman 135; 3 Fenestraz 115; 4 Defourny 78; 5 Peroni 67; 6 Gabriel Aubry 52.



Fenestraz celebrates, flanked by Shwartzman (left) and Palmer

LENORMAND

Dillon runs long to take first victory

NASCAR CUP
CHARLOTTE (USA)
MAY 28
ROUND 12/36

AUSTIN DILLON BECAME THE NASCAR Cup Series' newest race winner after using a fuel-mileage gamble to come away with the victory in a rain-delayed Coca-Cola 600 at Charlotte Motor Speedway.

Chevrolet drivers Dillon and Jimmie Johnson both tried to stretch their fuel for the final 70 laps but Johnson ran out of gas with two of the 400 laps remaining, allowing Dillon to inherit the lead.

Dillon then held off the fast-approaching Toyota of Kyle Busch to become the 10th driver to claim his first series victory at Charlotte.

"We're in the [playoffs], baby – it's awesome! I was just trying to be patient with Johnson, I could see him up there saving fuel," Dillon said. "When he ran out I went back into save mode.

"We ran out at the line and it gurgled all the way around and we pushed it to Victory Lane."



The last win for Richard Childress Racing's #3 car in the Cup series came on October 15, 2000, at Talladega with the late Dale Earnhardt Sr.

Martin Truex Jr, who led the most laps in the 600 for the third consecutive season, finished third, ahead of Matt Kenseth and Denny Hamlin.

The race was halted for nearly one hour and 40 minutes shortly before its halfway point due to thunderstorms in the area. Busch won stage one, Truex took stage two and Hamlin claimed stage three.

JIM UTTER

Dillon ended the #3 Chevy's wait for victory after nearly two decades

RESULTS

1 Austin Dillon (Chevrolet SS) 400 laps in 4h19m22s; 2 Kyle Busch (Toyota Camry) +0.835s; 3 Martin Truex Jr (Toyota); 4 Matt Kenseth (Toyota); 5 Denny Hamlin (Toyota); 6 Kurt Busch (Ford Fusion); 7 Erik Jones (Toyota); 8 Kevin Harvick (Ford); 9 Ryan Newman (Chevy); 10 Dale Earnhardt Jr (Chevy).

Playoff qualifying 1 Truex 491/2 wins;

2 Brad Keselowski 409/2; 3 Jimmie Johnson 359/2; 4 Kyle Larson 486/1; 5 Joey Logano 336/1; 6 Ricky Stenhouse Jr 298/1; 7 Kurt Busch 290/1; 8 Newman 266/1; 9 Austin Dillon 238/1; 10 Harvick 388; 11 Kyle Busch 386; 12 Jamie McMurray 385; 13 Chase Elliott 362; 14 Clint Bowyer 343; 15 Hamlin 332; 16 Ryan Blaney 308.

Nissany wins as Fittipaldi closes on points lead

WORLD SERIES FORMULA V8 3.5
JEREZ (E)
MAY 27-28
ROUND 4/9

ROY NISSANY BECAME THE FIFTH 2017 winner in seven races in Formula V8 3.5 at Jerez last weekend, claiming his first victory of the season for RP Motorsport.

Nissany stole the lead at the start of the first race when polesitter Egor Orudzhev was caught by surprise by a short hold on the lights.

As Nissany led the pack away by a margin of almost two seconds, SMP Racing with AVF's Orudzhev then suffered a loss of power and caused a safety car.

This allowed a chasing Pietro Fittipaldi to catch up to Nissany and attempt an overtake around the outside, but ultimately he couldn't quite make any attack hold and finished second, ahead of Matevos Isaakyan in third.

Fortunes were very much reversed in the second race of the weekend the following day. Fittipaldi claimed pole, while a poor

Nissany grabbed the lead at the start and held off Fittipaldi

qualifying session left Nissany languishing in seventh on the grid. Nissany was then forced to retire shortly after his mandatory pitstop, with a mechanical failure.

Fittipaldi initially lost the lead to a resurgent Orudzhev, but managed to regain it again by the end of the opening lap with a hard-fought move around the outside at Turn 3.

The pair continued to swap the fastest lap honours between them throughout the early stages of the race, but the order remained unchanged, even after both drivers completed their pitstops at the same time.

Fittipaldi eventually crossed the line four seconds ahead for Lotus, moving within a single point of championship rival Rene Binder in the standings.

RESULTS

Race 1 1 Roy Nissany 26 laps in 42m24.972s; 2 Pietro Fittipaldi +0.556s; 3 Matevos Isaakyan; 4 Rene Binder; 5 Nelson Mason; 6 Alfonso Celis; 7 Yu Kanamaru; 8 Konstantin Tereschenko; 9 Diego Menchaca; 10 Giuseppe Cipriani. **Race 2 1 Fittipaldi** 27 laps in 41m45.053s; 2 Egor Orudzhev +4.373s; 3 Isaakyan; 4 Celis; 5 Binder; 6 Damiano Fioravanti; 7 Tereschenko; 8 Mason; 9 Menchaca; 10 Kanamaru. **Points 1 Binder 120;** 2 Fittipaldi 119; 3 Nissany 106; 4 Celis 95; 5 Isaakyan 92; 6 Orudzhev 85.



DUTCH-PHOTO-AGENCY



Land's edge of despair turns to joy

NURBURGRING 24 HOURS
NURBURGRING(D)
MAY 27-28

THE NURBURGRING NORDSCHLEIFE HAS a funny way of turning utter desolation to unbridled joy. Kelvin van der Linde, Markus Winkelhock, Connor De Phillippi and Christopher Mies had dominated the vast majority of the 45th Nurburgring 24 Hours, but an electrical problem with 90 minutes to go looked to have cost the Audi Sport Team Land crew a nailed-on victory.

Having led the #9 WRT Audi driven by Rene Rast, Marcel Fassler, Robin Frijns and Nico Muller by a minute and a half prior to the unscheduled stop, van der Linde found himself trailing by the same margin, with precious little time to mount a comeback.

Yet that is precisely what he did, with a little help from the famously unpredictable Eiffel weather and, ironically, a botched final pitstop.

With rain looming, race leader Rast and the #98 Rowe Racing BMW M6 of Nicky Catsburg each decided to take slicks at their final stops. When Van der Linde came in, Land initially followed suit, before proceeding to waste several agonising seconds attempting to reattach the fuel-filler cap. The extra time spent stationary proved crucial, however, as the heavens duly opened.

"We'd already lost the second place to the BMW, so I came on the radio and said, 'We might as well go for it and put on the rain tyres,'" explained van der Linde.

The gamble paid off spectacularly. Suddenly, he was back in the game and catching the cars ahead hand-over-fist. In sector four of his out-lap alone, the South African took a minute

and a half out of Rast as the leader fought to keep the car on an increasingly soaking track.

Van der Linde then passed Catsburg as the Dutchman slithered wide at Brunnchen and took the lead when Rast returned to the pits for wets.

"If everybody had stayed on slicks we would have been fine," said Rast. "When I came in, 98% of the track was completely dry. Honestly, I thought slick tyres would be fine because I didn't know how much it was raining, but in the end intermediates would have been the safer choice.

"That was maybe the only mistake we did over the whole weekend, it's not easy to swallow."

Having been on the verge of tears an hour previously, Wolfgang Land's crew could scarcely believe their luck. Van der Linde eased off on the final tour to cross the line 29 seconds ahead of the similarly wet-shod Catsburg, who snuck past

Rast at Adenauer Forst to deny Audi a one-two.

"This is the most insane and emotional event I've ever had," said De Phillippi, who suffered two punctures in a double stint at the wheel of the sister #28 car before it was retired with an oil leak. "I'm not religious, but there was some crazy stuff going on that just cancelled out the bad luck that we had that hour before."

In all, the Land Audi led for 126 of the 158 laps, benefiting from the durability of the Dunlop customer tyre on an uncharacteristically warm weekend at the Nurburgring.

A ban on confidential rubber introduced over the winter by Germany's organising body, the DMSB, left tyre manufacturers scrambling against the clock to prepare for the event, with only two VLN meetings and the qualifying race to gather data on their customer tyres.



...but a change
in fortune left
them on top



Victory seemed unlikely for the Audi crew...

The Michelin teams were caught out by the hot temperatures and suffered high degradation in the intense late-afternoon heat, allowing Audi a relatively unchallenged run once the polesitting #704 Glickenhaus, also running on Dunlops, was delayed by contact with Thomas Jager's Black Falcon Mercedes in the third hour.

Rowe's second place owed much to the decision to pit Alexander Sims just three laps into the race, the Briton utilising the clear track to vault into the lead as the pitstops cycled through. Flawless stints from Catsburg, Markus Palttala and Richard Westbrook kept the car in contention overnight, but the M6 simply couldn't live with the pace of the Audi as the temperatures picked up again on Sunday.

"Honestly, on pure pace they were faster, they totally deserved to win," said Sims. "The rain obviously suddenly brought things a lot closer than it would have been, but we feel that we really maximised everything. It doesn't quite top the win at Spa, but it's damn close."

JAMES NEWBOLD

RESULTS

1 Connor De Phillippi/Christopher Mies/Markus Winkelhock/Kelvin van der Linde (Audi R8 LMS) 158 laps in 24h02m28.858s; 2 Markus Palttala/Nicky Catsburg/Alexander Sims/Richard Westbrook (BMW M6 GT3) +29.418s; 3 Nico Muller/Marcel Fassler/Robin Frijns/Rene Rast (Audi); 4 Marco Wittmann/Tom Blomqvist/Martin Tomczyk/Augusto Farfus (BMW); 5 Maro Engel/Adam Christodoulou/Yelmer Buurman/Manuel Metzger (Mercedes-AMG GT3); 6 Norbert Siedler/Michael Christensen/Klaus Bachler/Lucas Luhr (Porsche 911 GT3-R); 7 Georg Weiss/Oliver Kainz/Daniel Keilwitz/Jochen Krumbach (Ferrari 488 GT3); 8 Peter Dumbreck/Alexandre Imperatori/Stef Dusseldorp/Marco Seefried (BMW); 9 Uwe Alzen/Lance David Arnold/Maximilian Gotz/Renger van der Zande (Mercedes); 10 Philipp Eng/Maxime Martin/Marc Basseng (BMW).

Takaboshi wins in Aida title push

JAPANESE FORMULA 3
AIDA (J)
MAY 27-28
ROUND 4/9

CHAMPIONSHIP RIVALS MITSUNORI Takaboshi and Alex Palou went head-to-head at Aida, taking a pole and a race win each.

Takaboshi, the points leader, struck first. Starting the opener from pole he led from Palou, and any pressure evaporated when his rival was judged to have jumped the start.

That left Takaboshi to cruise to his sixth win of the season ahead of Ritomo Miyata, who scored his best finish to date after beating TOM'S team-mate Sho Tsuboi to the runner-up position. Palou could only claim eighth after a recovery drive.

Palou was down but not out, and he hit back in the weekend's finale to take victory in a race in which Miyata, buoyed by his podium, could well have taken a first win.

The race leader's excellent start was gradually reined in by Miyata, who looked



set to take the lead at the halfway mark, but Palou held on to take the victory as Miyata took an extra point for the fastest lap.

Palou's response in the finale means that Takaboshi's points lead at the top of the standings is now down to 15 points after the B-MAX racing driver finished fourth.

JIRO TAKAHASHI

RESULTS

Race 1 1 Mitsunori Takaboshi (Dallara-Volkswagen F312) 18 laps in 25m05.039s; 2 Ritomo Miyata (Dallara-Toyota F314) +1.155s; 3 Sho Tsuboi (D-T F317); 4 Ai Miura (D-VW F312); 5 Hong Li Ye (D-VW F315); 6 Sena Sakaguchi (Dallara-Toda F316). **Race 2 1 Alex Palou (D-Threebond F314)** 25 laps in 34m53.714s; 2 Miyata +0.936s; 3 Tsuboi; 4 Takaboshi; 5 Hiroki Otsu (D-Toda F316); 6 Miura.
Points 1 Takaboshi 78; 2 Palou 63; 3 Miyata 37; 4 Tsuboi 33; 5 Otsu 21; 6 Sakaguchi 13.



Lotterer win, then lottery win

SUPERFORMULA
AIDA (J)
MAY 27-28
ROUND 2/7

ANDRE LOTTERER SHARED THE SPOILS at Aida with Yuhi Sekiguchi after two very different drives, one a measured performance and another aided by a strategic gamble.

TOM'S-run German Lotterer outgunned poleman Sekiguchi at the start of the opener and led the sprint race thereafter, aided by a mid-race push to extend his advantage. Nick Cassidy completed the podium finishers.

Sekiguchi lost ground at the start of the sequel as well, falling from second to fourth, and made the decision to make his mandatory pitstop at the end of the opening

lap. Poleman Hiroaki Ishiura ran long, until lap 34, and rejoined behind Sekiguchi but ahead of Lotterer, who, like the race winner, had opted for a short first stint.

Rookie Felix Rosenqvist bagged his first points in fourth, as did Red Bull junior Pierre Gasly in seventh.

JIRO TAKAHASHI

RESULTS

Race 1 1 Andre Lotterer (Dallara-Toyota) 30 laps in 37m58.782s; 2 Yuhi Sekiguchi (D-T) +1.948s; 3 Nick Cassidy (D-T); 4 Kamui Kobayashi (D-T); 5 Naoki Yamamoto (D-Honda); 6 Jann Mardenborough (D-T).
Race 2 1 Sekiguchi 51 laps in 1h09m02.975s; 2 Ishiura +0.408s; 3 Lotterer; 4 Felix Rosenqvist (D-T); 5 Kobayashi; 6 Yamashita. **Points 1 Lotterer 12;** 2 Nakajima 11; 3 Yamamoto 10.5; 4 Ishiura 10.5; 5 Sekiguchi 10; 6 Kunimoto 6.



Catsburg took a win and the points lead

Monteiro woe gives lead to Catsburg

WORLD TOURING CAR CHAMPIONSHIP
NURBURGRING (D)
MAY 27
ROUND 4/10

"I HAVEN'T HAD ANY BAD LUCK yet, but it'll probably come," said Tiago Monteiro at Monza. A month later, it arrived in spades at the Nurburgring Nordschleife, culminating in a 40-point swing that made Volvo's Nicky Catsburg championship leader.

Catsburg's lead came after a dominant main race win that completed a weekend in which Volvo excelled, taking two wins, victory in the MAC3 manufacturer time trial and a new WTCC lap record as Honda floundered.

Honda's struggles were spearheaded by Monteiro, who could be forgiven for disliking the Nordschleife after the second year in a row ruined by a puncture.

Last season, a likely opening win was

lost after a last-lap puncture speared him into the barriers, handing Jose Maria Lopez victory. History then repeated itself and worsened an already difficult weekend, a puncture in the opener again sealing his fate.

But although Catsburg took the headlines, his team-mate Bjork starred in the opener and won after lining up sixth.

At the start, Bjork squeezed between the ROAL Motorsport Chevrolet of Tom Coronel and Tom Chilton's Citroen for fourth. Third was assured seconds later as front-row man Esteban Guerrieri's poor getaway handed Bjork the position.

The Swede then took advantage of Nestor Girolami's Volvo and Mehdi Bennani's Citroen banging wheels to close in, before dispatching Bennani on the two-mile long straight and repeating the feat on his team-mate a lap later.

Far behind the wake of Bjork, the title race took its first major twist. Catsburg

ran an untroubled sixth, some solace after a vibration issue had him concerned in qualifying, but Monteiro suffered a costly puncture that proved decisive.

A seething Monteiro blasted tyre supplier Yokohama: "I'm very, very angry at Yokohama. Every year we have problems. This is not acceptable at this level of the championship."

Monteiro watched the clock tick down as Honda tried in vain to get him into his grid slot of fourth in time for race two – but it was to no avail.

But rather than join last in WTCC, he became a victim of grid sharing with the European Touring Cars and found traffic.

With any hopes of a comeback dashed, he knew a victory for Catsburg would be enough to lose his championship lead.

It was all decided on the opening lap. Catsburg's rapid start meant he swiftly dispatched poleman Michelisz for the lead as Rob Huff's privateer Citroen sneaked into second.

The Volvo and Citroen banged wheels at the first corner and Catsburg continued unscathed and Huff almost spun, elevating Michelisz back to second.

But the Honda's lack of pace – a surprise considering Volvo ran with the maximum 80kg to the Japanese manufacturer's 70kg – allowed Catsburg a free run as they left the grand prix circuit and headed into the forest.

Monteiro had soon cleared the ETCC traffic and moved to 13th, but could only watch his championship lead fall to Catsburg, who held off Michelisz and double podium finisher Huff.



Tyre problems destroyed Monteiro's weekend

AT A GLANCE

RACE 1

- 1 Bjork Volvo
- 2 Bennani Citroen
- 3 Huff Citroen

RACE 2

- 1 Catsburg Volvo
- 2 Michelisz Honda
- 3 Huff Citroen

➔ P55 RESULTS

The oval rookie that did win at Indianapolis

INDYLIGHTS
INDIANAPOLIS (USA)
MAY 26
ROUND 7/16

WHEN YOU COME 0.0024 SECONDS FROM winning at Indianapolis, even if it's 'only' in the Freedom 100 Indy Lights support race to the big show, it's got to hurt. That's exactly what happened to the Carlin team and Ed Jones in 2016. So when Matheus Leist dominated this year's race from pole position, leading all 40 laps, it was a sweet moment for the team.

Leist, making his oval-racing debut, set pole position at a mark only just short of 200mph, and held the lead despite pressure from fast-starting Carlin team-mate Zachary Claman De Melo on the first half of the lap. De Melo was looking threatening on the run down the back straight when the yellow flags intervened.

The caution was caused when Colton Herta spun after making contact with Dalton Kellett's Andretti Autosport entry coming through Turn 2 and collected the unfortunate Ryan Norman. While Kellett kept going in third place, both Herta and Norman were out.

The race restarted on lap six, with Leist holding the lead, and the reigning BRDC F3 champion stayed there to the end.

The Brazilian did come under pressure in the final quarter of the race from Belardi Auto Racing's Aaron Telitz, who started sixth but moved up to second by passing Kellett around the outside of Turn 3 just before half-distance.

He gradually closed the gap to Leist and launched an attack around the outside of Turn 1 on lap 34. The pair battled for much of the lap, with Telitz unable to complete the move at Turn 3 and losing momentum.

This allowed Kellett to pass him on the run



off Turn 4 to take second place, only for Telitz to regain the position at the same place on the last lap and cross the line 0.7760s behind Leist.

Neil Alberico, who briefly made it a Carlin 1-2-3 after passing Kellett around the outside, finished fourth, ahead of Santiago Urrutia and De Melo. Urrutia did get ahead of Alberico in the closing stages, only to touch the wall and drop back again.

Kyle Kaiser and Nico Jamin, first and second in the championship, showed what a difference a change of track configuration could make by struggling home ninth and 10th respectively. In the Indy road course double-header that came two weeks earlier, they had taken a win apiece.

After the race, winning team boss Trevor Carlin talked up his ambitions to do far more than just win the Indy 500 support race, setting his sights on the big one.

"I'm very proud of Matheus and the team that we've now won here," said Carlin. "But the job isn't finished. It's just one step on the way to hopefully winning the great prize. We know it's impossibly difficult to do, but realistic."

For now, the priority is for Leist to build on this momentum and drag himself into championship contention from his current sixth place. But whatever happens, he's conquered the most famous oval of all.

EDD STRAW

RESULTS

1 Matheus Leist 40 laps in 36m36.6934s; 2 Aaron Telitz +0.7760s; 3 Dalton Kellett; 4 Neil Alberico; 5 Santiago Urrutia; 6 Zachary Claman DeMelo. **Points 1 Kyle Kaiser 151**; 2 Nicolas Jamin 137; 3 Colton Herta 129; 4 Telitz 122; 5 Alberico 122; 6 Leist 121.



Leist leads from pole at the start of the 100 miles

IN BRIEF



NASCAR XFINITY

A superb restart and late-race pass handed Ryan Blaney his first win in NASCAR national series competition since 2015. Blaney (above) cleared Kevin Harvick with three of the 200 laps remaining at Charlotte to end a victory drought stretching back to Kentucky's second-tier round in September 2015.

EUROFORMULA OPEN

Ameya Vaidyanathan took his first victory in the opening Spa race, before Briton Harrison Scott charged from sixth to first in the sequel to extend his championship lead. Vaidyanathan beat Scott and Devlin de Francesco in the opener but spun in race two.

INTERNATIONAL GT OPEN

The Lexus RC-F was the car to have at Spa, as the Emil Frey and Farnbacher examples shared the spoils in the Ardennes. Albert Costa and Philipp Frommenwiler won the opener before Farnbacher brothers Dominik and Mario took advantage of mid-race rain to overcome the Lamborghini of Andrea Fontana and Vito Postiglione in race two.

