

F1 Hamilton and Alonso slam 'boring' Monaco Grand Prix

Indy 500 Power joins the greats as rivals crash out



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Ricciardo's redemption

How Red Bull ace avenged 2016 defeat despite 161bhp loss

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RICCIARDO GETS HIS JUST REWARD ON THE STREETS

Few people will have begrudged Daniel Ricciardo his fine Monaco Grand Prix win last weekend. Not only is the Australian one of the more popular figures in the Formula 1 paddock, but the track also owed him one after a 2016 pitstop blunder robbed him of victory.

Ricciardo had to work for it too. Given his and the Red Bull RB14's pace, he should have had it easy on Sunday. But the MGU-K problem that struck with two thirds of the race still to go meant Sebastian Vettel's Ferrari was never far behind. That the four-time world champion didn't get close enough to properly attack was as much a testament to Ricciardo's excellent race management as it was to the limitations of Monte Carlo as a racing venue.

Ricciardo's second win of the season also puts him up to third in the drivers' standings, behind leader Lewis Hamilton and Vettel. It would be too optimistic at this stage to suggest he is in genuine title contention. But if Red Bull can demonstrate the same level of development it did in 2017, then Ricciardo may yet become the campaign's dark horse. Renault's rate of progress – both in terms of power and reliability – will be key.

That would create an interesting subplot with Red Bull's other driver, Max Verstappen. He's already 37 points behind his teammate after a dismal start to 2018. If it came down to it, would the wonderkid help Ricciardo's title push? Verstappen will surely find form soon and make the question irrelevant, but if not it will be interesting to see how Red Bull handles the situation, given it is Verstappen who is signed up for the long term.

Another Australian to take a prize he has long been waiting for last weekend was Will Power. The new IndyCar wasn't to everyone's taste in the Indianapolis 500 (see page 38), but it's hard to argue it didn't produce a worthy winner. Just like Monaco.



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WHY CITROEN SACKED ME

WRC

PSA Group CEO Carlos Tavares smiled at the apparent naivety of the question. Why did Citroen not need Sebastien Ogier? He wasted no time in answering the question. “We believe,” he said, “we have a great driver called Kris Meeke.”

Six rallies and four months later, and the biggest of big cheeses in Citroen’s world has changed his mind. Meeke’s gone. His Rally of Portugal crash was one too many for the French squad and, just days after the Matosinhos-based event, Citroen team principal Pierre Budar telephoned Meeke to give him the news.

A while later, Citroen launched what will become one of the most-talked-about press releases in the history of the WRC. In precis Citroen sacked Meeke to save him from himself: “This decision was largely founded on safety issues... We have consequently chosen to make this decision as a preventive measure.” One senior figure in world motorsport described the communication as “career-ending”.

Budar defended the announcement, saying: “When you have this kind of communication for such a difficult decision or news, it’s difficult to have everybody happy with a statement like this one. Of course, we have tried to do something clear. It’s difficult to give too

many details when you make it by a statement like this.”

A line or two about Meeke’s five wins for Citroen probably wouldn’t have gone amiss, something Budar sought to remedy retrospectively. “I don’t want misunderstanding about how Kris and Paul [Nagle, co-driver] have been appreciated by everybody in the team and we have in mind that he was the last driver able to have Citroen winning a rally, and for sure nobody will forget this,” he said. “But we have also to manage a team in the World Rally Championship and we have been appointed to direct the team to get some victories, to win some championships – we have to do what’s best for the team.”

Meeke’s Portugal crash left Citroen with nowhere to go and, after top-level discussions within PS, the decision was made. “Because this is a dangerous sport, you have to be able to deal with this danger,” said Budar. “When you think about Portugal, you are in a situation when the car is perfect. The pacenotes were

**“IF YOU TELL ME
OGIER IS INTERESTED,
THEN OF COURSE
I AM INTERESTED”**



EKE AFTER LATEST CRASH

supposed to be perfect. I think this was at least the third time they go through this stage with the same note with no modification. And you have no pressure because your position in the ranking doesn't allow you to reach anything. Regarding all of this, you are supposed to be in a position where you are safe on the road. You know the result, meaning it's not under control. We don't have any more control on the situation. If we lose control then we can wonder what will be next."

What came next was Budar's call to stand Meeke down. Craig Breen and Mads Ostberg will drive the factory Citroens in Rally Italy next week, but the next move looks to be a call to Ogier.

"You can imagine," Budar told Autosport, "in our situation we are going to consider all of the opportunities to have a new driver. If you tell me Ogier is on the market and Ogier can be interested by Citroen, then of course I would be interested in Sebastien Ogier. But we have to consider all the opportunities."

There will be plenty relieved to hear Budar talking about next year. In the days following the news of Meeke's departure, speculation was rife that the writing was on the wall for Citroen, with an expected departure at the end of the season.

"This decision [to sack Meeke] is not linked to any new decision for next year,"

Budar said. "Citroen will be involved in WRC. It's not linked."

But what about Meeke? After close to five years with Citroen, is it the end for him in the WRC? Hyundai team manager Alain Penasse doesn't think it should be. "He's got the speed and he's not somebody you would have sitting on the bench," said Penasse. "Kris is like Jari-Matti Latvala – a driver who's not so consistent, but will win you one or two rallies a year."

Asked if he had talked to Meeke, Penasse said: "For the moment there's no contact, but it depends on how the driver market is. There's no doubt that Kris Meeke is a driver who can win WRC events."

Despite rejecting an offer at the end of 2015, Meeke has maintained good relations with Toyota, and team principal Tommi Makinen recently admitted he would be interested in talking to him.

M-Sport's Malcolm Wilson said: "We're losing a potential rally winner – there are not so many of those about. It's also sad that we're losing a frontrunning British driver when we're making such good strides with the sport of rallying in this country."

Asked if he would be interested in Meeke, Wilson said: "I'm very happy with my current driver line-up."

Meeke was unavailable for comment as Autosport closed for press.

DAVID EVANS

Q & A

PIERRE BUDAR CITROËN TEAM BOSS



What are the targets for 2018 now?

The target will be reconsidered when we know the driver line-up in the next rallies. We have to see

what kind of opportunity we will get for these rallies [in terms of drivers], so for the time being I can't say much about this.

Was Paul Nagle's mistake in Corsica a contributing factor?

As far as I know, this was one of the first mistakes for Paul. We decided at the time not to blame him – he was not to blame for that. It's possible to make some mistakes, we don't deny this. It's not the same to have one mistake for your entire career as to have several mistakes repeated.

Kris developed this car; how much of Citroen's situation is his fault?

I don't think we can have this in mind. The performance of the car, let's have a look at the situation now – everybody agrees to say the car is performing quite well compared with the others. When we had Sebastien Loeb in the car in Corsica and Mexico he was able to do a very good time straight away, so if the car was really bad you couldn't expect this. I don't think Kris made a bad development with the car.

What do you think Kris will do next?

I don't know. You have to ask him – he will have a better view.

Is this the end of Citroen and Kris Meeke?

Yes. After saying yesterday we will stop with him, we have to be realistic. It was, as you can imagine, a difficult decision and I will not say one day after this decision, 'We will see next year...'

DAVID EVANS





FIA satisfied with Ferrari ERS after Mercedes tip-offs

FORMULA 1

A background saga involving the legality of the Ferrari burst into the spotlight over the Monaco Grand Prix weekend and left Mercedes feeling like it had been thrown under a bus.

After the preceding Spanish GP, reports began to surface alleging a possible energy-recovery-system rules breach from Ferrari, with Mercedes suggested as being the whistleblower. In Monaco, it emerged that Mercedes raised questions about how Ferrari operates its engine and specifically how its unusual twin-battery arrangement, which it has used since 2014, delivers energy.

Former Ferrari engine man Lorenzo Sassi was ousted last summer and joined Mercedes earlier this year and, not by coincidence, an initial enquiry to the FIA over Ferrari's engine came from Mercedes' High Performance Powertrains division. This was followed up by Mercedes technical director James Allison, also an ex-Ferrari man.

The FIA began to take a closer look at Ferrari's battery system last month in Azerbaijan, and that process continued in Spain. FIA race director Charlie Whiting described it as a very complex analysis into whether what is being delivered to the MGU-K is correct.

By Monaco the FIA had a firmer grasp on the matter, and through Thursday practice it kept a close eye on the works Ferraris, and the customer cars.

It was suggested that an additional sensor had helped the FIA to properly monitor the Ferrari system in Monaco, although Whiting denies that was the case. But Ferrari must continue to prove that it is complying with the regulations.

"We want them to put extra monitoring on, but at the moment we're having to do it in a painstaking way," he said. "It takes a little longer than we would like. In Canada [next week] they will be providing a change of software. What we're trying to do is to monitor exactly what the differences between the two halves of the battery are."

While Ferrari's rivals expressed satisfaction that the FIA was on top of the case, Mercedes boss Toto Wolff was clearly unhappy that the names of Allison and Sassi had emerged in the media. Asked if he felt that they had been "thrown under a bus" by the FIA, he said: "Yes. One of my roles is to protect my people, and if certain individuals are named in a wrong context, that is disturbing.

"If you say that a team has done that, it's perfectly fine. But picking out individuals is not the right thing to do."

SCOTT MITCHELL & ADAM COOPER

New engine regs by end of June

FORMULA 1

Formula 1 teams have been promised that the 2021 engine regulations will be firmed up by the end of next month, after Liberty officials and the FIA met with teams in Monaco last weekend to conduct the second round of talks over the new rules.

Pirelli is understood to have been absent from the meeting last Friday because it has not yet earned a deal to supply tyres for F1's next era, but FIA president Jean Todt was in attendance having missed the original presentation from F1 chiefs in Bahrain.

Economic aspects dominated the meeting, but the future engine regulations were also discussed, with Todt (below) expressing a firm deadline of the end of June after an initial target of May. F1's next engine regulations are the most time-sensitive element, but the hope is that progress defining other parts such as the governance of F1 and a budget cap will follow.

Another key part of F1's planned 2021 overhaul is a budget cap, mooted to be \$150million. Simpler aerodynamic rules and standardisation of some car components would facilitate a need for a smaller headcount and allow teams to operate at lower cost.

F1 sporting boss Ross Brawn has made clear that these changes would not necessarily put hundreds of people out of work, as they would be able to join teams that are currently less-resourced. The likes of Sauber, Toro Rosso and Force India will still probably have scope to increase their staff counts, providing potential homes for employees at bigger teams who could be left redundant.

In the meeting, it was suggested to teams that bigger organisations could progressively reach a reduced staffing figure over a few seasons from 2021, instead of immediately having to adhere to a limit. The possibility of big teams striking partnerships with smaller ones – like Mercedes with Force India or Ferrari with Sauber – is one way to filter across staff.

Bigger organisations will be able to redeploy staff in other areas. Mercedes, Ferrari and Renault have other racing and automotive technology projects that would benefit from F1 expertise, while McLaren is reviewing possible World Endurance and IndyCar campaigns.

SCOTT MITCHELL





FORMULA 1 It was a Rosberg double on the Thursday of the Monaco Grand Prix event. World champions Keke and Nico Rosberg took to the track in a demo, with Rosberg Sr driving his 1982 title-winning Williams FW08 and his son at the wheel of a Mercedes W07 from his victorious 2016 season. Keke led the first lap, before Nico moved in front as they exited the tunnel – locking his front wheels as he did so! **Photograph by Dunbar/LAT**

How the ‘hyperboost’ format will work

FORMULA E

Hyperboost – don’t get used to it. The title for Formula E’s ‘Mario Kart’ race-format system, which is being assessed as a way to spice up the electric championship’s car-swapless Gen2 racing, is just a working moniker that is set to change when the finished product is unveiled.

A draft proposal of the possible hyperboost system – which still needs full approval and verification from the FIA, hence FE and the governing body remaining tight-lipped over plans at this stage – was put to the FE Sporting Working Group at a recent race and has been seen by Autosport.

The presentation revealed that, if hyperboost is implemented, drivers would be required to run over a dedicated zone – offline and approximately 10 metres in length, at one corner – before they will be able to use a higher power mode. It would be mandatory to do this twice per race, and once the drivers have gone over the specified area – in a different location at each track and likely to be accompanied by trackside digital screens – a four-minute

boost of increased power from the normal 200kW to 225kW would begin.

LED lights attached to the halo fitted to the Gen2 cars will flash red when hyperboost is in use, green when a driver activates the fanboost system – which would be 100kJ applied on top of the hyperboost increase, between 225kW and 250kW – and yellow during a full-course yellow or safety car.

Some will say this is a gimmick too far, but is that so bad? FE, and its CEO Alejandro Agag – who previously described the potential system as being “like Mario Bros” – have always maintained that they wanted to make the championship more like a video game. Now they can, with a technologically interesting approach designed to cause chaotic racing.

That’s the theory anyway. It is understood that refinements and changes to the draft proposal have been recommended, as it is thought the teams raised concerns that, based on their simulations, the drivers would be told to take their hyperboosts at similar times, eliminating the desired randomness. Expect more tweaks...

ALEX KALINAUCKAS



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LAT IMAGES

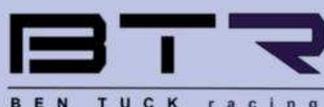
Century Motorsport take maiden SRO win with the new BMW M4 with Tuck and Green

Rising GT racing stars Ben Tuck and Ben Green celebrated their first British GT4 win at Snetterton last weekend – a result that also marked the first glory for a customer operation in an SRO championship with the new BMW M4 GT4.

The Century Motorsport pairing battled back against the odds to secure victory in the second race of the weekend, despite Green losing ground in the opening stint when he was spun out by a rival car. Undeterred, Green battled back up the order to hand the car over to Tuck, who rejoined in 11th after the pitstops.

With both drivers, and the car, enjoying searing pace around the Norfolk track, Tuck worked his way into the lead with just over a minute to go to cement a dream result.

“We’ve always had this pace, but we’ve had a few races in tricky conditions so far in British GT, so this was the first time we’ve really been able to show what we can do,” said Green. “Hopefully this is the first of many.” Both drivers thanked the team and BMW for the set-up on the car and congratulated each other for their driving. Tuck added: “We really battled in that race and all credit to Century Motorsport, which executed the perfect pitstop strategy to get us back in the game. It’s a fantastic result.”



<http://www.bentuck.com> <https://www.bengreenracing.com>

Zanardi to make race return in Misano DTM

DTM

Alex Zanardi will make a one-off appearance in the DTM with BMW in his home round at Misano on August 25-26.

The two-time CART champion and Paralympic cycling gold medalist will compete in an additional M4 DTM. BMW is currently working with the 51-year-old Italian on adapting its DTM car to suit Zanardi's needs as a double amputee.

"I am incredibly excited about racing the BMW M4 DTM at Misano because I always dreamt of adding the DTM experience into my 'book of best moments' in my motorsport career," said Zanardi, who drove the manufacturer's 'race taxi' at Hockenheim in 2015, and was given a full test of its M3 DTM machine following his Paralympic Games success in 2012.

"DTM has for many years been one of the motorsport disciplines that are the pinnacles of racing regarding technology, the speed of the car and the level of the competition, which these days is higher than ever. The skills of the drivers competing in DTM and the preparation of the teams are, in my view, as good as in Formula 1."

Zanardi's addition to the DTM grid comes with the blessing of BMW's rivals Mercedes and Audi, and he will become the second guest driver of the season



following Mattias Ekstrom's final appearance in the series at the Hockenheim opener with Audi.

BMW motorsport boss Jens Marquardt added: "Alex Zanardi as a guest starter in Misano – that will be a real sensation in an already spectacular DTM season. Our thanks go to the ITR [series promoter]

and our colleagues from Audi and Mercedes-Benz for giving the green light for this guest start."

Zanardi will join BMW for this weekend's Hungaroring round to get a closer look at the series, before completing a test programme.

GLENN FREEMAN

Japan and Germany unite for match races

DTM/SUPER GT

Japan's Super GT series and Germany's DTM will share two races next year, as the championships step closer to uniting under new 'Class 1' regulations.

The plan comes after the two series combined for demos at Hockenheim and Motegi late last year.

"We are going to have two races most probably next year," DTM boss Gerhard

Berger told Autosport. "One in Europe, one in Japan. We don't know where yet, that is still being discussed. That's going to be very special."

Mercedes is pulling out of the DTM for 2019, leaving both Audi and BMW to issue an ultimatum to find a new manufacturer by '20, throwing weight behind the idea to align with Super GT.

"These races are now possible without the real headache of balancing

different concepts," said Audi motorsport boss Dieter Gass. "I would love it.

More information on the plans regarding regulations is anticipated in June.

It is expected that Super GT won't run exactly the same regulations in 2019. It is set to allow more aerodynamic freedom than Class 1, but this will be easy to modify for the shared races with DTM.

JACK BENYON





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Was Silverstone a success?

WORLD RALLYCROSS

Who won last weekend's World RX of GB? Plenty of people at Silverstone could tell you. But there were a fair few who couldn't – not least the man who spent ages crafting a Viking helmet out of a box of Stella. Having consumed the contents.

Silverstone's Speedmachine concept was the very antithesis of Lydden Hill in terms of a rallycross meeting. Kent was all about hardcore racing. Music was provided by the paddock-placed Monster truck – where it's fair to say neither Razorlight nor Dizzee Rascal featured too highly on the playlist – and food came from a well-stocked coolbox next to a deckchair on the hill.

Lydden did the laps, nothing else. And it worked. For the hardcore.

The move up the country to Northamptonshire was aimed at widening the RX appeal and taking the sport to the masses and introducing middle England to Johan Kristoffersson. It worked.

Thousands came, paid way more than they did at Lydden and loved it. A weekend ticket was £125, which definitely stung for some of the racegoers.

Birmingham fan Andy Elliott admitted he missed the track at Lydden. We all did. There's very little in the world of motorsport to rival a pair of modern-day World RX cars being thrown at the apex of Paddock Bend in fifth gear. Side-by-side.

"This circuit's too flat," Elliott said. "When you sit on the bank at Lydden, you can see everything – the whole track. You can't do that without going to the grandstand here. The circuit was too slow and there wasn't enough overtaking."

Nine-time world champion Sebastien

Loeb agreed wholeheartedly with our Brummie mate. "The jump is a nice one," said Loeb, "but why a hairpin after that? Why not carry the speed into a fourth or fifth-gear chicane?"

The music? "It was OK, but I was camping and got an early night on Saturday," said Elliott.

Ditto Seb. "I was staying at the track and the music went on quite late. It was quite loud..." said the frowning Frenchman.

But did Speedmachine convert anybody? Jenny Simpkins knows Silverstone well – she's from the village. But she was at the circuit for one reason only. "Razorlight," she said. "That's why I came. The music was great. It would have been better if they'd been on for longer, but it's probably the only time I'll be able to walk to a gig.

"Who won? Who won what?"

The one thing that did go down a storm was street food. The £9 burgers were worth the money according to Scotsman Iain Campbell, and the £11 pizzas were the same price as Domino's. And when did you last get the chance to watch a Swede riding 600 horses with Bonkers for a soundtrack at your local pizza house? Precisely.

Speedmachine was pricey. But it was on the money. Now it just needs more speed.

DAVID EVANS



IN THE HEADLINES

DE FERRAN AT McLAREN

Ex-Indycar champion Gil de Ferran has taken an advisory role at McLaren that covers both Formula 1 and a potential IndyCar project. De Ferran was drafted in to advise Fernando Alonso ahead of his Indianapolis 500 shot last year, and has been working in his new role with McLaren at this month's Spanish and Monaco grands prix. McLaren has admitted it is considering a return to IndyCar racing, but earlier this month could not "confirm or deny" rumours it was considering a joint IndyCar entry for as early as 2019.

PIRELLI TOLD TO SIMPLIFY

The FIA and F1 have both asked Pirelli to simplify the names it uses for its tyre range in 2019 to make it easier for casual fans to understand. The current range of compounds is set to be kept, but only the names 'hard', 'medium' and 'soft' will be used at each race, with the actual compounds using those names changing depending on the circuit.

FERRARI MAN TO SAUBER

Long-time Ferrari chief designer Simone Resta is to join Sauber at the end of this month as technical director, replacing the departed Jorg Zander. Resta, whose official title at Ferrari was head of vehicle project coordination, joined Maranello in 2001 after starting out at Minardi in 1998.

FRAIL HAAS BARGEBOARD

Haas removed parts of the bargeboard package of its F1 car for Monaco Grand Prix qualifying because they were too fragile. Roman Grosjean lost several pieces of carbonfibre running over the kerbs at the Swimming Pool during practice on Thursday, resulting in the team running without the bargeboard footplate situated low at the front of the floor from free practice three onwards. Haas endured its worst qualifying performance of the year, with Grosjean 15th fastest, 1.918 seconds off pole position, and Kevin Magnussen 19th, slowest of those to run.

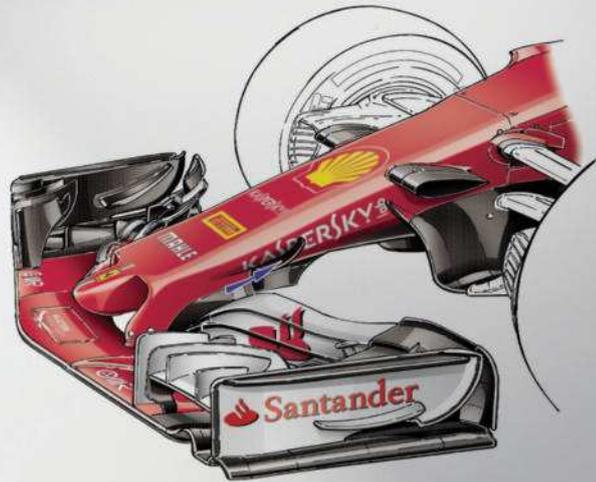
SETTE CAMARA INJURED

Formula 2 race winner Sergio Sette Camara believes he will be fit to race at the next round at Paul Ricard after injuring his hand in a crash at Monaco last weekend. The Brazilian Carlin racer hit the wall at the exit of Ste Devote, and he was not allowed to race due to the injury.

HYMAN TO RACE IN ASIA

GP3 race winner Raoul Hyman is to contest the inaugural Asian F3 Championship this year. The London-based South African has joined Hitech GP for the series, which kicks off at Sepang in July.

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DRAWING BOARD

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FORCE INDIA DOUBLE T-WING

If one is good, then two must be better. That's what Force India has applied to its twin T-wing design.

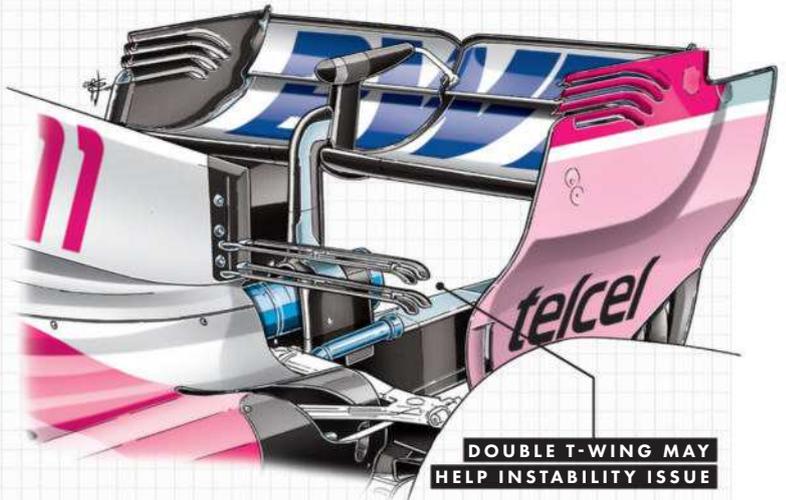
Monaco is the one race of the season where aerodynamic drag is not critical, so 'dirty' downforce is something that everyone will chase. Anything that can be done to give a little bit more downforce will help the grip level and, more importantly, get the tyres working earlier and with less degradation.

Force India has made its T-wing into a double unit. This isn't necessarily too draggy to use

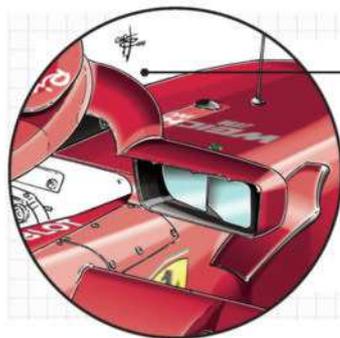
at some other circuits such as the Hungaroring, and it may help with the rear-end downforce instability problem that it's been working on since the start of the season.

This package helps tidy the airflow going under the rear wing. The same airflow goes over the top of the diffuser, so anything that can be done to make it arrive at these two locations in a more efficient manner will help both components' aerodynamic performance.

GARY ANDERSON



DOUBLE T-WING MAY HELP INSTABILITY ISSUE



FERRARI'S REVISED HALO MIRRORS

Ferrari was able to find a rear-view mirror mounting system that didn't need the extra vane for support for Monaco. Now that's a surprise, isn't it? No.

As I said after Barcelona, the only reason the extra component was there was to improve the aerodynamics. This new design is self-

explanatory, but I do like mirrors mounted off the halo because it at least gives another reason for the halo to be there.

GARY ANDERSON

McLAREN'S MODIFIED FRONT WING

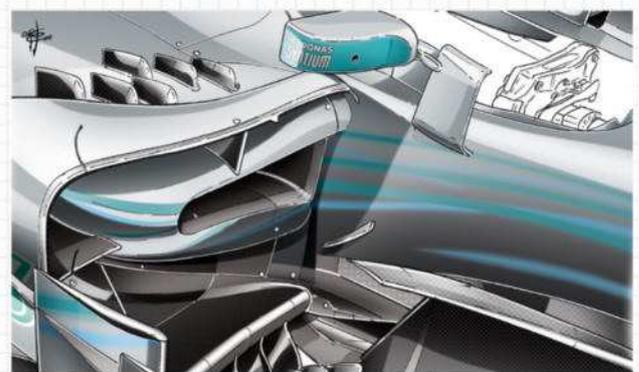
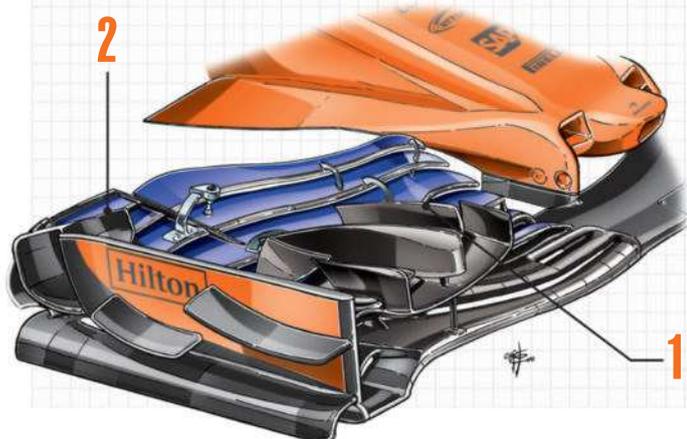
McLaren tried, but did not race, a new front-wing assembly in Monaco. The upper turning elements (1) have been extended in length and now the inner one is the main structure, with the others mounted to it. On the old version, the inner turning vane was an add-on component.

On the inside of the endplate McLaren has added a turning vane, which has been dubbed

a 'flipper' (2). This again will improve the turning moment on the airflow, helping it go around the tyre as opposed to over the top of it.

Both of these modifications are intended to turn more mass airflow around the outside of the front tyre, and this will improve the performance of the downforce-making parts of the wing.

GARY ANDERSON



MERCEDES' SIDEPOD DETAIL

In the middle of this picture you can just pick out the actual radiator inlet. Over the years, its detail has gone from being tall and narrow to more of a letterbox design. This is mainly to maximise the opening into the undercut sidepods, which in turn reduces the blockage on the trailing edge of the bargeboards. This helps the front-wing performance.

The (black) vanes on the top of the sidepods are there to pick up

the airflow passing over the upper body surface and turn it outwards to get it to connect to low pressure in the Coke-bottle area.

The outer vertical vanes reduce the effect of the turbulent wake behind the front tyre. The tapering wing section across the top of the sidepod leading edge reduces the negative effect of the airflow accelerating over the curved leading-edge surface.

GARY ANDERSON

FIFTH COLUMN

STILL RACING IN TWO WORLDS

The Monaco GP and the Indy 500 may as well exist on different planets for some. For others, the spice of variety adds rich flavour to a full motor racing life

NIGEL ROEBUCK

The Two Worlds Trophy they called it, and that – emphatically – is what it was. Run twice, in 1957 and ‘58, it was an attempt to stage a match race between Europe and the USA, and it must be said that the track, an oval taking in Monza’s hallowed and long-defunct banking, was not exactly a layout calculated to favour the European contingent in its battle with the fabled Indy roadsters.