AUDI SPORT TT CUP

Anglo-Saxon racer Philip Ellis withstood an attack from Mikel Azcona to extend his points lead with victory in the Nurburgring 24 Hours support race. Guest racer Jonny Cecotto finished seventh. The first of the two races was not classified after a Tommaso Mosca crash caused too much barrier damage to continue, with less than half of the race completed.

EUROPEAN TOURING CAR CUP

Like its World bigger brother, the European Touring Car races on the Nordschleife were hit by punctures. Petr Fulin (below) won the opener as title rival Christjohannes Schreiber retired with a tyre failure. The damage this caused meant he could not start race two, in which his Rikli Honda team-mate Peter Rikli retired from the lead - with a puncture. Igor Stefanovski inherited the victory.



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RESULTS ROUND-UP

FORMULA 2 CHAMPIONSHIP

ROUND 3/11, MONTE CARLO, MAY 26-27

RACE 1 (41 LAPS – 85.014 MILES)

1	Oliver Rowland (GB) DAMS	1h00m46.545s
2	Artem Markelov (RUS) Russian Time	+0.864s
3	Nobuharu Matsushita (J) ART Grand Prix	+13.769s
4	Alexander Albon (T) ART Grand Prix	+19.738s
5	Luca Ghiotto (I) Russian Time	+24.657s
6	Gustav Malja (S) Racing Engineering	+28.082s
7	Nyck de Vries (NL) Rapax	+28.453s
8	Johnny Cecotto Jr (V) Rapax	+29.125s
9	Jordan King (GB) MP Motorsport	+45.552s
10	Sergio Canamasas (E) Trident	+46.581s
11	Antonio Fuoco (I) Prema Racing	+47.818s
12	Ralph Boschung (CH) Campos Racing	+50.772s
13	Sean Gelael (R) Pertamina Arden	+53.694s
14	Nabil Jeffri (MAL) Trident	-1 lap
15	Louis Deletraz (CH) Racing Engineering	-2 laps
R	Sergio Sette Camara (BR) MP Motorsport	33 laps-driveshaft
R	Charles Leclerc (MC) Prema Racing	26 laps-suspension
R	Norman Nato (F) Pertamina Arden	23 laps-suspension
R	Robert Visoiu (RO) Campos Racing	20 laps-accident
R	Nicholas Latifi (CAN) DAMS	6 laps-battery

Winner's average speed 83.929mph. Fastest lap Leclerc 1m21.403s, 91.700mph.

QUALIFYING – GROUP A

1 Leclerc 1m19.309s; 3 Rowland 1m19.541s; 5 Matsushita 1m19.922s; 7 King 1m20.058s; 9 Ghiotto 1m20.089s; 11 Gelael 1m20.272s; 13 Cecotto 1m20.413s; 15 Canamasas 1m20.415s; 17 Deletraz 1m21.592s; 19 Boschung 1m21.664s.

QUALIFYING – GROUP B

2 Albon 1m19.321s; 4 Markelov 1m19.647s; 6 Nato 1m19.803s; 8 de Vries 1m19.814s*; 10 Latifi 1m20.042s; 12 Malja 1m20.282s; 14 Fuoco 1m20.593s; 16 Visoiu 1m20.867s; 18 Jeffri 1m21.239s; 20 Sette Camara 1m21.271s.

* Started 14th after grid penalties were applied.

RACE 2 (30 LAPS – 62.205 MILES)

1 de Vries 41m51.284s; 2 Cecotto +9.834s; 3 Malja +10.415s; 4 Ghiotto +10.881s; 5 Markelov +11.258s; 6 Albon +11.901s; 7 Matsushita +13.627s; 8 King +13.970s; 9 Rowland +28.993s; 10 Fuoco +29.051s; 11 Jeffri +34.041s; 12 Gelael +42.732s; 13 Latifi +43.430s; 14 Sette Camara +46.423s; 15 Visoiu +47.007s; 16 Deletraz +53.179s; 17 Canamasas +55.677s; R Leclerc 20 laps-accident damage; R Boschung 14 laps-gearbox; R Nato 2 laps-accident damage.

Winner's average speed 89.173mph. Fastest lap Markelov 1m21.674s, 91.395mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 77; 2 Rowland 74; 3 Markelov 60; 4 Ghiotto 56; 5 Matsushita 48; 6 Albon 37; 7 King 29; 8 Latifi 28; 9 Malja 28; 10 de Vries 27.



De Vries led sprint race from the start

LAT IMAGES

WORLD TOURING CAR CHAMPIONSHIP

ROUND 4/10, NURBURGRING (D), MAY 27

RACE 1 (3 LAPS – 47.307 MILES)

1	Theo Bjork (S) Polestar Cyan Racing · Volvo S60 Polestar	26m24.961s
2	Mehdi Bennani (MA) Sebastien Loeb Racing · Citroen C-Elysee WTCC	+2.538s
3	Rob Huff (GB) Munnich Motorsport · Citroen C-Elysee WTCC	+3.096s
4	Tom Chilton (GB) Sebastien Loeb Racing · Citroen C-Elysee WTCC	+3.732s
5	Esteban Guerrieri (RA) Campos Racing · Chevrolet RML Cruze TC1	+8.487s
6	Nicky Catsburg (NL) Polestar Cyan Racing · Volvo S60 Polestar	+8.910s
7	Norbert Michelisz (H) Honda Racing Team JAS · Honda Civic WTCC	+16.496s
8	Tom Coronel (NL) ROAL Motorsport · Chevrolet RML Cruze TC1	+16.796s
9	Yann Ehrlacher (F) RC Motorsport · Lada Vesta WTCC	+19.481s
10	John Filippi (F) Sebastien Loeb Racing · Citroen C-Elysee WTCC	+22.889s
11	Ryo Michigami (J) Honda Racing Team JAS · Honda Civic WTCC	+23.380s
12	Kevin Gleason (USA) RC Motorsport · Lada Vesta WTCC	+24.118s
13	Aurelien Panis (F) Zengo Motorsport · Honda Civic WTCC	+34.158s
14	Daniel Nagy (H) Zengo Motorsport · Honda Civic WTCC	+35.457s
15	Tiago Monteiro (P) Honda Racing Team JAS · Honda Civic WTCC	+5m14.304s
R	Nestor Girolami (RA) Polestar Cyan Racing · Volvo S60 Polestar	2 laps-puncture/accident

Winner's average speed 107.451mph. Fastest lap Chilton 8m47.063s, 107.708mph.

GRID FOR RACE 1

1 Girolami; 2 Guerrieri; 3 Bennani; 4 Coronel; 5 Chilton; 6 Bjork; 7 Monteiro; 8 Huff; 9 Catsburg; 10 Michelisz; 11 Michigami; 12 Ehrlacher; 13 Filippi; 14 Gleason; 15 Panis; 16 Nagy.

RACE 2 (3 LAPS – 47.307 MILES)

1 Catsburg 26m20.680s; 2 Michelisz +3.065s; 3 Huff +3.401s; 4 Bjork +4.167s; 5 Chilton +5.763s; 6 Bennani +11.239s; 7 Coronel +14.614s; 8 Guerrieri +14.939s; 9 Ehrlacher +20.540s; 10 Filippi +21.928s; 11 Gleason +24.245s; 12 Panis +29.600s; 13 Monteiro +43.108s; R Nagy 2 laps-accident; R Michigami 0 laps-accident damage; Withdrawn Girolami.

Winner's average speed 107.742mph. Fastest lap Catsburg 8m45.647s, 107.998mph.

QUALIFYING

1 Michelisz 8m38.072s; 2 Catsburg 8m38.680s; 3 Huff 8m39.541s; 4 Monteiro 8m40.202s; 5 Bjork 8m40.996s; 6 Chilton 8m42.356s; 7 Coronel 8m43.393s; 8 Bennani 8m43.533s; 9 Guerrieri 8m43.689s; 10 Girolami 8m44.630s; 11 Michigami 8m45.845s; 12 Ehrlacher 8m45.925s; 13 Filippi 8m46.002s; 14 Gleason 8m47.215s; 15 Panis 8m51.021s; 16 Nagy 8m54.909s.

CHAMPIONSHIP

1 Catsburg 127; 2 Monteiro 125; 3 Bjork 119; 4 Chilton 106; 5 Huff 102; 6 Bennani 101; 7 Michelisz 96; 8 Guerrieri 76; 9 Girolami 52; 10 Coronel 31.



Bjork won first race from sixth on the grid

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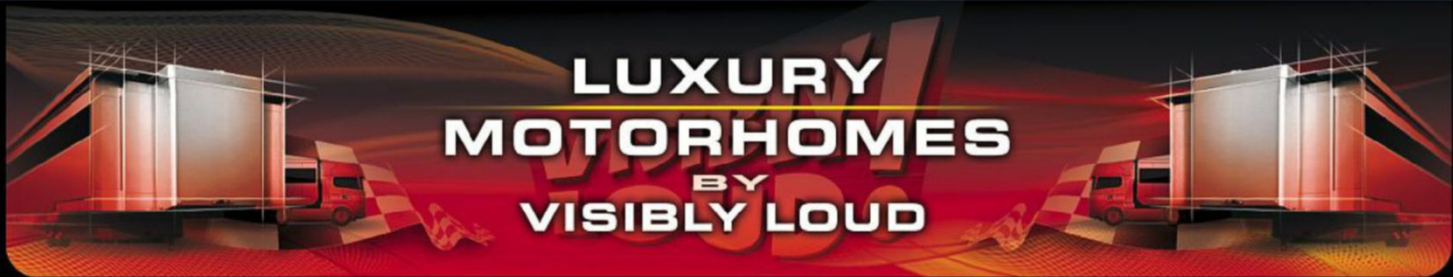
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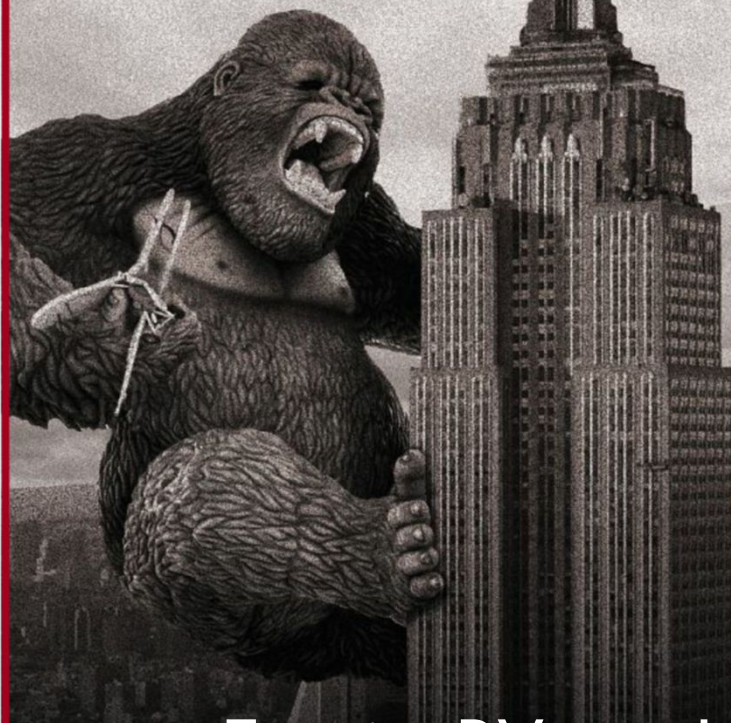
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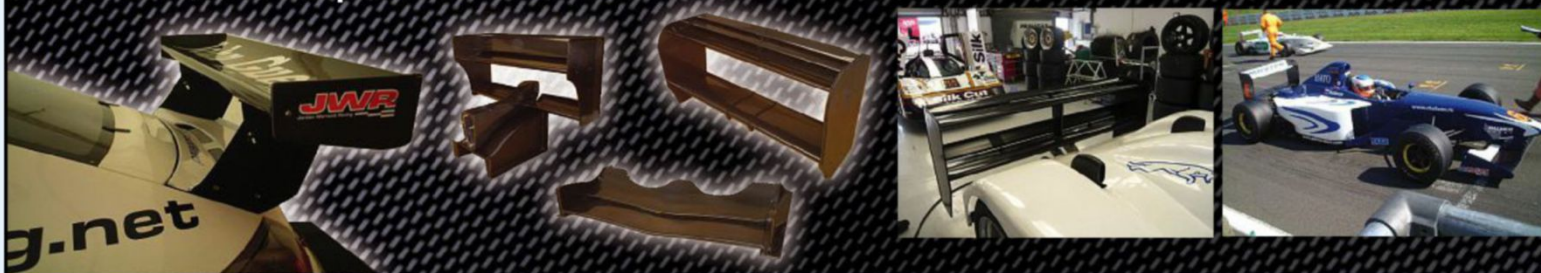
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5 MGL	£6,500
X7 MHB	£950
MKE I	£75,000
MKS I	£35,000
S29 MLE	£450
WI MLW	£1,995
866 MMB	£2,800
79 N	£23,000
S330 NCK	£700
T444 NDV	£600
NFG 20	£2,800
II NMS	£5,000
R6 NOW	£2,000
84 NT	£7,500
70 NXN	£1,900
O 49	£55,000
55 OFB	£4,500

I6 OG	£8,800
P90 RNR	£700
E5 000	£5,500
F2 000	£5,500
O00 IX	£8,800
N5 000	£5,000
Y7 OSH	£1,800
I OTO	£25,000
III OTX	£1,500
I000 OW	£20,000
7 OZ	£80,000
P I00	£65,000
PAM I32Y	£1,200
450 PAT	£3,500
PAT 228	£5,500
450 PB	£15,000
PCV I	£17,000
50 PE	£16,000
PHC 7	£6,800
7584 PJ	£1,800
EIO PLA	£900
507 PMY	£2,800
X5 PNE	£1,600
PP II	£55,000
X6 PPD	£600
PRE 35E	£2,000
73 PS	£18,000
I996 PS	£5,500
PSX 888	£1,800
R777 LLY	£3,000
BI RBW	£950
CIT RDS	£2,300
J30 REP	£1,300
P99 REY	£600
RFW 9	£9,800
I50 RG	£7,000
RGC 943	£1,800
REJ 3	£10,800
69 RJ	£8,800

I9 RMS	£6,800
R002 ERT	£2,400
I965 RR	£20,000
RTL I	£74,000
RTL 2	£54,000
RVD I	£22,500
I0I SA	£7,500
3 SAC	£14,000
MII SBB	£700
T8 SCS	£1,500
J33 SEA	£1,000
SEJ I50	£3,300
450 SG	£10,500
I75 SGL	£1,800
SHII RLS	£15,000
40 SJX	£1,700
I3 SLK	£5,500
2 SLR	£24,000
50 UNO	£130,000
SOP 853	£3,200
SPY 570X	£1,800
208 SR	£10,000
SW 9320	£5,000
6 T	£270,000
THE 800T	£15,000
I828 TJ	£1,900
TKJ 46	£3,500
78 TR	£8,000
TRIS MPH	£5,500
TRN I	£29,000
TUR80G	£18,500
G35I TVR	£1,000
TVR 653X	£1,000
I UEE	£8,500
M66 UFC	£1,800
UNGA 332	£3,500
7 UNO	£4,500

RIO UNO	£1,200
500 UOX	£1,300
USA 3I8	£5,500
LS UT	£2,000
700 V	£20,000
P2I VGB	£1,200
VJ I50	£950
VJV 306	£1,800
7 VJX	£3,800
935 VPD	£1,500
VSN I	£28,000
VW 2	£10,000
WBK 598	£2,100
WH05 TOY	£13,000
WOF 700	£2,000
52 WR	£11,000
I7 WRF	£2,800
I WWW	£115,000
IO WWW	£9,500
28 X	£45,000
333 X	£15,000
I000 X	£32,000
I XAD	£9,500
I XB	£65,000
I XBC	£15,500
4 XCG	£4,800
4 XFJ	£4,500
40 XKY	£1,800
50 XKH	£1,500
4 XXG	£55,000
I XYC	£13,000
XXX 4	£28,000
I4 Y	£35,500
II YPB	£3,000
YIO YDS	£2,300
II YLP	£3,000
YSX 88	£2,000 £2,000

MOTORSPORT JOBS



AERODYNAMICS VACANCIES AT RED BULL RACING

HR25051702 – SENIOR AERODYNAMICS ENGINEER

HR25051703 – AERODYNAMICS ENGINEER

For many fans of Formula One the sport exists between lights and chequered flag on a Sunday afternoon, but this is merely the final product of hundreds of team members' skill and dedication. The reality of modern F1 is that of a complex and intertwined operation, every part of which needs to perform near its limit if success is to be achieved. Formula One is a team sport in a very literal sense, we win and lose together – That's why We Love What We Do.

We have an exciting opportunity to be part of our highly skilled Aerodynamics team, focusing on the development of our multi-championship winning Formula One cars. Our open, dynamic environment ensures that everyone can make a valuable contribution to increasing our F1 car's performance and we are looking for experienced Aerodynamics Engineers to join us and ensure our future success on the race track.

Working from our Milton Keynes factory and Bedford wind tunnel facility you will be involved in the complete development cycle from initial concepts through to deployment on the race car. This will include the design of components, being responsible for wind tunnel and CFD programmes, analysing aerodynamic performance data and contributing to the development of tools and methods.

To fulfil these positions you will need:

- A minimum of an Engineering Degree with a specialisation in Aerodynamics
- Detailed knowledge of aerodynamic principles, wind tunnel testing and CFD techniques
- A good understanding of data analysis tools and techniques and other multi-disciplinary engineering skills including CAD and vehicle dynamics
- An organised and methodical approach to work

HR25051701 – AERODYNAMICS PERFORMANCE ENGINEER

We are looking for an experienced Engineer to join the Aerodynamics Performance Group in our highly successful Formula One team.

This exciting opportunity will primarily involve supporting our Race Team through the analysis of track, wind tunnel and CFD data as well as contributing to the development of new analysis tools and methodologies. Other activities may include attendance at test events, advising on development directions, pre-event setup optimisation and management of aerodynamic datasets.

We are looking for candidates with a thorough understanding of the principles of Aerodynamics and their application to Formula One, supported by an excellent degree in either Aerodynamics or Aerospace Engineering. A flexible approach and good communication skills are essential along with a desire to deliver results under pressure to tight deadlines.

The ideal candidate will have had exposure to wind tunnel and CFD development and be able to demonstrate experience of data analysis tools and techniques. Previous experience in an Aero Performance role and a grasp on the fundamentals of Vehicle Dynamics will be a distinct advantage.

To apply for these vacancies please visit www.redbullracing.com

CLOSING DATE FOR APPLICATIONS – SUNDAY 11TH JUNE 2017

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Not only is this a fantastic role, it is also a fantastic team to work for. A good salary is just the start, there are many other benefits too such as health care, company contributed pension, on site gym, constructors' bonus scheme, child care vouchers, cycle to work and of course Red Bull to see you through those extended stints!



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PETRONAS
FORMULA ONE TEAM

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SENIOR MECHANICAL DESIGN ENGINEER

REF: SW1692

Reporting to the Head of Mechanical Design, the successful candidate will take full ownership and responsibility for a variety of complex high level suspension projects and designs. You will deliver designs through from concept to assembly, managing planning, testing, development and troubleshooting whilst working closely with other departments to achieve the highest level of system integration.

COMPOSITE & MECHANICAL DESIGN ENGINEER

REF: SW1714

The role will be responsible for brake duct design along with a variety of other mechanical and composite design projects taking them from concept through to assembly, specifying tests and developing designs, production techniques and quality improvements where possible. The ideal candidate will have a suitable engineering degree (or equivalent) together with a high level of motorsport design experience, a good knowledge of composite components, tooling systems, materials and current industry production techniques.

FULL STACK DEVELOPER

REF: SW1536

Responsible for the development of a front-end to allow engineers to easily interact with the large quantities of CFD data produced in the design cycles of a formula one car. The successful candidate will be degree-educated (engineering, maths, physics or computer science) with proven competences in front-end development (JavaScript, D3.js, Node.js, Electron, Angular2, Bootstrap, MongoDB, SQL and Python).

We invest in our greatest asset: people. They embody our values: Passion, Respect, Innovation, Determination and Excellence.

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PROFILE

AGE 24

NATIONALITY British

OCCUPATION Mechanical Technician
for Bentley Motors

AWARDS

2016 Fun Cup UK
Charger Award

2015 Fun Cup UK
Driver of the Year Award

RESULTS

2017 Fun Cup UK Championship

2016 Fun Cup UK Championship
CHAMPION (3 Wins)

2016 BritCar Dunlop Endurance
Championship (1 Round)
3rd in Class

2015 VW Fun Cup 25Hr of Spa UK
CHAMPION

2015 Fun Cup UK Championship
VICE- CHAMPION (2 Wins)

2014 Fun Cup UK Championship 10th

2011 Citroen 2CV 24Hr

2010 Citroen 2CV 24Hr

IN ASSOCIATION WITH

AUTOSPORT



Graham Roberts

AFTER PLENTY OF SOLID RESULTS IN CLUB level karting, Graham Roberts made his car racing debut in the 2CV 24 Hour race in 2010 and contested the annual event for a second time in 2011, finishing 17th and 15th respectively.

In 2014, Roberts embarked on his first full campaign of car racing in the Fun Cup UK Championship. Roberts instantly made an impact, setting times rivalling the top three teams from the start and running at the front on several occasions to finish 10th in the championship. A year later and partnered by a new team-mate, Roberts finished the season strongly to claim second overall in the Fun Cup UK Championship.

Roberts also competed in the VW Fun Cup 25 Hours of Spa where he and his fellow team-

mates went on to claim first in the UK class and 15th overall out of more than 100 cars on his first visit to the famous Belgium circuit.

A third season in the Fun Cup UK followed for Roberts in 2016. After a troubled start, Roberts and his team-mate dominated the second half of the season to become 2016 Fun Cup UK Champions.

Roberts also made a one-off appearance in the Britcar Dunlop Endurance Championship, finishing third in class driving a Chevron GR8 GT4.

Graham Roberts returns to the Fun Cup UK Championship in 2017, whilst in parallel seeking further opportunities to move his racing career forward. Roberts's natural speed and consistency means he is definitely one to watch as he aims to venture into GT racing in the near future.

CONTACT DETAILS



www.grahamrobertsracing.com



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Prize winner will drive a third United Autosports Ligier JSP3

HAWKINS

LMP3 CUP

Finalists for LMP3 prize drive announced

UNITED AUTOSPORTS HAS REVEALED a list of 10 candidates for its LMP3 Cup Young Driver Prize after there were over 100 applications for the scheme.

The Anglo-American outfit announced it would offer a fully funded outing in the new LMP3 Cup season finale at Donington Park on September 16/17, after the first round of the season (Autosport, April 27), to one of the shortlisted young drivers. The winner will be selected by a public vote.

They will then share a third Ligier JSP3 in the team's stable with an as-yet-unnamed celebrity driver.

The shortlist of selected drivers includes those with backgrounds and current racing programmes in single-seaters, tin-tops and sportscars.

Standout names in the final selection include BRDC British Formula 3 points leader Enaam Ahmed and fellow competitors Toby Sowery and Callan O'Keeffe, Euroformula Open leader Harrison Scott, and British GT4 drivers Sandy Mitchell and Scott Malvern.



EBREV/LAT

The original competition had stated that a final shortlist of six drivers would be announced, but that was increased to 10 by the judging panel – Chris Haynes, head of series organiser Bute Motorsport, United Autosports team principal Richard Dean and Joe Henderson, chief executive of series title sponsor Henderson

BRDC F3 rivals Ahmed and Sowery (51) are among finalists for LMP3 prize

THE FINAL 10

DRIVER	SERIES/EVENT
Enaam Ahmed	BRDC British Formula 3
Stephane Kox	European GT4 Series
Scott Malvern	British GT4
Sandy Mitchell	British GT4
Daniel O'Brien	GT Cup
Callan O'Keeffe	BRDC British Formula 3
Harrison Scott	Euroformula Open
Alex Sedgwick	Dubai 24 Hour
Bradley Smith	Radical racer
Toby Sowery	BRDC British Formula 3

Insurance – following the number of contenders vying for the seat.

All 10 finalists will now be put to an online public vote, driven by social media campaigns by each driver. The winner will be announced at the penultimate LMP3 Cup round at Snetterton on August 12/13.

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RYAN
MOTORSPORT INSURANCE



Pattison is now up to second in the Clio points

EBREV/LAT

RENAULT UK CLIO CUP

Court ruling hands back Pattison win

RENAULT UK CLIO CUP DRIVER LEE Pattison has successfully appealed against the decision to exclude him from the results of the second race at Donington Park last month, and has now been awarded the race victory.

WDE driver Pattison had been leading the early part of the race until he was punted out of the lead at Coppice by team-mate Paul Rivett, who had made a mistake as torrential rain began to fall.

The race was red-flagged with Pattison in the gravel and Rivett was awarded the win as he was able to make it back to the pits under his own steam. But Pattison appealed the decision to consider him as a retirement because he got out of his car when told there was a red flag and had

no chance to attempt to get back to the pits. The MSA National Court ruling means he has now been awarded the victory and moves to second in the points, 37 behind leader Mike Bushell.

Chair of the MSA panel Guy Spollon said in his report: "There is no definition of the words 'under one's own power' and there is certainly nothing that we can find that dictates that a vehicle should actually be moving at the critical time. The evidence of the Appellant was critical in that he indicated very clearly that prior to having any chance to try and drive out of the gravel, he had been told 'red flag' and turned his engine off.

"Although the Appellant in practice may have had difficulty in extricating his car from the

gravel, it seems that he was on notice of a red flag before he had the chance to try. The Appellant had not abandoned his car nor had he turned off the engine prior to the red flag."

Pattison is the third different winner of the Donington race as Max Coates was initially deemed the victor before Rivett was reinstated.

- Michelin Clio Cup race winner Sam Randon will join the Renault UK Clio Cup grid at Croft next weekend, driving for Westbourne Motorsport. The 22-year-old finished third in the Michelin Clio standings last season with Westbourne and will now graduate to the TOCA category, but a limited budget meant he was unable to compete in the first four rounds.

BRITISH GT

Ginetta drivers withdraw from British GT

CENTURY MOTORSPORT has begun its search for drivers to return Ginetta GT3 cars to the British GT grid after both of its American drivers opted to quit the series.

Both Parker Chase and Harry Gottsacker chose to withdraw from Ginetta's factory-backed GT3 programme ahead of last weekend's third round of the campaign at Snetterton.

Autosport understands that a combination of the logistics of commuting from the USA for races

and a lack of initial on-track results were behind their withdrawal.

Century did not field either of the G55 GT3s in Norfolk, with team head Nathan Freke, who shared one car with Gottsacker, stepping back into GT4.

Freke said: "It just didn't work out with Parker and Harry, so they've decided to pursue other opportunities.

"They're still going to work with Ginetta, just not in British GT."



EBREV/LAT

BRITISH GT

Champ Ellis and Barwick return

OPTIMUM MOTORSPORT WILL RUN TWO cars in British GT's next round at Silverstone, with series champion Bradley Ellis and Adrian Barwick joining the team.

The team will enter a second GT4 machine in the three-hour Silverstone 500 showpiece on June 10/11, with Ellis and Barwick returning in a Ginetta G55 to run alongside regulars Graham Johnson and Mike Robinson, who won last year's GT4 title.

Ellis, who took the outright British GT title in 2007 alongside Alex Mortimer in an RPM Dodge Viper, and Barwick have contested sporadic British GT rounds in recent seasons.

The pair made their most recent outing with Twisted Team Parker at Snetterton in August last year.

Spirit of the Race
Ferrari benefited
at Rockingham



EBREVILAT

BRITISH GT

Track limits penalty change for GTs

A NEW TRACK LIMITS PENALTY SYSTEM was trialled by British GT at Snetterton last weekend.

In the second round at Rockingham in April, the Spirit of Race Ferrari was waved past the safety car and gifted a big lead, because a 'live' time penalty meant that it was not leading, even though it was ahead on the road.

The issues stemmed from the way that the MSA's rules are written, stating that the safety car must pick up the de facto race leader and any cars between it and the leader

must be waved through (see Autosport, May 4).

At Snetterton, officials announced that track limits penalties will now only be applied at the chequered flag to avoid confusion in the race order.

British GT Championship manager Benjamin Franassovici said: "From now on, cars and team managers will be notified that they have any penalty, and that penalty will be indicated on the timing screens, but won't be applied until the car reaches the chequered flag."

IN BRIEF



BOURNE

GRID SPLIT PLANNED FOR 7 SERIES IN '18

Organisers of the 7 Series plan to split the 1600 and R300 classes into two separate fields in 2018 after a capacity grid at Silverstone this year featured 47 cars. The start of last weekend's races at Oulton Park featured a split procedure, with 1600 cars taking the start after the R300s.

KELLY F3 CUP REPORT CORRECTION

In the May 18 issue of Autosport, our Snetterton MSVR meeting report said that Shane Kelly's F3 Cup points lead had reduced. In fact, his advantage increased from 12 points to 18. We apologise for the error. The next round of the season takes place at Silverstone this weekend.

FANNIN AND SIMS IN M25 RECORD BID

Jody Fannin and Alexander Sims will form part of a team piloting a BMW i8 this weekend in an attempt to set the record for the longest distance travelled in 24 hours on the M25, raising money for charities. Teams will aim to get as close to the theoretical maximum distance of 1680 miles.

SIMPSON, 750 FORMULA BACK AT CROFT

750 Formula returned to Croft for the first time in almost 41 years at the weekend, with veteran Bob Simpson the only driver on the entry list for both meetings. Unfortunately, he could not match his podium from October 1976, securing a best result of sixth.

LANCIA 037 DEBUTS AFTER 18-YEAR BUILD

After an 18-year build, Richard Siffleet debuted his Lancia 037 at the Classic Sports Car Club's Silverstone Spectacular meeting. Running a Group B rally-inspired Martini livery, the road-legal Lancia competed in the Special Saloons and Modsports series. Although not an original 037, Lancia has recognised the car as official.

HAYEK MISSES SNETT RACES AFTER CRASH

Double R's Harry Hayek missed last weekend's BRDC British F3 races at Snetterton after a crash in Friday practice. The Australian went off at Riches in the second half-hour, bringing the session to an end, and sustained a cracked T1 vertebra. He was taken to hospital in Norwich and was expected to undergo surgery on Tuesday.



EBREVILAT

MSCC

Skelton gets first Brands win in 60 years

VETERAN RACER TONY SKELTON waited 60 years for his second outright race win on home ground at Brands Hatch, six decades to the month from the first – which he scored in a Formula 3 Cooper.

Driving his potent Renault Clio in a non-championship

Tin Tops race on Monday, the 81-year-old from Canterbury overcame an off-circuit moment and extra time at a standstill during his compulsory pitstop, imposed to reflect the car's qualifying speed, to win.

The race also marked

Skelton's first time in the car on treaded tyres, which were required by event regulations.

Skelton was a class winner and second overall behind Rod Birley (leading below) on his more familiar slicks in the day's qualifying round for BARC Modified Saloons.



Pursuing Skelton
waited six decades
for Brands win

HAWKINS

FUN CUP

Team BRIT duo in Brands one-off

TEAM BRIT CONTINUED PREPARATIONS for its entry in the Fun Cup 25 Hours at Spa with a guest entry at Brands Hatch on Monday.

The Fun Cup car was driven by Andy Searle and Tony Williams, both armed service personnel who suffered injuries while serving in Afghanistan. They finished 12th in the Tin Tops race and Searle drove to 11th in Allcomers – the pair having gained outstanding signatures on their licences in the process.

Williams said: "The main thing we had to

focus on is that Andy's a double amputee and I'm paralysed in one leg and getting the car in its optimum seating position so he can jump out and I can hop in. Communication and encouraging each other is important for us."

Searle added: "We've done quite a few track days and we're confident we've got the pitstops sorted now.

"I can get in the car very easily as I don't have my legs, so I don't have to get them over the bars, or get comfortable or anything."



Cars will need to be further apart on rolling starts

EBREY/LAT

PORSCHE CARRERA CUP GB

Tweaks to Carrera Cup starts

A NUMBER OF TWEAKS TO THE PORSCHE CARRERA Cup GB's rolling start procedure will be made ahead of the series' next British round at Snetterton following the multi-car pile-up at Oulton Park last month.

Tom Oliphant and Tio Ellinas made contact at Old Hall in the first race in Cheshire, which caused chaos behind and forced nine drivers into retirement. The incident led to some drivers questioning whether rolling starts should be used at the venue.

Now, the organiser say that changes will be made to starts, including a slower end to the green flag lap and bigger gaps between the two columns of cars.

"We have looked at the whole rolling start procedure and there are a few things we are going to introduce at the next TOCA round at Snetterton [on July 29/30]," said Porsche GB motorsport manager James MacNaughton.

"We will ask the safety car to reduce the speed to a set speed for the very last part of the green flag lap. That will

help to control the speed of the cars as they come up to the rolling start.

"Also, the two lead cars now have to pass over the standing start grid slots. That means there will be a much bigger gap between the inside wall and the cars, and a bigger gap between cars as well and that will help.

"We will also remind drivers that in the regulations it states cars must be five metres apart for a rolling start. It's difficult to judge but the clerk of the course can be talking to the starter and abort the start [if the cars are too close]."

MacNaughton added that the series was fully committed to keeping rolling starts and that it was the drivers and teams that originally suggested they were introduced, to help reduce the wear on the car's clutch and driveshaft.

"We are not going to stop rolling starts – it's a very important skill for people if they are going into sportscars," he said. "This will hopefully go some way to finding a solution."

RGB

FRONT-ENGINEED SPIRE IN RGB DEBUT

LEADING RGB manufacturer Spire Sports Cars unveiled its first ever front-engined car at Croft last weekend, with Richard Webb giving it two class wins on its debut outings.

The GT-F had done just a handful of shakedown laps at Rockingham a fortnight earlier, and the pre-event test at Croft. Webb finished sixth overall in both races in Yorkshire.

"All components apart from the chassis are identical," said Spire boss Paul Nightingale. "The main change is that the engine is where the driver is in a rear-engined car, but the weight distribution is very similar."

Nightingale intended for the construction to be a one-off to demonstrate the potential of a front-engined design in the championship, which is dominated by rear-engined cars, but has already received interest from drivers and may have to extend the run.

MNR also revealed a new front-engined design for David Watson, the LMP F17, which took second in class in the first race after suffering pushrod issues through testing and qualifying.

MSCC

Ahlers and Parsons share Morgan Challenge spoils at Brands Hatch

KEITH AHLERS AND FAR-travelled Scot Tim Parsons won a pair of Morgan Challenge races at a muggy Brands Hatch Bank Holiday meeting.

Ahlers' Plus 8 lapped most of the field, headed by Russell Paterson – another long-distance competitor.

Parsons, who had a round-trip of more than 1000 miles from Fort William, was

rewarded with a comfortable win in his 4/4 Supersport in the race for less potent cars. He beat Phillip St Clair Tisdall's Plus 8.

All the Morgan classes combined for a later race with a sealed handicap. This was won on the road by Philip Goddard, who dropped to third behind spinner Russell Paterson and his son Elliot (ARV6), who both

finished within Goddard's 10s jump start penalty. Elliot Paterson won on handicap.

Elsewhere, Rod Birley (Ford Escort) added to his long list of wins with outright victories in a Modified Saloons race and an allcomers' outing, plus a class success with Jonathan Bevan in the Honda Integra they shared in the non-championship Tin Tops race.



Ahlers was a Morgan Challenge winner at Brands



Classical DFV music and Lola memories

By Marcus Pye, the voice of club racing

[@autosport](#)

A DAY AT THE ROYAL HORTICULTURAL SOCIETY Chelsea Flower Show in London brought relaxation in the run-up to last weekend's Masters Historic Festival at Brands Hatch. There, the magical sound of Ford Cosworth DFV engines was a magnet for fans – a very different kind of classical music to the masterpieces I have enjoyed since I saw Jack Bryner playing Mozart's Clarinet Concerto in my teens and have long found shrink the miles on journeys to and from events.

Ron Maydon's Masters organisation and Jonathan Palmer's MSV team had clearly worked hard to attract enthusiasts to the annual showpiece, which was buzzing. The car park was filling fast at 0800 on Sunday and record numbers of classics were assembled inside, from Alvis to Ultima via early Land Rovers. This gave the event a special feel even before fans enjoyed racing for cars of the 1950s to the '80s on the Grand Prix circuit, which Saturday's GT race winner Michael Gans described as "the best in the world". Fifty years since the DFV's triumphant debut in the '67 Dutch GP, a lunchtime demo brought non-competing F1 cars on track, while Jim Clark's Zandvoort-winning Lotus 49 R2 was on static display with Graham Hill's '68 and '69 Monaco-winning 49B.

I have been going to Brands since 1964, the year its long circuit opened, but Lola cars have been winning all my life. Eric Broadley built the Mk1 prototype in '58, when I was born, thus news of his passing on Sunday, at the age of 88, saddened me. That morning I'd witnessed the first Lola, 600 DKJ, bat well above its weight in the Stirling Moss Trophy race, when Keith Ahlers and Billy Bellinger raced the sleek aluminium-bodied roller skate to third behind a Lister-Jaguar and a Lotus 15.

My love for Lolas accelerated in the 1970s when I saw sports-prototypes in BARC clubbies – including Jeremy Lord's Minilite T280-DFV and the two-litre Group 6 cars of Martin Raymond and Tony Birchenough's Dorset Racing team, driven by (pseudonymmed Pole) Lee Kaye – and at Brands Hatch's European championship round. By then, quiet Bob Marston and future legends John Barnard and Patrick Head were evolving Broadley's initiatives. I also followed Formula 5000 avidly, when Brian Redman landed three straight US championships in T330 and T332 chassis.

I've driven 20-plus Lola types, including an FF2000 T580 I bought for £1750 and the T332 co-owned with Simon Hadfield. My racing experience spans Mk1 (John Clark's car, shared with him and Alasdair McCaig at Spa in 2002), ex-John Surtees Mk4 (Duncan Dayton car, with shrieking Climax V8 engine on Silverstone's GP circuit in 1999), Don Wood's stunning T294-BDG at Donington in '90, F5000 T330, T332 and T400, Sports 2000 T492 and FF1600 T540, not forgetting a 3.5-litre Cosworth DFZ-powered T91/50 in a BOSS Formula event at Thruxton in '96. I've never driven faster. Runs in T70 Mk3 and Mk3B, T210-FVC, DFV-engined sportscars and an F5000 T430 add so many more great memories.

In the open class era, serious manufacturers built cars for everything considered viable, Lola was top of the tree. From Formula Ford to Indycars, tiny sportscars to high-downforce prototypes, the yellow-badged cars generally excelled. Competitors and enthusiasts everywhere will join me in thanking Eric Broadley for designing, building and overseeing some iconic cars, and his outstanding contribution to racing. 🏆



HADFIELD'S HAWKE IMPRESSES

Stunningly restored in a radar-cheating matt black livery, James Hadfield's 1971 Hawke DL2 turned heads first time out at Brands Hatch last Sunday. "It was Canadian importer Gary Magwood's car and we've talked," said Hadfield, who qualified fourth for the Tony Brise Trophy Classic event and salvaged 10th after a nightmare start.



JONES SECOND IN JAGUAR D-TYPE

Thirty-four years after he won the Champion of Brands Formula Ford title, Karl Jones partnered Jaguar D-type owner Ben Eastick to a thrilling second place in Sunday's RAC Woodcote Trophy race at the Kent circuit where his career started. The Welshman went on to race a Ford Sierra Cosworth RS500 in the BTCC's forerunner.



CLARKE'S ROVER DEBUT THWARTED

Oil pressure problems precluded veteran TWR engineer Ken Clarke from racing the Rover Vitesse he built for Steve Soper in 1983 in last weekend's Historic Touring Car races at Brands Hatch. The beautifully presented machine was one of two SD1 debutants, Martin Overington/Guy Stevens bagging two top six finishes in their example.

ALL PICS: HAWKINS

SNETTERTON

BRITISH GT MAY 27-28

HISTORY HAS A FUNNY WAY OF repeating itself. Last weekend's British GT at Snetterton was so nearly a repeat of 2016 – almost down to the most minute detail.

Phil Keen and Jon Minshaw just love that place. They must do. Last year, they won both single-hour British GT sprint races against all odds, and this year they came within a whisker of doing exactly the same again. And by a whisker – we're talking about 0.3 seconds.

That was the defining margin that ultimately wrecked their perfect run when the Barwell team fractionally mistimed their pitstop release and earned the lead car a drivethrough penalty that handed race two victory to the TF Sport Aston Martin team and reigning champions Jonathan Adam and Derek Johnston.

TF should have won the race anyway, had it not been for an almost spooky recurrence of pitstop problems that cost it time for a second year running. Once again, history repeated itself, but this time TF was let off the hook.

The story of the entire weekend revolved around the two Barwell Lamborghinis, and how close anybody else could get to them. Keen and Minshaw topped both practice sessions by sizable margins, leading some rival team bosses to declare the race results before the racing had even started.