By any standards, the track was ferociously fast: at a time when pole for the Indianapolis 500 was in the vicinity of 140mph, in 1957 Tony Bettenhausen’s Novi lapped the Monza bowl at over 177! With the exception of the Ecurie Ecosse D-type Jaguars – which, remarkably, came to Monza immediately after winning the Le Mans 24 Hours – the Europeans, citing safety concerns, withdrew from the event. It was not their shining hour.

In their absence, though, the roadster brigade put on an excellent show, and the following year the Two Worlds Trophy carried rather more weight, for now the Europeans had set aside their qualms about safety, and serious entries materialised from Ferrari and Maserati, featuring drivers such as Mike Hawthorn, Luigi Musso and Stirling Moss. Again it was an overwhelming triumph for the USA, but at least this time there was some worthwhile opposition, notably from the fearless Musso, who was to die the following weekend in the French Grand Prix at Reims.

One of the roadsters in the 1958 event – the Sclavi & Amos Special – was shared by two drivers, and the pairing must surely be the most off the wall in the history of motor racing: on the one hand you had Maurice Trintignant, a stylish and dapper French Formula 1 driver of the time, and on the other a brash newcomer from Houston, Texas. For the

Matheus Leist leads the pack at Indy, where passing has got harder



ABBOTT
LAT IMAGES

Luigi Musso's Ferrari
leads the roadsters at
'58 Two Worlds Trophy



first time in his life, AJ Foyt was venturing outside the USA.

One of the reasons for my abandoning Monaco, after witnessing 47 grands prix there, in favour of the Indy 500 is that I love listening to the reminiscences of such as Parnelli Jones and AJ Foyt. As Jack Nicklaus and Gary Player unfailingly return each year to Augusta for The Masters, so the greats of Indianapolis folklore are invariably on hand during 500 week, and the anecdotes flow.

As I said, though, 'Two Worlds' was the right name for that long forgotten trophy, and to some degree it still appertains today. Over the weekend of the 500, I listened to Foyt's recollections of his Monza trip 60 years ago – "That Musso was a brave sumbitch, coming by the pits so close the mechanics had to jump out of the way!" – but then he came out with a final throwaway question about Monza that served to remind me that not every racer's world revolves around

"FOR THE FIRST 50 OR SO LAPS THIS INDY 500 WAS MORE THAN A TOUCH DULL"

Formula 1: "They still use that place?"

Well, yes, I said, actually they do, not least for the Italian Grand Prix every September. AJ looked at me with a kind of faraway expression: "Uh-huh..." Clearly, this was not an event that figured much in his thoughts.

Fast forward to today's generation of IndyCar drivers, and you get the impression that not much has changed. As I listened to Will Power's victory press conference on Sunday afternoon, someone pointed out that this was a great day for Australian racing drivers. Momentarily Power was nonplussed, but then took the remark on board: "Oh, did Ricciardo win at Monaco, then? Great..."

Another salutary reminder, as I say, that there is life beyond the Formula 1 bubble in which so many live.

By the same token, probably not too many in the Monaco paddock spent much time thinking about what was going on in Indiana.

As has become my custom these last few years, I watched the Monaco Grand Prix on one of the large screens at the Honda motorhome, while breakfasting on Eggs Benedict in company with such as Bobby Rahal and Stefan Johansson. All very civilised and agreeable, but it has to be said after the first few laps of the race most of my fellow viewers had found other things to do. "How are they supposed to pass," asked a bewildered Bobby Unser, "when there's no room?"

It wasn't easy to give an answer, but I tried. Well, I said, time was – when Formula 1 cars were smaller and more nimble than today's monstrosities – that you would see the odd overtaking manoeuvre, but fundamentally the Monaco Grand Prix, while always a supreme test of driving ability, has never been a race as such. Arguably, I gamely continued, the most crucial part of the weekend is Q3 on Saturday afternoon: get pole position, make it to Ste Devote before anyone else, and all things being equal you've won. I don't think Unser understood.

That said, it is not only Formula 1 that has problems with overtaking. Granted, you see more of it in an afternoon at Indianapolis than in a year's worth of grands prix, but this 500 truly came to life only in the last quarter of the race, and for the first 50 or so laps was more than a touch dull. The new generation of IndyCar, with reduced overall downforce, and more of it coming from the car's underbody, has proved an undoubted success on street and road circuits, but on ovals the jury is out: overtaking is clearly more difficult than with the previous cars, as Power confirmed.

"Whereas before no-one wanted to lead, because they'd get drafted," he said, "now what we had was a race you did want to lead – if you had a good car, you could benefit, and pull away, and I liked that."

Before the race, no-one was quite sure what to expect of the new cars, and the weather only added to the uncertainty. A fierce rain storm on Saturday night made for a very 'green' track, and on race day the temperature reached 91, making this the hottest 500 since 1937. "It's going to be very slick," said Rahal before the race. "I hate to say it, but I think >>

**“I DIDN’T WANT TO LEAVE
McLAREN AND AT FIRST TRIED
TO PUT F1 OUT OF MY MIND”**

there’ll be a lot of yellows today.”

He was on the mark. Danica Patrick’s last race ended in the wall after her car suddenly swapped ends, and it was the same story for Ed Jones, Sebastien Bourdais, Helio Castroneves and Tony Kanaan. “I really don’t know what happened,” said Kanaan, and it was a popular refrain. The new IndyCar may be much more attractive than its predecessor, but seems also to be far less forgiving.

“I think the new car is definitely harder to drive,” said Power, “and in my opinion anything that puts the driver back into it more is good...”

WELCOME RETURN OF A FAMILIAR FACE

Back in the autumn of 2015 I went one day to Portsmouth, to the HQ of Ben Ainslie Racing, there to interview the company’s CEO. Following his departure from McLaren 18 months earlier, Martin Whitmarsh had taken time off, travelling extensively with his wife, but after a while concluded that full-time hedonism wasn’t all it was cracked up to be: what he needed was a new challenge, and Ainslie’s offer was irresistible.

“I didn’t want to leave McLaren,” Whitmarsh told me, “and at first tried to put Formula 1 out of my mind. When the first race of 2014 – Melbourne – came up, I said to Debs, ‘Let’s go somewhere where there’s no TV’. So there we were, on an island in the middle of the Indian Ocean, both swearing we weren’t going to watch the race – and then we caught each other out, watching the timing screen on the F1 app on our iPads!”



“If anything, the change in our lives hit my wife even harder than it did me: she had travelled with me, and loved everything about racing – even going to Mokpo [for the Korean GP], for God’s sake! Although we used the app, we really tried not to watch the races, but after pretending not to care, when it got to Spa... I mean, I *couldn’t* not watch Spa!”

After parting ways with McLaren, Whitmarsh didn’t lack for offers from other top teams, but all were turned down, including the only one he found truly tempting, which, intriguingly, could have brought back to Formula 1 the magical name of Maserati.

“After so long with McLaren, I couldn’t see myself outside their garage in a different coloured shirt – I still loved McLaren, and I always will. In nearly 25 years there, I had some wonderfully high moments. We won over 100 grands



Back in the paddock:
Whitmarsh with Stoffel
Vandoorne in Monaco



"He's still the best, isn't he?" Martin Whitmarsh remains an Alonso fan



GORIA SUTTON IMAGES

prix – more than 20 of them when I was team principal – and eight world championships. And along the way I met some extraordinary people... drivers, engineers, and so on.”

As well as being team principal, Whitmarsh had been the CEO of the entire McLaren Group and deputy chairman of McLaren Automotive. For a number of years Ron Dennis had been relatively in the background, not a role he enjoyed, and there were persistent rumours that he was intent on regaining control of the company. In the enforced absence through illness of firm Whitmarsh supporter Mansour Ojje, Dennis called a board meeting in January 2014, and immediately before it Whitmarsh told him he would not be attending. He left the building, and never went back.

“To be honest, my departure was part rational and part emotional. In terms of what the company stood for, I was able to align it with what I thought it should be: now the way it was going to conduct its business wasn’t how I wanted to do things, and I wasn’t willing to work in that environment.

“I’m not saying it was wrong, and I was right – just that it was going to be different from how I wanted it to be. My feeling at that instant was that it was the right time to walk away – I don’t know if Ron was expecting me to go, but I think in his heart that was what he wanted.” Following Ojje’s return to health, three years later it was Dennis’s turn to be deposed.

In Barcelona for the Spanish GP I was delighted to see Whitmarsh back at a grand prix for the first time in four and a half years, and many felt the same way. As we chatted in the McLaren emporium, Fernando Alonso, among others, came by to greet him before going off for qualifying.

“He’s still the best, isn’t he?” said Martin. “The most complete driver in the world. OK, for various reasons it went wrong when he was at McLaren first time round, but he’s matured a lot – and he’s the best, no question. Never gives up, never has an off-day.

“There are drivers who don’t get the results that the car deserves, drivers who do get those results – and then a very

few who get *better* results, more points, than the car deserves: year in, year out, Fernando did that with Ferrari, and he’s still the same now – it’s in his DNA. Just a phenomenally bright, talented, ruthless, racing driver. With all the problems in the last three years, I’m just glad he didn’t flip out and go – for McLaren that would have been catastrophic.”

So it would, but in spite of increased competitiveness, following the switch from Honda to Renault, the team is still far from where it should be. At Barcelona, Alonso made it into Q3 for the first time this season, and the race marked the fifth anniversary of his last grand prix victory.

In that time Lewis Hamilton has won 42 races, and I remarked to Fernando that at the 6 Hours of Spa the weekend before – in the quickest thing on the grid, with only his team’s sister car to worry about – he perhaps got an inkling of how Formula 1 has been for Lewis these last four years. He just smiled.

WHEN RULES DON’T COUNT

As last year, when he drove in the Indianapolis 500, many of his colleagues in the paddock appear bemused at Alonso’s continuing desire to take part in other categories, but time was when his way of doing things was the norm. Back in the day the likes of Jim Clark, Jackie Stewart and Jochen Rindt routinely competed in Formula 2 and sportscar racing, as well as Formula 1, and Mario Andretti took things to even greater extremes: in 1978, the year he won the world championship, as usual he also undertook a full Indycar season, winning at Trenton a couple of weeks after clinching his title at Monza. For drivers of that generation, there was no summer break, and weekends off during the season were a rarity.

It will be like that for Alonso in 2018, and he relishes the prospect: as Zak Brown says, “I think Fernando would live in a race car if he could.”

As in F1, though, so the rules in the World Endurance Championship can be a source of frustration for the drivers. “Formula 1,” Alonso said to me last year, “should be flat out >>>

CONGRATULATIONS

W2R Motorsport driver Jack Oliphant who claimed his first ever car racing victory in the first G40 Cup contest at Snetterton last weekend





'Unplugged' Porsche lapped Spa faster than Hamilton's F1 pole time

all the way – it shouldn't be about saving tyres, fuel, *anything!*" Few, I think, would take issue with him, but in the WEC, too, restrictions are in place, as he appreciated when he began testing the Toyota. "There are good things and bad – but the bad things you don't expect. When you have a dream, you try to idealise the dream, and avoid any negatives."

So what are the bad things in the WEC? "Oh, the restrictions you have, in terms of fuel economy, and things like that – they have this 'maximum fuel allowed per lap' rule, so there's a need to cut the fuel automatically on some of the straights, and the way you have to drive is not natural sometimes. You have to drive with an efficient style, not a quick style, and when you have that kind of machine in your hands – with the technology, the power, the downforce, the Michelin tyres – and then you don't have the opportunity to squeeze it, it's very frustrating! But, you know, when you are racing, and that machine is quicker than the others, you will be happy – that's the way it is!"

In 2014 Alonso went to Le Mans for the first time, simply to take a look, and to hang out with his pal Mark Webber, who had recently retired from F1, and joined the Porsche WEC squad. Impressed by what he saw, Fernando began talks with Porsche, and it was agreed that he should drive one of the factory 919s in the *Vingt-Quatre Heures* the following year.

Problem was, by 2015 he was a McLaren-Honda driver, and Honda didn't go for the idea any more than Ron Dennis did. That being so, Nico Hulkenberg was drafted into the Porsche team for Le Mans, and ended up winning the race, which did nothing to soothe Alonso's disappointment.

Even had he raced the Porsche, though, Fernando would have faced the same restrictions, regarding fuel economy and so on, as he does now with Toyota. What he – and any other LMP1 driver – would surely have savoured is the 'unplugged' 919 built by Porsche following the company's withdrawal from the WEC at the end of last season.

In effect, this is the car Porsche would have campaigned had the rules been 'no holds barred'; and Neel Jani and

Timo Bernhard have the privilege of driving it in demonstration runs this year.

In terms of sublime automotive madness, this Porsche puts me in mind of the 875bhp 208 T16 put together by Peugeot for Sebastien Loeb's assault on Pikes Peak in 2013. At the end of his run, which annihilated – by more than a minute and a half – the previous record, Loeb needed a moment or two to 'come down' from the experience, and Jani was the same after his recent lap of Spa in the 919 Hybrid Evo.

This is some staggering racing car. Neel's time – 1m41.8s – was 13 seconds faster than the 'restricted' Toyotas achieved in qualifying for the recent WEC race, but perhaps even more remarkable is that – despite being more than 100kg heavier – it was also seven-tenths quicker than the 'Q3 spec' pole position lap by Hamilton's Mercedes at last year's Belgian Grand Prix!

At Barcelona I asked Jani how this one-off Porsche was to drive, and he giggled at the question. "Unbelievable! Zero to 200km/h [124mph] in under three seconds, zero to 300 in under seven... At Spa, going up the hill to Les Combes, the car reached 369km/h!"

That's a hair short of 230mph, and other details of the lap, too, beggar belief: 307 (190) through Eau Rouge, 333 (207) flat into Blanchimont...

Fundamentally the car is the same as at the end of last season, apart from a slightly longer nose, removal of the lights, more downforce, and the addition of DRS. Jani, believe it or not, went through Eau Rouge with the DRS open: "The computer said it would be OK, and I have faith in the engineers..."

The car's engine, too, is unchanged, save that restrictions imposed by the WEC rules – fuel flow, and so on – are gone, which puts horsepower up to almost 1200, about the same as Porsche's turbocharged 917/30 Can-Am car of 45 years ago. No surprise, then, that Jani found the acceleration beyond his experience. "It just went on until you stopped it," he said. "The limit was me, not the car..." ❄



DECISION TIME

Will Red Bull gamble on Honda power, or commit to remaining with Renault? And what does that mean for Daniel Ricciardo's future?

EDD STRAW

There was a time when a Red Bull victory was greeted by many with a tired sigh, as the team racked up 41 victories in 77 races and a quartet of drivers' and constructors' championship doubles from 2010-13. But since the start of the V6-hybrid-turbo era in '14, each one of its scarce wins has been greeted with delight rather than derision because they have come against the run of the play.

Renault's struggles to produce an engine package that is potent enough to beat Mercedes and Ferrari on orthodox circuits – not to mention one that is reliable – have led to what many in the team feel have been four and a half wasted years feeding on scraps. The 10 victories have at least ensured that there have been regular oases in those seasons in the wilderness.

The frustration inside the team is understandable, because for some, but not all, of those years it has produced a strong chassis. But there is an upside, as it means a team whose lack of heritage led to derision from some quarters of Formula 1's fan base has been the focus of hopes that the dominant team of this era, Mercedes, can be beaten.

"HEROIC STRUGGLE CAN BOOST YOUR REPUTATION MORE THAN SEASONS OF DOMINANCE"

Just as Fernando Alonso has proved, a few years of heroic struggle can boost your reputation far more than seasons of dominance. Red Bull is more popular than it once was for that reason, but whether it can return to regular race-winning form depends on what happens in the next few weeks.

Why? Firstly, the Canadian Grand Prix weekend will play a critical part in deciding whether Red Bull will continue with Renault engines, or roll the dice on Honda. Both engine manufacturers will deploy upgrades – Honda's is reckoned to be worth 27bhp, among other changes, and therefore at least an improvement of perhaps 0.3 seconds, while Renault's could be a little more modest.

Red Bull has been generally upbeat about what it sees from Honda, meaning the possibility of going for a works deal in 2019 has increased. But this upgrade is the litmus test of whether Honda is now capable of what it failed to

achieve when with McLaren, namely not just promising a big step but also delivering it. And reliably.

Faith in Renault is not strong at Milton Keynes. And the ongoing problems with Viry making its in-house MGU-K (which was originally scheduled to be used from the start of 2017) race ready are not adding to that confidence. But it is a race-winning engine in the right circumstances, and it would be illogical to end that relationship without being confident that Honda can at least match it.

The engine decision is critical for Red Bull's hopes for 2019 and '20, and will potentially have a knock-on effect to Formula 1's new-rules era of '21. There is a lot at stake with this decision, as it would be tremendous folly for Red Bull to turn its back on Renault without good reason were the French manufacturer to then make a breakthrough. It's not impossible, as there are big steps in the pipeline related to the ERS package.

Related to this is Daniel Ricciardo's future. The Australian is out of contract at the end of this season and was happy to talk about that topic in the early stages of the year as he attempted to flush out possible chances to move either to Mercedes or Ferrari.

The team would re-sign Ricciardo in a flash and will have tried to get him to commit his signature to the dotted line, but Ricciardo rightly is waiting to see how the engine situation pans out.

This is what makes the weekend in Montreal so important. Red Bull will know everything about both the Renault and Honda upgrades, so it's a choice that can be made objectively and based on fact. If Red Bull does go with Honda, which frankly would also suit Renault, then it would be a ringing endorsement. If Red Bull stays with Renault, which it can do no matter what negative noise is made by the French manufacturer, then it will again cast doubt over Honda's capacity to cut it in F1.

Red Bull is a team that can still lead the pack aerodynamically. While last year's car started badly, the way the team dug itself out of a hole was remarkable. Adrian Newey still sets standards in that regard, and any F1 fan should want to see such a brilliant and incisive mind work his magic.

When talking about Honda's glory days in F1, it's impossible not to tie those successes to brilliant engineering minds such as Gordon Murray and Patrick Head. That's why every F1 fan should hope Honda's upgrade does what it should in Canada. The next few weeks will decide whether or not that will happen, and if Ricciardo will be part of it.

Over to you, Honda. 🍀

YOUR SAY

*I want to see F1 cars at Monaco, and I want to see them close to the edge.
Time for a format change if we are to keep this most iconic of circuits*

MARK MANLEY

Great on Saturday, not so good on Sunday

Interesting article by Edd Straw on why we need to think differently about Monaco (May 24). I couldn't agree more that the circuit provides a real test of driver skill, despite some of the recent changes to the Swimming Pool section. This is never more true than on a Saturday afternoon when we see 20 supremely talented human beings trying to thread the eye of a needle while wearing boxing gloves.

But then Sunday comes and what are we left with? A frenetic scramble to Ste Devote followed by some 90 minutes of sub-optimal driving. What a waste of talent and of spectacle. I watched this year's race delayed, but from lap five or so at 12x speed. I missed nothing and saved myself an hour or so. I want to see F1 cars at Monaco, and I want to see them close to the edge. Time for a format change if we are to keep this most iconic of circuits.

Mark Manley

By email

Sirotkin's penalty was way too harsh

The Sirotkin penalty was absurd, beyond ridiculous. For the guy to be taken out of the race by the 'officials' for the crime of having problems with a wheelnut on the grid does nothing for the credibility of F1. Non-race issues should be dealt with post-race, not in the heat of the moment when even the stewards are clearly on an adrenalin rush!

Steve Cobbold

Portknockie, Scotland

Time for FOM to take control?

I'll start off by saying I enjoyed the Monaco Grand Prix, but most probably due to the hard work of Ben Edwards and David Coulthard conveying the tension. I read in Malcolm Folley's excellent book *Monaco* that the race is the only one to have a host broadcaster, because they want control over how the principality is represented.

But their continual missing of overtakes and incidents (without replays) and constantly vanishing graphics only



served to turn the casual viewer against the race itself. I'm sure if FOM had been directing the world feed, the majority would have seen that the race wasn't as dull as portrayed and perceived. Maybe it's time F1 took the rights back?

Owen Hawes

Southampton

Lesson from Monaco's past...

During the snore-fest that was last weekend's Monaco GP, worthy winner Ricciardo's best race lap was nearly five seconds shy of his, admittedly brilliant, pole time. The fastest race lap went to Verstappen (just beating off Grosjean and Stroll) and was still some three-and-a-half seconds off pole time.

In 1970, Jochen Rindt (above) in his Lotus 49C spent the final few laps successfully chasing down a spooked Jack Brabham for the race win. His last few laps equalled or bettered Jackie Stewart's pole time of 1m24s; Jochen's final lap of the race was a 1m23.2s. What a difference half a century or so makes...

Dr Bill Moffat

Rye, Sussex

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RICCIARDO CHANNELS HIS INNER SCHUMACHER

Purists may quibble over the comparison with Spain 1994, but the Red Bull star's triumph over adversity is up there with the great F1 drives

EDD STRAW

SPECTACULAR, UNEXPECTED VICTORIES FOUNDED ON DRAMATIC PASSES AND opportunism have become Daniel Ricciardo's Formula 1 stock in trade. So perhaps it shouldn't come as a surprise that what was on course to be a dominant first Monaco Grand Prix victory from pole position turned into something else entirely when he lost 161bhp worth of his Red Bull's electrical power and was forced into a rearguard action.

The Australian executed it to perfection, leading Red Bull team principal Christian Horner to liken Ricciardo's management of the problem to Michael Schumacher's famous drive to second place in the 1994 Spanish Grand Prix while stuck in fifth gear. Hyperbole? Some thought so, but in some ways this eclipsed Schumacher's achievement.

"Managing a car issue and being able to do what he did today was one of his best ever drives," said Horner. "When you listen to the radio, how calm he is under a maximum-stress scenario, it was truly impressive."

So, what exactly did Ricciardo do other than stay parked at the front of the field at a circuit where overtaking is nigh on impossible? First and foremost, he got himself into that position in the first place.

Max Verstappen's shunt during free practice on Saturday after

clipping the inside wall at the apex of the second Swimming Pool chicane wiped out Ricciardo's only real qualifying rival, but pole position still needed to be nailed. Having topped all three free practice sessions, as well as the first two stages of qualifying, Ricciardo made sure of that with his first run in Q3.

After making a solid start, Ricciardo held his position on the inside line on the approach to Ste Devote to ensure the faster-starting Sebastian Vettel could not threaten him. He then edged away, building up a lead that stood at 4.1 seconds, and careful not to overstress the hypersoft Pirellis that all of the top 10 had started on, when Vettel dived into the pits at the end of lap 16 to switch to the ultrasofts that carried him to the end.



Ricciardo was justifiably wary of the front-left graining – that threatened to accelerate degradation and might have left him vulnerable to an undercut. But with a handy lead, and enough tyre performance to nail a decent in-lap, Ricciardo was in the clear.

His 17th lap featured a personal best in sector one, then the fastest run from Casino Square to the exit of Tabac of the race so far, meaning he emerged from his pitstop to switch to ultrasofts still 3.1s to the good. Easy. But around 10 laps later, things started to go wrong. Ricciardo lost the MGU-K, the electric motor that deploys 161bhp.

“He reported a sudden loss of power, and the engine guys could see from the data that the MGU-K had stopped completely,” said Horner. “At that point, there was talk of retiring because with the potential damage, the K can go into the engine and then there’s a whole load of other problems. My position was, ‘We’re leading the Monaco Grand Prix, we’ll run until this engine stops.’”

It’s not yet clear why, but the MGU-K was overheating and had to shut down. This followed Renault’s concerns pre-weekend about some bolts potentially working loose that led to it being allowed to check all of the MGU-Ks currently active. But the reason didn’t matter much to Ricciardo, who was busy adapting to being light on power. On top of that, the problem also compromised the

harvesting off the rear wheels under braking, meaning Ricciardo had to wind the brake bias forward. He was also under instruction to start lifting before braking zones to ease the load.

“I had a lot less power, but then the rear brakes got really hot so I went 6-7% forwards with the brake balance,” said Ricciardo. “That’s a lot. Maybe we go 1-2% change during the race, so we had to go a long way forwards and I had to lift a lot before braking to save the brakes and put less energy through them.”

If that sounds difficult, imagine being in Ricciardo’s position and having to do that while trying to come to terms with the fact that you may be losing a win in F1’s most famous race two years after being denied victory there by a pitstop blunder. And you are forced to adapt to the loss of power, to running without using what is effectively top gear (Ricciardo didn’t use seventh or eighth, but Red Bull generally wasn’t using eighth anyway so it was no great loss), and with the brake bias moved forward to a place it would never normally go.

And while going through this process, Ricciardo had Vettel on his tail, eager to capitalise on the problem and overtake the distracted Red Bull driver. But Vettel never had a sniff. This was high-class stuff.

“Had it been at any other circuit, they would have sailed straight past us,” said Horner. “We saw it when Daniel won his first grand prix in >>



Ricciardo leads
the scramble
into Ste Devote

QUALIFYING

MAX VERSTAPPEN'S ENFORCED ABSENCE ENSURED THAT only Daniel Ricciardo could deny Daniel Ricciardo pole position. And he never looked close to cracking, continuing a textbook weekend during which he had topped all three practice sessions to top all three segments of qualifying.

Ricciardo's record lap of 1m10.810s, set on his first run in Q3 using the hypersofts that predominated on Saturday afternoon, was enough to beat Sebastian Vettel to pole by 0.229 seconds. But it wasn't the Ferrari driver who gave Ricciardo the biggest scare; instead it was Lewis Hamilton.

Ricciardo failed to improve on his second run in Q3, although he knew his first attempt was "pretty good", but when Hamilton set the fastest first sector of all on his second run, eyebrows were raised. Unfortunately for Hamilton, he was unable to sustain that pace and was frustrated to be behind Vettel.

"I was happy with my last one, I was 0.27s up but I lost it in the middle and the last sector, so naturally I'm not happy with that," said Hamilton. "That wouldn't have been enough for pole, but it would have made a difference. Obviously, I would have been second."

Much of Ricciardo's advantage over Vettel came in the final part of the lap, through the second Swimming Pool chicane, Rascasse and Antony Noghes, at the final turn in particular.

There was no repeat of last year's pole-position heroics for Kimi Raikkonen; not that the Ferrari had the pace to beat Red Bull, but he could have been in the hunt for second place.

Valtteri Bottas was last of the 'big-three' team drivers, almost two tenths off Raikkonen. He had a difficult run through practice and never looked as confident as Hamilton on track, even though he was happy with the balance, if not the grip.

The battle for 'Class B' pole position was absurdly close, and Esteban Ocon put in a great lap to secure sixth on the grid for Force India. But there were others who had the underlying pace to be ahead of him, notably McLaren's Fernando Alonso (seventh) and Toro Rosso's Pierre Gasly (10th).

Alonso complained of set-up problems as he struggled for grip and gave away a couple of tenths to his theoretical best, while Gasly was 0.265s off his optimum.

EDD STRAW

"IT WASN'T VETTEL WHO GAVE RICCIARDO HIS BIGGEST SCARE"



"THERE WAS NO WAY HE WAS GOING TO LET THIS VICTORY SLIP THROUGH HIS FINGERS"

Montreal [in 2014] when the same issue happened to Nico Rosberg. But here in Monaco, with the ability to position the cars sensibly, it's enormously difficult to overtake even with a pace advantage.

"It was important for him to keep his cool, keep track position, not kill the tyres, not kill the brakes and bring it home. He's been so focused since the point he arrived here this weekend there was no way he was going to let this victory slip through his fingers."

Red Bull did a good job of keeping discussion of the problem to a minimum initially, potentially delaying Ferrari realising that Ricciardo was in trouble for a few moments. But even with a problem that led to Ricciardo's pace dropping from easy 1m18s to more difficult and underpowered 1m19s and occasionally slower, Vettel couldn't get close enough.

"Obviously I saw the issue and I was told by radio and that's when I started to push," said Vettel, who suddenly closed to within 0.542s, under half the gap at the start of the lap, in the middle of lap 28. "But as soon as I got closer then I struggled to stay there and never got in range, especially at the exit of the tunnel."

"I had the DRS a couple of times, but obviously the track makes it quite difficult, which is a bonus if you are ahead, but with all the problems he had, he was still quicker than us."

With Ricciardo turning the final 50 laps of the Monaco GP into a slow bicycle race up front, the leaders began to concertina together. Lewis Hamilton ran third from the start and, as he was struggling more than most with the front-left tyre graining on the hypersofts, he was the first frontrunner to make a stop at the end of lap 12.

This dropped his Mercedes into a gap that had conveniently formed behind Esteban Ocon's Force India. Ocon had qualified as best of the rest in sixth place and then pulled away from Fernando Alonso's McLaren at the start, creating that space. Mercedes-powered Ocon was content to let Hamilton overtake him into the chicane on lap 14, meaning the reigning world champion had clear air.

This didn't concern Vettel a great deal, especially as Hamilton's



Down-on-power
Ricciardo kept the
chasing Vettel at bay

pace on the ultrasofts wasn't anything special. This meant Vettel could run five laps longer and still emerge with track position over Hamilton. Hamilton had Kimi Raikkonen's Ferrari behind him in the early stages, and the Finn briefly looked like he could threaten Hamilton with an 'overcut', only for his tyres suddenly to drop away. On the first two laps after Hamilton pitted, Raikkonen was lapping in the 1m16s bracket, by the fourth lap he was in the low 1m18s.

"If we take the lap that Hamilton pitted, the next lap I was very good and everything felt fine and then it was like turning a switch," said Raikkonen. "We started to struggle with the fronts and then we lost, like, two seconds a lap. We can't just take our time because obviously there were cars behind, so were making sure that we at least got the same position."

This led to Raikkonen complaining over the radio, justifiably, but he was able to stop without losing position to Valtteri Bottas thanks to the Mercedes driver stopping on the same lap, even though he

went a lap longer than was wise. At the point when Ricciardo hit trouble, Hamilton was 8s behind, with Raikkonen 9.5s back and Bottas 13.5s down. The top four were on ultrasofts, while Bottas opted for the supersofts that were working more effectively. At one stage, he was told the four ahead of him might be forced to stop again, raising the possibility of an unexpected victory.

But the top four all ran to the end, with Hamilton the most vocal in struggling with the graining and consequent accelerated degradation. To him, the Monaco GP didn't feel like a race.

"It's just insane how little I was pushing – the least, probably, that I can ever remember," he said. "[I was] just trying to stop the fronts from graining – and even when I did it, when I wasn't pushing, the tyre grained.

"And then there was a point when I was 10 seconds behind and I was really conflicted, because in my heart I was, 'I still want to win this race, maybe something drastic's going to happen in the coming laps – who >>



MARK SUTTON / SUTTON IMAGES

Bottas harried
Raikkonen
to the finish



HONE
LAT IMAGES

Hamilton was vocal
in his dismay at not
being able to push



TRACKSIDE VIEW



The long left-hander passing the Casino at Massenet is one of the most challenging, yet least talked-about, corners at Monaco. As the drivers wend their way up the deceptively steep hill from Ste Devote, the road takes them left, then right – the latter kink leading them into Massenet. This is what makes this turn so challenging.

Watching from the outside of the corner on Thursday morning reveals how diverse the approaches to this corner are. The right kink is made more complicated by the fact that it's immediately followed by a crest, which is itself succeeded by the turn-in point for the medium-speed corner.

The contrast between the pacesetter Red Bull drivers is marked. Daniel Ricciardo plays it conservative, closer to the middle of the track than to the barrier on the right as he comes over the crest. That means the car is straighter as it compresses after the brow, and therefore more stable under braking. For some, that line means they lack the front-end grip to make it stick through the corner and either have to bleed off too much speed or aggressively yank the car left for the late apex, but Ricciardo is smooth and keeps



the minimum speed up.

Max Verstappen, by contrast, points the car towards the barrier as he comes over the crest, taking what is a geometrically more obvious line but one that unsettles the car with greater lateral load. He's all steering inputs and correction, but his dramatically different approach still works and he too keeps the speed up.

There's a similar contrast between the Ferrari and Mercedes drivers. Kimi Raikkonen and

Valtteri Bottas favour Ricciardo's approach, while Sebastian Vettel and Lewis Hamilton take the wider line. The difference is that Bottas is less smooth than Ricciardo and has to haul the car into the apex, while Raikkonen doesn't quite manage to carry the same speed.

Vettel, meanwhile, is spectacular and hugely confident on his performance run, yumping over the crest and allowing the car more room on entry despite the Ferrari seeming stiffer and reacting

more to the bumps than some. Hamilton, too, uses his command of rear rotation on the brakes to get the car to do what he wants.

Perhaps all this reveals as much about the cars as it does the drivers. The Red Bull's strong front end on turn-in, visible at multiple corners, means the drivers have the right balance to work the car however they want. For others, there's a bit more work to do to make up for the shortcomings.

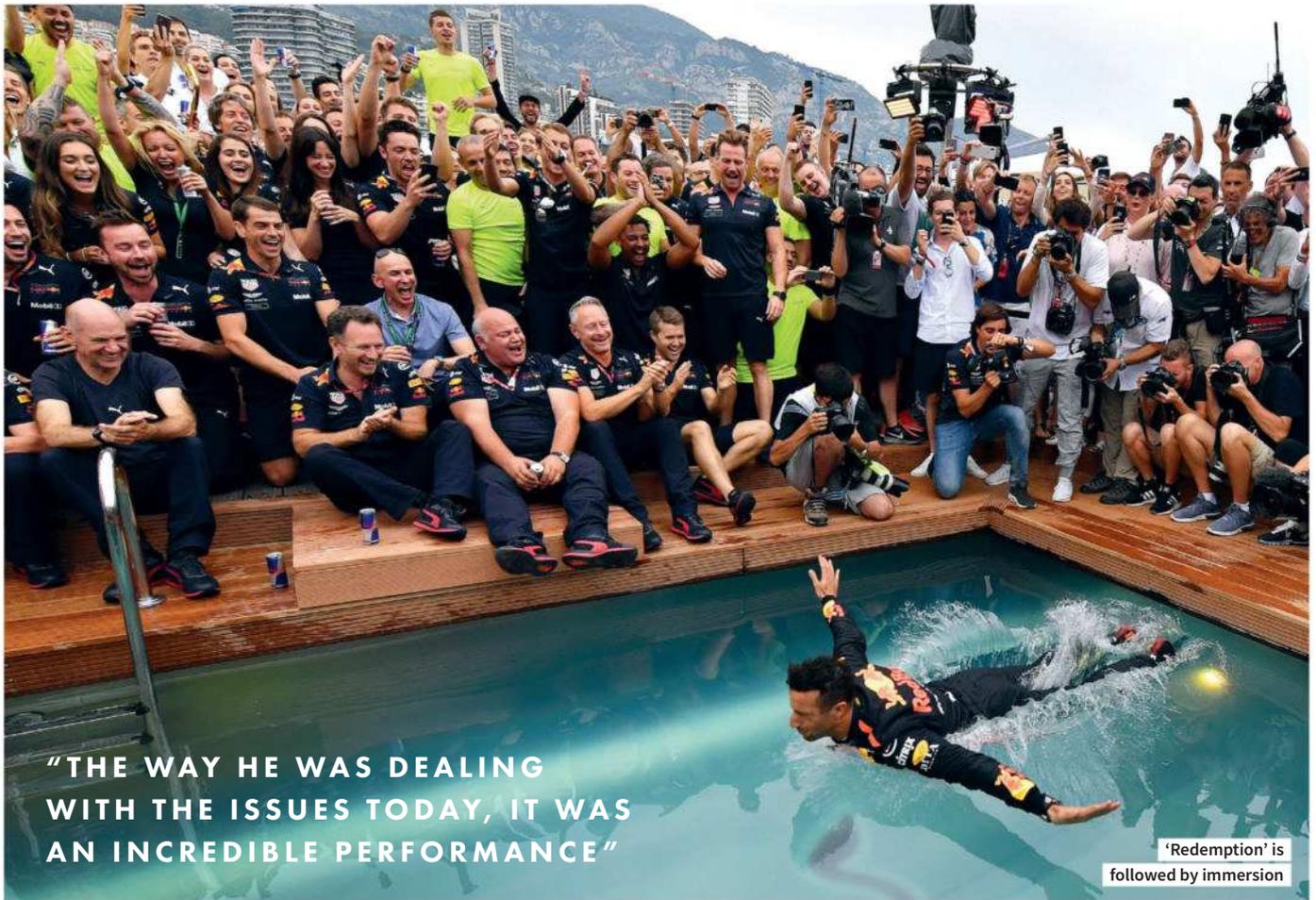
EDD STRAW



Middle-of-the-road approach works best for Ricciardo

EDD STRAW

MARK SUTTON / SUTTON IMAGES



knows?’ And the genius strategists might pull something out of the bag. But they were saying, ‘Just stay 10 seconds behind and bring it home.’

“In my heart I was thinking, ‘No! I’ve got to close the gap, because if I get close, maybe something will happen and I’ll get a place.’ So I was battling, but on the same side of things I’ve got to drive bloody slow, and make sure the tyres don’t fall apart or blow up or whatever.”

It was probably a good call from Mercedes because, even if Hamilton had been in a position to challenge the top two, passing would have been impossible. As it was, third place in the third fastest car was a decent return, even if he was ruing the fact that he didn’t outqualify Vettel.

Mercedes did briefly contemplate the possibility of bringing Bottas in for a new set of tyres given it wouldn’t have cost him a place, but the fact that he didn’t have another set of supersofts meant this was ruled out even before the cars behind, led by Ocon, closed up enough to have jumped him had he done so.

Ricciardo was certainly the slowest of the lead five, but his brilliance in coming to terms with the problem he had, understanding how to be quick where he needed to and switching from controlling a race to resisting serious pressure, meant he made it look easy.

Late on, the virtual safety car threw a potential curveball when it was deployed after Charles Leclerc suffered a braking problem and clattered into the back of Brendon Hartley’s Toro Rosso at the chicane. If anything, this eased the pressure for Ricciardo, especially when Stoffel Vandoorne’s lapped and hypersoft-shod McLaren pulled out of the pits in front of Vettel and created a bigger buffer for the race leader. But even without that, Ricciardo had everything under control.

That’s what made what he achieved a little different from what Schumacher did in Spain. While Schumacher had to grapple with gear selection that was not behaving before he settled into fifth, and the resulting compromises on power and loss of engine braking, he was never under quite the same pressure as Ricciardo. But what the two drives share is that both were produced by individuals at the top of their game, able to problem-solve while never forgetting they were in a racing situation. For those on the Red Bull pitwall, the comparison with Verstappen, who made some key passes early on and salvaged ninth from the back of the grid after squandering the best car in the field, was stark given how professional a job Ricciardo did.

“He could have been in Apollo 13,” said Horner, referencing NASA’s ill-fated third attempt to land on the moon that resulted in the three-man crew facing seemingly insurmountable odds but still getting home. “The way he was dealing with the issues today, it was an incredible performance and just extremely mature.”

Ricciardo was never going to let slip his shot at what he called “redemption” after the lost victory of 2016. The question now is whether his future lies away from Red Bull. And if it doesn’t, will it be with Renault propulsion that has proved so sketchy in the turbo hybrid era, or the higher-risk, potentially higher-reward works Honda engines? ❧





STAT
37
Number of points
Verstappen is behind
Ricciardo

Ocon: king of Class B

Esteban Ocon hasn't enjoyed an easy start to the 2018 season, but he took a dominant victory in Formula 1's 'Class B' midfield battle for Force India in Monaco, claiming his best result of the year in the process with sixth place.

The Force India didn't look to have the pace to achieve that. But Ocon excelled in qualifying, taking a car that appeared destined for the fifth row and stringing together his three fastest sectors when it mattered in Q3. Fernando Alonso, Pierre Gasly and Carlos Sainz Jr all had a theoretical pace advantage, but Ocon nailed the lap.

In the race, he took advantage of clear air as the top five pulled away to drop

McLaren driver Fernando Alonso. The only concern he had after this was when to stop, and eventually he was forced to switch from hypersofts to supersofts because Alonso was threatening to undercut him.

Ocon closed on the leading pack to finish just 23.667s off the lead, keeping the charging Pierre Gasly – who had tyres 14 laps younger – at bay to secure sixth, despite losing brake-by-wire for the final two laps.

Force India should have had two cars in the points, but team-mate Sergio Perez, who ran ninth in the first stint, lost positions thanks to a slow right-rear change at his pitstop. The Mexican went on to finish 12th.



DID YOU KNOW?

Daniel Ricciardo's achievement in topping all free-practice and qualifying sessions and then winning the race had only previously been achieved four times in Formula 1 this century.

The first of those, Michael Schumacher in Germany 2002, was recorded when there was only one part of qualifying. Prior to Ricciardo, only Nico Rosberg (Brazil 2014) and Lewis Hamilton (Italy 2015 and USA 2017) had achieved the clean sweep under the current regime featuring three free-practice sessions and three segments of qualifying.

The driver who has achieved this most often is Nigel Mansell (above) during his Williams-Renault pomp. He did so nine times from the British Grand Prix in '91 to the Portuguese Grand Prix in '92, to add to his clean sweep of the French Grand Prix in '87, when Williams had Honda power.

No driver can get close to Mansell's 10 sweeps, and the only driver other than Ricciardo to do this in Monaco was Schumacher in 1994.

Verstappen shoots himself in the foot

Max Verstappen's difficult 2018 season continued when his hopes of Monaco Grand Prix victory were wiped out before qualifying even started thanks to a crash during the third free-practice session.

The Red Bull driver was on the first flying lap of his qualifying-simulation run in FP3 when he glanced the wall on the inside of the first apex of the second Swimming Pool chicane. This damaged the front-right suspension, and pitched him over the kerb at the second apex and heavily into the wall.

While repairing the car, Red Bull found a small oil leak in the gearbox that was originally shrouded from view, forcing a gearbox change. With just a two-hour gap between FP3 and qualifying, Verstappen was unable to run.

"I steered in a little too early," said Verstappen. "In that fast combination of corners I think I had [Carlos] Sainz on the right. I had to do a bit of avoiding and that took me out of my rhythm in those chicanes. That is no excuse for what happened. But in any case, I steered in a little too early and then hit on the



inside of that wall, and it was game over."

Team principal Christian Horner described it as a "brutal lesson" for Verstappen, who has had a difficult season so far with incidents impacting his race performance in all six rounds. But despite starting last, Verstappen drove a clean race to salvage two points.

He got around the two Haas-Ferraris on the approach to and through Ste Devote to run 18th on the first lap. He then passed Marcus Ericsson into Mirabeau on lap five.

Verstappen jumped to 14th on lap seven by

passing Lance Stroll into the chicane, then Brendon Hartley, at the same time as Sergey Sirotkin pitted to serve a 10-second stop/go penalty in his Williams.

Verstappen ran long on his starting set of ultrasofts, meaning he came out of the pits in 11th place having jumped Stoffel Vandoorne, Charles Leclerc and Sergio Perez. He gained a place when Fernando Alonso retired, then overtook Sainz for ninth.

Several times, Verstappen was given radio messages reminding him of the need to keep it clean, and he spent the closing stages of the race stuck behind Hulkenberg.

"Starting from last on the grid, expectations in Monaco have to be low," said Horner. "All weekend, in all the formulas, there's been very little overtaking, but he made some good passes in the race. We thought if he could get in the points from last that would be a good result, so ninth was a good drive.

"He now needs to go away from this weekend and reflect on what could have been, what should have been, and apply that for the future."

Vandoorne: I was sacrificed for Alonso on strategy call

Stoffel Vandoorne believes McLaren sacrificed his Monaco Grand Prix chances in favour of team-mate Fernando Alonso, who eventually retired with a gearbox problem.

Early in the race Vandoorne was in a position that would have resulted in a points finish had he not stopped later than the earliest midfield runners and long before the others.

That 'no-man's-land' strategy left him returning to the track right behind Alonso and also the Red Bull of Max Verstappen, who Vandoorne had previously been running ahead of. Verstappen went on to finish ninth.

When asked if he felt his race was sacrificed to maximise Alonso's result, Vandoorne said: "I felt [that way], definitely. I think we should have pitted five laps earlier.

"Fernando came [out] just ahead and we just pitted that lap when the damage was already done. Disappointing. We were on the same strategy as Nico [Hulkenberg] and we should have finished right behind or even in front of him. We lost a lot of time at the pitstop and lost a lot of track position."

Alonso was on course for seventh before parking his McLaren at Ste Devote.



Sainz 'very bitter' after 'disaster' race

Carlos Sainz described his 10th-place finish in the Monaco Grand Prix as "very bitter" after what he called a "disaster" of a race in the principality.

The Renault driver started eighth, but lost two places after struggling with the ultrasoft tyres following his sole pitstop on lap 16 of 78.

The Spaniard believed the switch to ultrasofts instead of supersofts was a mistake that spoiled his race.

"[Scoring just a point feels] very bad, very bitter. I think the race was a bit of a disaster from the start," Sainz told Spanish broadcaster Movistar. "Even

though I was saving the tyres, the fronts degraded a lot. The decision to switch to the ultrasofts was not the most appropriate."

Sainz finished two places and more than 40 seconds behind team-mate Nico Hulkenberg, after obeying a team order to let Hulkenberg past, and suggested Renault was overly optimistic in its expectations for tyre life.

Renault team principal Cyril Abiteboul defended Sainz's strategy, claiming that a move to the supersoft "would have been even worse" for the Spaniard and that Renault "had no real alternative" option.



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Leclerc not to blame for Hartley smash

Charles Leclerc says he was “a passenger” after his front-left brake disc failed and sent him crashing into Brendon Hartley, ending both drivers’ grand prix.

Leclerc slammed into the back of Hartley’s Toro Rosso when his Sauber suffered a failure exiting the tunnel.

Both drivers were summoned to the stewards after the race but, with the incident clearly being caused by a car failure, no punishments were handed out.

Sauber had registered a brake problem on Leclerc’s car but thought it would survive to the

end of the race.

It ended another promising showing from the rookie, who starred in qualifying and was on course to finish 11th as Hartley had a penalty for speeding in the pitlane.

“The front-left disc exploded when I touched the brakes,” said Leclerc. “I just couldn’t do anything.

“The pedal was getting softer and softer, then it gave up. Even on the data we did not expect it to give up that early; we thought we could finish the race.

We need to check and learn from it to not have the same issue again.”



Sirotkin hit with penalty

Sergey Sirotkin led the line for Williams at the Monaco Grand Prix. But after running 12th early on thanks to overtaking Stoffel Vandoorne’s McLaren, his race was ruined by a 10-second stop/go penalty.

This was issued for the

wheels not being fitted on his car by the ‘three-minutes-to-go’ signal. He was forced to stop at the end of lap seven and emerged well behind the pack. Sirotkin did at least avoid a second penalty for the team working on the car, as an investigation revealed a

team member was merely standing close to it.

Sirotkin went on to finish 16th, one place ahead of team-mate Lance Stroll, who was compromised during the race by front-wing damage and a puncture caused by an overheating brake.



DUNBAR LAT IMAGES



Gasly goes long for second points haul

Toro Rosso driver Pierre Gasly took his second Formula 1 points finish with a strong run to seventh, just 0.664s behind Esteban Ocon.

Gasly had been confident that Monaco would favour the Toro Rosso package and mask any Honda engine weaknesses, and held 10th in the first stint after starting there.

He ran longer than anyone on hypersofts, eventually stopping on lap 37. The strategy allowed him to jump Sergio Perez and Carlos Sainz Jr, with Fernando Alonso’s retirement giving him another place. “It was quite unbelievable how many laps we did with the hypersoft in the first stint,” said Gasly.



FREE PRACTICE 1

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Ricciardo | 1m12.126s |
| 2 | Verstappen | 1m12.280s |
| 3 | Hamilton | 1m12.480s |
| 4 | Vettel | 1m13.041s |
| 5 | Raikkonen | 1m13.066s |
| 6 | Sainz | 1m13.456s |
| 7 | Bottas | 1m13.502s |
| 8 | Perez | 1m13.717s |
| 9 | Grosjean | 1m13.943s |
| 10 | Sirotkin | 1m13.962s |
| 11 | Ocon | 1m14.000s |
| 12 | Hartley | 1m14.034s |
| 13 | Hulkenberg | 1m14.134s |
| 14 | Gasly | 1m14.240s |
| 15 | Vandoorne | 1m14.291s |
| 16 | Leclerc | 1m14.521s |
| 17 | Alonso | 1m14.637s |
| 18 | Stroll | 1m14.782s |
| 19 | Ericsson | 1m15.206s |
| 20 | Magnussen | 1m18.801s |

WEATHER 23C, sunny

FREE PRACTICE 2

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Ricciardo | 1m11.841s |
| 2 | Verstappen | 1m12.035s |
| 3 | Vettel | 1m12.413s |
| 4 | Hamilton | 1m12.536s |
| 5 | Raikkonen | 1m12.543s |
| 6 | Bottas | 1m12.642s |
| 7 | Hulkenberg | 1m13.047s |
| 8 | Vandoorne | 1m13.077s |
| 9 | Alonso | 1m13.115s |
| 10 | Sainz | 1m13.200s |
| 11 | Hartley | 1m13.222s |
| 12 | Perez | 1m13.370s |
| 13 | Ocon | 1m13.382s |
| 14 | Gasly | 1m13.410s |
| 15 | Sirotkin | 1m13.547s |
| 16 | Magnussen | 1m13.572s |
| 17 | Leclerc | 1m13.575s |
| 18 | Grosjean | 1m13.763s |
| 19 | Stroll | 1m14.011s |
| 20 | Ericsson | 1m14.173s |

WEATHER 24C, sunny

FREE PRACTICE 3

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Ricciardo | 1m11.786s |
| 2 | Verstappen | 1m11.787s |
| 3 | Vettel | 1m12.023s |
| 4 | Raikkonen | 1m12.142s |
| 5 | Hamilton | 1m12.273s |
| 6 | Bottas | 1m12.356s |
| 7 | Hartley | 1m12.752s |
| 8 | Gasly | 1m12.761s |
| 9 | Sainz | 1m12.850s |
| 10 | Sirotkin | 1m12.854s |
| 11 | Vandoorne | 1m12.874s |
| 12 | Ocon | 1m12.940s |
| 13 | Perez | 1m13.025s |
| 14 | Hulkenberg | 1m13.112s |
| 15 | Alonso | 1m13.279s |
| 16 | Stroll | 1m13.595s |
| 17 | Leclerc | 1m13.644s |
| 18 | Grosjean | 1m13.881s |
| 19 | Magnussen | 1m14.192s |
| 20 | Ericsson | 1m14.221s |

WEATHER 27C, sunny

SEASON STATS

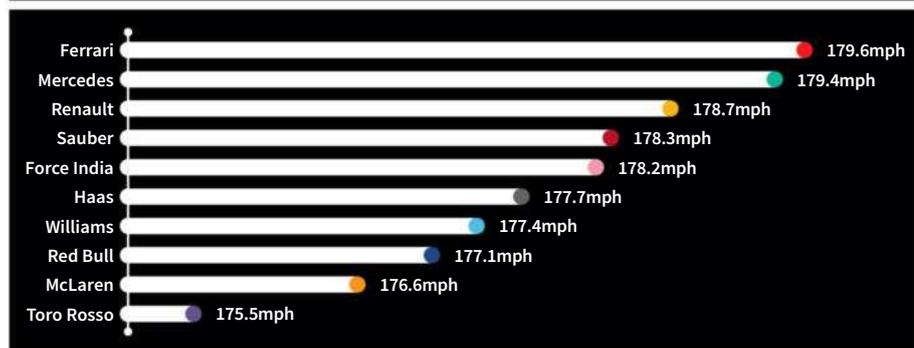
DRIVERS' CHAMPIONSHIP

| | | |
|----|------------|-----|
| 1 | Hamilton | 110 |
| 2 | Vettel | 96 |
| 3 | Ricciardo | 72 |
| 4 | Bottas | 68 |
| 5 | Raikkonen | 60 |
| 6 | Verstappen | 35 |
| 7 | Alonso | 32 |
| 8 | Hulkenberg | 26 |
| 9 | Sainz | 20 |
| 10 | Magnussen | 19 |
| 11 | Gasly | 18 |
| 12 | Perez | 17 |
| 13 | Ocon | 9 |
| 14 | Leclerc | 9 |
| 15 | Vandoorne | 8 |
| 16 | Stroll | 4 |
| 17 | Ericsson | 2 |
| 18 | Hartley | 1 |
| 19 | Grosjean | 0 |
| 20 | Sirotkin | 0 |

CONSTRUCTORS' CHAMPIONSHIP

| | | |
|----|-------------|-----|
| 1 | Mercedes | 178 |
| 2 | Ferrari | 156 |
| 3 | Red Bull | 107 |
| 4 | Renault | 46 |
| 5 | McLaren | 40 |
| 6 | Force India | 26 |
| 7 | Toro Rosso | 19 |
| 8 | Haas | 19 |
| 9 | Sauber | 11 |
| 10 | Williams | 4 |

SPEED TRAP



QUALIFYING 1

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Ricciardo | 1m12.013s |
| 2 | Vettel | 1m12.415s |
| 3 | Bottas | 1m12.434s |
| 4 | Hamilton | 1m12.460s |
| 5 | Vandoorne | 1m12.463s |
| 6 | Raikkonen | 1m12.639s |
| 7 | Alonso | 1m12.657s |
| 8 | Sirotkin | 1m12.706s |
| 9 | Leclerc | 1m12.829s |
| 10 | Perez | 1m12.848s |
| 11 | Grosjean | 1m12.930s |
| 12 | Gasly | 1m12.941s |
| 13 | Sainz | 1m12.950s |
| 14 | Ocon | 1m13.028s |
| 15 | Hulkenberg | 1m13.065s |
| 16 | Hartley | 1m13.179s |
| 17 | Ericsson | 1m13.265s |
| 18 | Stroll | 1m13.323s |
| 19 | Magnussen | 1m13.393s |
| DNS | Verstappen | notime |

QUALIFYING 2

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Ricciardo | 1m11.278s |
| 2 | Raikkonen | 1m11.391s |
| 3 | Vettel | 1m11.518s |
| 4 | Hamilton | 1m11.584s |
| 5 | Bottas | 1m12.002s |
| 6 | Ocon | 1m12.188s |
| 7 | Perez | 1m12.194s |
| 8 | Alonso | 1m12.269s |
| 9 | Sainz | 1m12.286s |
| 10 | Gasly | 1m12.313s |
| 11 | Hulkenberg | 1m12.411s |
| 12 | Vandoorne | 1m12.440s |
| 13 | Sirotkin | 1m12.521s |
| 14 | Leclerc | 1m12.714s |
| 15 | Grosjean | 1m12.728s |

QUALIFYING 3

| POS | DRIVER | TIME |
|-----|-----------|-----------|
| 1 | Ricciardo | 1m10.810s |
| 2 | Vettel | 1m11.039s |
| 3 | Hamilton | 1m11.232s |
| 4 | Raikkonen | 1m11.266s |
| 5 | Bottas | 1m11.441s |
| 6 | Ocon | 1m12.061s |
| 7 | Alonso | 1m12.110s |
| 8 | Sainz | 1m12.130s |
| 9 | Perez | 1m12.154s |
| 10 | Gasly | 1m12.221s |

WEATHER 26C, sunny

QUALIFYING BATTLE

| | | | |
|------------|---|---|------------|
| Hamilton | 4 | 2 | Bottas |
| Vettel | 5 | 1 | Raikkonen |
| Ricciardo | 2 | 3 | Verstappen |
| Perez | 2 | 4 | Ocon |
| Stroll | 2 | 4 | Sirotkin |
| Hulkenberg | 4 | 2 | Sainz |
| Gasly | 3 | 2 | Hartley |
| Grosjean | 2 | 4 | Magnussen |
| Vandoorne | 0 | 6 | Alonso |
| Ericsson | 2 | 4 | Leclerc |