One said: "They've got the balance of performance in the Lambo so wrong it's laughable. The car is running away with races in Blancpain and it's now doing the same here."

But speaking to the team directly gave a different story. Barwell boss Mark Lemmer explained that the performance had come from hard work in testing to get the most from the new-construction Pirelli tyres for this year, and on



familiarising amateur driver Jon Minshaw with the car more. British GT success is often measured on the strength of the amateur driver, and Minshaw is comfortably at the top of the pecking order this year.

Keen himself suggested the Huracan and Snetterton were well paired, saying: "This track is perfect for us. It's stop-start and being mid-engined we have the grip and traction to get out of the slow stuff well. That's where the difference is."

While Barwell thrived, its rivals had issues. TF endured a testing weekend,

Keen/Minshaw stormed to victory in R1, but short stop penalty cost them a double

with warmer temperatures (above 30C on-track in most sessions) over the weekend playing havoc with the balance of its Vantages, to the extent that the team was chasing set-up and changing springs almost every session to find a happy medium. Both Johnston/Adam and Mark Farmer/Jon Barnes were plagued by understeer in qualifying and the first race. But it could have been worse – they could have been in Bentleys, which really dislike Snetterton.

"This track is graded in the BoP in the same category as Silverstone. But it's nothing like Silverstone in that there's no fast, flowing stuff," said Stuart Parker, whose team runs two Continentals for Rick Parfitt Jr/Seb Morris and Ian Loggie/Callum MacLeod.

"We're boost limited here, and the warm weather hurts us in that area anyway. We can't get out of the slow stuff fast enough. We're racing for third at best this weekend."

Those troubles left only one car to challenge Minshaw/Keen, and that was the Macmillan Aston of Silver-Silver pairing Jack Mitchell and James Littlejohn. Mitchell shone in qualifying to steal pole for race one and built a solid lead of 14 seconds in the opening stint as Minshaw held a comfortable second but, with an extra five seconds to serve in the pits, Macmillan was up against it. Then there was the matter of Keen readying to hop into a fresh-tyred Lambo.

Littlejohn took the car over with seven seconds in hand, but it wasn't to last, as



Aston pair Adam/Johnston trailed Lambo but inherited R2 win



ALL PICS: EBREV/LAT

Keen eroded the lead by 1.5 seconds per lap before scything ahead at Williams. Sam Tordoff also demoted Littlejohn late on to secure a one-two for Barwell and assert the Lambo's dominance.

Having managed only fifth in race one, Johnston/Adam were hoping for more in the second. TF fitted stiffer springs to the rear to calm the car down, and it worked to an extent, but the pair still couldn't live with Keen and Minshaw.

Keen bolted away from pole knowing he would have to serve an extra 10 seconds in the pits for his race one win. He managed to earn almost all of that back in the first stint, so it would be close.

Keen and Adam pitted at the same time, with the Lambo needing the longer stop. But that penalty was negated when Johnston was delayed leaving his pitbox when a GT4 Ginetta stalled behind him. It was torrid luck, and handed Minshaw back the lead; the double was on – but only briefly before Barwell was pinged with a drivethrough for that short stop. Advantage back to the Vantage.

The resulting win marked Johnston and Adam's first since Rockingham in May last year and moves them into third in the points. "We lucked into that one," admitted Adam.

Both races brought issues for the Bentleys. Parfitt/Morris finished fourth in race one but were put back to seventh for cutting 0.1s off their pitstop – and as the penalty was post-race, it had to be 30 seconds. Morris then copped a drivethrough at the start of race two

for contact with Matt Griffin's Ferrari off the start. They recovered to fourth, but it was a disappointing weekend. A puncture and a total loss of drive in race two ruined Loggie/MacLeod's weekend.

HHC came agonisingly close to doing the double in two tight GT4 races, but the team had its run ended by a rare Will Tregurtha mistake.

Ginetta Junior graduates Tregurtha and Middleton have been a revelation since moving to endurance racing. They won last time out at Rockingham and looked unstoppable in race one. Tregurtha's long first stint earned back most of their pit success penalty, allowing Middleton to rejoin on fresh tyres and hunt down David Pittard's Lanan Ginetta to steal the win.

Joe Osborne was the star of race two, leading the entire first stint from pole to hand his McLaren over to David Pattison with an 18-second buffer. With typical Osborne luck, though, a brief safety car eliminated that and Pattison fell prey to Sandy Mitchell's McLaren and Tregurtha on the restart.

Tregurtha then tried a move for the lead around the outside of Coram, only to get crossed up under braking and slide into the lapped G55 of Sam Webster at Murrays. The frontal damage then led to Tregurtha skating off at Riches and hitting the barriers.

Mitchell brought the car home to secure his and Ciaran Haggerty's first win of the campaign, ahead of Alex Reed/Pittard and Pattison/Osborne.

ROB LADBROOK



Middleton (l) and Tregurtha were GT4 victors

RESULTS

RACE 1 (32 LAPS) 1 Jon Minshaw/Phil Keen (Lamborghini Huracan GT3); 2 Liam Griffin/Sam Tordoff (Lamborghini Huracan GT3) +3.860s; 3 Jack Mitchell/James Littlejohn (Aston Martin Vantage GT3); 4 Lee Mowle/Ryan Ratcliffe (Mercedes-AMG GT3); 5 Derek Johnston/Jonny Adam (Aston Martin Vantage GT3); 6 Duncan Cameron/Matt Griffin (Ferrari 488 GT3). **Fastest lap** Keen 1m48.498s (98.50mph). **Pole** Mitchell. **Starters** 10. **RACE 2 (31 LAPS) 1 Johnston/Adam;** 2 L Griffin/Tordoff +9.143s; 3 Mark Farmer/Jon Barnes (Aston Martin Vantage GT3); 4 Rick Parfitt Jr/Seb Morris (Bentley Continental GT3); 5 Mitchell/Littlejohn; 6 Minshaw/Keen. **FL** Keen 1m49.018s (98.03mph). **P** Keen. **S** 10. **POINTS 1 Minshaw/Keen 101;** 2 Parfitt/Morris 77.5; 3 Johnston/Adam 74; 4 L Griffin/Tordoff 69; 5 Cameron/M Griffin 61; 6 Mitchell/Littlejohn 55.5.

GT4 (BOTH 30 LAPS) 1 Will Tregurtha/Stuart Middleton (Ginetta G55 GT4); 2 Alex Reed/David Pittard (Ginetta G55 GT4) +1.483s; 3 Sandy Mitchell/Ciaran Haggerty (McLaren 570S GT4); 4 Adam Balon/Adam Mackay (McLaren 570S GT4); 5 Will Moore/Matt Nicoll-Jones (Aston Martin Vantage GT4); 6 Graham Johnson/Mike Robinson (Ginetta G55 GT4). **FL** Middleton 1m58.914s (89.88mph). **P** Reed. **S** 17. **RACE 2 1 S Mitchell/Haggerty;** 2 Reed/Pittard +11.691s; 3 David Pattison/Joe Osborne (McLaren 570S GT4); 4 Balon/Mackay; 5 Johnson/Robinson; 6 Nick Jones/Scott Malvern (Porsche Cayman Clubsport GT4). **FL** Tregurtha 1m58.650s (90.08mph). **P** Osborne. **S** 17. **POINTS 1 Middleton/Tregurtha 92.5;** 2 Reed/Pittard 83; 3 Mitchell/Haggerty 73; 4 Johnson/Robinson 70.5; 5 Balon/Mackay 57; 6 Akhil Rabindra/Dean Macdonald (McLaren 570S GT4) 38.



SNETTERTON
BRDC BRITISH F3 MAY 27-28

Ahmed doubles up as Cane shines

ALL PICS: EBREY/LAT

DOMINATION (NOUN). THE EXERCISE of power or influence over someone or something, or the state of being so controlled. See also: control, command, mastery, supremacy, Enaam Ahmed.

It's true that in each of the three BRDC British Formula 3 meetings so far this season, Ahmed has fallen a per cent or two shy of perfection. But judging the rest of the field by those same strict standards, it would be fair to say that Ahmed has well and truly blitzed them.

Two victories – both taken comfortably – at Snetterton take his tally for the season to six wins (from a possible nine). To put that into some context in the second year since British F3's rebirth, the five wins achieved by Ricky Collard and Toby Sowery respectively last year were the best anyone could muster. With that in mind, domination is about the only word suitable to describe the 17-year-old's start to 2017.

No more exhibit of his attributes was Ahmed than in the weekend's final race. Sixth place was the limit of his advancement (two positions) in race two, but he used a handy window between fifth-placed Sowery and Jamie Chadwick in seventh to drop back periodically and blitz the fastest lap of either of the first two races – the means by which he secured pole for Sunday's finale.

Ahmed would go unheaded in that final race, although he was given his sternest challenge of the weekend by Lanar's resurgent Sowery. Having launched well from pole, Carlin man Ahmed was stalked through the opening half of the race by Sowery as Ahmed bedded in new left-hand tyres on his first few laps. To the naked eye, Sowery got close, and indeed was able to move to within six-tenths of the lead at the mid-race distance, but after Ahmed had brought his tyres up to temperature while “managing the pace”, the gap between him and Sowery only grew as the laps

ticked by on his way to yet another win at the scene of his Autumn Trophy triumph last October.

The weekend was undoubtedly Sowery's strongest of the year, with runner-up spot in race three marking his best result so far and backing up a podium from a day earlier – but you wouldn't have known it looking at his face.

“Two people in front have extended their lead [in the championship],” he said after Saturday's first race. “It's a good result, but [not] in terms of the championship. I'm quite disappointed.”

Race one was his only real sniff of a win, but that was another that ultimately went Ahmed's way. A strong launch from third drew Sowery level with second-place starter Ahmed, and a gutsy move by the McLaren Autosport BRDC Award finalist around the outside of Riches was rewarded as he snatched second.

Satisfaction with that move was soon extinguished, though, as Ahmed had made his way back through before the end of the first lap with a move through Coram and into Murrays inspired by a champion of British F3's predecessor.

“I saw Will Palmer overtake there in BRDC F4 two or three years ago – I watched it on YouTube last night – and I just thought I'll go for it,” said Ahmed.

That still left Ahmed in second, and an error from Pull – who understeered as he got onto the power while heading for the

Ahmed was in fine form again at Snetterton, adding two more wins to his 2017 tally

Bentley straight and lost momentum – handed Ahmed too good an opportunity to refuse as he swept past into the lead. A safety car called to recover Chris Dittmann Racing driver Omar Ismail's car negated an already handsome lead Ahmed had managed to build, but the teenager lost no focus on the restart and romped to a secure win ahead of Pull and Sowery.

But while Ahmed moved into a commanding lead overall with yet more emphatic wins, he wasn't the only driver in the spotlight over the weekend.

Jordan Cane's name generated hype in announcing a deal to join the British F3 grid last September, but caught plenty out when it was announced last week that he would make his debut with Douglas Motorsport instead of Hillspeed with Cliff Dempsey Racing (Autosport, May 25).

But while emotions ran higher than usual off-track, Cane did his talking on it and shocked the paddock with a sensational performance in race two. Frustrated after qualifying ninth on Saturday morning, Cane only advanced one place in the first race – but that crucially handed him pole for the reversed-grid encounter.

He might have been forgiven for any pre-race nerves, but Cane showed no signs of them as he stuck his elbows out at the start, fending off Cameron Das through Riches and gamely hanging on to the lead by running around the outside through Turn 3, before sealing the lead at Agostini. As big a test as that was, it was the extent of the challenge to 16-year-old Cane who held Das and team-mate Callan O'Keeffe at bay to secure a win in only his second F3 race.

Cane looked somewhat shell-shocked as he waited to step onto the podium afterwards, but on the evidence of his performance across the weekend it's a situation he shouldn't have too much trouble getting used to.

JACK COZENS

New boy Cane withstood pressure to win on second start



Smiths unite and take over

IT WAS A FAMILY DOMINATION AT Snetterton as father and son Jeff and Brett Smith shared three victories in the Mini Challenge.

In the first race, BTCC racer Jeff made a quick start from the second row to sit behind polesitter Rob Smith – unrelated – for a number of laps until the latter suffered an alternator failure in the first half of the race and gifted Jeff a commanding victory.

Jeff didn't have it his own way in the second and third races as Brett dealt with two starts after a lap one red flag, caused by Will Neal and Steve King colliding. Jeff let Brett through to aid his championship bid as the win gave Brett the points lead.

Starting sixth in race three, it took Brett just two laps to power into the lead and build up a sizeable gap over Mark Wakefield, Brett then had to defend heavily from a recovering Rob Smith in the closing stages – the latter having charged from the back to ninth in race two and pushed through to third in the weekend's final race.

Michael Crees carried on his good form from the opening round of the GRDC+ at Oulton Park to claim pole position and a clean sweep of victories, extending his lead at the top of the championship. In race one, he benefited from Phil Ingram defending second place from both Rob Keogh and Jack Oliphant to break the tow and win by 1.4 seconds.

He also used Ingram as a buffer in race two as Crees dealt with a second race start following a three-car collision and a red flag initiated by a spinning Oliphant being hit by series debutant Chloe Edwards and Karim Sekkat.

Crees was in fighting mood in race three as he battled his way through from eighth on the reversed-grid to take the lead within three laps.

Bobby Thompson benefited from a time penalty for erstwhile race leader Jamie Bond to convert his pole position to victory in the first VW Racing Cup encounter, with Phil House also making the most of track-limits penalties to finish second, ahead of Bond. Tom



Smith Sr smiles for the camera after he and son Brett share the podium

Witts dived up the inside of polesitter Jack Walker-Tully at Riches on the opening lap of race two and took a comfortable victory as Thompson, Walker-Tully and Kieran Gordon squabbled over second place.

Thompson ultimately claimed the spot as Walker-Tully lost a podium place – and his bonnet – when Gordon squeezed his way into third on the opening lap.

Simon Walton took his first race victory as he claimed a breakthrough win for the new Audi TT in the VAG Trophy series, but an oil surge issue that put the car into "limp home" mode in race two denied him the opportunity of a double. That left Ben Wallace to claim his first victory of the season.

Tom Golding dominated the Ginetta Racing Drivers' Club, taking both victories from Tom Sibley, who took a brace of second places.

JOE HUDSON



Crees scored GRDC+ hat-trick



Walton took belated first VAG Trophy win in Audi TT

RESULTS

BRDC BRITISH FORMULA 3

(ALL 10 LAPS) 1 Enaam Ahmed; 2 James Pull +2.960s; 3 Toby Sowery; 4 Callan O'Keeffe; 5 Ben Hingeley; 6 Cameron Das. **Fastest lap** Ahmed 1m44.903s (101.88mph). **Pole** Pull. **Starters** 16. **RACE 2 1 Jordan Cane;** 2 Das +1.489s; 3 O'Keeffe; 4 Hingeley; 5 Sowery; 6 Ahmed. **FL** Ahmed 1m43.383s (103.38mph). **P** Cane. **S 16. RACE 3 1 Ahmed;** 2 Sowery +2.103s; 3 Pull; 4 Cane; 5 O'Keeffe; 6 Das. **FL** Ahmed 1m44.582s (102.19mph). **P** Ahmed. **S 16. POINTS 1 Ahmed 241;** 2 Das 197;

3 Hingeley 186; 4 Pull 179; 5 O'Keeffe 175; 6 Sowery 155.

MINI CHALLENGE (10 LAPS)

1 Jeff Smith; 2 Reece Barr +1.185s; 3 Brett Smith; 4 Max Bladon; 5 James Turkington; 6 David Grady. **FL** B Smith 2m06.298s (84.62mph). **P** Rob Smith. **S 30. RACE 2 (8 LAPS) 1 B Smith;** 2 J Smith +6.170s; 3 Grady; 4 Mark Wakefield; 5 Bladon; 6 Freddie Lee. **FL** B Smith 2m05.704s (85.02mph). **P** J Smith. **S 28. RACE 3 (10 LAPS) 1 B Smith;** 2 Wakefield +7.873s; 3 R Smith; 4 Turkington; 5 Grady; 6 Stuart Gough. **FL** Grady 2m06.278s (84.63mph). **P** Lee. **S 28. GINETTA RACING DRIVERS CLUB +**

(7 LAPS) 1 Michael Crees; 2 Phil Ingram +1.408s; 3 Jack Oliphant; 4 Rob Keogh; 5 Richard Tetlow; 6 David Holloway. **FL** Crees 2m18.207s (77.33mph). **P** Crees. **S 22. RACE 2 (5 LAPS) 1 Crees;** 2 Ingram +0.846s; 3 Shawn Fleming; 4 Keogh; 5 Holloway; 6 Tetlow. **FL** Ingram 2m17.171s (77.91mph). **P** Crees. **S 18. RACE 3 (7 LAPS) 1 Crees;** 2 Ingram +0.541s; 3 Keogh; 4 Holloway; 5 Fleming; 6 Tetlow. **FL** Ingram 2m17.171s (77.91mph). **P** Gary Wager. **S 19. VW RACING CUP (BOTH 10 LAPS) 1 Bobby Thompson (Golf);** 2 Philip House (Scirocco) +2.516s; 3 Jamie Bond (Golf); 4 Kieran Gordon

(Scirocco); 5 Tom Witts (Scirocco); 6 Jack Walker-Tully (Scirocco). **FL** Thompson 2m06.199s (84.69mph). **P** Thompson. **S 23. RACE 2 1 Witts;** 2 Thompson +1.566s; 3 Gordon; 4 Walker-Tully; 5 House; 6 Bond. **FL** Thompson 2m06.739s (84.33mph). **P** Walker-Tully. **S 22. VAG TROPHY (BOTH 7 LAPS) 1 Simon Walton (Audi TT);** 2 Owen Walton (Audi TT) +1.781s; 3 Paul Taylor (VW Golf); 4 Kenan Dole (VW Golf); 5 Tim Docker (VW Scirocco); 6 Callum Jenkins (VW Golf). **Class winner** Martyn Culley (SEAT Leon). **FL** Taylor 2m08.940s (82.89mph). **P** S Walton. **S 19.**

RACE 2 1 Ben Wallace (VW Golf); 2 Taylor +0.620s; 3 Dole; 4 Docker; 5 O Walton; 6 Paul Ivens (VW Scirocco). **CW** Richard Morgan (VW Golf). **FL** Taylor 2m07.994s (83.50mph). **P** Wallace. **S 18. GINETTA RACING DRIVERS' CLUB (BOTH 6 LAPS) 1 Tom Golding;** 2 Tom Sibley +1.829s; 3 Graeme Bishopp; 4 Dimitri Sedashev; 5 Jamie Hopkins; 6 Jimmy Thompson. **FL** Golding 2m19.740s (76.48mph). **P** Golding. **S 17. RACE 2 1 Golding;** 2 Sibley +0.961s; 3 Bishopp; 4 Sedashev; 5 Bill Forbes; 6 Mike West. **FL** Golding 2m18.452s (77.19mph). **P** Golding. **S 17.**



BRANDS HATCH
MASTERS MAY 27-28

F1 mastery as Lyons and Stretton win

MICHAEL LYONS AND MARTIN Stretton reminded a good crowd of Brands Hatch's glorious British Grand Prix era as they howled 500bhp Cosworth V8-engined cars to FIA Formula 1 championship race victories during last weekend's annual Masters Historic Festival, which celebrated 50 years of the immortal Ford-badged DFV.

Lyons, driving his Longhorn-derived 'Williams FW07B' on a circuit he adores, dominated Saturday's race from pole. After a contretemps at Druids eliminated former champions Andy Wolfe (Tyrrell 011) and Steve Hartley (Arrows A4), Post-1978 title holder Nick Padmore brought Max Smith-Hilliard's earlier Shadow DN5 up to second ahead of Simon Fish's Ensign N180.

Driveshaft failure thwarted Lyons in Sunday's sequel, advantaging Stretton – in Martin Adams' Tyrrell 012, after a grassy excursion inside Wolfe at Paddock Hill the previous day – with Hartley, Padmore and Fish leading the chase. The scrap for fourth embroiled Joaquin Folch (Brabham BT49C), Greg Thornton (Lotus 77) and Christophe d'Ansembourg (Williams FW07C) at its height, while Smith-Hilliard pitted his Fittipaldi F5A with a punctured rear tyre after Mark Hazell's lunge at Stirlings resulted in his FW07 hitting the barrier, forcing a safety car interlude.

Saturday's 90-minute Gentlemen Drivers Pre-'66 GT stampede lost Martin O'Connell's Jaguar E-type early (off at Paddock) and polesitter Nigel Greensall with diff failure in Karsten le Blanc's AC Cobra, whereupon Michael Gans thundered to victory in his Cobra.