WINS

| | |
|-----------|---|
| Hamilton | 2 |
| Ricciardo | 2 |
| Vettel | 2 |

FASTEST LAPS

| | |
|------------|---|
| Ricciardo | 3 |
| Bottas | 2 |
| Verstappen | 1 |

POLE POSITIONS

| | |
|-----------|---|
| Vettel | 3 |
| Hamilton | 2 |
| Ricciardo | 1 |

STARTING GRID



RACE RESULTS 78 LAPS - 161.74 MILES

| POS | DRIVER | TEAM | FINISH TIME | LED | TYRES |
|-----|------------------------|----------------------|------------------|-----|--------------------|
| 1 | Daniel Ricciardo (AUS) | Red Bull-Renault | 1h42m54.807s | 78 | HSu, USn |
| 2 | Sebastian Vettel (D) | Ferrari | +7.336s | | HSu, USn |
| 3 | Lewis Hamilton (GB) | Mercedes | +17.013s | | HSu, USu |
| 4 | Kimi Raikkonen (FIN) | Ferrari | +18.127s | | HSu, USn |
| 5 | Valtteri Bottas (FIN) | Mercedes | +18.822s | | HSu, SSn |
| 6 | Esteban Ocon (F) | Force India-Mercedes | +23.667s | | HSu, SSn |
| 7 | Pierre Gasly (F) | Toro Rosso-Honda | +24.331s | | HSu, SSn |
| 8 | Nico Hulkenberg (D) | Renault | +24.839s | | USn, HSu |
| 9 | Max Verstappen (NL) | Red Bull-Renault | +25.317s | | USn, HSn |
| 10 | Carlos Sainz (E) | Renault | +1m09.013s | | HSu, USn |
| 11 | Marcus Ericsson (S) | Sauber-Ferrari | +1m09.864s | | USn, SSn |
| 12 | Sergio Perez (MEX) | Force India-Mercedes | +1m10.461s | | HSu, SSn |
| 13 | Kevin Magnussen (DK) | Haas-Ferrari | +1m14.823s | | USn, SSu |
| 14 | Stoffel Vandoorne (B) | McLaren-Renault | -1 lap | | USn, SSn, HSn |
| 15 | Romain Grosjean (F) | Haas-Ferrari | -1 lap | | USn, SSu, HSn |
| 16 | Sergey Sirotkin (RUS) | Williams-Mercedes | -1 lap | | HSn, USn, SSu |
| 17 | Lance Stroll (CDN) | Williams-Mercedes | -2 laps | | USn, SSu, HSn, HSn |
| 18 | Charles Leclerc (MC) | Sauber-Ferrari | 70 laps-accident | | USn, SSn |
| 19 | Brendon Hartley (NZ) | Toro Rosso-Honda | 70 laps-accident | | HSn, USn |
| R | Fernando Alonso (E) | McLaren-Renault | 52 laps-gearbox | | HSu, SSn |

FASTEST LAPS

| POS | DRIVER | TIME | GAP | LAP |
|-----|------------|-----------|---------|-----|
| 1 | Verstappen | 1m14.260s | - | 60 |
| 2 | Grosjean | 1m14.822s | +0.562s | 74 |
| 3 | Stroll | 1m14.944s | +0.684s | 61 |
| 4 | Sirotkin | 1m15.325s | +1.065s | 75 |
| 5 | Ricciardo | 1m15.562s | +1.302s | 13 |
| 6 | Hulkenberg | 1m16.061s | +1.801s | 57 |
| 7 | Vettel | 1m16.065s | +1.805s | 14 |
| 8 | Hamilton | 1m16.270s | +2.010s | 15 |
| 9 | Bottas | 1m16.312s | +2.052s | 21 |
| 10 | Raikkonen | 1m16.392s | +2.132s | 13 |
| 11 | Vandoorne | 1m16.864s | +2.604s | 76 |
| 12 | Ericsson | 1m16.936s | +2.676s | 19 |
| 13 | Alonso | 1m17.018s | +2.758s | 23 |
| 14 | Ocon | 1m17.027s | +2.767s | 63 |
| 15 | Gasly | 1m17.099s | +2.839s | 68 |
| 16 | Hartley | 1m17.172s | +2.912s | 15 |
| 17 | Magnussen | 1m17.476s | +3.216s | 20 |
| 18 | Sainz | 1m17.491s | +3.231s | 19 |
| 19 | Perez | 1m17.546s | +3.286s | 24 |
| 20 | Leclerc | 1m17.710s | +3.450s | 17 |

WEATHER 25C, cloudy TYRES n - New set u - Used set Available | SH - Superhard H - Hard M - Medium S - Soft SS - Supersoft US - Ultrasoft HS - Hypersoft Int - Intermediate W - Wet
WINNER'S AVERAGE SPEED 94.30mph FASTEST LAP AVERAGE SPEED 100.53mph

RACE BRIEFING

GRID PENALTIES

VERSTAPPEN 15-place penalty for replacement gearbox and additional power-unit element used
GROSJEAN Three-place penalty for causing a collision at the Spanish Grand Prix

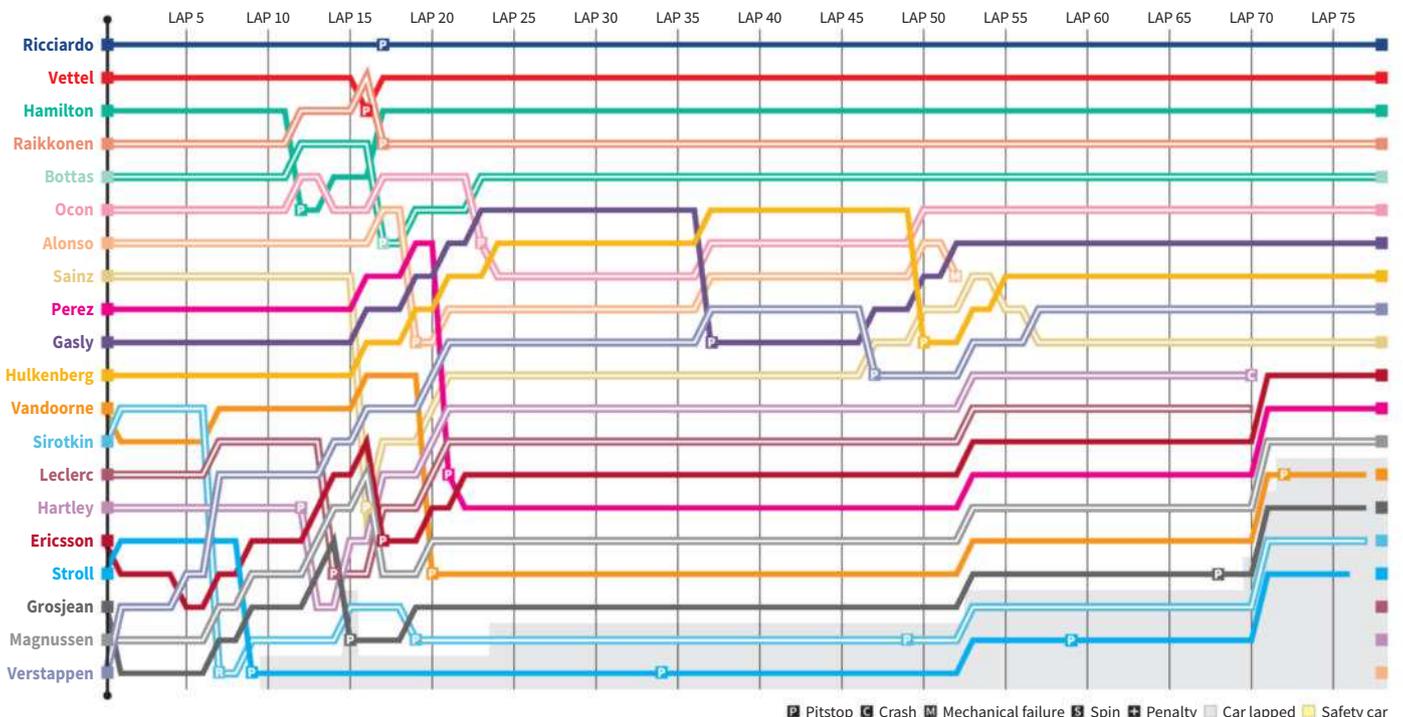
RACE PENALTIES

SIROTKIN 10-second stop-go penalty for not having all wheels fitted at the three-minute signal
HARTLEY Five-second penalty for pitlane speeding

STAT
2900
Fines in euros handed out for pitlane speeding

NEXT RACE
JUNE 10 CANADIAN GP
Montreal

LAP CHART What happened, when



RICCIARDO AND OCON ARE KINGS OF THE STREETS

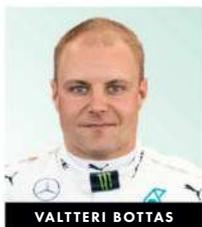
Full marks in Monaco for Red Bull's polesitter and race winner, and Force India's 'Class B' man-of-the-moment

EDD STRAW

MERCEDES



LEWIS HAMILTON



VALTTERI BOTTAS

8 Was subdued after qualifying and the race, but will probably regard this as a decent weekend's work once the dust has settled. But could it have been better? The suspicion that he may have been able to get on the front row remains, but to finish third in what was the third fastest car is still a good effort.

6 Although he was happy with the car's balance in qualifying, he felt he just didn't have the grip. Effectively, fifth in qualifying was last in class, and that set the tone for the race, in which he showed good pace on supersofts, but was understandably powerless to exploit it to gain places.

FERRARI



SEBASTIAN VETTEL



KIMI RAIKKONEN

9 Came closer to threatening for pole than the gap suggested, with much of the time loss late in the lap. Despite Ricciardo's problem, Vettel never had a sniff of challenging for the lead, but given that he could easily have qualified behind Hamilton, he will have been pleased to beat him.

7 Produced a solid qualifying performance, but nothing to write home about. The gap to Vettel was slender, but perhaps Raikkonen could have given Hamilton a little more pressure in the second stint. As Raikkonen himself said, qualifying defined the race, so for him it was no more than an OK weekend.

RED BULL



DANIEL RICCIARDO



MAX VERSTAPPEN

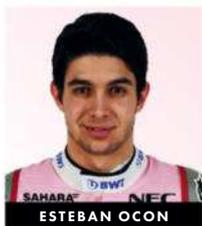
10 With the fastest car and a teammate out of contention, you could argue he may not deserve the perfect 10 – were it not for his brilliance in managing the loss of the MGU-K. The way Ricciardo got on top of the problem and stopped Vettel from challenging was superb.

5 Unquestionably quick, although a little more lairy than his teammate in practice. FP3 crash was the result of a minor error, but came in a session with nothing at stake. Drove sensibly to salvage a couple of points and made some good, clean passes, but squandered a race-winning opportunity.

FORCE INDIA



SERGIO PEREZ

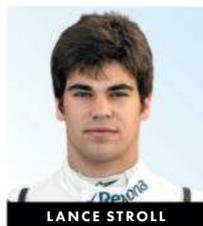


ESTEBAN OCON

7 Was less than a tenth of a second behind Ocon in qualifying, even though that added up to three places. A slow tyre change cost him badly in the race, and without that he would have picked up a point at least. A race where a small qualifying margin added up to a big difference to his team-mate.

10 The winner of F1's unofficial 'Class B' was outstanding. Superb in qualifying to beat a couple of potentially faster cars, Ocon then made the most of clean air and Alonso's lack of pace behind him to build up a handy lead. The hard work was done and he never looked like losing sixth.

WILLIAMS



LANCE STROLL



SERGEY SIROTKIN

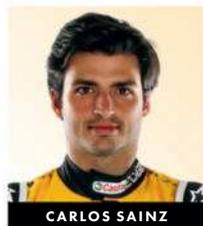
4 Didn't seem able to make the best of a bad job in a difficult car. There were problems – a loose headrest on his first Q1 run, first-lap front-wing damage, a puncture caused by the brakes overheating – but was eclipsed by Sirotkin. What we heard on his radio also suggested a driver not at one with his team.

8 Kept his head down and tried to make the best of it, and drove excellently to get into Q2. Williams failing to get his wheels fitted by the three-minute signal earned a 10s stop/go penalty and cast him off the back, which was a shame given that he'd passed Vandoorne on the first lap.

RENAULT



NICO HULKENBERG



CARLOS SAINZ

8 A lock-up into the chicane on his final Q2 run cost him a place in the top-10 shootout, but this at least allowed Hulkenberg to start on ultrasofts. He ran long, and was waved past Sainz on his way to a solid eighth place in a car that wasn't at its best in Monaco. Good race, so-so qualifying.

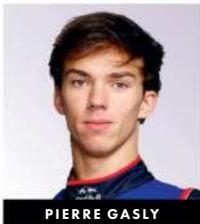
8 Was effectively punished for making it into Q3 in a car that was a marginal top-10 contender because it forced him to start on hypersofts. Was a sitting duck on ageing ultrasofts in his second stint, being powerless to keep Verstappen at bay. A better performance than it looked.



Another strong weekend for rising star Ocon

GORIA/SUTTON IMAGES

TORO ROSSO



PIERRE GASLY



BRENDON HARTLEY

9 A strong weekend, the only question mark being over whether he should have qualified higher than 10th given that he potentially had the pace to be best of the rest ahead of Ocon. That was mitigated by Alonso retiring, and overall this was a fine performance on his Monaco F1 debut.

6 A frustrating weekend for Hartley, who had the underlying pace to score points but failed to nail a lap in Q1 – albeit with the caveat of traffic and yellow flags making life difficult. Speeding in the pits eliminated any hope of points even before he was torpedoed by Leclerc's brakeless Sauber.

HAAS



ROMAIN GROSJEAN



KEVIN MAGNUSSEN

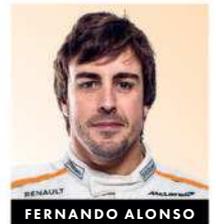
7 Considering the Haas wasn't best suited to Monaco, even before the footplate at the front of the bargeboard was removed from both cars because it was too fragile, Grosjean did a great job to nick a Q2 place. Slipped behind Magnussen at the start and didn't quite have the pace of his team-mate.

7 Admitted that overdriving to make up for the aero losses of the car simply made the problem worse, meaning his qualifying performance was poor. But in the race he did a good job, passing Grosjean and having the edge on pace. There wasn't much more he could do than that.

McLAREN



STOFFEL VANDOORNE



FERNANDO ALONSO

7 There were moments when he looked to have the legs of Alonso, but a fuel-system-related problem in qualifying meant he missed out on Q3. A couple of seconds lost in a pitstop, which he should have been called in for a few laps earlier, eliminated any hope of a points finish.

8 Claimed the McLaren was the fourth fastest car in Monaco, so by his own standards he underachieved by qualifying behind Ocon and then not being able to live with the pace of the Force India in the race. But without the gearbox problem, he would have banked a decent result in seventh.

SAUBER



MARCUS ERICSSON



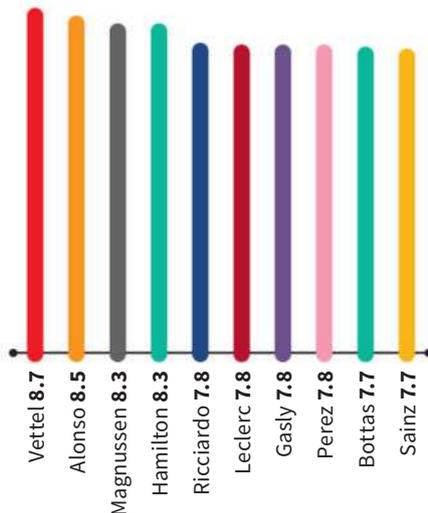
CHARLES LECLERC

7 Qualifying was disappointing – he was almost 0.5 seconds off Leclerc in Q1. Spent much of the race behind his team-mate, who then handily eliminated Hartley when he suffered a brake problem. That released Ericsson, who then showed decent pace to come close to taking a point.

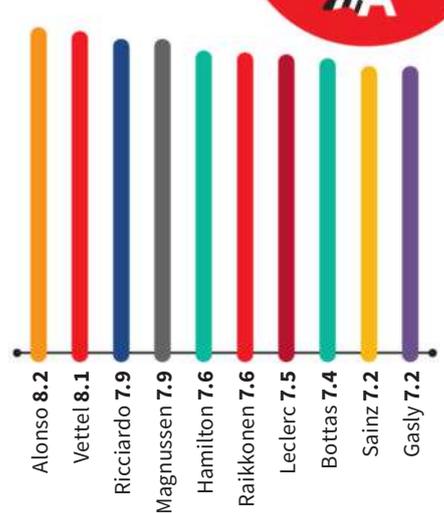
9 His qualifying performance was excellent given the Sauber wasn't as at home as he was on the streets of Monaco. Wasn't to blame for crashing into the rear of Hartley, as this was caused by a brake problem, but his race was largely defined by being stuck behind the Toro Rosso for so long.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING AFTER ROUND 6



READERS' RATING AFTER ROUND 6

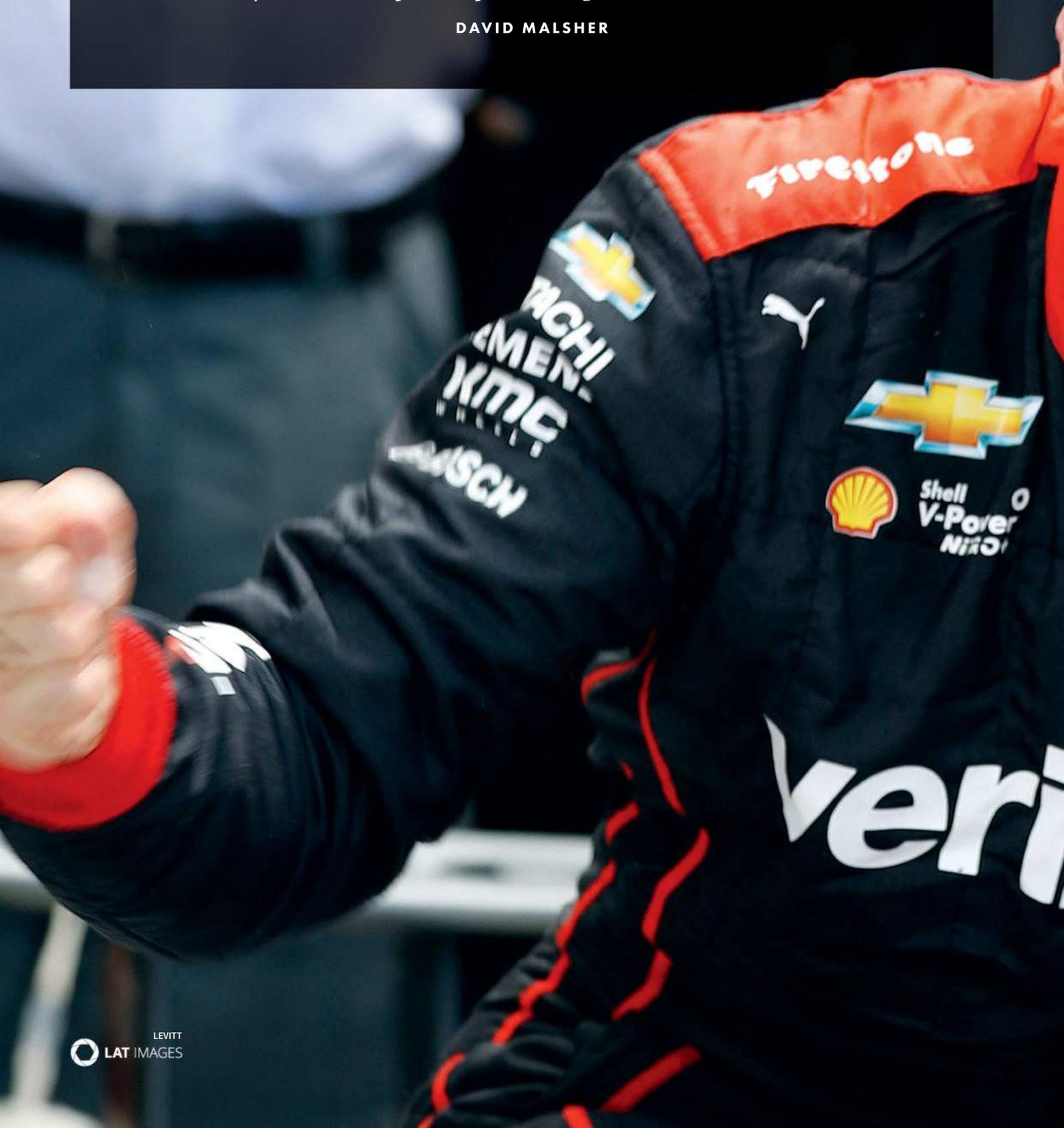


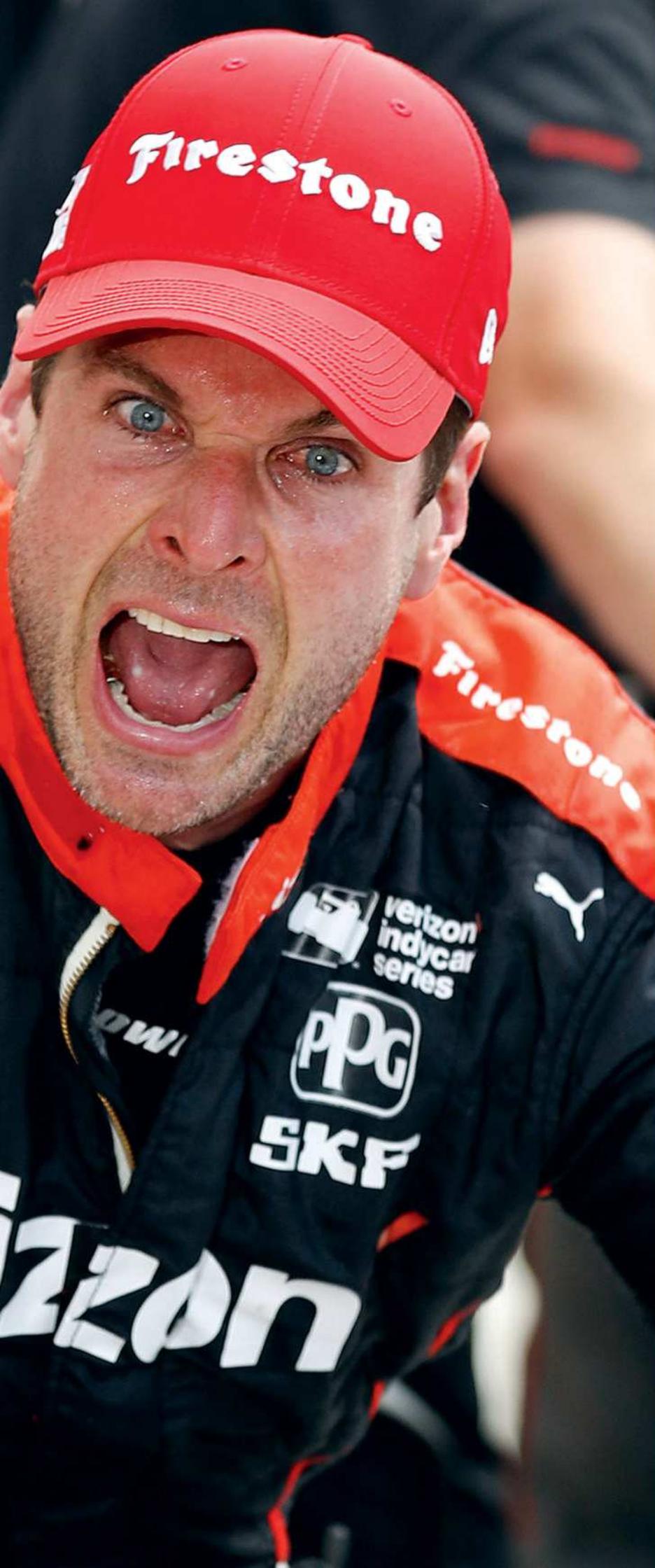
GIVE YOUR DRIVER RATINGS
VISIT AUTOSPORT.COM

Power finally masters the big one

The Team Penske star had never won the Indy 500 in his first 10 attempts. He put that right in a dramatic race

DAVID MALSHER





In mid-May, Will Power scored the 200th IndyCar win for Team Penske on the Indianapolis road course. Just a few hours after the race, talking with the Chevrolet folk, he thanked them for their input, but his mind had already moved on.

“He’d immediately switched focus,” said Chevy programme director Rob Buckner. “He was asking us what we had in store for the big one, the 500. You could tell it was all he wanted now. So I’m so happy for him now he’s done it because he really deserved this. He was magnificent, and all of us at Chevrolet are proud to be a part of it.”

Clinching the 2014 IndyCar title after three near misses had brought Power an amazing sense of relief that left him happy but weary. Finally earning an Indy 500 victory at his 11th attempt was also a relief, but then his adrenalin distilled into pure exultation. And it started kicking in even before the chequered flag.

“It’s funny, you forget where you are, you’re so immersed in the race,” said Power. “You don’t even realise. On the white-flag [last] lap I started screaming because I just knew I was going to win it. I just screamed like I’ve never screamed before... It’s what I needed so badly, what I wanted so badly, and it came true.”

By the time he clambered onto the front of the car, clenched his fists and gave his famous, maniacal “Hell yeah!” stare that looks like Ozzy Osbourne’s expression on the cover of his *Bark at the Moon* album, Power didn’t look like a tired 37-year-old veteran who’d dealt with 93-degree heat in the cockpit for three hours. He looked like the 28-year old who, nine years earlier, got his big chance with Penske as a part-timer, subbing for Helio Castroneves in one race. Now, almost a decade later, he’d delivered to Roger Penske the biggest prize in US motorsport, the one “The Captain” covets more than any other. It was almost incidental that it also vaulted him to the top of the championship table.

It was Power’s careful, methodical work with race engineer and fellow-brainiac >>

David Faustino through the days of practice that led us to tip them for the win in last week's preview. Every path they explored when setting up their car with its superspeedway kit provided an answer – positive or negative – and Power was one of the first to get the car working well in the Indiana heat and also in traffic. The only out-of-character moment in their two weeks of work was when they experimented with a qualifying set-up that didn't work on Bump Day, which caused them to hastily backtrack on Pole Day. Still, the outside of the front row was a pretty good place to start.

Polesitter Ed Carpenter took his self-owned car into an immediate lead, with Power initially gaining the initiative over team-mate Simon Pagenaud, although it took just a couple of laps for the Frenchman to redress the balance.

Unlike in previous years, these early laps – as predicted by most drivers – saw the cars running line astern, around a second apart. As the front tyres deteriorated, they had no urge to get close to the car in front, and the possibility of completing the race on only five stops also had an appeal. The only real charger in the top half of the field was Tony Kanaan, who had chiselled his AJ Foyt Racing car to sixth and then was the first of the frontrunners to pit. It was a tactic that paid off beautifully: after everyone had eventually followed suit, he had jumped to second behind Carpenter.

The first yellow of the race came in that second stint. James Davison's rollbar had jammed, leaving him unable to adjust his car's handling according to track and traffic conditions, so he was running extremely slowly and right on the trajectory chosen by 2017 winner Takuma Sato. The Rahal Letterman Lanigan Racing machine crashed into the back of the third Foyt car, eliminating them both on the spot.

All pitted, save for the Dale Coyne Racing car of rookie Zachary Claman DeMelo, who



Power (12) jumped out-of-sync
Servia after final restart,
and went on to win the 500

thus found himself leading on the restart... and down to third behind Carpenter and Kanaan a lap later. Although Power's crew had jumped him ahead of Penske team-mates Josef Newgarden and Pagenaud, Newgarden got a run on Power around the outside of Turn 1 and pinched him hard enough that the #12 lost time and another place to Pagenaud.

The next yellow was caused by Ed Jones spinning his Chip Ganassi Racing car into the wall in Turn 2, and at the restart his

team-mate Scott Dixon lay outside the Top 10 – not a great day for Chip's four-time Indy-winning team. Kanaan passed Carpenter, only for Carpenter to resume the lead, while Power and Castroneves dispensed with Claman DeMelo.

Then suddenly it was Danica Patrick's turn to lose the rear of her Ed Carpenter Racing car exiting Turn 2, ending her racing career on a low note. Under the subsequent yellow, Claman DeMelo stopped. So, surprisingly, did Newgarden, eager to eliminate his understeer in traffic by cranking on an extra couple of turns of front wing, but inevitably dropping down the order to 20th.

Again Kanaan took the lead from Carpenter, but this time he retained it. Power passed Pagenaud for third, while the other eye-catching manoeuvre came from Andretti Autosport's 2016 Indy winner, Alexander Rossi, who'd climbed from 32nd on the grid. Sebastien Bourdais tried hard to defend his 12th place by squeezing Rossi toward the grass on the back straight, but the American kept his boot in and completed the pass.

Kanaan, using more fuel at the front of the field, was naturally the first of the frontrunners to stop again, but nine laps later he was back in with a puncture. Another driver to suffer in this round of stops was Spencer Pigot, who was given a drivethrough penalty for speeding in



Early stops propelled
Kanaan into lead, before
puncture and later crash



pitlane. Now all ECR's hopes rested with the team boss... and he had just been beaten out of the pits by Power, who was 4.7s in front.

Power was content to lead and save fuel behind Jay Howard, but Stefan Wilson, who he'd just lapped, was not – he passed Power and Howard in short order to unlap himself. The next round of stops for the on-strategy cars was over by lap 130, and Power retained a healthy lead over Carpenter until lap 138, when Bourdais lost control of his car in Rossi's wake and spun into the Turn 4 wall. He wouldn't be the last big name to suffer on this treacherous day.

On the restart, Power made sure he was out of Carpenter's reach, while Rossi bravely stormed around the outside of three cars and two backmarkers – from the entrance of Turn 1 to the exit of Turn 2 – to grab sixth. That put him in prime viewing spot to see Castroneves spin his Penske machine into the Turn 4 wall and ride the broken car down the entrance to pitlane.