The American had a shock discovery when Andy Wolfe, who was to have taken over at half-time, damaged his thumb in the F1 incident, leaving Gans to go it alone. A caution period foreshortened Gans' margin of victory over Mike Whitaker's well-conserved TVR Griffith and the Jag of Julian Thomas/Calum Lockie, delayed in the pits. Andrew Haddon overhauled Ed Morris, anchoring John Davison's Gold Bug 26R clone, to win the 'Elan' class, with chaser Michael Schryver's Shapecraft Coupe beached at Paddock.

Sunday afternoon's FIA Masters Sportscar race started with three laps behind a pace car following a downpour redolent of the venue's 1970 BOAC 1000Km. Pit-stagger aside, Martin O'Connell led throughout in Sandy Watson's Chevron B19. There were spins aplenty on and off the drying surface, but as Paul Gibson retired his Broadley Lola T70, wet tyres cooked, Lincolnshire onion farmer Robert Oldershaw (Lola T212/c) bounced back to snatch a splendid second from Gary Pearson

Lyons and Stretton (r) were the class of the Masters Historic Formula 1 field

(who started his Lola T70 on dry-tyred settings) and the fast-closing Michael Gans (Lola T290).

Mike Whitaker (ex-John Surtees T70 Spyder) enjoyed passing Gibson's coupe en route to a class win, which came slightly early as reds flew with Keith Ahlers' Cooper 'King Cobra' backwards in the Paddock gravel bed.

Henry Mann relayed Steve Soper to Masters Pre-'66 Touring Car victory in the Alan Mann Racing Mustang, but Craig Davies' twin was closing when third gear stripped, forcing abandonment. The New Zealanders Roger Wills (Mercury Comet Cyclone) and Warren Briggs (Mustang) squabbled for second each side of a safety car, to retrieve Nigel Greensall's Cortina Lotus.

As Soper growled free, Mark Sumpter and an overjoyed Geoff Letts (Cortinas) joined the tin-top legend on the podium, Wills having pulled-up with a worsening misfire and Briggs penalised for making a place before the green flag after the mid-race hiatus.

Motor Racing Legends brought three grids, its Historic Touring Car Challenge engaging saloons of the 1970s and 1980s. Saturday's leg fell to Steve Dance's rasping Ford Capri RS2600 after Mark Smith's ex-Soper BMW M3 munched its diff and a blown turbo halted Patrick Watts' Computervision MG Metro.

Steve Dance bagged a Historic Touring Car win



After Wolfe's injury, Gans had to race solo in Gentlemen Drivers race – but he still won

The day's second turbo failure had already eliminated Malcolm Harrison's sister car. Adam Morgan/Ric Wood finished second in the latter's Capri V6, chased by Charlie Williams in dad Chris's photogenic ex-Dennis Leech Rover SD1.

Amspeed's crew repaired Smith's M3 overnight, but even he did not expect to be third, from the back, by Stirlings on lap one, and leading within four. Canadian Pete Hallford stopped his Boss Mustang latest, thus led on "vintage tyres" before the slick-shod Smith and Dance reasserted their nimbler cars. Hallford was rewarded with third when the Rover of Chris Williams cut out exiting the pits. John Spiers topped the Tony Dron Trophy Group 1 division both days in his Hermetite Capri.

Once pursuer Will Nuthall, soloing in Barry Wood's RGS Atalanta-Jaguar, had been overtaken by its left front wheel at Surtees and Carlos Monteverde's ex-Jim Clark Jaguar D-type conked out before Gary Pearson could take over, guest Charles Gillett relayed Patrick Blakeney-Edwards to a straightforward RAC Woodcote Trophy victory in Fred Wakeman's ex-Tommy Sopwith Equipe Endeavour Cooper-Jaguar T38.

The battle behind it boiled to a photo finish as former Brands Formula Ford champion Karl Jones (in Ben Eastick's D-type) reeled in Nick Wigley (in Peter

Mann's ex-Tony Crook Cooper-Bristol started boldly by John Ure) and Malcolm Paul, in whose Lotus-Bristol Mk10 Rick Bourne had led superbly for 10 laps. Jones had squeezed to the head of the trio on Pilgrim's Drop on the penultimate lap, but Wigley snuck back past, forcing Welshman Jones to outsprint him for second over the final 200 metres, with Paul three tenths adrift.

In the later Stirling Moss Trophy set, poleman Chris Ward (Lister-Jaguar Costin) got more than he bargained for in a depleted entry, Michael Gans keeping him more than focused on his Lotus 15 debut. The real stars, though, were Billy Bellinger and Keith Ahlers.

Through higher corner apex speeds, they jostled the latter's diminutive Lola Mk1 Prototype – built by Eric Broadley in Bromley, just up the road towards London in 1958 – to a brilliant third on the day the marque founder died.

Adriano Medeiros pulverised Classic FF1600 rivals in winning Sunday's Tony Brise Trophy finale on a drying track. Only HSCC Historic championship leader Michael O'Brien kept the Brazilian in sight, with Tom Brown behind.

Rick Morris battled from row five to fourth, while Simon Hadfield shot son James' Titan from the back to seventh. A red flag precluded further gains.

MARCUS PYE

RESULTS

MASTERS HISTORIC F1 (19 LAPS)

1 Michael Lyons ('Williams FW07B'); 2 Nick Padmore (Shadow DN5) +9.227s; 3 Simon Fish (Ensign N180/MN014); 4 Christophe d'Ansembourg (Williams FW07C); 5 Greg Thornton (Lotus 77); 6 Joaquin Folch-Rusinol (Brabham BT49C). **Class winners** Padmore; Ian Simmonds (Tyrrell 012-1); Paul Grant (De Tomaso 505).

Fastest lap Lyons 1m21.080s (108.03mph). **Pole** Lyons. **Starters** 24.

RACE 2 (16 LAPS) 1 Martin Stretton

(Tyrrell 012); 2 Steve Hartley (Arrows A4-4); 3 Padmore; 4 Fish; 5 d'Ansembourg; 6 Folch-Rusinol. **CW** Hartley; Padmore. **FL** Hartley 1m22.609s (106.03mph). **P** Lyons. **S** 23.

MASTERS GENTLEMEN DRIVERS

(44 LAPS) 1 Michael Gans (AC Cobra); 2 Mike Whitaker (TVR Griffith) +3.875s; 3 Julian Thomas/Calum Lockie (Jaguar E-type); 4 Roger Wills (Bizzarrini 5300GT); 5 Andy Willis/Rob Hall (Cobra); 6 Carlos Monteverde/Gary Pearson (E-type). **CW** Mark Martin/Andrew Haddon (Lotus Elan 26R); Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Mark/James Bates (Porsche 911); Carl Richardson/Andy Bentley (+4). **FL** Hall 1m43.521s (84.61mph). **P** Nigel Greensall (Cobra). **S** 36.

MASTERS HISTORIC SPORTSCARS

(28 LAPS) 1 Martin O'Connell (Chevron-FVC B19); 2 Robert Oldershaw (Lola-FVC T212) +36.986s; 3 Gary Pearson (Lola-Chevrolet T70 Mk3B); 4 Michael Gans (Lola-FVC T290); 5 Jason Wright (T70 Mk3B); 6 Mark and James Bates (Porsche 911 RS). Nick Pink/Scott Mansell (T212).

CW Pearson; Bates/Bates; Mike Whitaker (T70 Mk2 Spider); Mark/Andrew Owen (Chevron-BMW B8). **FL** Gans 1m34.779s (92.42mph). **P** Nick Padmore (B19). **S** 25.

MASTERS PRE-'66 TOURING CARS

(31 LAPS) 1 Steve Soper/Henry Mann (Ford Mustang); 2 Mark Sumpter (Ford Lotus Cortina) +3.398s; 3 Geoff Letts (Cortina); 4 Julian Thomas/Calum Lockie (Ford Falcon); 5 Warren Briggs (Mustang); 6 Mark Hazell/Stretton (Cortina). **CW** Sumpter; Ron Maydon/Nick Swift (Austin Cooper S). **FL** Mann 1m48.229s (80.93mph). **P** Mann. **S** 41.

HISTORIC TOURING CAR

CHALLENGE & TONY DRON TROPHY (BOTH 17 LAPS) 1 Steve

Dance (Ford Capri); 2 Adam Morgan/Ric Wood (Capri) +38.502s; 3 Charlie Williams (Rover SD1); 4 Peter Hallford (Ford Boss Mustang); 5 Mike Luck/Calum Lockie (BMW 2002Ti); 6 Martin Overington/Guy Stevens (SD1).

CW John Spiers (Capri); Tony Hart/Will Nuthall (Renault 5 GT Turbo); Steve Jones (BMW M3 E30). **FL** Mark Smith (M3 E30) 1m41.113s (86.63mph). **P** Smith. **S** 19.

RACE 2 1 Smith; 2 Dance +20.187s;

3 Hallford; 4 Luck/Lockie; 5 Overington/Stevens; 6 Roger and Jack Stanford (M3 E30). **CW** Dance; Hall/Nuthall; Spiers. **FL** Smith 1m42.055s (85.83mph). **P** Dance. **S** 16.

WOODCOTE TROPHY (30 LAPS)

1 Charles Gillett/Patrick Blakeney-Edwards (Cooper-Jaguar T38); 2 Ben Eastick/Karl Jones (Jaguar D-type) +1m28.065s; 3 John Ure/Nick Wigley (Cooper-Bristol T24/25); 4 Rick Bourne/Malcolm Paul (Lotus-Bristol Mk10); 5 Jonathan Abecassis (Austin-Healey 100/4); 6 Rudiger Friedrichs (Jaguar C-type).

CW Ure/Wigley; Bourne/Paul; Friedrichs; Martin Melling/Rob Hall (Aston Martin DB3). FL Blakeney-Edwards 1m48.825s (80.49mph). P Blakeney-Edwards. S 24.

STIRLING MOSS TROPHY (33 LAPS)

1 Chris Ward (Lister-Jaguar Costin BHL133); 2 Michael Gans (Lotus 15) +13.433s; 3 Billy Bellinger/Keith Ahlers (Lola Mk1 Prototype); 4 Jurg Tobler (Lola Mk1); 5 Philip Champion/Sam Stretton (Lotus 11 Le Mans); 6 Serge Krikhoff (Lotus 11 S1). **CW** Gans; Bellinger/Ahlers; Champion/Stretton. **FL** Ward 1m44.234s (84.04mph). **P** Ward. **S** 15.

TONY BRISE TROPHY CLASSIC

FORMULA FORD (8 LAPS)

1 Adriano Medeiros (Van Diemen RF80); 2 Michael O'Brien (Merlyn Mk20) +11.520s; 3 Tom Brown (Van Diemen RF79); 4 Rick Morris (Royale RP26); 5 Mark Armstrong (RF79); 6 Nigel Lingwood (RF80). **CW** O'Brien. **FL** Medeiros 1m41.359s (86.42mph). **P** Medeiros. **S** 28.



Soper and Mann Mustang growled to Touring Car win



Maiden Mazda win for Jackson

THE BANK HOLIDAY WEATHER MAY have disappointed, but BRSCC fans were treated to another exciting meeting on the Silverstone National circuit.

The sun certainly shone on Joshua Jackson, who picked up his first ever Group A wins in the Mazda MX-5 Championship after battling to third in the 1A race as James Harris took his first victory of the season.

However, as Harris and championship leader Will Blackwell-Chambers suffered incidents in the 2A race, Jackson claimed a maiden victory by just 0.101s from Martin Tolley.

If he thought that was hard, it was nothing compared to a frenetic 3A race on Sunday that saw him snatch first place from Samuel Smith on the final lap.

Harris made up for his poor run on Saturday afternoon by winning a gripping 3B race the next day, Patrick Lay and Anthony Hutchins having won the other Group B events.

The action was dramatic from the start in the Mazda MX-5 SuperCup as four cars retired on the first lap of their race after a sickening collision, eliciting the first 'Code 60' of the meeting.

When racing resumed, Tom Roche strolled to his second consecutive win of the season, a streak he extended to three later on after holding off Ben Short.

Championship leader Rob Boston had a poor Saturday – excluded from the first race after a collision – but hit back in sensational style on Sunday to claim yet another win in 2017.

After starting 10th, Boston found himself leading by the end of the third lap and – aside from briefly slipping behind Short – stayed there until the finish, sealing a scintillating victory to end an emotional week in perfect fashion following the birth of his son.

"I did all the overtaking in the opening two-and-a-half laps, really," Boston said.

"Ben Short was behind me and he suddenly thought, 'I don't want to follow him, I want to overtake'.

"As soon as that happened it slowed us up half a second and then we had a great battle until the end of the race.

"My little Henry was here today. He slept through the whole thing! So was my wife – it was great that they were here."

Boston's performance was impressive, but the 'Drive of the Meeting' must be awarded to Lochlan Bearman in the Fiesta Junior Championship with a comeback to second in just nine laps after starting

Jackson (72) sealed the win after points leader Blackwell-Chambers crashed out

14th following retirement in the opener when duelling for the lead.

He eventually finished behind Josh Davidson, who opened up his lead at the top of the drivers' standings with two untroubled victories.

Surprisingly, there was more drama in the senior Fiesta Championship, the red flag appearing on the first lap of the opener after Sam Watkins and Ian Wilson collided at Brooklands, taking out Ryan Faulconbridge in the process.

Lewis Kent went on to win ahead of Danny Harrison before they swapped positions in the next race, while Lee Dendy-Sadler claimed a dominant victory on Sunday afternoon.

While he had no trouble negotiating traffic – impressively lapping five cars – Duncan Williams did in the season-opening OSS Championship encounter.

Having built up a commanding lead in the first half of the race, Williams found





WALKER

himself stuck behind traffic in the closing stages, allowing 2015 champion Mike Jenvey to dramatically close in.

On lap 15, Jenvey threw his car up the inside of Brooklands to move into the lead before Williams spun off at the same corner the following lap, eventually finishing fifth.

Williams faced no problems in the next two races, controlling them from start to finish to head the drivers' table after the first meeting of the season.

Kevin Glover also suffered at the hands of backmarkers in the GTi Mk5 Series as he lost the lead of the first race to Dan Rose, who also emerged victorious in the final race on early Sunday evening.

They were racing in the same field as the Mk2 Championship, George Haynes and Chris Webb winning in the A Class and Matthew Eccles and William 'Rusty' Laidler in the B Class.

There was also an outing for classic cars as the HRDC ran their second event of the year. Neil Brown's 1958 Austin A35 Speedwell crossed the line first in the Touring Greats and TC63 race, before Mark Halstead finished over 40s clear in the Allstars/Academy and A-Series Challenge.

Singer Chris Rhea was definitely not stuck top to toe in tailbacks, making a number of passes in the final race and moving up that line to 10th while driving his 1957 Morris Minor Police car.

WILL MOULTON

➔ P84 FULL RESULTS

OULTON PARK MSVR MAY 27

Stoten seizes championship lead at Oulton

TOM STOTEN TOOK THE LEAD OF THE Sports 2000 championship standings after a thrilling battle with Michael Gibbins in front of the spectators in the sun at Oulton Park for the MSVR meeting.

Gibbins got the better start and led most of the first race but Stoten remained close to the back of his MCR, which was suffering with oversteer.

The backmarkers didn't help Gibbins' cause, allowing Stoten to get alongside him out of Knickerbrook up to Clay Hill, before Gibbins shut the door into Druids.

When they started the final lap, Stoten got a much better exit coming out of Old Hall, which got him to the inside of Gibbins into Cascades and allowed him to take the lead.

Gibbins made a late lunge into Hislops, which caused him to bang wheels with Stoten's Gunn TS11, before they settled their dispute on the exit of Knickerbrook. Stoten then pulled out a gap into the final corners to take the chequered flag.

In the second outing, it was more of the same, with Stoten trailing Gibbins after the latter got a better start into Old Hall. Much of the race was spent behind the safety car, however, due to a crash at the back of the field between Alaric Gordon and Rob Lacy in the Pinto class at the start.

When the race restarted, Stoten didn't waste time in putting pressure on Gibbins and was able to pull a similar manoeuvre through Cascades for the lead. Stoten again built a gap to Gibbins after the latter lost his dashboard display, hindering his gearshifts.

As ever, the Toyo Tires 7 Race Series



Double win moved Stoten (26) ahead

BOURNE

featured action throughout both classes, as Paul Thacker and local driver Richard Ainscough shared victories in the R300 class, while Oscar Lawry and Lucy Redding won in the 1600 class.

Ainscough led the opening laps after starting from pole, but Thacker pulled off a superb overtake into Cascades to take the lead midway through.

From there, Thacker had to make use of the backmarkers to fend off Ainscough, the pair briefly going side-by-side in the closing stages. But Thacker held on and took the win ahead of Ainscough and Clive Richards, who was also close throughout.

In the second race, Thacker started from fifth on the grid and made his way up the field, while Richards led in the opening laps and Ainscough soon made a move on Steve Day into Cascades.

Ainscough then set his sights on Richards for the lead, eventually making a successful move into Shell Oils for the win.

Richards meanwhile dropped to fourth after being overtaken by Thacker, meaning Day rounded out the top three after Richards made a mistake on the final lap that cost him the final podium place.

Lee Gillard took dominant double victories in the Nippon Challenge race, while Don Hughes won both races in the Tricolore Trophy class. Rich Hockley was the winner in the Multimarques class on both occasions. Brian Murphy rounded out the day with both race wins in the MSVR Allcomers championship.

RORY MITCHELL

RESULTS

SPORTS 2000 (15 LAPS) 1 Tom

Stoten (Gunn TS11); 2 Michael Gibbins (MCR) +0.430s; 3 Paul Trayhurn (Gunn TS11); 4 David Houghton (MCR); 5 Tim Tudor (MCR); 6 Steve Watkins (MCR). **Class winners** Trayhurn; Watkins; Paul Streat (Lola T87/90); Joshua Law (Shrike P15). **Fastest lap** Stoten 1m42.358s (94.68mph). **Pole** Stoten.

Starters 29. RACE 2 (17 LAPS)

1 Stoten; 2 Gibbins +0.430s; 3 Houghton; 4 Giles Billingsley (MCR); 5 Tudor; 6 Peter Williams (MCR). **CW** Billingsley; Watkins; Streat; Mike Fry (Lola T86/90). **P** Stoten. **FL** Stoten 1m42.837s (94.23mph). **S** 24.

TOYO TIRES 7 RACE SERIES

(BOTH 17 LAPS) 1 Paul Thacker;

2 Richard Ainscough +0.108s; 3 Clive Richards; 4 Steve Day;

5 Paul Browes; 6 Luke Browes.

CW Thacker; Oscar Lawry.

FL Ainscough 1m50.139s (87.99mph). **P** Thacker. **S** 35.

RACE 2 1 Ainscough; 2 Thacker

+2.405s; 3 Day; 4 Richards; 5 L Browes; 6 Chris Lay. **CW** Ainscough; Lucy Redding. **FL** Ainscough 1m49.712s (88.33mph). **P** Richards. **S** 35.

NIPPON CHALLENGE/TRICOLERE TROPHY/MULTIMARQUES (8 LAPS)

1 Lee Gillard (Subaru Impreza);

2 Rich Hockley (Honda Civic) +22.586s; 3 Don Hughes (Peugeot 306 XSI); 4 Andrew Mitchell (Peugeot 205 GTI); 5 Tony Hunter (Renault Clio); 6 Nick Gwinnett (Renault Clio).

CW Hockley; Hughes; Mitchell; James Breeze (Renault Clio); Kelly Brabbin (Toyota Celica); Jon Morre (Citroen Saxo); Carl Powell (Peugeot 206 GTI); David Mustarde (Toyota MR2 Mk3).

FL Gillard 1m56.153s (83.43mph).

P Gillard. **S** 28.

RACE 2 (17 LAPS) 1 Gillard;

2 Hockley +15.401s; 3 Hughes; 4 Robert Williams (Honda Civic); 5 Hunter; 6 Kevin Jones (Renault Clio). **CW** Hockley; Hughes; Williams; Mitchell; Breeze; Brabbin; Mustarde; Powell. **FL** Gillard 1m55.972s (83.56mph). **P** Gillard. **S** 26.

MSVR ALLCOMERS (BOTH 12 LAPS)

1 Brian Murphy (Radical SR3);

2 Bill Henderson (Radical PR6) +1m33.736s; 3 Ian McDonald (Radical SR1); 4 Karl Mason (Ginetta G20); 5 Peter Bramble (MGB); 6 Peter Malan (Mazda MX-5). **FL** Murphy 1m39.880s (97.02mph). **P** Murphy. **S** 6.

RACE 2 1 Murphy; 2 Henderson

+1m28.698s; 3 McDonald; 4 Mason; 5 Bramble; 6 Malan. **FL** Murphy 1m40.066s (96.84mph). **P** Murphy. **S** 6.

CROFT
750MC MAY 27-28

Allee goes clear in Locost title battle

DEFENDING CHAMPION IAN ALLEE took control of the Locost title fight with two victories from three races at Croft.

Jack Coveney won the opener from first-time podium finisher Oliver Batten. Allee and closest points rival Steve Paddock had been taking it in turns to hassle Coveney before clashing at Sunny, ruling Paddock out. Allee held fourth, behind recovering poleman Ben Powney.

With no front-left brake, Coveney finished eighth in race two, with Batten briefly leading twice before Allee took the lead at the hairpin on the penultimate lap. Swapping places with Powney twice on the final lap, Batten took second but his car refused to fire up for race three.

Coveney climbed from row four to head Allee at Sunny on lap two, then scrapped with the ex-motorcycle racer. Allee used the tow into Tower to his advantage on the final lap, before repelling Coveney's advances at Sunny. Paddock emerged to take third.

Bouncing back from engine and gearbox issues at Snetterton, Lee Deegan climbed from fourth to lead the first Honda Civic Cup race by passing on the outside of poleman Martin James at Clervaux. An oil slick led to a red flag, with Deegan classified first from Mark Grice and Jason Ballantyne after points leader James was excluded for an illegal steering column.

Grice made the most rapid progress from row five in the reversed-grid second race, grabbing third by the chicane. A big moment at Sunny on lap three stymied his hopes and elevated Deegan. Deegan looked up into Tower and inadvertently put Dan Reason into a half-spin, grabbing the lead from him. Mark Higginson, who took the points lead, followed to second.

Patrick Fletcher also won a conventional



and a reversed-grid contest – the first man to do so in Clio 182s. Fletcher led race one throughout, and Don de Graaff salvaged second after suffering excessive wheelspin from pole. Mark Balmer was pinged three places for track limits infringements, so Nick Garner was third.

The second race was a two-parter, with Fletcher having made six places from 10th before a red flag. Garner led the restart, but Fletcher capitalised on a mistake at the hairpin to win, while Scott Sharp had to be content with third, having comfortably led part one.

Tom Bell (Ford Fiesta) recovered from brake failure in qualifying to lead every lap of the two Hot Hatch races. Debutant Steven Sawley (Civic) applied pressure in the first, with Phil Wright (Renault Clio) taking up the mantle in the second.

Allee passed Batten for Locost victory and has title momentum after two Croft wins

Will Hunt (Citroen Saxo) won Class B in the opener before dumping his car in a field in race two and handing the honours to Neil Stringfellow (Peugeot 205).

As reigning champion Matt Rozier struggled to seventh and eighth with the success ballast aboard his Classic Stock Hatch Peugeot 205, Lee Scott's double propelled him into the points lead. Martin Cayzer (Fiesta XR2i) was his main threat but, hampered by gearbox issues, finished second in neither contest. Steve Groom (XR2) snatched second on the drag to the line in race one, while Pete Morgan (XR2) overtook Cayzer at Sunny mid-way through the second race.

The list of two-time winners was completed by Russell McCarthy in the BCV8s, once he had seen off the fast-starting Ian Prior and Neil Fowler.

RGB honours were even as Billy Albone (Spire GT3) and Scott Mittell (Mittell MC53) took a win each. Matt Higginson (Spire) had the wet first race under control before beaching his car at Clervaux, handing Albone the initiative. Albone had led race two until Mittell – happier with his dry set-up – seized his chance at the Esses. Higginson trailed, but fared better than Snetterton winner Paul Smith, who crashed in qualifying.

The treacherous conditions on Saturday levelled the Sport Specials playing field and allowed the less powerful Class B Caterham-bodied Locost of Charles Hall to take the outright win, after a last-lap skirmish with Matthew Booth. A day later, Booth



Cowley (r) beat Gearing in wet 750 Formula opener

ALL PICS: JONES



KIRKISTOWN 500MRCI MAY 27

Murray and Robinson share wins as track limit penalties define races

TRACK LIMITS AND THE EXCEEDING thereof was the hottest topic at Kirkistown last weekend, and a rash of time penalties resulted in several races that appeared nail-bitingly close 'on the road' turning into apparent processions when the penalties were then applied to the final results.

Nonetheless, it proved to be an exciting day – particularly so in the case of the second Formula Ford 1600 race, in which flags added a further dash of colour to the scene on far more than one occasion.

The first encounter quickly turned into a head-to-head between Kevin O'Hara and Niall Murray, with O'Hara withstanding enormous pressure to keep his nose in front for 16 laps to cross the line just 0.38 seconds ahead of his rival.

And then the penalties for track limits came in and the pair found themselves in second and third places with a 15-second penalty apiece for multiple infringements, putting them behind Noel Robinson – who had a mere five-second penalty to overcome. Keith Donegan, also penalised five seconds, placed fourth ahead of the Pre-90 cars of Mike Todd and Alan Davidson, the latter also suffering as a result of a five-second penalty.

O'Hara and Murray were in battle mode again in race two, this time with Murray in front and Davidson in the mix, but there was excitement behind them. The red flags came out after three laps when Robinson found himself on the receiving end of a torpedo attack at Colonial, which left him parked upside down and in a very bad mood...

At the restart, Murray again got the drop on O'Hara, but the pair had hardly

got going before red flags came out again, this time at the Chicane where Nicky Gibson and Arnie Black had a tangle in their Crossles, which left Black viewing the world from an unfamiliar angle.

The race did run at the third attempt, and Murray and O'Hara finally enjoyed a penalty-free scrap which ended with Murray scoring his second win of the year, but only by 0.482s. Davidson's Pre-1990 Mondiale was third.

Formula Vee always entertains at Kirkistown, and once again they excelled themselves. Gavin Buckley eventually defeated Jack Byrne in the 'B' class race after they spent more than 10 laps of the event side-by-side.

In the 'A' race, it was Colm Blackburn who reached the chequered flag first but not before some very hot and heavy stuff involving Kevin Grogan, Dan Polley and Stephen Morrin, which featured the leaders arriving five-wide into the Hairpin on several occasions.

It was tight and, after 15 hard-fought laps, regular winner Polley had to settle for an unfamiliar fourth-place finish, while Grogan and Morrin completed the podium.

Jonny Forsythe scored back-to-back victories among the Ford Fiestas, helped by a few more track limits penalties pushing some of his opposition back in the results. Paul Stewart and Daniel Conlon were the placemen in race one, while the Agnew brothers, Stuart and Thomas, completed the race two podium.

Once again, Jim Larkham and his Radical blitzed a small Roadsports field, scoring double victories ahead of the Crossles of Paul Conn and John Benson.

RICHARD YOUNG

Steve Owen's race ended in the field



(MK Indy) won the dry race, with the MEV MX150R of Stewart Mutch second.

A third place and a win was sufficient for Ben Miloudi (Storm) to remain in firm control of the Formula Vee title race, but it was a familiar story for Craig Pollard (GAC) who let a winning opportunity slip on Saturday. "I was pushing too hard when I didn't need to," he said, after locking up at Sunny to hand the win to Adam Macaulay. Miloudi clung on from Macaulay in a three-lap dash on Sunday, after a stoppage.

Bill Cowley (Cowley MkIV) won the wet 750 Formula race, with Robin Gearing (Darvi P88) turning the tables in the dry to maintain his points gap. Mark Glover charged to third in race one having arrived late to the back of the grid – ironically, he had forgotten his gloves.

IAN SOWMAN

➔ **P85 FULL RESULTS**

RESULTS

FORMULA FORD 1600 (16 LAPS)

1 Noel Robinson (Van Diemen J012K); 2 Kevin O'Hara (Van Diemen RF01) +8.032s; 3 Niall Murray (Van Diemen LA10); 4 Keith Donegan (Van Diemen JL013K); 5 Mike Todd (Reynard FF89); 6 Alan Davidson (Mondiale M89S). **Fastest lap** Murray 1m01.696s (88.22mph). **Pole** O'Hara. **Starters** 17.
RACE 2 (13 LAPS) 1 Murray; 2 O'Hara +0.482s; 3 Davidson; 4 James Roe (Van Diemen RF99); 5 Stephen O'Connor (Van Diemen RF90); 6 David McCullough (Van Diemen RF01) **FL** Murray 1m01.782s (88.10mph). **P** O'Hara. **S** 17.

FORMULA VEE CLASSES B/C

(14 LAPS) 1 Gavin Buckley

(Sheane FV92); 2 Jack Byrne (Sheane FV96) +2.046s; 3 JR Delahun (Leystone JH002); 4 Tadhg Sharkey (Leystone JH002); 5 Brandon Polley (Sheane FV01). **FL** Buckley 1m08.206s (79.80mph). **P** Buckley. **S** 7.
FORMULA VEE CLASS A (15 LAPS)
1 Colm Blackburn (Leystone JH002); 2 Kevin Grogan (Sheane FV97) +0.240s; 3 Stephen Morrin (Leystone JH004); 4 Dan Polley (LOH Sheane); 5 Anthony Cross (Sheane FV94); 6 Buckley. **FL** Polley 1m06.914s (81.34mph). **P** Blackburn. **S** 11.
FORD FIESTA ZETEC (BOTH 13 LAPS) 1 Jonny Forsythe; 2 Paul Stewart +8.839s; 3 Daniel Conlon; 4 Thomas Agnew;

5 Eorann O'Neill; 6 Desi McGlade.

FL Forsythe 1m17.510s (70.22mph). **P** Forsythe. **S** 10.
RACE 2 1 Forsythe; 2 Stuart Agnew +2.529s; 3 T Agnew; 4 Stewart; 5 Conlon; 6 O'Neill. **FL** O'Neill 1m17.700s (70.05mph). **P** Forsythe. **S** 10.
ROADSPORTS (BOTH 16 LAPS)
1 Jim Larkham (Radical PR06); 2 Paul Conn (Crossle 47S) +3.581s; 3 John Benson (Crossle 37S); 4 Brendan Cunning (GMS Ford); 5 Steve Morris (Van Diemen MS); no other starters. **FL** Conn 1m01.526s (88.47mph). **P** Conn. **S** 5.
RACE 2 1 Larkham; 2 Conn +10.532s; 3 Benson; 4 Cunning; no other starters. **FL** Larkham 1m02.599s (86.95mph). **P** Conn. **S** 4.

SILVERSTONE
CSCC MAY 27-28

Intense Tin Top race goes to Addison

MARTIN ADDISON SECURED TIN TOPS victory having given “absolutely everything” during the Classic Sports Car Club’s first running on the Silverstone International circuit.

Such was the intensity that the Peugeot 106 GTI driver was forced to pull off as soon as he crossed the finish line, having sheered two wheel studs. Bill Hardy also felt the strain and was on the brink of collapse upon stumbling out of Britain’s fastest Vauxhall Corsa. Starting way down in 36th, the Autotech driver charged through the field to finish a scarcely believable second.

That came after a red flag due to a huge startline shunt between Richard Wheeler, Nigel Ainge and Carl Chambers. Wheeler and Ainge both got off to a poor start and dropped from the front row. The pursuing pack did well to avoid the moving roadblock but Chambers was pushed wide onto the grass and his Peugeot 306 Rallye came careering across the circuit collecting Ainge (Honda Integra Type R) and subsequently ended Wheeler’s day with the #53 Ford Fiesta ST sideswiped. Adjudged a racing incident, fortunately all three were okay.

Colin Philpott (XJS) defended valiantly to secure both Jaguar Saloons and GT wins. Just half-a-car’s length kept Rodney Frost (XJS) at bay in race one, during which Adam Powderham (XJR) secured third after an intensely fought race-long duel with Guy Connew in his XJ6 S2.

Race two was another thriller. Patrick Doyle worked through the night to repair the damage to his six-litre XJS, and it was worth the work as he devoured the pack on his way to second. Despite



starting 20th, he charged his way through and even briefly took the lead on the last lap – only for Philpott to brake later into Stowe to reclaim bragging rights.

“I’d better not retire after that one,” beamed Swinging Sixties Group 2 winner Mark Campbell. The former Lotus Elan Modsports racer rose to victory from sixth on the grid in his Triumph TR5. A safety car was deployed on lap three when Raymond Barrow spun the Chevrolet Camaro out of second. His Camaro lost a radiator cap after it rubbed on the bonnet, duly coating the tyres of the Ben Gough/Iain Daniels Marcos in coolant – allowing Campbell to progress.

Needing to serve a 30-second winner’s penalty, Richard Belcher (Ford Lotus Cortina) “was driving at ten tenths for the entire race” to close within just 3s of Group 1 victor Tim Cairns who had qualified his Austin-Healey Frogeye Sprite down in 11th.

An elated Bill Lancashire was victorious in Future Classics. The TVR Tuscan Challenge racer left it late to pass the sonorous Aston and Tony Blake 1979 Porsche 911 RSR, with Lancashire getting passed down the inside through Vale.

Had it not been for a 5s penalty for exceeding track limits, newcomer Mark

Two sheered wheel studs weren’t enough to stop Addison from winning in Tin Tops

Chilton would have been classified second in the five-litre Porsche 928. Having extracted 100% from both car and track, blue smoke billowed as he returned to the pitlane. With the reprimand, Chilton was fourth.

Mark Halstead’s impressive opening laps in the yellow Lotus Elan S2 left Stuart McPherson with little to do after the driver change. A 1m16s lead after an hour’s racing reflected their domination of a tame Classic K race.

After an 18-year build, Richard Siffleet debuted the Martini-liveried Lancia 037 in the Special Saloons and Modsports. Chris Southcott and his MG took both race wins, with Ricky Parker-Morris and Danny Morris taking it in turns to finish the Peugeot 309 GTI in second.

Stuart Daburn (TVR Tuscan Challenge) romped to Modern Classics success ahead of Michael Russell in a BMW E36 M3 Evo. Nick Olson made for a fine Roger Moore tribute, bringing the white Lotus Esprit home in third. Hamish Brandon was flying also, the former Mini Challenge racer won the Puma Cup class and secured Panda Racing’s first victory of the season.

Consistently clocking 1m11s lap times ensured the Magnificent Sevens set some of the weekend’s fastest lap times. Eventual winner Gary Bate (Caterham CSR 2300) was not one of the seven of 24 entries attracting the stewards’ attention for exceeding track limits.

Having hit a cat in testing, which destroyed the radiator of the Ginetta G50 Cup, Connaire Finn battled to keep temperatures under control during the New Millennium race. With water registering 107C, the Irishman was forced to ease the pressure on Colin Wells, allowing the #141 BMW M3 E46 to win.

Jonathan Pittard (Caterham Superlight R) cruised to victory in the Open Series sprint race, extracting a comfortable lead in just 15 minutes of running. Early on, Finn looked a threat but cooling issues allowed Pittard to disappear up the road.

MATT KEW



Philpott (l) took two Jaguar wins in his XJS, while Doyle (r) battled



Fisher gets catch of the day with narrow victory over Moyers

A DEPLETED GRID OF FIFTEEN CARS did not preclude the Castle Combe Formula Ford Championship producing an enthralling contest in appalling, wet conditions.

The initial phase of the race had to be red-flagged after both Luke Cooper and Michael Eastwell deposited their Swift and Ray chassis at Tower corner on consecutive laps, aquaplaning on standing water.

Following a short red-flag period for barrier repairs, the race resumed with polesitter Josh Fisher leading the early charge. Soon a three-car train formed for the lead, with Fisher heading Kevin Mills Racing team-mates and championship pretenders Michael Moyers and Roger Orgee. A clash between the team-mates at Bobbies damaged Orgee's suspension and forced him to the pits for repairs. This left Fisher to claim his second success of the season, with Moyers and Rob Hall (Ray GR16) rounding out the podium.

In GTs, Tony Bennett prevailed during the damp qualifying session and his freshly rebuilt Caterham R300 enjoyed a clear run into Folly for the first time. However, the conditions ultimately favoured Bradley John's four-wheel-drive Mitsubishi Lancer, which had gained track position before the cars reached

Quarry. John backed off significantly in the closing laps, but still held a seven-second advantage at the flag from Class D winner Tony Hutchings (Audi TT). Adam Prebble completed the podium after a tremendous comeback drive in his Rover Tomcat, having been summoned to the pits mid-race to secure a loose bonnet.

Bennett found himself a respectable fourth in conditions that didn't favour his lightweight Caterham.

Will Di Claudio made an excellent start in his Peugeot 106 GTI in the Saloons contest, and after some early dicing pulled a gap to Gary Prebble (SEAT Leon Cupra). Despite closing in the later stages, a spectacular slide at Camp all but derailed Prebble's charge for victory, allowing Di Claudio to claim the first outright success for his newly built Class C machine.

James Keepin was another Class C star in his MG ZR, hobbled in qualifying

Fisher won ahead of Moyers, as Orgee limped out with damage

Prebble (I) inherited the win from the blue Focus of Webb

by an alternator bracket breaking and an oil cooler splitting. Mired in 18th, Keepin charged to sixth in a drive reminiscent of his performance at the 2016 Motors TV race day meeting where he claimed outright victory.

The Hot Hatch encounter appeared to be a dominant victory for the Ford Focus of Mike Webb. However, post-race, Webb was thrown out of the results for allegedly running with illegal cut-slicks. This amendment thus gave Gary Prebble his first Hot Hatch success of the year, making up for his narrow defeat in the earlier Saloons race.

The 750 Motor Club MR2 championship featured a win apiece for Shaun Traynor and Lewis Ward, mirroring their respective successes at the Silverstone National event. Kristian White held on to the championship lead, thanks to another two podium finishes.

Ian Loversidge and Jon Halliwell split the BARC MaX5 successes.

The Dave Allan Trophy was red-flagged on two occasions and the second stoppage ultimately led to the race being voided completely, as officials were unable to decode the result with the lead cars split between the pitlane and the circuit at the time of the race being concluded.

LEE BONHAM



RESULTS

FORMULA FORD (10 LAPS) 1 Josh Fisher (Van Diemen JL14); 2 Michael Moyers (Spectrum 011c) +0.160s;

3 Robert Hall (Ray GR16); 4 Matt Cox (Spectrum 011B); 5 Archie Hine (Van Diemen JL12); 6 Andrew Higginbottom (Van Diemen RF88). **Class winners** Higginbottom; Richard Morris (Swift SC92). **Fastest lap** Moyers 1m25.666s (77.74mph). **Pole** Fisher. **Starters** 13.

GTs (15 LAPS) 1 Bradley John

(Mitsubishi Lancer); 2 Tony Hutchings (Audi TT) +7.254s; 3 Adam Prebble (Rover Tomcat); 4 Tony Bennett (Caterham R300); 5 Bob Higgins (Ginetta G55); 6 Ilsa Cox (SEAT Leon Cupra). **CW** Hutchings; David Hathaway (Ferrari 360). **FL** Prebble 1m22.739s (80.49mph). **P** Bennett. **S** 14.

SALOONS (14 LAPS) 1 Will Di Claudio (Peugeot 106 GTI); 2 Gary Prebble (SEAT Leon Cupra) +2.225s; 3 Simon Thornton-Norris (Mitsubishi

Colt); 4 Geoffrey Ryall (Peugeot 106 GTI); 5 Tony Hutchings (Audi TT); 6 James Keepin (MG ZR). **CW** Prebble; Thornton-Norris; Michael Good (Vauxhall Corsa). **FL** Prebble 1m25.403s (77.98mph). **P** Prebble. **S** 31.

HOT HATCH (10 LAPS) 1 Gary Prebble (Peugeot 205 GTI); 2 Mark Wyatt (Vauxhall Astra) +7.997s; 3 Craig Tomkinson (Vauxhall Nova); 4 Matthew Bawtree (Honda Integra DC2); 5 Nick Adams (Honda Civic); 6 John Harvey (Civic). **CW** Bawtree;

Josh Harvey (Civic); Arthur Marks (Suzuki Swift GTi). **FL** Webb 1m23.792s (79.48mph). **P** Wyatt. **S** 31. **750MC MR2 (10 LAPS) 1 Shaun Traynor**; 2 Kristian White +4.454s; 3 Lewis Ward; 4 Chris Thomas; 5 Timothy Heron; 6 Ben Rowe. **CW** Anthony Day. **FL** White 1m28.670s (75.11mph). **P** Traynor. **S** 26. **RACE 2 (8 LAPS) 1 Ward**; 2 Rowe +4.892s; 3 White; 4 Traynor; 5 Thomas; 6 Josh Brooks. **CW** Anthony Day. **FL** Traynor

1m27.182s (76.39mph). **P** White. **S** 24. **BARC MAX5 (12 LAPS) 1 Ian Loversidge**; 2 Jeremy Shipley +1.213s; 3 Jon Halliwell; 4 Andrew Pretorius; 5 Josh Malin; 6 Daniel Grist. **CW** Pretorius; Malin. **FL** Halliwell 1m29.776s (74.18mph). **P** Halliwell. **S** 15. **RACE 2 (10 LAPS) 1 Halliwell**; 2 Loversidge +1.841s; 3 Shipley; 4 Pretorius; 5 Matthew Tidmarsh; 6 Lee Hollin. **CW** Pretorius; Malin. **FL** Halliwell 1m20.095s (83.15mph). **P** Loversidge. **S** 15.