That gave Rossi a clear shot at Ryan Hunter-Reay's fourth place on the restart and, when RHR squeezed down to the pitwall to discourage his Andretti team-mate from even thinking about it, Rossi was again confident enough to flick to the outside line through Turn 1, and carry this momentum all the way down the back straight, passing Pagnaud for third in the process. As if to prove the cliché that yellows breed yellows, it was now Sage Karam's turn to drop it, >>

GETTING TO GRIPS WITH NEW AERO KIT



The questions over how the 2018 superspeedway kits would affect the racing at Indy were answered last Sunday, and they were pretty much as predicted. No, there weren't crazy slipstreaming battles like we'd witnessed at Indy over the previous six years, but the cars were a lot trickier to drive.

It's hardly surprising that the main beneficiary of this change heartily approved of the kits.

"IT'S ALMOST LIKE THE CARS NEED A LITTLE MORE DRAG OR MAYBE A LITTLE BIT MORE DOWNFORCE"

"This was a race you wanted to lead," said Will Power (below). "At last they had a formula – if you had a good car, the leader could benefit and pull away. I liked it. It definitely made it harder to drive.

"It was a race like it was in 2008, '09, '10, '11; it was about your speed. The tyres would degrade. You were never wide open [in the turns]. It put the

drivers back into it more, in my opinion."

Scott Dixon was less enamoured with the situation, and suggested changes should be made.

"I don't know how to do it," said Dixon. "The downforce level is maybe not necessarily the issue. It's almost like the cars need a little more drag or maybe a little bit more downforce so you can stay closer. Seemed like you had to come from quite a long ways back... It was very tough to get a run.

"It won't take much. It will just be a little tweak to help that out. I think even with the tyre you could do something too. The car is pretty tricky. It seems like you get a lot of understeer, but if you get right up on the car in front of you it can snap around pretty quickly."

Ed Carpenter many years ago was admired for his bravery in IRL pack-style races where the throttle pedal was through the bulkhead, but wasn't known for his ability to modulate it – he had a very balanced view of the new aerokit.

"I like the way it drives," he said. "It's definitely challenging to the driver. I like it when it's hard... The old car, if you had a really good car, you couldn't really get rewarded by getting away or getting separation. Now I think if you have a good enough car, you're rewarded by being able to get away a little bit.

"But I do think we need to maybe make little improvements just because it's so hard in dirty air to do much. All in all, for this new kit, it's performed so well all year. Like every iteration of cars, the longer we have them, the better they'll get."



DOING FAMILY PROUD



With practice all done by last Friday evening, Stefan Wilson – younger brother of the late Justin – was in a good mood, despite having been back and forth with positive and negative changes made to the car. Sometimes the car felt great but wasn't fast, other days it felt sketchy but he was high on the speed charts.

For a man entering only his second Indy 500 and third IndyCar race altogether, he had a right to be a touch overwhelmed. Yet throughout practice he was using so much more track width than on his Indianapolis debut two years earlier, his confidence apparent.

Last Sunday, it became even more so. Not only was Wilson decisive in unlapping himself from winner Will Power, enabling Paul 'Ziggy' Harencus to get ambitious with his strategy, he then wasted no time on the final restart in sprinting past Oriol Servià and holding Jack Harvey at bay to grab the lead. Another yellow flag – and there had been seven already – might

“WE KNEW WE WERE GAMBLING, WE KNEW WE WERE ROLLING THE DICE. WE WERE HOPING FOR ANOTHER YELLOW”

have resulted in a win. Instead he, Harvey and Servià had to pit with four laps to go.

“It was so close – a hell of a strategy call by the team,” said Wilson afterwards. “We knew we were gambling, we knew we were rolling the dice. We were just hoping for another yellow flag at the end. I was leading, and I knew we were strong enough and wouldn't be able to be passed, but the yellow just didn't come.”

“While I was out there leading, I was thinking, ‘If it goes yellow now, my dreams are made’. It didn't happen, but we led our first laps, we learned a hell of a lot this month and it was mad fun, so I'm leaving here with a smile on my face and my head held high.”

A true credit to his family, this guy, and a driver who showed enough chops to be welcomed back next year, one hopes.



slamming his Dreyer & Reinbold Racing car into the Turn 4 wall on lap 154. The caution that followed was just that little bit too soon for drivers to stop and make it through to the end – or that was most people's way of thinking. Dixon, who'd found himself bogging down on restarts with too long a second gear, had not really figured in this race, so strategist Mike Hull rolled the dice and brought him in on lap 160, a lap before the restart, banking on another yellow

period to get him through and rise to prominence as others stopped. But just in case there were no more yellows, he'd have to run about 10mph off the pace.

Initially, the idea appeared to have fallen flat, as Power shot into the lead, keeping Carpenter at bay as the polesitter had to work hard to stay ahead of Rossi. When these leaders pitted, they would emerge in the same order, but now they were all trailing five off-sequence but same-lap cars





RESULTS ROUND 6/16, INDIANAPOLIS (USA), MAY 27 (200 LAPS – 500.000 MILES)

| POS | DRIVER | TEAM/CAR | TIME | GRID |
|-----|------------------------------------|--|---------------------|------|
| 1 | Will Power (AUS) | Team Penske / Dallara-Chevrolet | 2h59m42.6365s | 3 |
| 2 | Ed Carpenter (USA) | Ed Carpenter Racing / Dallara-Chevrolet | +3.1589s | 1 |
| 3 | Scott Dixon (NZ) | Chip Ganassi Racing / Dallara-Honda | +4.5928s | 9 |
| 4 | Alexander Rossi (USA) | Andretti Autosport / Dallara-Honda | +5.2237s | 32 |
| 5 | Ryan Hunter-Reay (USA) | Andretti Autosport / Dallara-Honda | +6.7187s | 14 |
| 6 | Simon Pagenaud (F) | Team Penske / Dallara-Chevrolet | +7.2357s | 2 |
| 7 | Carlos Munoz (CO) | Andretti Autosport / Dallara-Honda | +7.8377s | 21 |
| 8 | Josef Newgarden (USA) | Team Penske / Dallara-Chevrolet | +8.6917s | 4 |
| 9 | Robert Wickens (CDN) | Schmidt Peterson Motorsports / Dallara-Honda | +9.3112s | 18 |
| 10 | Graham Rahal (USA) | Rahal Letterman Lanigan Racing / Dallara-Honda | +11.3368s | 30 |
| 11 | JR Hildebrand (USA) | Dreyer & Reinbold Racing / Dallara-Chevrolet | +12.7354s | 27 |
| 12 | Marco Andretti (USA) | Andretti Herta Autosport / Dallara-Honda | +14.0745s | 12 |
| 13 | Matheus Leist (BR) | AJ Foyt Enterprises / Dallara-Chevrolet | +14.7798s | 11 |
| 14 | Gabby Chaves (CO) | Harding Racing / Dallara-Chevrolet | +15.1173s | 22 |
| 15 | Stefan Wilson (GB) | Andretti Autosport / Dallara-Honda | +33.6747s | 23 |
| 16 | Jack Harvey (GB) | Meyer Shank Racing with Schmidt Peterson / Dallara-Honda | +34.7970s | 31 |
| 17 | Oriol Servia (E) | Scuderia Corsa with RLLR / Dallara-Honda | +38.2325s | 26 |
| 18 | Charlie Kimball (USA) | Carlin / Dallara-Chevrolet | +41.5146s | 15 |
| 19 | Zachary Claman DeMelo (CDN) | Dale Coyne Racing / Dallara-Honda | -1 lap | 13 |
| 20 | Spencer Pigot (USA) | Ed Carpenter Racing / Dallara-Chevrolet | -1 lap | 6 |
| 21 | Conor Daly (USA) | Dale Coyne Racing / Dallara-Honda | -1 lap | 33 |
| 22 | Max Chilton (GB) | Carlin / Dallara-Chevrolet | -2 laps | 20 |
| 23 | Zach Veach (USA) | Andretti Autosport / Dallara-Honda | -2 laps | 25 |
| 24 | Jay Howard (GB) | SPM/AFS Racing / Dallara-Honda | -7 laps | 28 |
| 25 | Tony Kanaan (BR) | AJ Foyt Enterprises / Dallara-Chevrolet | 187 laps-accident | 10 |
| 26 | Sage Karam (USA) | Dreyer & Reinbold Racing / Dallara-Chevrolet | 154 laps-accident | 24 |
| 27 | Helio Castroneves (BR) | Team Penske / Dallara-Chevrolet | 145 laps-accident | 8 |
| 28 | Sebastien Bourdais (F) | Dale Coyne Racing / Dallara-Honda | 137 laps-accident | 5 |
| 29 | Kyle Kaiser (USA) | Juncos Racing / Dallara-Chevrolet | 110 laps-mechanical | 17 |
| 30 | Danica Patrick (USA) | Ed Carpenter Racing / Dallara-Chevrolet | 67 laps-accident | 7 |
| 31 | Ed Jones (UAE) | Chip Ganassi Racing / Dallara-Honda | 57 laps-accident | 29 |
| 32 | Takuma Sato (J) | Rahal Letterman Lanigan Racing / Dallara-Honda | 46 laps-accident | 16 |
| 33 | James Davison (AUS) | AJ Foyt Enterprises / Dallara-Chevrolet | 45 laps-accident | 19 |

Winner's average speed 166.935mph. Fastest lap Castroneves 40.1538s, 224.138mph.

CHAMPIONSHIP 1 Power 243; 2 Rossi 241; 3 Newgarden 233; 4 Dixon 218; 5 Hunter-Reay 186; 6 Rahal 183; 7 Wickens 178; 8 Bourdais 168; 9 Pagenaud 155; 10 James Hinchcliffe 144.

– Oriol Servia in the Scuderia Corsa with RLLR entry, Wilson’s Andretti car, Jack Harvey in the Meyer Shank Racing-run SPM machine, Dixon and Claman DeMelo.

Power and Carpenter wasted little time in passing Claman DeMelo, and with 15 laps to go Dixon’s enforced slower pace allowed Power into fourth. Three laps later, the Australian’s position looked more awkward. Kanaan had shunted exiting Turn 2 and, if this yellow lasted long enough, Servia, Wilson and Harvey might be fine to go to the end with their current fuel load. Power would also have to fend off Dixon, since he too would have had his fuel-mileage situation eased.

In fact, the clean-up took only four laps and, although at the restart Wilson and Harvey went either side of Servia, and Power took a further lap to get around his long-standing friend and former team-mate, the two Brits and Servia had to duck into the pits for a splash-and-dash with three laps to go.

“It was like the gates opened!” said Power, who beat home Carpenter, Dixon, Rossi, Hunter-Reay and Pagenaud. “It was the last box to tick to be considered a very successful driver,” before clarifying, “but I’m not done. I still have plenty of time left to win more 500s and championships and races.”

And who would doubt the 2014 IndyCar champion and 2018 Indy 500 winner? ❁

WORLD OF SPORT



Markelov turns his season around

FORMULA 2
MONTE CARLO (MC)
MAY 25-26
ROUND 4/12

There were two clear winners in Monaco in the forms of respective Renault and McLaren Formula 1 juniors Artem Markelov and Lando Norris. But both showed chinks in their armour, with the driving standards through the field poor in comparison to an impressive start to the season.

Markelov needed a good weekend in Monte Carlo, after two engine failures in Baku stained his championship position. His main problem has been qualifying. Before arriving at the principality, he hadn't been higher than 15th in the starting order. But there was hope for the Russian.

He got a new Dallara chassis for Monaco, and with the replacement Russian Time machine came a new lease of life. Markelov

took third on the feature-race grid – what would turn out to be the prime position.

As much as Markelov and Norris gained in the championship, it was mostly down to the poor performance or reliability of others. A bizarre incident in the feature race took out the two drivers ahead of Markelov. Alexander Albon – who scored a third pole position in succession – and Nyck de Vries have been rapid all year. De Vries has been prone to more errors, but was definitely the quickest driver of the weekend.

But any chance of scoring vital points was robbed. On lap 13 of 42, Prema Racing driver de Vries went to enter the pits under the safety car, taking a shallow line close to the wall. Albon took a wider line before also heading for the pits, and his DAMS car cut across the front of the Dutchman. As they made contact, it damaged the front-left suspension of de Vries's car, while Albon machine was spun around. Both drivers restarted but

later retired, and Albon was issued with a five-place grid penalty for the sprint race.

That gave Markelov the lead, but on the harder soft tyres he had to fend off the alternative strategy of Sean Gelael. The Prema driver had started on supersofts and switched to the soft early, something that helped him owing to the subsequent safety car. Markelov now needed to build a gap in order to pit and emerge still in the lead.

He did so magnificently. Some would argue that Markelov should be a master of the Pirelli tyres in his fifth season of F1's feeder category, but he still had to put the lap times in. "I'm looking after the tyres and I'm pushing at the same time – this is different compared to the other drivers," he explained matter-of-factly.

Gelael was second from Roberto Merhi, who still feels the MP Motorsport team has a way to go to challenge at the front, both drivers going from supersoft to soft.

Norris was the hero and the villain. After "letting the whole team down" with a qualifying crash while on for a quick time, he started 18th following a grid penalty for baulking Albon. He too started on the supersofts and the race's safety cars helped him move up the order. Clean air and a succession of fastest laps meant he was a contender to get into the top five.

But MP driver Ralph Boschung emerged from the pits ahead of Norris on the same strategy, and the Brit had to get past. A punt in the rear at the hairpin was a warning, and then Norris dived eagerly down the inside of the Swiss, at the final corner! There's no room for two cars through there.



Albon leads de Vries, but their battle would end in pitlane disaster



Gelael did a great job on different strategy for second



Norris somehow scored good points in each race on incident-packed weekend

He apologised after declaring he “wasn’t proud”, and got a drivethrough for ending the Swiss’s race. That gave him sixth – and third on the grid for the sprint race.

In Saturday’s encounter, Norris lost time to leader Antonio Fuoco during a virtual safety car, which meant he had to settle for second. Norris had gained his position by passing Jack Aitken off the start. The British-Korean driver lambasted the current F2 car as he suffered more reliability drama, this time a throttle-pedal sensor.

That gave the Charouz Racing System team a maiden F2 win, despite Fuoco contravening VSC rules. He was given a time penalty for illegally gaining 0.8s, but it didn’t cost him his win. Norris was also penalised for a similar crime, and was forced back to third. That provided Charouz with a historic one-two, with second driver Louis Deletraz easily the man of the race.

On the seventh lap, Deletraz had lost his dash display, meaning he didn’t know which gear he was in. He said he was pushing the paddle “about 25 times, although I wasn’t counting” to change down through the gears, and he still fended off Markelov in the best display of defensive driving – given his issue – this season.

Markelov tried to overtake at every corner, but couldn’t pass. Still, fourth and a win have boosted his title hopes massively.

With Albon, George Russell (who crashed in both races) and de Vries all pointless, Markelov takes second in the standings, 27 points behind Norris. There are ominous signs that the Russian has turned it around.

JACK BENYON

RESULTS MONTE CARLO (MC), RACE 1 (42 LAPS – 87.088 MILES)

| POS | DRIVER | TEAM | TIME |
|-----|--------------------------|-----------------------|-------------------------|
| 1 | Artem Markelov (RUS) | Russian Time | 1h02m03.286s |
| 2 | Sean Gelael (RI) | Prema Racing | +10.713s |
| 3 | Roberto Merhi (E) | MP Motorsport | +15.489s |
| 4 | Louis Deletraz (CH) | Charouz Racing System | +19.236s |
| 5 | Arjun Maini (IND) | Trident | +20.135s |
| 6 | Lando Norris (GB) | Carlin | +20.637s |
| 7 | Jack Aitken (GB) | ART Grand Prix | +21.986s |
| 8 | Antonio Fuoco (I) | Charouz Racing System | +23.855s |
| 9 | Nicholas Latifi (CDN) | DAMS | +24.861s |
| 10 | Nirei Fukuzumi (J) | Arden International | +30.944s |
| 11 | Maximilian Gunther (D) | Arden International | +31.532s |
| 12 | Roy Nissany (IL) | Campos Racing | +49.749s |
| 13 | Santino Ferrucci (USA) | Trident | +1m27.441s |
| 14 | Tadasuke Makino (J) | Russian Time | 39 laps-accident damage |
| R | Alexander Albon (T) | DAMS | 22 laps-accident damage |
| R | Nyck de Vries (NL) | Prema Racing | 19 laps-accident damage |
| R | Ralph Boschung (CH) | MP Motorsport | 11 laps-accident |
| R | George Russell (GB) | ART Grand Prix | 5 laps-accident |
| R | Luca Ghiotto (I) | Campos Racing | 0 laps-accident |
| NS | Sergio Sette Camara (BR) | Carlin | qualifying injury |

Winner’s average speed 84.203mph. Fastest lap Gunther 1m22.472s, 90.511mph.

QUALIFYING – GROUP 1 Albon 1m21.727s; 3 Markelov 1m21.834s; 5 Fuoco 1m21.948s; 7 Ferrucci 1m22.408s; 9 Merhi 1m22.569s; 11 Aitken 1m22.597s; 13 Gelael 1m22.654s; 16 Nissany 1m23.796s; 18 Norris 1m22.663s; 20 Gunther 1m22.194s**. * grid penalty. ** excluded.

QUALIFYING – GROUP 2 de Vries 1m21.737s; 4 Sette Camara 1m21.901s; 6 Ghiotto 1m22.241s; 8 Maini 1m22.263s; 10 Boschung 1m22.307s; 12 Makino 1m22.420s; 14 Fukuzumi 1m22.707s; 15 Deletraz 1m22.717s; 17 Russell 1m22.977s; 19 Latifi 1m23.157s.

RACE 2 (30 LAPS – 62.205 MILES)

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

1 Fuoco 48m45.173s; 2 Deletraz +1.269s; 3 Norris +1.472s; 4 Markelov +3.291s; 5 Maini +6.649s; 6 Gunther +7.155s; 7 Merhi +10.299s; 8 Latifi +11.442s; 9 de Vries -1 lap; 10 Ghiotto -1 lap; 11 Fukuzumi 27 laps-accident; 12 Ferrucci 27 laps-accident; R Nissany 25 laps-accident; R Albon 25 laps-accident; R Boschung 20 laps-engine; R Russell 18 laps-accident; R Gelael 3 laps-accident; R Makino 2 laps-accident; R Aitken 1 lap-throttle sensor.

Winner’s average speed 76.556mph. Fastest lap Latifi 1m22.906s, 90.037mph.

CHAMPIONSHIP 1 Norris 98; 2 Markelov 71; 3 Albon 71; 4 Russell 62; 5 Aitken 49; 6 de Vries 46; 7 Sette Camara 46; 8 Fuoco 39; 9 Gelael 29; 10 Latifi 26.



Fuoco (left) won sprint race, while Deletraz inherited second in Charouz one-two



VARGIOLU / DPPI

Aussie Peroni is flanked by runner-up Milesi (left) and third man Martins

| STANDINGS | | |
|-----------|--------------------------|-----|
| 1 | Yifei Ye (Kaufmann) | 112 |
| 2 | Christian Lundgaard (MP) | 98 |
| 3 | Charles Milesi (R-ace) | 82 |

Peroni beats Ricciardo onto Monaco podium

FORMULA RENAULT EURO CUP
MONTE CARLO (MC)
MAY 26-27
ROUND 4/10

There's no doubt that the Formula Renault Eurocup is a bastion of young talent. Around half of the current Formula 1 grid has emerged from here, and recent graduates such as Pierre Gasly, Esteban Ocon, Carlos Sainz Jr and Lando Norris will tell you that it's the place to be.

But while there were strong performances in Monaco, the track delivered racing devoid of overtaking at the front, making qualifying all the more important.

On that note, Australian Alex Peroni (obviously no relation to differently spelled 1970s Monaco F1 winner Didier Pironi) had to be the star of the weekend.

Peroni's wavy hair flowing beyond his shoulders makes him look like a 1970s rockstar, but he had no bandmates to play with in the first race of the weekend, on the Saturday. Pole was key, and the MP

Motorsport driver eked that out nicely to a two-second gap early on. As has been the case in recent history, refreshingly, the tyres don't degrade like melting cheese as in other series, and Peroni was still pumping in fastest laps at two-thirds distance.

As many have found before, even with a big gap ahead of his nearest battler, he still had to avoid the infamous Monaco walls. He did, and took the flag with the biggest winning margin so far this year at 4.324s.

"Pau was definitely a help," said the 18-year-old, who is turning out to be quite the street fighter. A pair of wins in France two weeks earlier in the Formula Renault Northern European Cup opener proves it.

"It's obviously really special to win in Monaco," he said. "Hopefully this is us turning a page and we can keep this up for the rest of the year. The key was qualify. The pace has been good all weekend and that's really encouraging."

This is Peroni's second full year in Formula Renault. But mounting a challenge for the title won't be easy against strong competition.

It was Charles Milesi who finished second, on a run of consistent results, but he had to fight off a motivated Victor Martins, who hasn't visited the rostrum in the category before. Unlike racers in other categories, he said he didn't want to "try anything crazy" on his R-ace GP team-mate.

The man behind, Yifei Ye, is definitely one to watch. While he didn't have the show-stopping weekend that might have sat well in Monaco, he has a ruthless knack for

scoring the maximum points available. With the German-based Josef Kaufmann Racing team always a threat, Ye will be a title contender throughout the year.

He took fourth again in the second race, while Peroni failed in his bid to jump new polesitter Milesi at the start. And that was it, as French F4 graduate Milesi won on his debut weekend in Monaco.

Peroni touched the barriers a couple of times in what he referred to as "differing grip levels to yesterday". A lock-up or two didn't help either.

A terrier-like performance from Martins, whose podiums appear to be like London buses, meant the leader could escape and Peroni had to get his head down and defend. But such is the difficulty to overtake in the principality that Martins never really had a chance. Peroni moved back towards Milesi with Martins attached late on. "Just to race in Monaco was incredible enough, but it was so much more with a pole position and a win in my first year!" said Milesi.

Ye's second fourth place was all-important, as for the second race in a row he was ahead of his closest title challenger Christian Lundgaard. The gap at the top between them is 14 points.

It was a tough weekend for British title contender Max Fewtrell, who had a poor qualifying thanks to a gearbox issue, which effectively ruined his races. Despite two wins this season he's down in fifth in the points, but last year's top rookie has the pace to fight his way back up the order.

JACK BENYON



Yelloly breaks his duck on the streets

PORSCHE SUPERCUP
MONTE CARLO (MC)
MAY 27
ROUND 2 / 9

Nick Yelloly's maiden Porsche Supercup pole position led to his breakthrough victory in only his second outing as a series regular. Being Monte Carlo, where overtaking is very difficult, that may sound easy, but it was a superbly executed win for the Brummie under intense pressure.

The key to Yelloly's victory came with six minutes remaining in Friday's qualifying session, when he banged in a lap of 1m34.112s in his Fach Auto Tech Porsche. Reigning champion Michael Ammermuller tried to respond, but the German's lap was a quarter of a second off.

From pole position, 27-year-old Yelloly made a solid start. Although Ammermuller got a slightly better launch, Yelloly controlled the inside line and comfortably held the lead at Ste Devote. In the early



Yelloly spectacular as he leads Ammermuller to victory in Monaco

stages he edged away, with his lead peaking at 1.6s at the end of lap four. But on lap seven Yelloly clouted the kerb at the chicane, which only cost a few tenths but coincided with Ammermuller starting to reel him in. Two laps later, he was within half a second of the leader.

Ammermuller's only chance was a slim one, as Yelloly grazed the barrier with his front-right tyre at the entry to the second part of the Swimming Pool. This pitched him wide and he just kept it out of the wall at the exit. Ammermuller sensed his chance, but Yelloly gathered it all up and his pursuer

wasn't willing to risk points with a dicey move. In the end, Yelloly streaked across the line just 0.244s ahead of Ammermuller.

Dylan Pereira followed the pair home, having caught them in the closing stages. He held third for most of the race thanks to a bold move around the outside of former GP3 racer Zaid Ashkanani into Ste Devote on the first lap. Ashkanani fell to sixth at the finish thanks to being ambushed by Jaap van Lagen into the hairpin on lap four, with Mikkel Overgaard Pedersen following him through to snatch fifth.

EDD STRAW

Herta makes it three out of three for Month of May

INDY LIGHTS
INDIANAPOLIS (USA)
MAY 25
ROUND 4 / 10

Arguably, Colton Herta had an even better Month of May than Will Power, earning three wins in two weeks by adding the Freedom 100 on the Speedway to his two road-course triumphs. Like Power, Herta also headed to the top of the points standings.

During practice and qualifying, his Andretti Steinbrenner Racing entry was relatively nowhere on the speed charts, and Andretti Autosport team-mate Dalton Kellett landed pole. But once the eight-car race started, Herta quickly made his way forward to join the four-way battle between Kellett, another team-mate, Pato O'Ward, Belardi Auto Racing's Santi Urrutia, and Juncos Racing's Victor Franzoni.

Each took turns at the front, and Herta occasionally made it three-wide down the front straight, trying to sweep around

the outside of a battling duo ahead, but thanks to the draft effect no-one was secure out front, and quite often the lead would last only half a lap.

With four laps to go, Herta got into the lead and stayed there for two laps before Urrutia and O'Ward passed him again. Finally Herta carved to the front at the start of the last lap, and despite being vulnerable to drafting on the long drag out of Turn 4 to the yard of bricks he somehow clung on to beat O'Ward by 0.0281 seconds, with Kellett 0.1219s further back.

Afterwards, Herta commented: "Getting into a good position at the end was tough – I didn't even realise it was the white-flag lap until I pulled out and saw the guy waving the flag. Because we run so much downforce in the race, it's easy to run on your own, but once you get into dirty air it's tough. We had to plot our strengths against the other drivers' weaknesses, because we knew anyone could win today."

DAVID MALSHER

WEEKEND WINNERS

FORMULA RENAULT EURO CUP
MONTE CARLO
Race 1 Alex Peroni
 MP Motorsport
Race 2 Charles Milesi
 R-ace GP

PORSCHE SUPERCUP
MONTE CARLO
Nick Yelloly
 Fach Auto Tech

INDY LIGHTS
INDIANAPOLIS
Colton Herta
 Andretti Steinbrenner Racing



Herta was ahead when it mattered in Freedom 100

STANDINGS

| | | |
|---|---------------------------|-----|
| 1 | Johan Kristoffersson (VW) | 105 |
| 2 | Sebastien Loeb (Peugeot) | 91 |
| 3 | Andreas Bakkerud (Audi) | 83 |

For more info: autosport.com/wrx



Kristoffersson recovered from this semi clash with Solberg to win

Kristoffersson heads Silverstone convoy

WORLD RALLYCROSS
SILVERSTONE (GB)
MAY 26-27
ROUND 4/12

As Johan Kristoffersson's Volkswagen Polo R rode over the right-rear corner of team-mate Peter Solberg's sister car at the start of the first semi-final at Silverstone, the reigning champion could have expected to be a spectator for the remainder of the sun-soaked afternoon. Someone, however, was smiling on the Swede; seconds later, he was back on track to see a red flag to halt the race and give him a second chance – and a win in the final half an hour later.

Kristoffersson had started the first semi-final from pole, having been fastest in Q3 and Q4, but he was bested off the line by PSRX team-mate Solberg, who had lined up alongside. As the team boss tried to move across and take the line for the tight first

turn, Kristoffersson glanced Solberg's Volkswagen and was launched, driver's side on, into the tyre wall. The force of a 600bhp Supercar clobbering the rubber was enough to whack the snake-like line of tyres into the middle of the road, where an unfortunate Tommy Rustad, seeing a gap in the traffic, ploughed in. His Polo was ensnared in the trap and the red flags flew. Solberg arrived at the grid with a right-rear puncture and was able to change the tyre, as Kristoffersson's car gained additional weight with tank tape.

Kristoffersson rocketed away to win the rerun, while Solberg retired with powertrain failure, a legacy of the impact. Sebastien Loeb (Peugeot 208) won a calmer second semi to ensure a front-row start for the final.

The maiden visit of the FIA World Rallycross Championship to Silverstone's new 972-metre circuit was judged to be a success, and the 27,000 strong crowd was treated to a sparkling final as Kristoffersson blasted away from pole and Loeb bogged down and staggered away stone last.

Loeb's recovery was a fascinating subplot to a race that Kristoffersson dominated. As Kristoffersson led, Andreas Bakkerud's quick-starting EKS Audi S1 grabbed second with a brave move around the outside of team boss Mattias Ekstrom in the sister car, while Loeb recovered to fifth at Turn 2 ahead of team-mate Kevin Hansen's Peugeot. The French ace gained fourth when Niclas Gronholm (Hyundai i20) jokered and

Loeb then caught the leading trio, electing to serve his own joker lap on lap three and get out of the traffic. Ekstrom joked a lap later, and Loeb had the run on him into Turn 1 to gain track position, before setting off after Bakkerud's Audi. Third was a fine reward for Loeb, Bakkerud's second place his best yet for a team he only joined this season, but Kristoffersson was uncatchable. He blasted clear of Bakkerud and won by just under a second, taking his third victory in the four rounds of the championship thus far and extending his points lead over Loeb.

"Petter and I spoke briefly between the semi-final and the final," said Kristoffersson, "and he just said, 'Go out and win it'". While Solberg the driver left Silverstone disappointed, Solberg the team owner was impressed by his driver's resolve, snatching a win from what looked like a catastrophe. This was the ultimate get-out-of-jail-free card.

Andrew Jordan's outing for MJP Racing Team Austria was frustrating as the Ford Fiesta seemed to have a phobia of any kind of impact. A broken front-left balljoint did for AJ in Q1 and, although Jordan won his third race, contact in the final run again broke the frail part and left him a spectator for the afternoon.

Kristoffersson's luck came from a different source. On Sunday he survived everything thrown at him. Championship victories are made of such...

DAVID ADDISON



Swede claimed the spoils, and leads the points

WEEKEND
WINNERSWORLD RALLYCROSS
SILVERSTONE

Johan Kristoffersson
PSRX Volkswagen Sweden
Volkswagen Polo R

SUPER FORMULA
SUGO

Naoki Yamamoto
Team Mugen Dallara-Honda

JAPANESE F3
SUGO

Race 1 Sho Tsuboi
TOM'S Dallara-Toyota F317
Race 2 Sho Tsuboi
TOM'S Dallara-Toyota F317

NASCAR CUP
CHARLOTTE

Kyle Busch
Joe Gibbs Racing Toyota Camry

NASCAR XFINITY
CHARLOTTE

Brad Keselowski
Team Penske Ford Mustang

24H SERIES

IMOLA 12 HOURS

**Robert Renauer/Alfred Renauer/
Daniel Allemann/Ralf Bohn**
Herberth Motorsport Porsche 911 GT3-R



Yamamoto gets a double

**SUPER FORMULA
SUGO (J)
MAY 27
ROUND 2 / 6**

Naoki Yamamoto made it two wins out of two for this season in his Team Mugen Dallara-Honda.

Yamamoto started from sixth on the grid on the softer tyre compound, then made up one spot instantly due to the slow-starting Nobuharu Matsushita. A collision between James Rossiter and Katsumasa Chiyo on the 16th lap of 68 brought out the safety car, meaning those who had already made their pitstops for harder rubber were now holding the advantage.

Yamamoto hadn't, but Team Mugen took a fine decision to bring him in while the race was under caution, and at the restart he was holding the 'net' lead from the Toyota-powered Kondo Racing car of Nick Cassidy.

Tomoki Nojiri had qualified his Dandelion Racing Honda-powered machine on pole and led the KCMG/Toyota car of Kamui Kobayashi, before Kobayashi grabbed the

lead from Nojiri in a wheel-to-wheel move just before the safety car.

While Kobayashi led Nojiri at the restart, they still had to make their stops. Kobayashi lost time in the pits with a delay on one wheel, meaning that he was over 40 seconds behind Yamamoto, and in 10th position, when he rejoined. He managed to make it back up to sixth, with Nojiri seventh.

Up front, Yamamoto beat Cassidy – the Kiwi had made his stop after five laps, and had to watch his fuel consumption and manage his soft Yokohamas all the way to the finish. This he did to narrowly defeat the TOM'S Dallara-Toyota of Kazuki Nakajima to second. An impressive fourth on his Super Formula race debut went to Tom Dillmann (Team Le Mans), from Nakajima Racing's Narain Karthikeyan.

On his SF debut, Dan Ticktum did a sensational job to qualify his Team Mugen car ninth. He made an amazing start to run sixth, but was pushed out on the 15th lap in a clash with Koudai Tsukakoshi, sending him into the gravel with suspension damage.

JIRO TAKAHASHI

Busch leads Toyota 1-2-3

**NASCAR CUP
CHARLOTTE (USA)
MAY 27
ROUND 13 / 36**

Last year it took until Charlotte in late May for Toyota to begin its dominant run to the 2017 NASCAR Cup title with Martin Truex Jr. Last weekend it ruled the roost.

Back then, it was Joe Gibbs Racing's Kyle Busch who finished second to the Chevrolet of Austin Dillon, but Toyotas locked out second through fifth positions.

This year Busch went one better, winning at Charlotte for the first time in his Cup career and opening a commanding lead in the regular season standings.

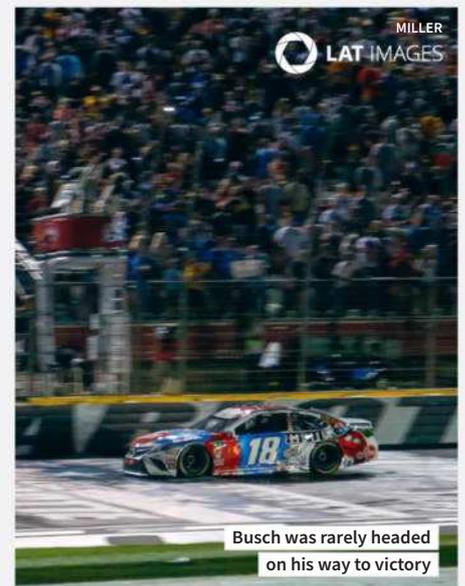
Busch led 377 of the 400 laps on offer,

winning all the stages and only giving up his lead during green-flag pitstops.

He was helped by Stewart-Haas Racing's Kevin Harvick suffering a left-front tyre failure approaching the quarter-distance, his Ford Fusion pitched into the wall.

Harvick had dominated last weekend's All-Star race, a non-championship event that featured a radically different aerodynamic package that could become a part of the series at the end of the decade.

Reigning champion Truex finished second, having climbed up the order from 15th, to make it a Toyota one-two. Busch's team-mate Denny Hamlin beat Penske's Brad Keselowski to third, with Jimmie Johnson taking fifth in what continues to be a difficult season at Hendrick Motorsports.



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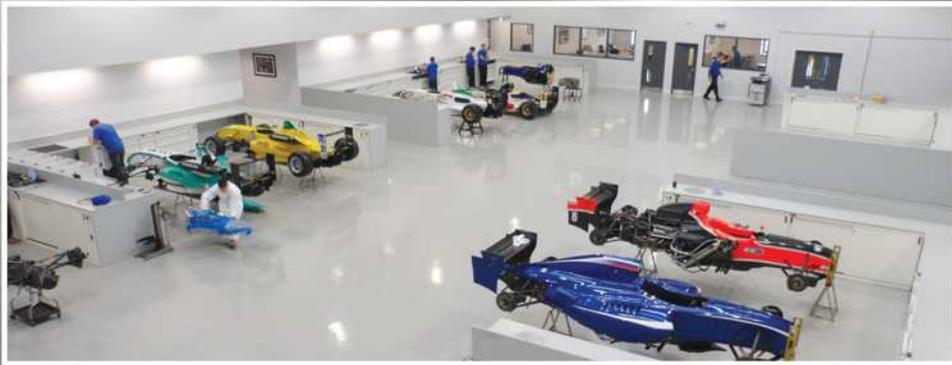


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LAUDA'S F2 MARCH TO RETURN TO ACTION AT THRUXTON 50TH

HISTORICS

The Formula 2 March 722 raced by Niki Lauda in 1972 will return to racing in Europe this weekend during the historic single-seater races that form part of the 50th anniversary meeting at Thruxton.

Chassis 5 has spent many years in Australia, but has been brought back to the UK by expat Stephen Weller, who will race it at Thruxton 46 years after Lauda finished third behind the similar cars of Ronnie Peterson and Francois Cevert in the Easter Monday European F2 race at the Hampshire track. Three days earlier, on Good Friday, Lauda won a round of the British F2 Championship in the rain at Oulton Park.

After Lauda raced the car in 1972 it spent some time hillclimbing and was later believed to have been part of James Hunt's estate when he died in '93. It went to

Australia nearly 20 years ago and has been raced from time to time.

"It got covered up and put in the back of a workshop, four doors up from me in Sydney, so I knew it was there," said Weller, who acquired it in time for the Phillip Island Classic in March. "I've never raced at Thruxton before."

The March, presented in period STP livery, arrived in the UK last week after two months at sea and Weller is now preparing it for this weekend. He then plans to race it on the Silverstone GP

"THESE CARS SHOULD NOT BE IN MUSEUMS, THEY SHOULD BE OUT ON TRACK"



For a look back at some key moments of Thruxton's history, turn to page 74



HRDC plans new Alfa Romeo series

HISTORICS

An invitation race for classic and historic Alfa Romeos from 1950-70 will be run at Donington Park in October and could be the catalyst for a series in 2019.

The Historic Racing Drivers' Club will promote the 30-minute race on October 14. It will be staged as a scratch race, with classes for production, track-modified and full-race cars.

HRDC founder Julius Thurgood said: "The ethos behind this invitation race is to promote a possible series in 2019, which will champion close racing within a proper historic format for classic Alfa Romeos from three decades."

The series is open to all Alfa Romeo 750, 101, 105 and 116-series cars, spanning an early Giulietta Berlina to a four-cylinder Alfetta GTV or an AlfaSud, competing alongside Bertone GT coupes.

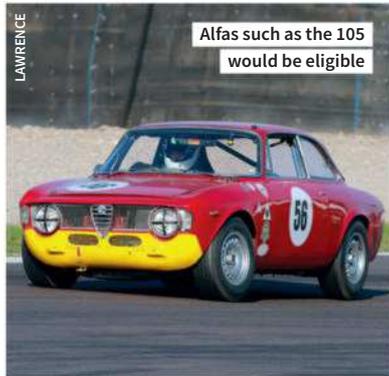
One driver racing an Alfa in an HRDC series this weekend at Brands Hatch will be double Stock Hatch champion Pip Hammond.

He will team up with his former Porsche 924 rival Steve Potts for a wildcard appearance in the HRDC Touring Greats, sharing the former Boxster champion's Alfa Romeo Giulia Super in the pre-1963 class.

Hammond was approached for a one-off race by the HRDC regular shortly after the recent Citroen C1 24 Hour race at Rockingham, in which they were team-mates for South Hurst Engineering.

"It's been a goal of mine to break into the historic racing world and my ambition has always been to race at Goodwood, so this is the first step on that ladder," said the PDC Racing driver.

PAUL LAWRENCE & CHRIS STEVENS



Circuit two weeks later. "We are only the custodians of these cars," said Weller. "They shouldn't be in museums, they should be out on track."

The car will be one of many to look out for at the Thruxton meeting, which celebrates the 50th birthday of the Hampshire speedbowl.

Heading the list of cars being demonstrated during the weekend is the Williams FW08C from 1983 that will be driven on-track by Karun Chandhok.

Another Williams will be on display: the six-wheeled FW08B. The car was built in preparation for the 1983 F1 season – and proved quick in testing during '82 – but never got to race as a regulation change prevented six-wheeled and four-wheel-drive cars from competing.

"We are delighted to add the world famous Williams FW08B to our ever-growing list of cars and stars that will be attending our 50th celebrations on June 2-3," said Thruxton group managing director Bill Coombs. "The list of cars present will span the full five decades of the circuit's existence and include some of the most memorable machinery that motorsport has to offer."

The FW08B will be displayed alongside

Nigel Mansell's 1992 title-winning FW14B as well as the team's 2016 challenger.

But one group of cars that won't now be represented at the Thruxton meeting will be the Super Touring machines.

One of the star attractions was set to be the Historic Sports Car Club-run Super Touring Trophy races, but they have been cancelled due to a lack of entries.

Eleven cars contested the races in the Donington Park season opener earlier this month, but fewer than five entries had been received for the 50th-anniversary meeting at one of the most spectacular tracks to watch the cars in period.

A number of cars are being rebuilt ready for Silverstone Classic in July – which had 43 entries last year – while others such as Dave Jarman, who has contested the series full-time for a number of years in his Nissan Primera, are taking a break to save money for entry fees.

Jarman said there is a misconception that the cars are expensive to run. "People don't realise I've been racing mine for five years without any problems, and they aren't as expensive to run as people think," he said.

PAUL LAWRENCE & JACK BENYON

Council rejects £6million Lydden Hill development

LYDDEN HILL

Lydden Hill's ambitious plans for a £6million investment boost to help the circuit grow and develop for the future were refused by Dover District Council's planning committee at a meeting last Thursday.

The original plans were submitted in 2015, since when there has been the requirement for many resubmissions.

The proposal included provision for grandstands, two new hospitality buildings and an administration block, a new scrutineering bay, 14 engineering workshops and improved access from the A2 road.

Extra 'non-noisy' days were also part of the plan, which would have allowed for police advanced driver training, cycle racing, show-jumping and other similar events to

supplement the current track activities.

"Obviously we're upset that the committee are small-minded in the way that they thought we could manage things going forward, but we proved that we're basically good people over the last couple of years and everyone seemed to be happy," said Lydden owner Pat Doran. "I've now got to spend a few months thinking about what the way forward is for the circuit.

"I've got no intention of stopping at the moment. With the support that Lydden's got around the world with rallycross and club racing, I couldn't do it. It doesn't earn any money, but as long as it breaks even, we'd be happy with that.

"There are definitely more things we could do going forward. We've probably spent about £300,000 over the past 18 months developing things like toilets and cafes and



it's made it a more friendly place to be."

The hearing attracted plenty of attention. The usual council chamber was full to capacity and an overflow of 25 people had to be accommodated in an adjoining room with an audio link.

Racing returns to Lydden Hill on July 8 with a meeting organised by the Classic Touring Car Racing Club. Two more meetings for 2018 remain after that, scheduled in August and October.

KERRY DUNLOP AND HAL RIDGE



DUNLOP

Invictus adds Aston for Silverstone 500

BRITISH GT

The Invictus Games Racing team will expand to field a third car in British GT's showpiece Silverstone 500 event next month, with driver Matt George set to race in two of its entries.

In addition to its two Jaguar F-type SVR GT4s, the team will also run an Aston Martin Vantage GT4 for Superdry founder James Holder, who backs the team.

George has been a long-term team-mate to Holder

since he started racing, and will share the Aston alongside his current commitments with the F-type with Steve McCulley.

"We had to go and get signed permission from all of the other teams to allow Matt to race both cars – he'll essentially be doing the whole three hours, so he'll be knackered by the end!" said team head James Appleby.

"James wanted to bring his Aston out, also wanted to share with Matt, but also

didn't want to disrupt Matt's programme with the Invictus guys, so this is the solution.

"It'll be a big challenge for Matt because the Aston and the Jag couldn't be more different. We also have the challenge of having to coordinate pitstops so Matt can hop out of one car and straight into the other, otherwise we could have a car sat there for three minutes without a second driver ready."

ROB LADBROOK





Webb finally makes F3 bow

BRDC BRITISH F3

Harry Webb made his BRDC British Formula 3 debut at Snetterton last weekend – and is hoping to complete the season.

The 21-year-old former British F4 driver joined Chris Dittmann Racing for his local circuit, taking two fifth places and an 11th.

Testing on Thursday was his first outing in the car since the media day and pre-season test after a sponsor pulled out and prevented him from starting the season.

“It’s been better than I thought,” he said. “The racing is hard because a lot of people have got two years’ experience already and have done a lot of testing.”

“We are just getting more confidence with the car, and with a bit more racing that will come.”

Webb is continuing to work on sponsorship, which he hopes will enable him to finish the season.

- Billy Monger described his commentary debut as “really enjoyable” after joining Richard John Neil for the Thruxton British F4 races earlier this month. The Carlin British F3 driver raced in British F4 last year before his Donington Park accident, and deputised for Phil Glew, who was driving in the GT Cup. Monger said: “It was really enjoyable – it was a bit last minute, but I like the Thruxton circuit and there’s good racing, so I thought why not?”

JASON NOBLE

New driver for Moffat Alfa

TCR UK

Former karter Robert Gilmour will take Aiden Moffat’s place alongside Derek Palmer Jr for the remainder of the TCR UK season.

British Touring Car driver Moffat and his Laser Tools Racing team withdrew from TCR UK after the last round, “losing confidence in the organisers” following a number of incidents over the first races.

Gilmour – who was a frontrunner in the BRDC Stars of Tomorrow kart series a decade ago – will drive an Alfa Romeo Giulietta under the DPE Motorsport banner, starting from the Brands Hatch

races that take place this weekend.

“I was one of the three drivers who originally went over to Italy to test the car, so I’ve been part of the project from the start,” said Gilmour. “I was with Derek at Silverstone and Knockhill, so I know all about TCR UK and where it’s going.”

Organisers expect the highest number of cars so far at Brands. All 11 from Knockhill are set to compete again, while the two Maximum Motorsport SEAT Leon Cupras of Stewart Lines and Carl Swift will return after converting from DSG to sequential gearboxes. A new driver is also in talks to join the grid.

STEPHEN LICKORISH

IN THE HEADLINES

TEAM BRIT’S GT3 ASTON

Team BRIT expects to have a GT3 Aston Martin ready to race by the end of the year. The team – which includes disabled competitors – made its GT racing debut at Oulton Park earlier this month in a GT4 Aston and has a GT3 in build. The team will tackle the Aston Martin Le Mans Festival support race at the Le Mans 24 Hours next month in the GT4.

COLLARD’S PENALTY

Jordan Collard had to start from the back of the grid in the first Mini Challenge JCW race at Snetterton after a paperwork error meant he failed scrutineering. Collard qualified on pole by 0.646s, but was excluded and given a 10s penalty for the first race because there was an error with one of the tyre serial numbers on his paperwork. He climbed from 28th to 15th in race one, and was sixth in the second race.

VW CUP CONFUSION

There was confusion in the second Snetterton Volkswagen Racing Cup race when the chequered flag was waved early. Martin Depper crossed the line at the end of lap nine and was greeted with the flag, only for it to be brought in before others passed. Depper then slowed, while others continued racing. Jamie Bond passed him, but officials acknowledged the error and put the result back a lap to allow Depper to keep the win.

GAMBLE FAILS AT SNETT

Tom Gamble had a weekend to forget in BRDC British F3 at Snetterton, taking a best result of eighth in the opener. The Fortec-run reigning Ginetta Junior champion’s weekend nose-dived when he was involved in a collision with Nicolai Kjaergaard at Turn 3 that put them both out of race two. Gamble was 16th in the finale; he drops from third to fourth in the standings, and is now 102 points off leader Linus Lundqvist.

ABBA GT REUNION

The Team ABBA Mercedes-AMG GT3 will return to the British GT Championship for a one-off outing in the showpiece event at Silverstone this year. Richard Neary will share the car with works driver Adam Christodoulou for the three-hour Silverstone 500 on June 9-10.





MASTERS The first Masters Endurance Legends race to take place in the UK got off to a dramatic start at Brands Hatch last weekend. On lap two, David Porter's Peugeot 908 LMP1 car collided with Niki Leutwiler's ORECA 03 LMP2 (222) at Hawthorns. A lengthy safety-car period followed, with the race eventually won by another 908 – driven by 1994 Formula Renault UK runner-up and 2016 World Endurance GTE Am champion Rui Aguas. The series caters for prototype and GT cars from 1995 to 2012 and will also visit the Silverstone Classic in July. **Photographs by Peter May**

Racing rookie Burton targets Locost title

750 MOTOR CLUB

Former sprint racer Mark Burton has set his sights on winning the 750 Motor Club Locost Championship after claiming a triple victory at Croft last weekend.

Burton only made his circuit-racing debut in the opening round at Castle

Combe, but surprised many by winning the second race.

He backed up that form with another win at Brands Hatch before taking a clean sweep at the latest round.

"I'm trying not to think about the championship, but I must admit it's coming to the front of my mind that I might have a chance

this year," Burton said.

"I did some sprint events last year in a Toyota MR2 and I did quite well. But I really wanted to go wheel to wheel with other cars.

"I don't have a huge budget, I just turn up and do my best. I can't wait to get to Pembrey next month."

STEPHEN BRUNSDON



Burton claimed all three wins at Croft

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US driver aims to return

LEGENDS

American Jordan O'Brien says he hopes to have the chance to race in the UK again this year after starring at Anglesey last weekend in his first event outside of the United States.

The 19-year-old took part as a guest competitor in the UK National Legends series, and came away with two race wins, three further podiums and a seventh place from the six races.

"It is a totally different experience compared to the Legends in the US," said the Maine native.

As he was a guest competitor in the meeting, O'Brien was obliged to start last in every race, but did not let this hinder him.

"It was an awesome experience," he said. "To start dead last and come through the

field, coming away with the win and making a last-lap move is a great feeling."

O'Brien is leading the Legends INEX world championship as well as state-wide contests in New Hampshire and Connecticut, and hopes to return to the UK soon, depending on raising budget to fund the trips.

"There's the American SpeedFest at Brands Hatch later this year that I'd love to be a part of," explained O'Brien.

"I was a single-seater person at first, but because I was overweight I couldn't fit in one! I've lost 30kg in the past six months and it is definitely something I'd be keen to get back into. I have tried a US\$2000 car in the past, and maybe the Mazda Road to Indy is something we can aim for in the future."

JAKE NICHOL

Raven soars back to front

US F4

After a turbulent opening weekend in the F4 United States Championship, 2014 Formula Ford Festival winner James Raven is confident of fighting for the title after taking his first race win at Road Atlanta earlier this month.

Raven's chances in the opening round at Virginia International Raceway were compromised when he crashed in qualifying and ran wide in one of the races, but his two seconds and a win at Road Atlanta have now pushed him up to third in the standings.

His victory came under the safety car,

after a daring move on the penultimate lap promoted him from third to first.

"I'm really happy with the weekend - we took the most points in the championship," said DEForce Racing driver Raven. "We went from ninth to third, now 28 points behind the leader."

"There's still 12 races left, so I'm really looking forward to the rest of the year as the championship is the main goal."

● Motorsport Ireland's Young Racing Driver of the Year, Jordan Dempsey, will move from US F4 - having only competed at the opening meeting - to Chinese F4.

JACK BENYON

IN THE HEADLINES

WILLIAMS TO SHELSLEY

Two significant Williams Formula 1 cars will be on show at this year's Shelsley Walsh Classic Nostalgia (July 28-29). Nigel Mansell's F1 World Championship-winning FW14B from 1992 and the 2017 FW40, as driven by Felipe Massa and Lance Stroll, will be displayed in the F1 Paddock as the Worcestershire hillclimb venue celebrates F1 history through the years.

DELTA RESTORATION

The sole remaining Delta Corse Formula 3 car from 1977 is now back in the UK and destined for restoration after lying unused for 40 years. British enthusiast Thomas Hall spotted the project for sale in Denmark and has entrusted it to Edginton Racing for restoration, with an eventual plan of getting it race-ready. Two chassis, built by Italian F3 racer Cesare Dorado for 1977, were thought to have been made, but only one is believed to have survived.

CLARK'S TITLE BID

Former Formula Vee racer Jeremy Clark is mounting an assault on the 70s Road Sports Championship this season after acquiring the ex-Howard Bentham Lotus Elan. "We spent nine months rebuilding it," said Clark, who took a double win at his home track of Snetterton. After four rounds, he now lies joint third in the points table.

PEARSON'S SWITCH

Former Stock Hatch and Ginetta racer Stuart Pearson has switched to Historic Formula Ford 2000 and made his single-seater debut recently at Cadwell Park in a Lola T580. "We haven't tested it much and it's very different," said Pearson after taking a pre-'79 class win in his first race.

BROWN DOMINATION

Britons Daniel, Sean and Robert Brown scored a 1-2-3 in the second leg of the Dutch-run Youngtimer Touring Car Challenge at Brands Hatch last weekend, driving Brown & Geeson Ford Escort-BDGs prepared by Rob Simms. "I always hoped we'd do that," said father Sean. The 40-car pack featured a wide range of Pre-1990 machinery, including two Trabant 600s and a wild 9.4-litre Dodge Challenger.



Aston dominates Snetterton as Lambo puts on weight

**SNETTERTON
BRITISH GT
MAY 26-27**

Only Aston Martin and Lamborghini have shared British GT race victories at Snetterton since 2015. Remove one of those makes from contention and you can reasonably expect the other to dominate.

Since five of the 11 starters were mounted in the British marque's Vantage GT3, each of which had a factory driver, Astons were in a league of their own in Norfolk, especially the ones run by TF Sport.

Both Nicki Thiim/Mark Farmer and Marco Sorensen/Derek Johnston topped the podium across the weekend, as both races became Aston benefits.

The proven Vantage GT3 may be the oldest design on the grid, but it's always been at home at Snetterton. The car enjoys strong traction out of the tight stuff, and a good aero balance to keep the speed up through the faster, flowing sections.

On Saturday morning, both TF Sport cars suffered from understeer, prompting a series of changes across the practice sessions to find an improved balance. The increased track temperature for qualifying helped too, and Thiim/Farmer annexed pole for both races when each driver topped their respective Am and Pro sessions.

In contrast, the other machines just couldn't keep up. Phil Keen/Jon Minshaw's Lamborghini Huracan has been the only interloper in the Aston stranglehold in recent years, but was undone by additional weight this year.

Since the Huracan is faring well in Europe at the moment, their car arrived wearing an extra 35kg of lead compared with last season, which hampered its pace and set-up. The Barwell-run Lambos would start second and third, and team head Mark Lemmer insisted he was "surprised we could even get that close, considering the Balance of Performance this weekend".

Snetterton has also never been a happy

hunting ground for Bentley. The Continental GT3 doesn't enjoy great traction, meaning it lags in the speed traps on both long straights, which amount to a significant portion of the lap.

When the lights went out for race one, Farmer bolted away, followed by Graham Davidson's Jetstream Vantage, Minshaw, and then Rick Parfitt in the lead Bentley. Minshaw had to make a move early, and he snatched second at Murrays, but then lost ground with a mistake at Riches and dropped to fourth.

Davidson made a move for the lead at Wilson, and Parfitt also managed to demote the rattled Farmer just before the safety car was called for a stranded GT4 McLaren on the infield. The caution period coincided with the pit window, so all of the leaders made their stops together.

The race in the pits began, and was decisive. TF got Farmer changed for Thiim swiftly, and the polesitter rejoined just ahead of Maxime Martin, who relayed Davidson. But things were worse at Team Parker. Parfitt dived into the pits after a late call, and was then hit by what was described as "a clusterf*** of issues", including a tyre mix-up and getting caught in traffic. The Bentley's race was lost there and then.

Once ahead, it was Thiim who starred, putting in a storming stint to win by over seven seconds.

"Nicki is just superhuman," said Farmer. "I was pleased with my stint, even if it didn't go fully to plan. But Nicki's pace was unbelievable! We've really managed to settle the car down and get it to rotate as we want. Things are looking good this weekend."

Keen managed to salvage third, ahead of the sister Barwell Lamborghini of Jonny Cocker/Sam de Haan, which had recovered from a spin at the start.

With the flying Thiim at the head of the grid, things looked straightforward for race two. The Dane's mission was to pull out a gap sufficient to overturn the extra 10 seconds the car would have to spend



stationary during its pitstop because of the earlier win.

Thiim made solid inroads early on, pulling a handful of seconds clear of Sorensen in the sister car, which had jumped ahead of Keen on the rolling start. But that work was then undone by a safety car called to help extricate Ben Barnicoat's stricken McLaren after a clash at Agostini.

After that, Thiim/Farmer's hopes of the win were gone, but nevertheless a solid result was still on.

Sorensen shadowed Thiim closely until the pit window and then followed him in. Johnston took over and, with no extra pitstop time to serve, emerged in the lead ahead of Andrew Howard, who had taken over the Beechdean Aston that Darren Turner had brought in from fourth.

Howard pushed hard and was never more than a few tenths off the tail of Johnston, but the 2016 champion managed to resist the '15 victor to the flag.

"It was an intense final 20 minutes!" said Johnston. "The traffic was terrible and it never did me any favours, as I'd find the gap and Andrew would just follow me through each time. I couldn't make a single mistake."

Farmer capped his weekend with another podium as Astons swept the board. Jonny Adam/Flick Haigh's Optimum Vantage was fourth, having cured a straightline-speed issue. Davidson would have made it an Aston top five, but was demoted to ninth for punting Minshaw into a spin at Wilson late on.

Yelmer Buurman and Lee Mowle continue to lead the championship, but could only manage a best of sixth in race one as their Mercedes-AMG struggled on the straights owing to a power restriction at this track.