GURSTON DOWN
BRITISH HILLCLIMB MAY 27-28

Moran brings end to dry spell

SCOTT MORAN ENDED A winless drought dating back to September 2016 by taking round eight with the last shot of the day, after Trevor Willis had earlier pipped Moran to win round seven at the end of the morning runs.

That Moran victory also ended a run of seven shootouts without a Gould win – which last occurred in the 2000 season with a sequence of seven consecutive Pilbeam wins, and as good an indication as any of just what a force Newbury marque Gould has been over the last 16 seasons.

After his victory in the opening encounter, Willis said: “What might have looked straightforward was anything but. With the performance that Wallace [Menzie] is now getting from his new car I had to work extra hard for the win, and I know that Scott did, too.”

Moran was pleased to break his 2017 duck. “That was about time as it’s taken until late May. I was 12mph down on Wallace through the finish line,” he said, referring to Menzie’s astonishing 158.6mph finish trap speed, the highest yet seen on the Wiltshire hill.

Despite his two third places, Menzie himself is still waiting for a maiden win for his Gould GR59M and, despite the speeds he is achieving, he is still learning about the car’s low-speed behaviour in the tighter bends. Fourth place behind Menzie each time was Will Hall, who is finally achieving consistency from the complex turbocharged AER engine, based on a WEC LMP2 unit but with the wick turned up to achieve some 600bhp with the potential for much more.

Champion in 2015, Alex Summers continued to develop the potential of his new DJ Firestorm with a pair of fifth places to elevate himself to sixth overall at the

expense of the still absent Dave Uren, who is yet to recover from a recent unpleasant ankle injury.

Richard Spedding slid down the championship top 10 order from second to fifth. His own GWR continues to suffer a persistent electronic glitch that cuts the engine when shifting up from second to third gear, so he again took a guest drive in defending Scottish Hillclimb champion Les Mutch’s very similar Raptor. Spedding finished out of the points in round seven and failed to qualify later, being the worst affected by a light fall of rain that occurred around the time of his Q2 start.

Jason Mourant and Ed Hollier continued their recent good form, with Mourant grabbing sixth each time, while Hollier finished ninth then seventh. Paul Haines might have won the forced induction two-litre class but his turbo Gould’s engine continues to be troublesome, stopping with a persistent oil-pressure alarm in his single run-off shot.

Recently retired from his day job, Kelvin Broad has promised himself to visit more hills away from his south-west base and, in addition to his pair of run-off slots at Gurston, he recently won a pair of Midland Championship run-offs at Shelsley Walsh. Broad isn’t the only one flying the flag for the once-dominant Pilbeam marque, with Oli Tomlin making one of his appearances in a championship run-off to score a solid four points.

Harry Pick could not repeat his Harewood run-off qualification but he won the burgeoning 1100cc class of 27 entrants to be nominated as driver of the meeting for his efforts against the carbon-tubbed exotica in his spaceframe OMS.

EDDIE WALDER

➔ P85 FULL RESULTS

RESULTS

SILVERSTONE BRSCC

MAZDA MX-5 RACE 1A (17 LAPS)

1 James Harris; 2 Oliver Allwood +0.094s; 3 Joshua Jackson; 4 Samuel Smith; 5 Paul Tucker; 6 Jack Sycamore. **Fastest lap** Allwood 1m11.918s (82.11mph). **Pole** Harris. **Starters** 28.

RACE 1B (17 LAPS) 1 Patrick Lay;

2 Ivan Leary +5.911s; 3 Michael Close; 4 Nick Le Doyen; 5 Adam Craig; 6 Courtney Milnes. **FL** Lay 1m13.007s (80.89mph). **P** Milnes. **S** 28. **RACE 2A (17 LAPS) 1 Jackson;** 2 Martin Tolley +0.101s; 3 Smith; 4 Jason Greatrex; 5 Sam Bailey; 6 John Langridge. **FL** Harris 1m11.792s (82.26mph). **P** Harris. **S** 28. **RACE 2B (16 LAPS)**

1 Anthony Hutchins; 2 Matt Pickford +0.760s; 3 Oliver Robinson; 4 Clive Powles; 5 Russ Lindsay; 6 Max Norfolk. **FL** Norfolk 1m12.805s (81.11mph). **P** Pickford. **S** 28. **RACE 3A (17 LAPS)**

1 Jackson; 2 Charlie Burge +0.096s; 3 Smith; 4 Tolley; 5 Langridge; 6 Brian Trott. **FL** Tolley 1m12.342s (81.63mph). **P** Jackson. **S** 28. **RACE 3B (17 LAPS)**

1 Harris; 2 Allwood +0.099s; 3 Will Blackwell-Chambers; 4 Le Doyen; 5 Milnes; 6 Ben Hancy. **FL** Harris 1m12.401s (82.26mph). **P** Leary. **S** 25.

MAZDA MX-5 SUPERCUP (11 LAPS)

1 Tom Roche; 2 Jack Harding +0.170s; 3 Ben Short; 4 Brian Chandler; 5 Carl Garnett; 6 Liam Murphy. **FL** Short 1m09.178s (85.36mph). **P** Roche. **S** 38.

RACE 2 (17 LAPS) 1 Roche; 2 Short +0.218s; 3 Harding; 4 Murphy; 5 Jonathan ‘JJ’ Clements; 6 Richard Wicklen. **FL** Clements 1m08.999s (85.59mph). **P** Roche. **S** 35. **RACE 3 (14 LAPS) 1 Rob Boston;** 2 Luke Herbert +0.575s; 3 Murphy; 4 Wicklen; 5 Short; 6 Clements. **FL** Herbert 1m08.950s (85.65mph). **P** Roche. **S** 35.

FIESTA JUNIOR (BOTH 17 LAPS)

1 Jack Davidson; 2 Scott Cansdale +5.236s; 3 Nicholas Reeve; 4 James Hillery; 5 James Waite; 6 Harry Gooding. **FL** Lochlan Bearman 1m10.631s (83.61mph). **P** Davidson. **S** 16. **RACE 2 1 Davidson;**

2 Bearman +8.274s; 3 Reeve; 4 Gustav Burton; 5 Waite; 6 Bradley Kent. **FL** Davidson 1m10.975s (83.20mph). **P** Davidson. **S** 16.

FIESTA (9 LAPS) 1 Lewis Kent (ST);

2 Danny Harrison (ST) +3.680s; 3 Nathan Edwards (ST); 4 Lee Dendy-Sadler (ST); 5 Simon Horrobin

(ST); 6 David Nye (ST). **Class winners**

John Cooper (Zetec S); Colin Newbold (Si); Derek Robinson (Zetec). **FL** Kent 1m09.847s (84.55mph). **P** Dendy-Sadler. **S** 32. **RACE 2 (17 LAPS)**

1 Harrison; 2 Kent +0.221s; 3 Edwards; 4 Dendy-Sadler; 5 Nye; 6 Horrobin. **CW** Cooper; Tim Bennett (Si); Sean Banks (Zetec). **FL** Harrison 1m09.871s (84.52mph). **P** Kent. **S** 31.

RACE 3 (17 LAPS) 1 Dendy-Sadler;

2 Josh Gollin (ST) +4.339s; 3 Nye; 4 Ryan Faulconbridge (ST); 5 Kent; 6 Ryan Beck (ST). **CW** Stuart Robbins (Zetec S); Bennett; Banks.

FL Faulconbridge 1m10.449s (83.82mph). **P** Harrison. **S** 31.

OSS (22 LAPS) 1 Mike Jenvey

(Jenvey-Gunn T56); 2 Craig Fleming (Juno TR250) +10.310s; 3 Richard Wise (Chiron LMP); 4 John Smith (Radical PR6); 5 Duncan Williams (Juno Sportscar); 6 Mark Abbott (Radical PR6). **CW** Smith; Paul Spencer (Radical SR8); Neil Harris (Radical Clubsport).

FL Williams 53.402s (110.58mph).

P Williams. S 27. RACE 2 (15 LAPS)

1 Williams; 2 Jenvey +14.482s; 3 Fleming; 4 Smith; 5 Abbott; 6 Graham Hill (Radical PR6). **CW** Smith; Spencer. **FL** Williams 53.225s (110.95mph).

P Williams. S 27. RACE 3 (17 LAPS)

1 Williams; 2 Jenvey +0.225s; 3 Fleming; 4 Smith; 5 Wise; 6 Abbott. **CW** Smith; Spencer. **FL** Jenvey 53.847s (109.67mph). **P** Williams. **S** 28.

Mk2 PRODUCTION GTI & Mk5 (18 LAPS) 1 Dan Rose (Mk5);

2 Kevin Glover (Mk5) +2.504s; 3 Simon Hill (Mk5); 4 Martyn Walsh (Mk5); 5 Altay Ali (Mk5); 6 Paul Blackburn (Mk5). **CW** George Haynes (Mk2); Matthew Eccles (Mk2). **FL** Walsh 1m08.222s (86.56mph).

P Glover. S 21. RACE 2 (13 LAPS)

1 Rose; 2 Hill +2.099s; 3 Glover; 4 Walsh; 5 Ali; 6 Blackburn. **CW** Chris Webb (Mk2); William Laidler (Mk2). **FL** Rose 1m08.098s (86.72mph). **P** Rose. **S** 21.

HRDC TOURING GREATS & TC63 (35 LAPS) 1 Neil Brown (Austin A35

Speedwell); 2 Nigel Webb/John Young (Jaguar Mk2) +6.142s; 3 David Devine (Riley 1.5); 4 Alistair Dyson (Ford Zephyr Mk2); 5 Gavin Watson (Alfa Romeo Giulietta Ti); 6 Ding Boston (Riley 1.5).

CW Webb/Young; Devine; Watson; Graham Love/Alastair Love (Jaguar Mk7); Barry Louvel (Triumph Herald Coupe). **FL** Richard Butterfield/Thomas Butterfield (Jaguar Mk1)



Points leader Willis set another best time on Gurston hillclimb

ROUND-UP

1m13.989s (79.81mph). **P** Butterfield/Butterfield. **S** 31.

HRDC ALLSTARS/ACADEMY & A-SERIES CHALLENGE (21 LAPS)

1 Mark Halstead (Lotus Elan S2); 2 Alex Thistlethwaite (Ford Mustang) +41.006s; 3 James Colburn (Lenham GT); 4 Chrissy Palmer (Austin A40 Speedwell); 5 Julian Crossley (Morris Mini); 6 George Frankel/Louis Frankel (Alfa Romeo Giulia Super). **CW** Colburn; Palmer; Frankel/Frankel; Tony Shirtcliffe (Austin A35 Academy). **FL** Halstead 1m09.277s (85.24mph). **P** Halstead. **S** 32.

CROFT 750MC

LOCOST (9 LAPS) 1 Jack Coveney;

2 Oliver Batten +3.02s; 3 Ben Powney; 4 Ian Allee; 5 Louis Wall; 6 Tim Neat.

FL Allee 1m44.37s (72.43mph).

P Powney. **S** 34. **RACE 2 (9 LAPS)**

1 Allee; 2 Batten +0.89s; 3 Powney;

4 Steve Paddock; 5 Martin West; 6 Matt Graux. **FL** Allee 1m43.78s (72.85mph).

P Powney. **S** 32. **RACE 3 (8 LAPS)**

1 Allee; 2 Coveney +0.24s; 3 Paddock; 4 West; 5 Powney; 6 Neat. **FL** Coveney 1m43.48s (73.06mph). **P** Allee. **S** 28.

CIVIC CUP (4 LAPS) 1 Lee Deegan;

2 Mark Grice +6.94s; 3 Jason Ballantyne; 4 Mark Hickey; 5 Mark Gibbons; 6 David Buky. **FL** Deegan 1m36.44s (78.39mph). **P** Martin James.

S 22. **RACE 2 (11 LAPS) 1 Deegan;**

2 Higginson +0.71s; 3 Daniel Reason; 4 Buky; 5 Tim Evans; 6 Grace.

FL Deegan 1m46.61s (70.91mph).

P Jon Peerless. **S** 21.

CLIO 182 (9 LAPS) 1 Patrick Fletcher;

2 Don de Graaff +0.60s; 3 Nick Garner; 4 Ryan Polley; 5 Matt Digby; 6 Mark Balmer. **FL** de Graaff 1m40.15s (75.49mph). **P** de Graaff. **S** 25.

RACE 2 (4 LAPS) 1 Fletcher; 2 Garner

+0.65s; 3 Scott Sharp; 4 Ryan Gillespie; 5 Digby; 6 Matt Holtom. **FL** Fletcher 1m39.34s (76.10mph). **P** Holtom. **S** 25.

HOT HATCH (9 LAPS) 1 Tom Bell (Ford

Fiesta ST); 2 Stephen Sawley (Honda Civic) +0.63s; 3 Alistair Camp (Ford Fiesta ST); 4 Neal Martin (Honda Civic);

5 Martin Ward (Renault Clio); 6 Philip Wright (Renault Clio). **CW** William Hunt (Citroen Saxo VTR); Paul Jarvis

(Citroen Saxo VTR). **FL** Camp 1m35.20s (79.41mph). **P** Sawley. **S** 20.

RACE 2 (8 LAPS) 1 Bell; 2 Wright

+2.51s; 3 Camp; 4 Sawley; 5 Neil Stringfellow (Peugeot 205 GTI); 6 Ward.

CW Stringfellow; Jarvis. **FL** Camp 1m45.55s (71.62mph). **P** Bell. **S** 20.

CLASSIC STOCK HATCH (BOTH 9

LAPS) 1 Lee Scott (Ford Fiesta XR2i); 2 Steve Groom (Ford Fiesta XR2) +0.97s;

3 Martin Cayzer (Ford Fiesta XR2i); 4 Matthew Stubington (Peugeot 205 GTI); 5 Pete Morgan (Ford Fiesta XR2);

6 Andrew Thorpe (Citroen AX GTi). **FL** Morgan 1m44.80s (72.14mph).

P Scott. **S** 19. **RACE 2 1 Scott;** 2 Morgan

+0.44s; 3 Groom; 4 Cayzer; 5 Edward

Cooper (Vauxhall Nova GSi); 6 Thorpe.

FL Morgan 1m44.92s (72.05mph).

P Scott. **S** 19.

BCV8 (BOTH 9 LAPS) 1 Russell

McCarthy; 2 Neil Fowler +5.38s;

3 Jonnie Wheeler; 4 James Wheeler; 5 Andrew Young; 6 Mark Scott.

CW James Wheeler; Steve McKie; John Wreghitt. **FL** McCarthy 1m34.83s (79.72mph). **P** James Wheeler. **S** 13.

RACE 2 1 McCarthy; 2 Fowler +0.61s;

3 Ian Prior; 4 Jonnie Wheeler; 5 James Wheeler; 6 Young. **CW** James Wheeler; Howard Grundon; Wreghitt.

FL McCarthy 1m34.47s (80.03mph).

P Jonnie Wheeler. **S** 12.

RGB (8 LAPS) 1 Billy Albone (Spire

GT3); 2 Scott Mittell (Mittell MC53) +14.78s;

3 John Cutmore (Spire GT3S); 4 Danny Andrew (Mittell MC53);

5 Duncan Horlor (Spire GT3); 6 Richard Webb (Spire GT-F). **CW** Webb. **FL** Matt

Higginson (Spire GT3) 1m37.68s (77.40mph). **P** Higginson. **S** 20.

RACE 2 (10 LAPS) 1 Mittell; 2 Albone

+2.28s; 3 Higginson; 4 Andrew; 5 Cutmore; 6 Webb. **CW** Webb.

FL Mittell 1m25.34s (88.59mph).

P Mittell. **S** 19.

SPORT SPECIALS (8 LAPS) 1 Charles

Hall (Locost); 2 Matthew Booth (MK Indy RR) +1.30s;

3 Colin Benham (STM Phoenix); 4 Martin Farrelly (Rogue Xenon);

5 Stewart Mutch (MEV MX150R); 6 Anton Landon (Cyana Mk2). **CW** Booth; Mutch. **FL** Hall 1m51.15s (68.02mph). **P** Booth. **S** 18.

RACE 2 (10 LAPS) 1 Booth; 2 Mutch

+17.22s; 3 Hall; 4 Landon; 5 Brian Dean (Westfield);

6 Nigel Brown (Sylvia Phaser). **CW** Mutch; Hall. **FL** Booth 1m33.42s (80.92mph). **P** Booth. **S** 19.

FORMULA VEE (9 LAPS) 1 Adam

Macaulay (Sheane); 2 Craig Pollard (Bears GAC) +10.10s;

3 Ben Miloudi (Storm GKBM 2015); 4 James Clennell (AHS Challenger);

5 Paul Taylor (Bears GAC); 6 Tim Probert (Storm). **CW** Jamie Harrison (Sheane). **FL** Pollard 1m27.59s (77.47mph). **P** Miloudi. **S** 25. **RACE 2**

(3 LAPS) 1 Miloudi; 2 Macaulay +0.40s;

3 Pollard; 4 Jimmy Furlong (Sheane); 5 Taylor; 6 Craig Bell (AHS Dominator).

CW Harrison. **FL** Macaulay 1m34.99s (79.59mph). **P** Macaulay. **S** 25.

750 FORMULA (9 LAPS) 1 Bill Cowley

(Cowley MkIV); 2 Robin Gearing (Darvi P88) +22.72s;

3 Mark Glover (Racekits Falcon); 4 Ian Barley (Racekits Falcon);

5 Ed Pither (PRS 1B); 6 Martin Kemp (Racekits Falcon). **CW** Paul Morris (Diet 17). **FL** Cowley 1m42.72s (73.60mph).

P Gearing. **S** 16. **RACE 2 (10 LAPS)**

1 Gearing; 2 Cowley +15.70s; 3 Pither; 4 Glover;

5 Peter Bove (Darvi Mk4/5); 6 Bob Simpson (SS/F). **CW** Christopher Johnson (Racekits Falcon). **FL** Gearing 1m33.41s (80.93mph). **P** Gearing. **S** 15.

SILVERSTONE CSCC

TIN TOPS AND ENDURO FOR FORD CARS (30 LAPS) 1 Martin Addison

(Peugeot 106 GTI); 2 William Hardy

(Vauxhall Corsa SRI) +17.223s;

3 Tom Mensley (Renault Clio 172);

4 Andrew Windmill (Honda Civic Type R); 5 Kenny Colman/Reece Jones (Civic Type R);

6 Ryan Colvey/David Banks (Clio 172). **CW** Hardy; T Mensley;

Windmill; Paul Mensley (Ford Fiesta ST); Nick Mellor/John White (Peugeot 205 GTI).

FL P Mensley 1m17.474s (86.00mph).

P Richard Wheeler/Jake Hill. **S** 37.

JAGUAR SALOON & GT (BOTH

15 LAPS) 1 Colin Philpott (XJS);

2 Rodney Frost (XJS) +0.191s; 3 Adam Powderham (XJR);

4 Guy Connew (XJ6 S2); 5 David Howard (XJ12); 6 Tom Lenthall (XJS). **CW** Frost; Powderham;

Nick Wade (XJS); Lawrence Ball (XJS).

FL Philpott 1m21.832s (81.42mph).

P Philpott. **S** 22. **RACE 2 1 Philpott;**

2 Patrick Doyle (XJS) +0.414s; 3 Frost;

4 Powderham; 5 Lenthall; 6 Connew.

CW Doyle; Frost; Simon Blunt (XJS).

FL Doyle 1m19.435s (83.86mph).

P Philpott. **S** 16.

SWINGING SIXTIES GROUP 2

(27 LAPS) 1 Mark Campbell (Triumph

TR5); 2 John Muirhead (Lotus Super Seven S3) +7.409s;

3 Richard Plant (Morgan Plus 8); 4 Malcolm Johnson (Lotus Europa);

5 Jon Wolfe/David Thompson (TVR Tuscan V8);

6 Nicholas Randall/Fabio Randaccio (Lotus Elan 26R). **CW** Muirhead; Plant; Jonathan

Navon/Thomas Rassmuson (Jaguar E-type). **FL** Mark Halstead/Stuart

McPherson 1m17.403s (86.08mph). **P** Randall/Randaccio. **S** 31.