ROB LADBROOK





BRITISH GT RESULTS

GT3

Race 1 (30 laps) 1 Mark Farmer/Nicki Thiim (Aston Martin Vantage); 2 Graham Davidson/Maxime Martin (Aston Martin) +7.111s; 3 Jon Minshaw/Phil Keen (Lamborghini Huracan); 4 Sam de Haan/Jonny Cocker (Lamborghini); 5 Derek Johnston/Marco Sorensen (Aston Martin); 6 Lee Mowle/Yelmer Buurman (Mercedes-AMG). **Fastest lap** Sorensen 1m49.189s (97.88mph). **Pole position** Farmer 1m49.798s (97.34mph). **Starters** 11.

Race 2 (31 laps) 1 Sorensen/Johnston; 2 Darren Turner/Andrew Howard (Aston Martin) +0.507s; 3 Thiim/Farmer; 4 Jonny Adam/Flick Haigh (Aston Martin); 5 Keen/Minshaw; 6 Struan Moore/Jordan Witt (Nissan GT-R NISMO). **FL** Thiim 1m49.225s (97.85mph). **P** Thiim 1m47.385s (99.53mph). **\$** 11. **Points 1 Buurman/Mowle 78.5;** 2 Keen/Minshaw 74; 3 Turner/Howard 66.5; 4 Sorensen/Johnston 64; 5 Thiim/Farmer 61; 6 Adam/Haigh 57.

GT4

Race 1 (28 laps) 1 David Pattison/Joe Osborne (McLaren 570S); 2 Michael O'Brien/Charlie Fagg (McLaren) +6.404s; 3 Will Moore/Matt Nicoll-Jones (Aston Martin Vantage); 4 Nick Jones/Scott Malvern (Mercedes-AMG); 5 Adam Balon/Ben Barnicoat (McLaren); 6 Ben Tuck/Ben Green (BMW M4). **FL** Jack Mitchell (BMW) 1m59.778s (89.23mph). **P** Tuck 1m58.438s (90.24mph). **\$** 22.

Race 2 (29 laps) 1 Green/Tuck; 2 Jordan Albert/Lewis Proctor (McLaren) +2.583s; 3 Nicoll-Jones/Moore; 4 Mike Robinson/Graham Johnson (McLaren); 5 Patrik Matthiesen/Callum Pointon (Ginetta G55); 6 Fagg/O'Brien. **FL** Daniel McKay (McLaren) 1m59.326s (89.57mph). **P** Nicoll-Jones 1m57.854s (90.68mph). **\$** 22.

Points 1 Matthiesen/Pointon 65.5; 2 Fagg/O'Brien 65; 3 Nicoll-Jones/Moore 52.5; 4 Green/Tuck 48; 5 Osborne/Pattison 45; 6 Barnicoat/Balon 43.

CENTURY MOTORSPORT'S TUCK AND GREEN CELEBRATE MAIDEN WIN IN BMW



Both GT4 battles were stories of triumph against adversity, as McLaren and BMW shared the wins.

It's been a long wait for a British GT victory for Joe Osborne. Having been stripped of a GT3 win here back in 2016 for what was deemed 'avoidable contact' with Phil Keen, and then robbed of a comfortable lead by a safety car last year, Osborne and Tolman McLaren team-mate David Pattison finally got a break in Norfolk in race one.

It was BMW and Aston Martin to the fore initially. Century Motorsport's M4 GT4s were seriously quick, and Ben Tuck snatched pole for race one before opening out a comfortable lead. Then the race was turned on its head by a safety car, called when Graham Johnson's McLaren ground to a halt.

The caution came just before the pit window, leading almost the entire field to pile into the pits at the first opportunity.

Not only did that rob Tuck of his five-second lead, but it also spelled the end of the challenge for all of the leaders, who were all silver-rated crews. That grading means the cars must serve an extra 12 seconds in their pitstops.

Suddenly the race order of Tuck, Will Moore's Aston, Callum Pointon's Ginetta and Michael O'Brien's fast-starting McLaren was heavily disrupted. When they all rejoined, the best placed was O'Brien's car, back in fourth.

With shorter stops, the Pro-Am pairings leapt up the order. Osborne rejoined in second having taken the

car over from Pattison down in 10th. He hunted down Matt George's Jaguar F-type SVR for the lead, shortly before the interloping Jag was pinged for cutting its pit time short.

Once clear Osborne made no mistake and won by a clear margin.

Behind Osborne a thriller played out for second. Charlie Fagg took over from O'Brien and worked his way up to second, but had Matt Nicoll-Jones (in for Moore) and Scott Malvern's Mercedes filling his mirrors for the final laps.

After losing out in race one, Century pair Ben Green/Tuck almost lost their shot at race two when Green was tipped out by contact from Dan McKay's McLaren.

He got going again and a stunning comeback drive ended with the BMW duo taking their first win.

Green fought back to 10th in the tightly bunched pack, and Century timed its earlier stop perfectly to get Tuck installed and back out in fourth place. From then on he was on a charge, picking off his rivals until he slipped past the McLaren of Jordan Albert (started by Lewis Proctor) into Nelson on the final lap of the race.

Nicoll-Jones/Moore finished third, having battled gamely in spite of a broken downshift paddle from lap two, which meant the crew had to improvise by flicking the car out of gear to get it to change down.

Graham Johnson/Mike Robinson won the Pro-am class after curing the broken gearbox sensor that put them out of race one.

ROB LADBROOK



Points leaders Kjaergaard (63) and Lundqvist (26) took a win each at Snetterton

F3 title race no clearer after even honours

SNETTERTON
MSVR
MAY 26-27

Three race wins claimed from pole position characterised the BRDC British Formula 3 weekend, but if that made it sound easy it was anything but.

Linus Lundqvist and Nicolai Kjaergaard arrived in Norfolk as the drivers in form and at the head of the standings. Both Scandinavians departed with a win apiece.

Kush Maini, while unable to take the top step – “It was a bit far away,” he admitted – proved he is still well in the title hunt though, the trio now starting to break away.

As Lundqvist mused at the end of the weekend, “It seems like a common thing that Nicolai is always on my tail.”

Carlin’s Kjaergaard took first blood in race one, and a couple of charging fastest laps from Lundqvist couldn’t upset the Dane’s rhythm at the front.

But the circuit’s limited overtaking opportunities just put more emphasis on making the most progress in the reversed-

grid race two, as Lundqvist proved.

Manuel Maldonado found himself on pole and was looking to repeat the Oulton Park win already under his belt.

Krish Mahadik kept him honest throughout to come home 0.598s behind the Fortec driver. But it was behind them where the real action happened.

All three of the race-one podium drivers had the pace to make gains, with Kjaergaard already up to sixth within two laps.

On the third lap he managed the switchback on Tom Gamble, but the pair jostling for the same piece of asphalt at Palmer ended with a collision. Both retired on the spot, and Kjaergaard’s hopes of a bagful of points vanished. “I had really good pace,” said the 18-year old. “I was making up a lot of points and positions.”

Analysis of those first two laps showed Kjaergaard was 1.7s quicker than Lundqvist on lap one, and a full second quicker than those ahead on the second lap. That crash meant the Carlin driver lost at least 22 points, assuming he finished in the sixth spot he was running in at the time. In all

likelihood a podium was on.

Instead, it was Lundqvist who picked up the healthy haul, steady progress helping him to fourth at the chequered flag.

The importance of those valuable points was not lost on him. “When they introduced the fully reversed grid it made race two pretty big for points scoring,” said Lundqvist, “and that was just by the overtaking gains you can make.”

Maini had his own problems when contact with another car on the Bentley Straight caused a right-rear puncture and left the Lanar Racing-run Indian a lap down.

The weekend finished with a comfortable lights-to-flag victory for Double R Racing’s poleman Lundqvist, who headed back to Sweden with a beaming smile.

His parting shot was an ominous warning to his rivals: “I thought Snetterton was going to be my worst weekend, so to get those points, I am delighted.”

Ant Whorton-Eales suffered a blow when his crank pulley snapped during the first lap of race one in the Mini Challenge JCWs. That ended his Saturday early and left Nathan Harrison to claim race one from Henry Neal.

In the second, Luke Reade and Rob Smith had contact at Brundle, which kicked up plenty of dust and led both to retire. In turn, that opened the door for Jac Maybin to trouble David Robinson for the lead with a daring side-by-side move through Murrays on the last tour. Robinson just held on for victory, while Whorton-Eales recovered to eighth after starting from the back.



SNETTERTON WEEKEND WINNERS

BRDC BRITISH FORMULA 3 (All 10 laps)

Race 1 Nicolai Kjaergaard; 2 Kush Maini +4.864s; 3 Linus Lundqvist; 4 Jordan Cane; 5 Harry Webb; 6 Tristan Charpentier. **Fastest lap** Lundqvist 1m44.523s (102.25mph). **Pole** Kjaergaard.

Starters 17.

Race 2 1 **Manuel Maldonado**; 2 Krish Mahadik +0.598s; 3 Sasakorn Chaimongkol; 4 Lundqvist; 5 Arvin Esmaeili; 6 Jusuf Owega. **FL** Maini 1m44.819s (101.96mph). **P** Maldonado. **S** 17.

Race 3 1 **Lundqvist**; 2 Kjaergaard +0.286s; 3 Maini; 4 Charpentier; 5 Webb; 6 Billy Monger. **FL** Kjaergaard 1m46.011s (100.82mph). **P** Lundqvist. **S** 17.

Points 1 **Lundqvist** 239; 2 Kjaergaard 209; 3 Maini 170; 4 Tom Gamble 137; 5 Mahadik 130; 6 Maldonado 128.

GINETTA G40 CUP

Race 1 Jack Oliphant

Race 2 Rob Keogh

Race 3 Tom Golding

GINETTA RACING DRIVERS CLUB

Race 1 Stephen Docker

Race 2 James Crawshaw

MINI CHALLENGE JCW

Race 1 Nathan Harrison

Race 2 David Robinson

NORTHERN SALOON AND SPORTS CARS

Race 1 Bill Addison (Caterham Superlight)

Race 2 Alan Henderson (Ginetta G50 GT4)

VOLKSWAGEN RACING CUP

Race 1 Simon Walton (Audi TT)

Race 2 Martin Depper (VW Scirocco)

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

Simon Walton took a seemingly-comfortable first Volkswagen Racing Cup victory in his Audi TT thanks to squabbling between Jessica Hawkins, Martin Depper and Dennis Strandberg in his wake.

But Scirocco racer Depper refused to be denied in the second race, making the most of an opportunity at the end of the first lap to take a lead he wouldn't relinquish.

Tom Golding looked to have the first Ginetta G40 Cup race sewn up after taking the lead from Rob Keogh, using a slipstream on the run to Wilson, but threw it away on the last lap at Murrays with a wide moment onto the grass. That handed victory to a delighted Jack Oliphant.

Keogh held off a lap-five charge from Golding — through a barely-visible gap up the inside of Brundle — and then Oliphant to win the second race.

Jeff Wilson (Lotus Elise), Alan Henderson (Ginetta G50) and Bill Addison (Caterham Superlight) dived for the win in the opening race of the Northern Saloon and Sports Car Championship. It was Addison who claimed the spoils thanks to some staunch defending, plus Wilson easing the pressure by running wide at Hamilton.

JASON NOBLE

WHY A FAST & FURIOUS LIFE IS NO STUNT TO RACING



Hustling some of the fan-favourite machines from the *Fast & Furious* franchise around an arena, more often streaking sideways rather than forwards, may not be the most obvious discipline to aid a race weekend in rural Norfolk. But the transition seemed to work for stunt driver Jessica Hawkins at Snetterton.

The 23-year-old Brit had not raced since last year when she competed in the Mini Challenge, but the evidence suggests she has lost none of her competitive nous following a star performance in the Volkswagen Racing Cup at the weekend.

Hawkins had a stellar campaign in the Mini Challenge Pro class in 2017, finishing second in the standings with five wins, and only failing to take the crown because of dropped scores.

She was duly picked up by the new *Fast & Furious Live* show, in which she has been driving a healthy mix of American muscle cars, sports cars and other souped-up machines.

But the opportunity to help Allumy Motorsport develop its VW Golf proved irresistible. "It's probably just for this round because of work commitments with *Fast and Furious Live*, which is my priority, but it's nice to come and do one-offs when the time allows," she said.

"It's a big step up, and it took a couple of sessions to get my head around it."

You wouldn't know it from her prowess on track, having only stepped into the car for the first time during Friday's test.

A strong qualifying on Saturday put her second on the grid and she spent the first race fending off the likes of Dennis Strandberg and experienced British Touring Car Championship campaigner Martin Depper.

Strandberg used his superior pace to get ahead of her for second, but it was the

five laps during which Hawkins frustrated Depper that stood out most of all.

Carefully positioning her Golf on the inside lines through Riches, Wilson and Agostini, Hawkins was able to hold off Depper until the final lap, when a slight touch put her wide at Wilson.

"We've got some understeer, so we've been trying to lose some grip off the rear all weekend," she said. "In the race as soon as the heat comes in it struggles really badly. But I'm here for the team, to do some development for them. I'm not here to finish fourth — I'm here to win."

Despite those understeer frustrations, it was clear that Hawkins could jump into an unfamiliar car, make improvements in the set-up and immediately hit the ground running as a fierce competitor.

So how much has the stunt-driving work helped? "I think everything like that is helpful," she said. "The more driving you do is helpful, whether it's drifting, stunt driving, racing — it's the same set of skills, just using them in a different way and adapting them to what you do."

"At *Fast & Furious Live* we get to do a lot of driving, and the show is incredible — it's groundbreaking what you can do in such a small space."

Working tyres into their optimum range, controlling the car under braking and setting the car up in a way that is to your liking: such skills, as Hawkins attests, are all transferrable. And that goes some way to explaining why she looked so at ease behind the wheel of the VW Golf GTI.

And while Hawkins's outing was curtailed early thanks to the bonnet flipping up and smashing the windscreen in race two, it's still clear that her day job has made her both fast and furious on the race track too.

JASON NOBLE

Stretton (44) and
Padmore (6) split
Historic F1 wins



Historic champions garner Brands Hatch success

BRANDS HATCH
MSVR
MAY 26-27

A hard-fought win apiece by FIA Historic Formula 1 champions Nick Padmore and Martin Stretton wowed Whitsun weekend audiences as the wail of Ford Cosworth DFV engines rent the air above Brands Hatch's GP circuit at the Masters Historic Festival. Pre-'78 honours were also split, between Greg Thornton's Lotus 77 and the Fittipaldi F5A of Max Smith-Hilliard.

Poleman Padmore, in the ex-Carlos Reutemann Williams FW07C, controlled Saturday's race. But Stretton ragged Martin Adams's ex-Stefan Bellof/Martin Brundle Tyrrell 012-5, holding it in lurid powerslides as he pressured Padmore to the chequered flag. With Michael Cantillon's FW07, Simon Fish's Ensign N180 and Thornton chasing them, the race was red-flagged as Lotus 81-1

driver Steve Boulton turned team-mate Katsu Kubota's 91-7 over at Druids. The Japanese driver escaped injury. Earlier the Arrows A4 of Steve Hartley had tripped over Joaquin Folch's Brabham BT49C at Surtees.

With Saturday's top eight finishers reversed, Stretton made lighter work of Sunday's race than Padmore. He screamed past Smith-Hilliard at Druids on lap two and stayed there. Padmore joined him next time round. "I got a couple of lucky breaks," admitted Stretton. Fish ambushed Smith-Hilliard for third after Cantillon spun Thornton round at Druids, putting himself out and triggering the full-course caution under which the race finished. Hartley and Boulton Brooks completed the top six.

Back where Formula 2's European championship ended in 1984, the first Historic F2 race was a fascinating tribute. Polesitter Mark Charteris and new leader

Mark Dwyer, both in March 742s, were opportunistically passed by Dean Forward's 782 at Surtees but "two into one didn't go" on the exit. As Forward and Dwyer touched, spinning the latter out, Charteris retook the initiative only for his gearbox to jam in fourth seconds later. Forward thus won from Chris Lillingston-Price's Chevron B40 and Matt Wrigley – first time out in dad Mike's Formula Atlantic March 79B. From the back, 742 driver Richard Evans was fifth when his BDG's drive belt jumped a tooth.

In the second contest Evans shot through to lead before parking at Dingle Dell with an oil leak. Wrigley capitalised, repelling Mike Bletsoe-Brown's Chevron B27. The March 712 of American James King inflicted a rare Pre-'72 1600cc defeat on quintuple champion and race-one victor Robert Simac to finish third. He had the surreal experience of staving off Frazer Gibney's March 76B, his own car 42 years previously.

Leo Voyazides and Simon Hadfield celebrated their racing partnership's 10th anniversary by winning the FIA Sportscar round in the Greek's ex-Emerson Fittipaldi Lola T70 Mk3B, but it was a huge team effort. Gareth Hayes heard a noise as he ran its Chevrolet V8 engine up for qualifying, and found its oil pump to be seized, thus they installed the spare overnight.

Two-litre stand-outs Henry Fletcher, in a Chevron B19, polesitter Manfredo Rossi di Montelera, driving an Abarth Osella PA1 until its fuel metering unit belt broke, and the Lola T212 of Goncalo Gomes squabbled over the lead. Mike Whitaker's ex-John Surtees T70 Spyder's engine punched a rod through its sump, triggering a caution

Aguas's average lap
speed topped 110mph
in the Peugeot 908X



HAWKINS

BRANDS HATCH WEEKEND WINNERS

FIA MASTERS HISTORIC FORMULA 1

Race 1 Nick Padmore (Williams FW07C-14)

Race 2 Martin Stretton (Tyrrell 012-5)

FIA MASTERS HISTORIC SPORTSCARS

Leo Voyazides/Simon Hadfield

(Lola-Chevrolet T70 Mk3B)

HSCC HISTORIC FORMULA 2

Race 1 Dean Forward (March-BDG 782)

Race 2 Matthew Wrigley (March-BDA 79B)

MASTERS ENDURANCE LEGENDS

Race 1 Rui Aguas (Peugeot 908X)

Race 2 Rui Aguas (Peugeot 908X)

MASTERS GENTLEMEN DRIVERS

Shaun Balfe/Andy Wolfe (AC Cobra)

MASTERS PRE-'66 TOURING CARS

Mark Sumpter (Ford Lotus Cortina)

YOUNGTIMER TOURING CAR CHALLENGE

Race 1 Daniel Brown (Ford Escort RS1800 Mk2)

Race 2 Daniel Brown (Ford Escort RS1800 Mk2)

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

HAWKINS



Wayward handling meant Soper (17) conceded defeat to Sumpter (777)

HAWKINS

period. Voyazides climbed to fourth before installing Hadfield.

Fletcher picked up a rear puncture just before his scheduled stop, but not even a third safety car could stop Hadfield. Despite having been passed by fast invitee Fletcher, T70 driver Jason Wright was returned to second on countback when Paul Allen – who had hit him as he stopped at the adjacent pit – spun his T212 into the Sheene Curve gravel, bringing out an early red. This hiatus also changed the Chevron B8 fight, relieving Calum Lockie, whose moment in Julian Thomas's car had let Mark and Andrew Owen back ahead. That defused a gripping Hulme class fight between the Cooper T61Ms of Keith Ahlers and Steve Farthing, which was building to a crescendo.

Portuguese veteran Rui Aguas aced both Masters Endurance Legends prototype races in Kriton Lendoudis's 2008 Peugeot 908X. Setting the event's fastest race lap at 1m19.420s (110.29mph), Aguas overcame hefty pro-driver penalties to oust 1999 Formula First champion Alex Kapadia's ORECA 03 LMP2 in Saturday's opener and the impressively combative Steve Tandy, in a Lola-Mazda B12/60.

The first race was fragmented, following a second-lap clash at Hawthorns between David Porter's stout Peugeot 908 and Niki Leutwiler's ORECA 03, thus Kapadia's car owner Martin Rich finished his stint behind the pace car. The ORECA returned to the pits in kit form.

Rich went well on Sunday, clear of Martin Short's gloriously shrill Dallara-Judd V10, embroiled with Nigel Greensall in Rick Carlino's bellowing Riley & Scott Mk3.



The Cobra was king in Wolfe/Balfe's hands in Gentlemen Drivers

HAWKINS



F2 cars were back on track where it all ended in '84

HAWKINS

Andy Wolfe repeated last year's Gentlemen Drivers victory, albeit with Shaun Balfe subbing for Michael Gans in the AC Cobra. GT racer Balfe raised his game, keeping Mike Whitaker's TVR Griffith honest and handing Wolfe "a mint car" for the final push. Whitaker built a decisive-looking lead before his brakes faded and he slid off at Westfield, dislodging a brake duct. Flagged for it to be sorted, Whitaker growled back past John Spiers's similar but brakeless car to regain second as four 'Griffs' finished in the top six. Peter Thompson/Mark Hales and Jamie Boot were shaded by Rob Fenn's class-winning Lotus Elan. Austin-Healey 3000 pair David Grace/Jack Rawles and Rick Bourne/Malcolm Paul, sharing a TVR Grantura, won the other competitive divisions.

The Masters Pre-'66 Touring Car contest was thrown wide open when Craig Davies's Ford Mustang retired early with broken suspension. Mark Sumpter and Steve Soper were left battling it out in Lotus Cortinas,

pursued by Mike Gardiner and Julian Thomas in Ford Falcons. Fellow Cortina runners Andrew Haddon and Geoff Letts were in the thick of it and Nick Swift was best of the Minis.

Soper led briefly before his car's handling went awry. "After three or four offs I called it a day," he said, having left Sumpter to complete a fine victory. Once acclimatised to Gardiner's Falcon, Andy Wolfe scrapped with Calum Lockie (in for Thomas), earning a class-winning second when the Scot served a drive-through penalty for a pit infringement. "Running side-by-side through Sheene Curve was a bit awkward, but we gave each other just enough room," said Wolfe.

Thomas/Lockie were still third, ahead of the remarkable Swift, clutchless Letts and Rob Fenn's Mustang, which overpowered 'Ralphie' Haddon/Mark Martin's Cortina. Rarely separated, the Minis of Tom Bell/Joie Ferguson and Chris Middlehurst were next in, monstered by Mark Burton's Mustang.

MARCUS PYE

Burton boosts Locost title hopes with treble

CROFT
750MC
MAY 26-27

Racing novice Mark Burton extended his Locost Championship lead in style with a stunning clean sweep of victories at Croft.

He didn't start any of the three races from the front row, but he proved the one to beat.

Reigning champion Ian Allee endured a nightmare meeting, receiving two post-race penalties and a three-place

grid drop for the next round at Pembrey.

Allee led race one from pole, but was quickly caught by Burton and Martin West. West and Allee each took turns in the lead, but it was Burton who surged past both into Tower to seize the lead on the final lap, as Allee ran wide and finished fourth behind title contender Ben Powney.

West battled Burton valiantly in race two, but lost second on the final tour to Louis Wall. Allee finished runner-up, but was then dropped to fifth after being deemed

to have passed Wall off-track.

Burton led a relatively sedate final race before last-lap chaos ensued. Allee ceded top spot to Burton after running wide at the Complex and collected the innocent West as he rejoined. That allowed Jack Coveney and David Mason to complete the podium.

It was a similar story in Formula Vee as Bears GAC racer Craig Pollard struck late on in both races to become the first driver to claim two victories this season.

Points leader Pollard fought tooth-and-



Legends driver O'Brien leaves them wanting more

ANGLESEY
BARC
MAY 26-27

American one-off entrant Jordan O'Brien stole the show at the Anglesey meeting with a stunning weekend in the UK National Legends series.

O'Brien, in his first-ever race meeting in the UK, was required to start all six races from last place on the grid, but this did not stop him climbing to third in heat one of round one. He followed that up with a seventh in heat two before another third-place finish in the round-one final.

Stephen Whitelegg picked up the heat one victory, while championship leader John Mickel came away with a brace of wins in the following two events.

But in the round-two races held on a damp, rain-affected Sunday in North Wales, O'Brien was very nearly unbeatable.

In the 10-lapper heat one, Miles Rudman was just able to hold the 19-year-old American off by the slim margin of 0.083s. But O'Brien got his revenge in heat two, pipping Rudman to first place by just over two tenths.

In the round-two finale, O'Brien put in a stunning recovery drive to take the win. After scything through the field, he was quickly up to third place, but contact at the Banking halfway through the 12-lap race led to a 360-degree spin, which only cost him three seconds to leader Sean Smith.

O'Brien then set about chasing Smith down, carving chunks of time out of the leader's advantage. On the final lap, at the Rocket complex, O'Brien nipped through



to score a memorable win.

Unlike in the UK Legends, the Scottish and Irish equivalents could not deliver the same excitement. This was despite four different drivers taking the spoils.

Irishman Paul O'Brien (no relation to Jordan) was in fine form on Saturday, picking up a heat two and final win around Anglesey's Coastal circuit. David Hunter took the heat-one win.

With the constant threat of rain rolling in from the Irish Sea on Sunday morning, Jordan Hodgson took heat-one victory, while Hunter doubled up in heat two.

Geoff Richardson followed the theme of the winner being relatively untroubled with

WEEKEND WINNERS

nailed with 2008 champion Daniel Hands (GAC) throughout a thrilling first race, and only claimed victory after Hands slid wide at the hairpin on the penultimate lap.

The pair resumed their battle at the start of race two, but a clash of wheels exiting Tower sent Hands out of the top five, enabling Class B runner James Harridge to challenge Pollard in his Maverick. But any chance of Harridge and Pollard duking it out for top honours was curtailed when Jamie Harrison's and Richard Rainbow's stricken cars brought out the red flag.

Two podiums, and a penultimate-lap retirement for title rival David Whitmore, allowed Tom Coller to extend his M3 Cup points advantage.

Coller finished a distant second to Paul Cook in the opening race, profiting from Simon Walker-Hansell hitting gearbox trouble in the closing stages. Third in race two behind Walker-Hansell and winner Cook was made even sweeter for Coller as Whitmore ground to a halt after losing drive at the final corner.

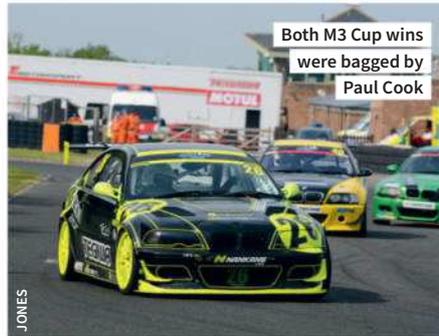
Darren Ball resolutely defended countless assaults from David Drinkwater and Lewis Carter to prevail in the 330 Challenge.

Ben Rushworth got himself back into Hot Hatch championship contention after scoring a brace of comfortable victories.

In the opening race, Rushworth stroked his Honda Integra DC2 to victory by four seconds from points leader Ali Camp's Ford Fiesta ST. Camp ran third in a restarted second race until a dead battery forced him to retire. Ahead, Stephen Sawley finished second in his Civic while Rodren Vella and



Ben Rushworth won twice in Hot Hatch races



Both M3 Cup wins were bagged by Paul Cook

Michael Winkworth took class honours.

Reigning RGB Sports 1000 champion and current points leader Billy Albone claimed both wins in his Spire GT3. Albone beat Chris Wesemael and Paul Smith to remain unbeaten in 2018.

Caterham Seven 310R pair Andy Ebdon and Paul Wells struck late on to deny Class B runner Imran Khan (BMW 328i) and secure victory in an attritional Roadsports Endurance race.

STEPHEN BRUNSDON



Rose (l) and Harris (r) battled for CNC honours

a resounding 6.6s win over James Holman in the round-two final. Over the course of the six races, both Scotland and Ireland won three events apiece.

The Scottish Motor Racing Club held its annual 'away day' from Knockhill, with the Minis providing the highlight.

In a closely fought opener, John Duncan completed a lights-to-flag win, but was under severe pressure from the pack, led by Dominic Wheatley.

Wheatley was within just 0.5s of Duncan for the 15-minute race, but never truly looked like making a move for the lead. The top four in the race were separated by just 1.4s, with David Sleigh and Michael

Weddell adding to the excitement in the four-car train.

In race two, Craig Blake led initially but would drop down to third by the flag, as Wheatley eased to a 4.4s win over Robbie Dagleish after hitting the front on lap six of 10.

Invincibility was the name of the game for Paul Rose in the CNC Heads Sports and Saloons, as he claimed a resounding three wins from three races. Fellow Saker RAPX S1-400 exponent Steve Harris kept Rose honest in races two and three after finishing 29.3s down on the victor in the opener.