GROUP 1 (28 LAPS) 1 Tim Cairns

(Austin-Healey Frogeye Sprite);

2 Richard Belcher (Ford Lotus Cortina) +3.113s;

3 Charles Tippet (BMW 2002ti); 4 Simon Dawson (Mini Cooper S);

5 Ian Everett (BMW 1502); 6 Charles Marriott (Turner Mk2 BMC). **CW** Belcher;

Paul Wybrow (MGB Roadster); Glenn Canning (NSU TTS). **FL** Belcher 1m21.909s (81.34mph). **P** Belcher. **S** 39.

FUTURE CLASSICS (30 LAPS) 1 Bill

Lancashire (TVR Tuscan Challenge); 2 Aston Blake/Tony Blake (Porsche 911

RSR) +11.157s; 3 Stuart Daburn (Tuscan Challenge);

4 Mark Chilton (Porsche 928 S4); 5 Perry Waddams (Tuscan);

6 Alex Taylor (Mazda RX-7). **CW** A Blake/T Blake; Miles Masarati

(911 Turbo); David Bryant (Toyota MR2);

Geoff Hanson/Rupert Bullock (Porsche 944 S2);

Mark Luccock (Ford Escort Mk1); Philip Danby (Toyota Corolla). **FL** Daburn 1m16.433s (87.17mph). **P** Lancashire. **S** 37.

CLASSIC K (43 LAPS) 1 Mark

Halstead/Stuart McPherson (Lotus Elan S2);

2 Allen Tice/Chris Conoley (Marcos 1800 GT) +1m16.286s;

3 Michael Gray/Kallum Gray (Jaguar E-type);

4 David Holroyd (Elan); 5 Nicholas Randall/Fabio Randaccio (Elan 26R);

6 Andy Edwards/Stewart Lydall (Ford Falcon). **CW** M Gray/K Gray; Edwards/Lydall;

Jonathan Loader/Bruce Chambers (MGB Roadster);



Halstead's Elan dominated a tame Classic K race

WALKER

Wolfe/Thompson; Richard Longdon/Chris Snowdon (Austin Mini Cooper S);

Steve Chapman (Triumph TR4); Steven Byrne (Alfa Romeo Giulia Sprint);

Peter Bower (MGB). **FL** Halstead/McPherson 1m19.936s (83.35mph). **P** Randall/Randaccio. **S** 27.

SPECIAL SALOONS AND

MODSPORTS (BOTH 13 LAPS)

1 Chris Southcott (MG Modsport);

2 Ricky Parker-Morris (Peugeot 309 GTI)

+11.324s; 3 Paul Sibley (Lotus Elan);

4 Ian Stapleton (Alfa Romeo Alfetta GTV6);

5 James Plant (Allard J2); 6 David Beatty (Honda Prelude).

CW Parker-Morris; Sibley; Plant; Cairns (MG Hexagon Midget). **FL** Ian Hall 1m10.627s (94.34mph). **P** Parker-Morris/Danny Morris. **S** 16.

RACE 2 1 Southcott; 2 Morris +3.708s;

3 Stapleton; 4 Sibley; 5 Plant; 6 Beatty. **CW** Morris; Sibley; Plant;

Cairns. **FL** Southcott 1m11.253s (93.51mph). **P** Morris. **S** 13.

MODERN CLASSICS AND PUMA CUP

(30 LAPS) 1 Stuart Daburn (TVR Tuscan Challenge); 2 Michael Russell

(BMW E36 M3 Evo) +29.477s; 3 Nicholas Olson (Lotus Esprit S3);

4 Alan Broad/James Broad (Porsche Boxster S);

5 Lucky Khara/Lee Frost (BMW M3 E36); 6 Richard Hayes (Toyota Celica GT4).

CW Olson; A Broad/J Broad; Matt Nossiter (BMW E36 328i);

Ashley Woodman/Keith Hemsworth (Lotus Elise S1);

Hamish Brandon (Ford Puma). **FL** Daburn 1m16.531s (87.06mph).

P Edward Leigh/David Marcussen (M3 E36 Evo). **S** 35.

MAGNIFICENT SEVENS (32 LAPS)

1 Gary Bate; 2 Richard Carter +7.071;

3 Christian Pittard; 4 Jonathan Pittard; 5 Jonathan Mitchell;

6 Tim Davis. **CW** Carter; Justin Armstrong; Carl Nairn;

Hugh Coulter; Stephen Storey/Andrew Tidy;

Eddie Powell/Nick Powell; Alex Harbour; Michael Moss (Westfield SEIW);

Martyn Dolan. **FL** C Pittard 1m11.373s (93.35mph). **P** Bate. **S** 29.

NEW MILLENNIUM (32 LAPS)

1 Colin Wells (BMW M3 E46);

2 Piers Reid (BMW M3 E46) +13.200s;

3 Connaire Finn (Ginetta G50 Cup); 4 Dominic Malone (BMW M3 36 Evo);

5 Matthew Evans (BMW M3 E46); 6 Peter Challis (Porsche 911 Cup).

CW Finn; Challis; Simon Hands (Lotus Exige S1);

Keith Issatt (Mini Cooper S); Dennis Hays (Ford Mondeo ST);

Robert Foster (SEAT Leon). **FL** Finn 1m13.350s (90.84mph). **P** Wells. **S** 22.

OPEN SERIES (13 LAPS) 1 Jonathan Pittard (Caterham Superlight);

2 Connaire Finn (Ginetta G50) +14.546s;

3 Piers Reid (BMW E46); 4 Lee Frost (E36 M3);

5 Matthew Evans (BMW E46 M3); 6 Jamie Sturges (SEAT Leon Eurocup).

CW Finn; Matthew Chamberlain (Lotus Elise);

T Blake; Andrew Greenwood (Caterham Supersport);

Stephen Riley (MK Indy R); Charanjiv Khara (Mini Cooper S).

FL J Pittard 1m13.470s (90.69mph). **P** C Pittard. **S** 23.

GURSTON DOWN BARC

BRITISH HILLCLIMB ROUND 7

1 Trevor Willis (3.2 OMS-RPE 28)

26.22s BTD; 2 Scott Moran (3.5 Gould-NME GR61X) 26.31s;

3 Wallace Menzies (3.3 Gould-Cosworth GR59M) 26.48s;

4 Will Hall (2.0 Force-AER/XTec WH) 26.72s;

5 Alex Summers (2.5 DJ-Cosworth Firestorm) 26.74s;

6 Jason Mourant (3.5 Gould-Judd GR55) 26.88s;

7 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 27.80s;

8 Graham Wynn (3.5 Gould-Cosworth GR55) 28.03s;

9 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 28.22s;

10 Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 28.38s;

11 Richard Spedding (1.6 GWR-Suzuki Raptor) 28.52s;

DNF Paul Haimes (1.3t Gould-Suzuki GR59).

ROUND 8 1 Moran 26.42s; 2 Willis 26.84s;

3 Menzies 27.03s; 4 Hall 27.19s;

5 Summers 27.54s; 6 Mourant 27.81s;

7 Hollier 28.59s; 8 Broad 28.84s;

9 Sean Gould (1.6 Gould-Suzuki GR59) 29.12s;

10 Eynon Price (1.6 Gould-Suzuki GR59) 29.15s;

11 Tina Hawkes (1.6 Force-Suzuki PC) 29.58s;

12 Les Mutch (1.6 GWR-Suzuki Raptor) 29.91s.

CW Tim Forster (1.7 Lotus Elan) 38.42s;

Shaun Fudge (2.1t Subaru Impreza) 37.09s;

Adrian Lewis (11.3s Westfield Megabus) 34.63s;

Neil Turner (1.4 Mini Cooper S) 35.27s;

Richard Wood (1.0 Rover-Yamaha Mini) 40.47s;

Simon Purcell (1.8s Lotus Exige) 34.48s;

Mike Rudge (2.3 Westfield Sei) 31.97s;

Fyrth Crosse (1.6 Ensign

WHAT'S ON



Alonso's Indy 500 – how the world

FERNANDO ALONSO'S AMERICAN adventure has been one of the stories of the season so far, diverting the attention of many extra Formula 1 fans towards the Indianapolis 500.

When the news was first announced, social media lit up with fans and drivers expressing their shock that Alonso could miss the Monaco Grand Prix for another championship. Fellow F1 drivers mainly wished the Spaniard well with his Indy 500 journey, but Nico Hulkenberg, who won the Le Mans 24 Hours in 2015, said: "I would never have done it if I had to miss a race for it, especially Monaco."

When he stepped into his McLaren-Honda-Andretti car for the first time, Alonso immediately attracted a huge amount of attention – his IndyCar orientation test reportedly drew a cumulative audience of around two million viewers. Arguably, IndyCar has not generated such global buzz since 'Mansell Mania' in 1993 when the extra coverage of the event meant that the media centre at the Indianapolis

Motor Speedway had to be expanded.

For qualifying, 44,000 tuned in to BT Sport in the UK, while race day pulled in an average of 129,000, and the British audience level peaked at 203,000 according to figures published on the F1 Broadcasting blog. In Spain, an average of 443,000 viewers watched the action, more than the average for Monaco earlier in the day.

As the race began, the hashtag #Indy500 began to trend on Twitter

More viewers in Spain watched Alonso's Indy 500 attempt than tuned in for the Monaco Grand Prix



within the UK, and by halfway 'Fernando Alonso' was within the top eight trending topics in the UK and the US.

Alonso received support from many figures in the motorsport world on social media, including Sebastian Buemi, Damon Hill and Daniel Juncadella, who all tweeted messages of encouragement, while NASCAR legend Dale Earnhardt Jr tweeted "Good on ya Alonso". When Alonso's Honda engine expired, Formula E driver Nico Prost left his followers in no doubt about his feelings as he tweeted 110 angry emojis.

Judging by the many tweets and posts put up by fans during the action, many of the new IndyCar viewers appear to have fallen hard for the oval racing action. Plenty of people were impressed by the visor cam worn by Josef Newgarden, although there was perhaps a missed opportunity by leaving it off Alonso's car helmet given the attention he received on both sides of the pond. The intensely close racing, especially when the drivers went five wide, also seemed to have left European fans in

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HOT ON THE WEB THIS WEEK

YouTube **FERNANDO ALONSO'S INDY 500**

Search for: Alonso's 2017 Indy 500 in under 100 seconds
You don't have five hours to watch a full rerun of the 2017 Indy 500 TV offerings but want to know how Fernando Alonso performed? Check out this handy 100-second video of the double Formula 1 world champion's first attempt to win US single-seater racing's most prestigious event.



reacted

an excitable head spin.

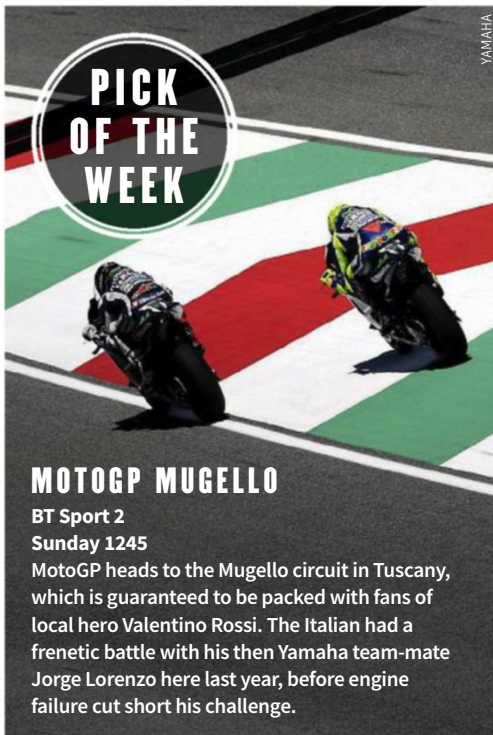
After the race had finished, thousands of fans took to their keyboards and phones to leave positive messages regarding the Indy action. Many expressed their desire to watch the rest of the IndyCar season, while most seemed to want Alonso to return to the Indy 500 in 2018.

The US commentary team had been in awe of Alonso all day, but it was the Japanese commentators who stole the show with their joy and excitement when Takuma Sato emerged victorious.

Alonso's unfortunate exit meant the US and UK newspaper headlines were drawn elsewhere, mainly on the horrifying crash suffered by Scott Dixon and Jay Howard, and Sato's shock win. In the UK, the F1 media focused on Alonso's late-race heartbreak.

Overall, Alonso's Indy 500 adventure made a big impression. He helped bring IndyCar to the attention of thousands of new fans, and possibly attracted a few IndyCar diehards back to F1.

LAURA LESLIE



MOTOGP MUGELLO

BT Sport 2
Sunday 12:45

MotoGP heads to the Mugello circuit in Tuscany, which is guaranteed to be packed with fans of local hero Valentino Rossi. The Italian had a frenetic battle with his then Yamaha team-mate Jorge Lorenzo here last year, before engine failure cut short his challenge.

NEXT WEEK

THE RESULTS OF THE F1 FAN SURVEY



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INTERNATIONAL MOTORSPORT

INDYCAR SERIES

Rd 7/16
Detroit Belle Isle,
Michigan, USA

June 3-4

WATCH ON TV

Live BT Sport 2,
Sunday 20:30
Delayed BT Sport ESPN,
Monday 11:00

IMSA SPORTSCAR

Rd 5/12
Detroit Belle Isle,
Michigan, USA

June 3

NASCAR CUP

Rd 13/36
Dover, Delaware, USA

June 4

WATCH ON TV

Live Premier Sports,
Sunday 17:30

EUROPEAN RALLY CHAMPIONSHIP

Rd 3/8
Acropolis Rally,
Lamia, Greece

June 2-4

MOTOGP

Rd 6/18
Mugello, Italy

June 4

WATCH ON TV

Live BT Sport 2,
Sunday 12:45

UK MOTORSPORT

THRUXTON BARC

June 3-4
Trucks, MGOC, Hyundai Coupe, Kumho BMW, Mighty Mini

DONINGTON PARK BARC

June 3-4
Karts, Caterham Academy, Mini Miglia, Mini Seven, Caterham Endurance

KNOCKHILL SMRC

June 3-4

FF1600, Junior Saloons, Super Touring, Mini Cooper, Fiesta, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, BMW

SILVERSTONE MSVR

June 3-4
F3 Cup, Lotus Elise Trophy, Lotus Cup, Trackday Trophy, Trackday Championship, Mini Challenge, Racing Saloons, VAG Trophy, SsangYongs



BRANDS HATCH BRSCC

June 3-4
Caterham 420R, Caterham 310R, Caterham 270R, Caterham Supersport, Caterham Roadsport, TVR, Fun Cup, Toyota MR2

MALLORY PARK 360MRC

June 4
Northern Saloons/Sports, Welsh Sports/Saloons, FF1600, British Classics, Modern Challenge, Sports/Saloons, Two-Seater Sports





FROM THE ARCHIVE

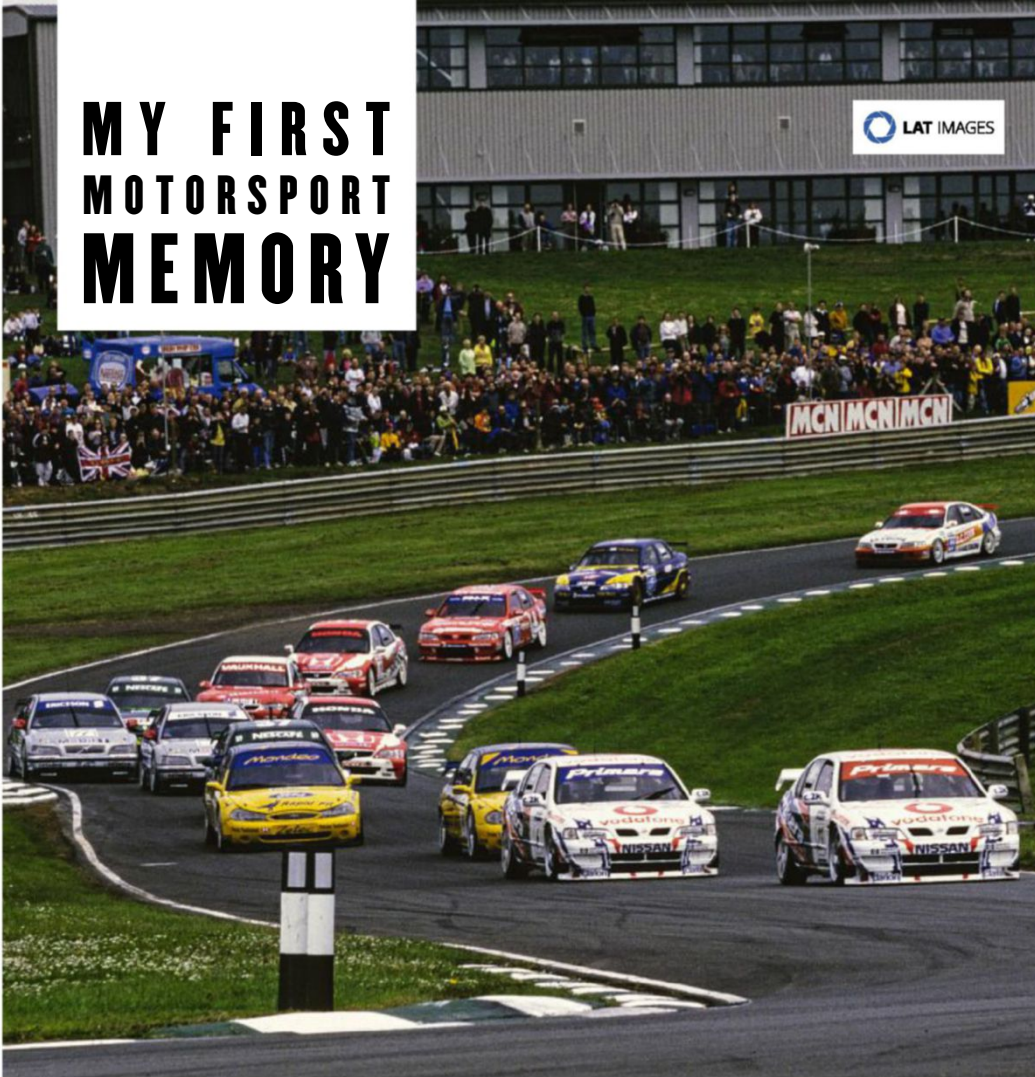
An eclectic 'front row' for the 90mph Long Handicap at the 1927 BARC Whit Monday meeting at Brooklands. Two Bugattis are closest to the camera, followed by Austro-Daimler, Alvis, EHP, Stutz, EHP, OM, Calthorpe, Lagonda, Salmson and Lea-Francis entries.



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MY FIRST MOTORSPORT MEMORY



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'LELLO' AND THE BTCC SLIDE AROUND OULTON PARK

Put your rose-tinted glasses away. There's no doubt Super Touring was the heyday of the British Touring Car Championship, but you must admit that some of the races from that period were processional as manufacturers brought bigger budgets each year and, with the money, better cars that were a step ahead of the opposition.

That's historical context I didn't have at six-and-a-half years old, and admittedly my memory of the day in question at Oulton Park is patchy. But what I do remember is seeing one of the greatest Super Touring drivers of the era at his majestic best. No, not Yvan Muller or Alain Menu – although they were also racing. I'm talking about Laurent Aiello.

Coming to my local circuit for the first time in his Nissan Primera, the Frenchman answered the motor racing equivalent of the old football question, 'Can he do it on a cold night in Stoke?'

At the sodden Cheshire circuit, Aiello shattered his team-mate David Leslie's hopes by crushing him by just under 0.5 seconds for a double pole position on the BTCC's first visit to Oulton in May 1999. This was when the series visited the Fosters circuit at the start of the season and then the Island Circuit towards the championship's conclusion in the autumn.

Now, more context. At the time, I saw a man I could only call 'Lello' attack the kerbs at Knickerbrook with such ferocity, and glide through Lodge as if the circuit was 26 degrees and bone dry. Less pedal, more paddle, given the weather, but the opposition were well and truly put to bed that day. Peering through the metal wire at the edge of the circuit, I remember being in complete awe of how much faster Aiello looked than the rest.

The other contributing factor to this memory is the weather. There's something so special about races in the rain. In Britain, we spend 99.9% of the time praying that rain stays away. In motorsport, it's a gift to the worthy, the enabler that allows talented drivers to prove they have more commitment, skill and bravery than their rivals.

In the races, 'Lello' doubled up, robbed of a maximum score only by Volvo's Rickard Rydell and Leslie taking a point each for fastest laps. In that season, he took 10 victories and the title, visiting most of the circuits for the first time. He left at the end of '99 and went on to win a DTM title, but I never got to see 'Lello' race again. Something I will always regret. 🚗

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