JAKE NICHOL

CROFT

ALLCOMERS

Race 1 Doug Carter (Radical PR6)

BMW CAR CLUB RACING CHAMPIONSHIP

Race 1 Michael Cutt (BMW E36 M3)

Race 2 Kirk Armitage (BMW E36 M3)

FORMULA VEE

Race 1 Craig Pollard (Bears GAC)

Race 2 Craig Pollard (Bears GAC)

HOT HATCH

Race 1 Ben Rushworth (Honda Integra DC2)

Race 2 Ben Rushworth (Honda Integra DC2)

LOCOST

Race 1 Mark Burton

Race 2 Mark Burton

Race 3 Mark Burton

M3 CUP

Race 1 Paul Cook

Race 2 Paul Cook

MX-5 CUP

Race 1 Ben Short

Race 2 Ben Short

Race 3 Ben Short

RGB SPORTS 1000

Race 1 Billy Albone (Spire GT3)

Race 2 Billy Albone (Spire GT3)

ROADSPORTS SERIES

Andy Ebdon/Paul Wells (Caterham Seven 310R)

For full results visit: www.750mc.co.uk

ANGLESEY

CNC HEADS SPORTS AND SALOONS

Race 1 Paul Rose (Saker RAPX S1-400)

Race 2 Paul Rose (Saker RAPX S1-400)

Race 3 Paul Rose (Saker RAPX S1-400)

MAZDA MAX5

Race 1 Paul Roddison (Mazda MX-5 Mk4)

Race 2 Jeremy Shipley (Mazda MX-5 Mk4)

SCOTTISH FIESTAS

Race 1 Blair Murdoch

Race 2 Wayne Macaulay

SCOTTISH AND IRISH LEGENDS

Heat 1 David Hunter

Heat 2 Paul O'Brien

Round 1 Final Paul O'Brien

Heat 1 Jordan Hodgson

Heat 2 David Hunter

Round 2 Final Geoff Richardson

SCOTTISH MINI COOPER CUP

Race 1 John Duncan

Race 2 John Duncan

UK NATIONAL LEGENDS

Heat 1 Stephen Whitelegg

Heat 2 John Mickel

Round 1 Final John Mickel

Heat 1 Miles Rudman

Heat 2 Jordan O'Brien

Round 2 Final Jordan O'Brien

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



50 YEARS
THRUXTON
1968 - 2018

THE SUPERFAST SURVIVOR

The Hampshire speedbowl celebrates its 50th anniversary with a special historic-themed meeting this weekend. Time to salute Britain's fastest circuit

MARCUS PYE

ALL PHOTOGRAPHY  LAT IMAGES

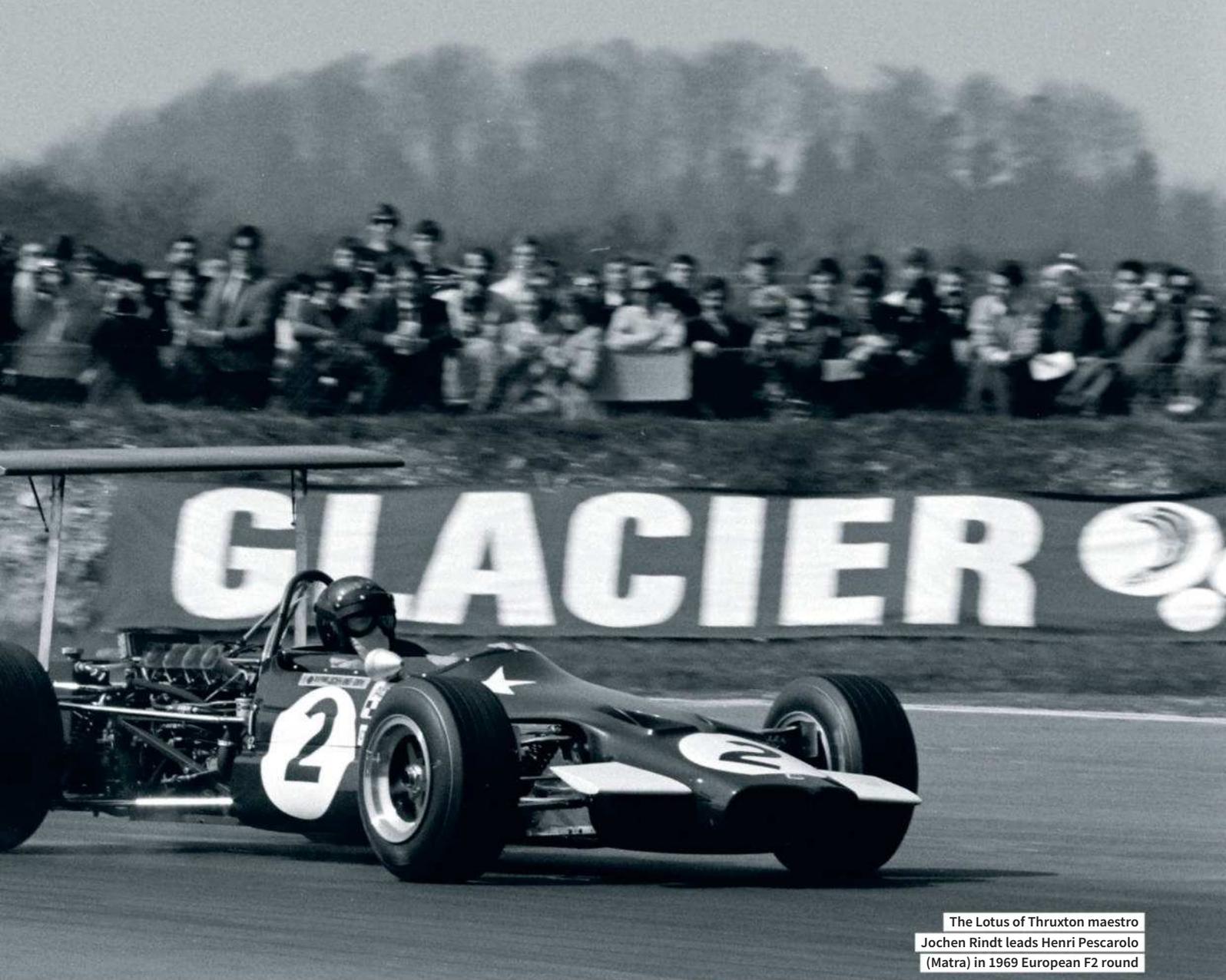
For many competitors at amateur and pro levels, conquering Thruxton — or even getting close — presents perhaps the greatest challenge in British motor racing. Sensationally fast, the Hampshire airfield-perimeter circuit, west of Andover on the A303, is doubly difficult to tame because since 1973 it has been limited to just 12 days of racing per year. For most speed merchants, or wannabes, it's a once-per-season treat.

Devastated by the sudden loss of Goodwood in July 1966, the Brooklands-rooted British Automobile Racing Club found at least the basis of a very similar new home track the following year at RAF Thruxton, another expansive aerodrome 70 miles north-west of the

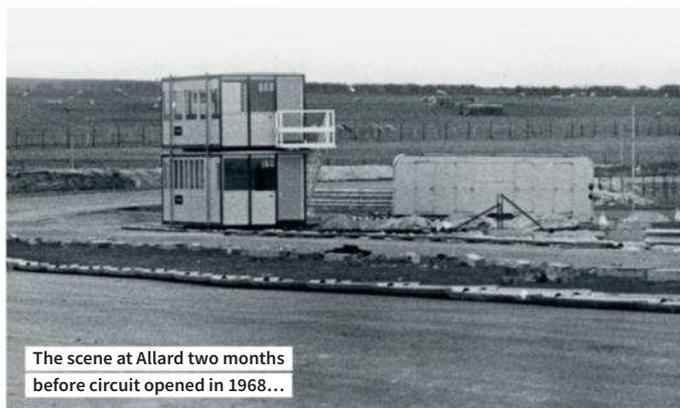
venue on which it had run car racing since September '48.

Thruxton was no stranger to motorsport, having hosted motorcycle racing on a mixed runway and outer-circuit course from 1950, followed by three car meetings, the first on a 1.89-mile version in August '52 and two over 2.76-mile laps in '53. Winners included John Coombs (Cooper 500), Archie Scott Brown (Tojeiro-JAP) and Eric Fenning (Staride 500).

Having declined to buy the land from the Ministry of Defence, negotiations to evolve Thruxton concluded late in 1967. Guided by a small staff, with current Historic Sports Car Club chief Grahame White playing a key role, contractors built the current 2.356-mile layout over the winter. It opened on March 17 '68,



The Lotus of Thruxton maestro
Jochen Rindt leads Henri Pescarolo
(Matra) in 1969 European F2 round



The scene at Allard two months
before circuit opened in 1968...



...and the first meeting. Brian Bull spins his Lotus 7;
Jeremy Lord takes the lead in his U2, but Bull recovered to win

barely a month before the European Formula 2 Championship defined what became a new era of Easter Monday tradition.

The nature of the circuit – the country's fastest road course – favours the brave, so it's no coincidence that Formula 1 world champions had a strong record at Thruxton. Apart from F2 king Jochen Rindt, those to stand atop the podium include Graham Hill, Denny Hulme, Jackie Stewart, Emerson Fittipaldi, Jody Scheckter, Nelson Piquet, Nigel Mansell, Ayrton Senna, Damon Hill, Jenson Button and Lewis Hamilton.

Aside from F2 (which morphed into F3000 in 1985, when Emanuele Pirro won on its only visit to the venue) and F5000, the BARC staged many F3 races and regularly played host to

major sports and GT championships at Thruxton between popular bread-and-butter clubbies at which the likes of Gerry Marshall, local hero John Burbidge and Derek Warwick – as he made the transition from stock cars on short ovals to long-track disciplines – commanded strong followings.

This weekend Thruxton celebrates 50 years in its current guise with a special event featuring a fine mix of cars – from priceless sports-racers of the 1950s to frenetic Minis, via Historic (Pre-1972) Formula Ford and Guards Trophy sports/GTs of the '60s from the HSCC fold – plus a Formula 1 Williams FWo8C demo. Murray Walker and Mansell are due to open the new clubhouse, so do join the throng. >>

50 YEARS THRUXTON 1968 - 2018

FORMULA 2

Featuring a crop of leading Formula 1 drivers, and wannabes eager to join them, the European F2 Championship was – bar 1974, when lack of title sponsor as the fuel crisis bit forced the race's cancellation – a staple of Thruxton's calendar from '68 until its swansong in '84. Great Britain's home international season started here.

Jochen Rindt excelled on the circuit from first sight, the 1600cc era's greatest driver screaming to a hat-trick in Brabham BT23C and Lotus 59 and 69 chassis. Hard on cars, Thruxton often threw in surprises, particularly in 'odd' years. In the twilight of his career, Graham Hill scored one of his last single-seater wins in 1971 in a Brabham BT36 and Henri Pescarolo – with whom he won Le Mans for Matra in '72 – did likewise in '73 with one of Ron Dennis and Neil Trundle's ambitious team's Motul Rondel M1s.

Brian Henton stunned the world in 1977 by winning for Brian Lewis's little Boxer team and pushing the lap record through the 120mph barrier, while Rad Dougall's '79 victory in the Toleman Group's year-old March was also a shock. Otherwise, the races went to the formbook, with BMW, Renault and Honda engines winning the two-litre power struggles.

FORMULA 5000

In stark contrast to the light and nimble two-litre F2 cars, Formula 5000 brought five-litre stock-block-powered sluggers – mainly motivated by 302-cubic-inch Chevrolet V8s – to Thruxton.

Despite their physical differences, the quickest cars traded outright lap records with the F2 machines, with grizzly Australian Frank Gardner and jockey-sized Peter Gethin to the fore in the 500bhp beasts. At one point in 1975 the ultimate mark stood at 1m11.0s (119.46mph) to Lola F5000 aces Vern Schuppan (Lola T332) and Ian Ashley (T400) and F2 men Brian Henton (March-Hart BDA 752) and Jacques Laffite (Martini-BMW MK16)!

While Gethin and Kiwi Graham McRae (McLaren M10Bs) kicked off the F5000 era as winners, as ShellSport Group 8 'Super Libre' took over in 1976, mopping up the remnants of the old class (and others), David Purley – who had raced at Thruxton from its early days – bagged a well-deserved win in his 3.4-litre Ford GAA V6-engined Chevron B30, which had previously challenged the Chevies.

Happily for those who missed it 40-plus years ago, the F5000-v-F2 rivalry will be recreated in HSCC Derek Bell Trophy races at the 50th Anniversary meeting.

PORSCHE 917 & LOLA T70

Porsche's 917 series of cars, which earned the Austro-German concern its first Le Mans 24 Hours victory in 1970 through drivers Richard Attwood and Hans Herrmann – remains among the most iconic in sportscar history. The tubeframe chassis, with forward-positioned cockpit and massive flat-12 engine amidships, were staggeringly fast at the Circuit de la Sarthe, but initially had decidedly dodgy handling in part due to lack of downforce in the quest for speed down the Mulsanne chute.

Short-tailed 917Ks were effective in short 'Interserie-type' races for Group 5/6 machinery. Marque aficionados will fondly recall Jo Siffert winning twice at Thruxton in 917s, on Easter Monday 1970 and '71. Marshals at Church corner, with its notorious hump, must have had an unforgettable close-up of 'Seppi' taming the monsters.

Equally memorable were the thudding Chevrolet V8-engined Lola T70 Mk3B coupes – familiar in today's FIA Masters Historic Sports Car Championship – that had graced the Hampshire circuit in the Easter F2-supporting RAC Group 4 race in which the great Brian Redman outfoxed Jo Bonnier for victory in 1969 after a long chase.

COSWORTH DFV's

There is nothing quite like the howl of a Ford Cosworth DFV, with a staggering 155 grand prix victories between 1967 and '83 the most successful engine in F1 history. Keith Duckworth's masterpiece, initially supplied exclusively to Team Lotus, powered the field when F2's successor F3000 debuted in 1985.

It had been victorious in a Group 8 race in 1976 when ill-fated Aussie Brian McGuire struck gold, rewarding perseverance in his Williams FW04. Later, in the British F1 series, Guy Edwards (Marches), the evergreen Tony Trimmer (McLaren M23), Spanish banker Emilio de Villota (Lotus 78), Rupert Keegan (Arrows FA1) and Chilean Eliseo Salazar (Williams FW07B) added to its Thruxton tally.

It wasn't until 1989, though, when British F3000 came to town, that Roland Ratzenberger carved almost three seconds from Johnny



Ian Ashley equalled outright record on way to F5000 victory in May 1975



Jo Siffert starred in David Piper's Porsche 917, here in 1971



British F3000 1989: Gilbert-Scott and Brabham on front row, but lap record was decimated by Ratzenberger (third)



BTCC is latter-day draw in cars.
This is 1994, with Tarquini,
Cleland and Radisich in front



FF1600 slipstreaming:
Alain Menu leads Eddie
Irvine in 1987 thriller



Hazlewood stunned
in 1973 with 100mph
V8 DAF lap

Cecotto's ultimate F2 target of 1m07.378s, punching the outright record through the 130mph ceiling. It continued to fall and currently stands – almost certainly in perpetuity – to Earl Goddard at 1m01.966 (136.88mph) in a EuroBOSS-spec Reynard-Judd 88D in 2000.

FORMULA FORD

On skinny treaded tyres and with 1600cc 'Kent' engines developing less than 120bhp to propel them, Formula Ford cars have always been among the most difficult to race consistently on the limit at Thruxton. 'Flat from the Complex to the Chicane' is the aim, yet few bar the ultimate pros can carry the speed to achieve it.

Future triple F1 world champion Ayrton (Senna) da Silva was the ultimate master of the place, the Brazilian winning a Townsend Thoresen championship round in August 1981, as he did in FF2000 and F3 in subsequent seasons.

Bryan Sharp (Merlyn Mk11) was Thruxton's first FF1600 race winner in May 1968. Over the years top names including Kenny Acheson, Rod Bremner, Tommy Byrne, David Coulthard, Dave Coyne, Andrew Gilbert-Scott, Mauricio Gugelmin, Geoff Lees, David Leslie, Nigel Mansell, David McClelland, Richard Morgan, Rick Morris, Tiff Needell, Jonathan Palmer, John Pratt, Trevor van Rooyen, David Sears, Andy Wallace, Jim Walsh and Derek Warwick are among the stars whose talents shone in the world's greatest junior training class en route to victory at the circuit.

DAF SETS 100MPH SALOON-CAR RECORD

It seems barely believable that current production-based Renault Clio UK Cup racers routinely lap Thruxton a couple of seconds quicker, but 45 years ago on October 28 1973, a lawnmower engineer in an extraordinary home-built Special Saloon set the first 100mph tin-top record at the circuit.

Although beaten into second place in the race on championship finals day by future 'Superloon' king Gerry Marshall, High Wycombe's Tony Hazlewood achieved the landmark record with a stunning 1m24.6s (100.26mph) lap in his crowd-pleasing DAF V8, a characterful hybrid of 55 coupe shell, lightweight Oldsmobile engine, and Hewland FT200 transmission and suspension cannibalised from an F2 March 712 of the type in which 'Super Swede' Ronnie Peterson had won the European F2 title two years previously.

The twitchy short-wheelbase car was probably not ideally suited to Thruxton's sweeps, yet the intrepid and big-hearted Hazlewood's lightning reactions and heavy right foot made

history that day. I remember it so well, the highlight of my first visit to the local temple of speed.

LOCAL HEROES

As with any circuit, and fuelled by coverage in the sports pages of local papers, competitors based nearby quickly built reputations at Thruxton, which brought spectators through the gates and commerce to businesses or sponsors whose names were proudly emblazoned on their cars.

Early stars included BMC tuning ace Richard Longman (Mini Cooper S) and garagiste Tony Shaw (Jaguar E-type), both prodigious club-race winners. Andover baker and mini-market pioneer John Burbidge (E-type) and Bournemouth property developer Brian Cutting – whose Ford Escort, powered by a three-litre Martin V8 F1 engine, is well recalled – were among the punters' favourites. So too was Stalbridge timber merchant John Turner, who graduated through Sunbeam Imp, Ford Anglia and Escort-BRM to Skoda-Chevrolet S110R before switching to an F5000, where running costs were similar but prize money far greater.

One racer who left a lasting impression was the late FF1600, F3 and Sports 2000 ace Ian Taylor, whose resident racing drivers' school morphed into today's corporate and public driving activity, furthered by his protege Bill Coombs, now the circuit boss.

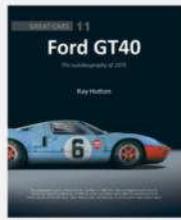
THE BTCC & BSB ERA

Since wholesale changes to the landscape of motor racing and circuit-licensing requirements have vectored the second-tier (one-make) single-seater classes onto Formula 1 bills, the British Touring Car and British Superbike championships have been the massive draws at Thruxton, which, with prudent management and creative marketing, has become profitable despite draconian usage limitations.

Both events attract attendances to rival those at the height of European F2's annual visit, with increased spectator areas on enhanced banking giving unparalleled vistas from the Club Chicane right round to Noble corner, the left-handed sweeper after the Campbell-Cobb-Segrave complex, halfway round the circuit.

The BTCC races are habitually among the most spectacular of the season, awesome slipstreamers embroiling much of the closely matched multi-marque field. The touring cars were popular back in the mid-1970s, when Chevrolet Camaros and Ford Capris ruled the roost before the Rover SDIs arrived. With live TV coverage and social media expanding spheres of influence all the while, the current BTCC circus and its supporting categories have never reached wider audiences. ❧

TALES OF TWO SPECIAL S



BOOK
FORD GT40
The autobiography
of 1075
 RRP £60

Some racing cars are more special than others. Most enthusiasts would agree that any Ford GT40 is worthy of attention, but even within that select group individuals stand out.

Chassis GT40P/1075 is one of the greatest racers of all, having scored six world sportscar championship wins from its 11 starts, two of which were in the Le Mans 24 Hours. The Gulf-liveried John Wyer Automotive-run five-litre V8 is therefore an obvious subject for Porter Press's Great Cars series, and author Ray Hutton does 1075 justice in *Ford GT40 – The autobiography of 1075*.

The first event Hutton covered was the 1968 BOAC 500 at Brands Hatch, which also happened to be 1075's first victory (in the hands of Jacky Ickx and Brian Redman), and his experience and knowledge bring depth and credibility to the book. He also had access to some remarkable original documents, including the car's build sheet and JWA's pitstop analysis from the 1969 Le Mans.

One of the great 24 Hours of all time, the 1969 race fell to Ickx and Jackie Oliver in 1075, mere yards ahead of Hans Herrmann's Porsche 908. The famous race is covered in detail and the pitstop analysis shows it spent just 27m11.2s in the pits, a key element in its victory.

Also welcome is the reproduction of a track test by Innes Ireland in 1968, the ex-racer having become an *Autocar* contributor.

But this is more than a history of one car. Hutton sets the scene with the well-known but important story of how the Ford GT programme came about, the trials and tribulations it went through before success arrived, and Wyer's perseverance with the MkI that allowed the GT40's winning to continue long after Ford had lost interest. He then uses 1075 as the vehicle to talk about the 1968 season, as well as the longer enduros the following year.



The Ford's opposition, chiefly provided by Porsche, isn't ignored, and there is a section on the team itself and another on all the drivers that raced 1075. It's an impressive list: Ickx, Redman, Oliver, 1968 Le Mans winners Pedro Rodriguez and Lucien Bianchi, Paul Hawkins, David Hobbs and Mike Hailwood. Where possible, Hutton includes input from the key individuals.

One of the other joys of the book is the photography, both period and contemporary. In particular, the start shots show the variety of machinery in sportscar racing at that time – and the fraught nature of the original Le Mans-style start.

It's hard to see what more Hutton could have done with this 320-page book, which is a must for any sportscar fan.



BOOK
FORD GT40 MKII
The remarkable
history of 1016
 RRP £30

Eurosport's Mark Cole has attempted a similar effort with GT40P/1016, which was one of the Ford factory's seven-litre MkIIs run by Holman



PORTSCARS



Ickx/Oliver GT40 leads
1969 Le Mans 24 Hours

“ONE OF THE JOYS IS THE PHOTOGRAPHY, BOTH PERIOD AND CONTEMPORARY”

& Moody. Once again, Cole outlines the history of the programme, but this time the focus is more on the early years of the story, before the original MkI got its chance for redemption.

The book is well-researched and Cole also uses some of the original documentation, as well as profiles of important figures during the car's life.

Where the book slightly struggles is that 1016's race history was not as extensive or successful as 1075's, as indicated by the book's 128 pages and Exceptional Cars status. The car was a key part of Ford's development programme — as the MkII was turned from the hastily cobbled-together 1965 monster to the '66 Le Mans winner and finely honed endurance racer of '67 — and there are some real gems about that process. But 1016 only raced four times in period and the suggestion that it could have won the '66 24 Hours when it finished third seems a stretch.

Nevertheless, its post-Ford career has been interesting, and it's fantastic to see the excellent condition in which current owner Claude Nahum keeps it.

This is not an essential book for your Le Mans collection in the way that Hutton's work is, but it is a worthy addition alongside it for the GT40 aficionado.

KEVIN TURNER

HIGHLIGHT OF THE WEEK

ISLE OF MAN TT

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PROGRAM EPISODES

ABOUT THIS PROGRAM

2018

Sidecar A Press Conference

LIVE: SAT, 14:00

Superbike Press Conference

LIVE: SAT, 14:30

2018 Isle of Man TT Launch

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ISLE OF MAN TT

Qualifying for the legendary Isle of Man TT started on Saturday and runs throughout this week, concluding tomorrow (Friday), with the racing taking place this Saturday, then Monday, Wednesday and Friday next week. Stay tuned to Motorsport.tv for updates and highlights from this viscerally thrilling event. Go to <http://bit.ly/IOMTT-Launch>

THIS WEEKEND'S EVENTS

INTERNATIONAL MOTORSPORT

IndyCar Series

Rd 7/16
Detroit Belle Isle, Michigan, USA
June 2-3
 Live BT Sport 2, Saturday 2030. BT Sport 1, Sunday 2030

IMSA SportsCar

Rd 5/12
Detroit Belle Isle, Michigan, USA
June 2

DTM

Rd 3/10
Hungaroring, Hungary
June 2-3

European Formula 3

Rd 2/10
Hungaroring, Hungary
June 2-3

Live BT Sport 1, Saturday 1000, Sunday 1000, 1600

Blancpain GT Endurance Cup

Rd 3/5
Paul Ricard, France
June 2
 Live Motorsport.tv, Sunday 1625

NASCAR Cup

Rd 14/36
Pocono, Pennsylvania, USA
June 3
 Live Premier Sports, Sunday 1830

European Rally Championship

Rd 3/8
Acropolis Rally, Greece
June 1-3

Super TC2000

Rd 5/12
Rafaela, Argentina
June 3

MotoGP

Rd 6/19
Mugello, Italy
June 3
 Live BT Sport 2, Sunday 1230

UK MOTORSPORT

Oulton Park CSCC

June 2
Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Turbo Tin Tops

Thruxton BARC

June 2-3
50th Anniversary Meeting: Mini Miglia, Mini Se7en, Historic FF1600, Guards Trophy, Woodcote Trophy/Stirling Moss Trophy, Historic Touring Cars, Thruxton single-seaters

Silverstone MGCC

June 2-3
MGLive: Porsche Club, Sports 2000, MG Cup, Midgets and Sprites, BCV8s, Iconic 50s, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63

Donington Park BARC

June 2-3
Classic FF1600, Clubmans, Mighty Minis, MGOC, Kumho BMWs, Superkarts

Brands Hatch BRSCC

June 2-3
TCR UK, FF1600, Mazda MX-5, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, HRDC Touring Greats, HRDC Coys Trophy

Cadwell Park BRSCC

June 2-3
F1000, Porsches, Mazda MX-5s, BMW Compacts, Fiestas, Fiesta Juniors, Alfa Romeos







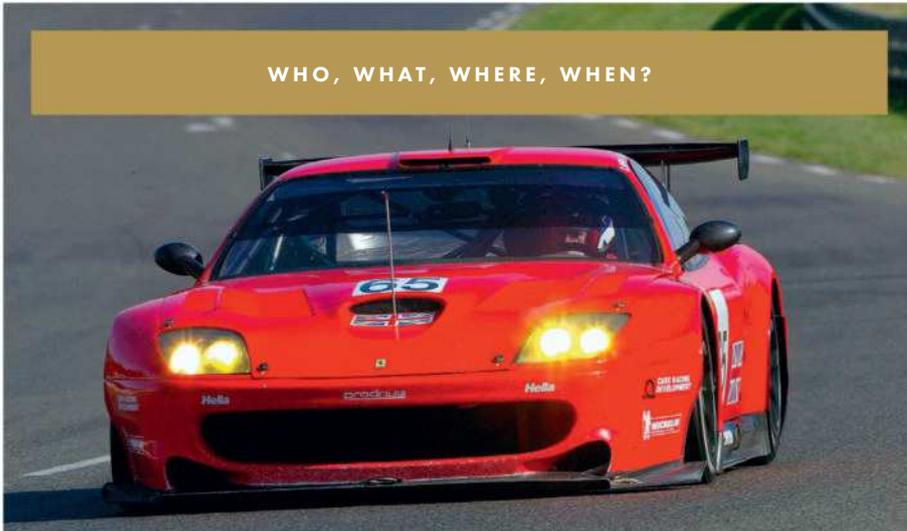
FROM THE ARCHIVE

Clay Regazzoni makes a fleeting, although ultimately dramatic, appearance in the Alfa Romeo T33TT/12 he was due to share with Carlo Facetti in the 1973 Targa Florio in Sicily. The car failed to make the start after Regazzoni crashed spectacularly during practice, the Alfa somersaulting down a mountainside and landing upside down in a field. The Swiss driver was considered to be extremely lucky to walk away from the wreckage.

TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN?



WHO IS THIS?

Hailing from the land of lakes, this trailblazer set new standards and still holds a record that will be hard to beat.

Picked up as a youngster by an industrial giant operating a long way from home, it was when he was parachuted onto the slopes by an emperor-in-waiting that he set the stages alight. When the rules were changed abruptly he discovered a finite increment that allowed him to double up.

He switched between camps to keep the titles rolling in, becoming the only man to rule the roost for three different manufacturers in the process.

A stint with the blue oval was a disappointment, but alongside the seven sisters he was able to set a new winning record.

After calling time he dabbled with the executive and took to the ice to record a new high.

ON THIS DAY

1 On this day in 1992, Ayrton Senna fended off Nigel Mansell in the closest-ever Monaco GP finish. Who was third?

2 Which famed F1 marque scored its first championship race win on this day in 1959?

3 In the same race in 1959, Innes Ireland made his F1 debut, but where did he score his only world championship GP win?

4 Nelson Piquet crashed out of the lead of the Monaco GP on this day in 1981. Who was he attempting to lap at the time?

5 Today is Philippe Gache's birthday. Who were his '98 Le Mans team-mates?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Jenson Button, Prost AP02, Barcelona, December 17 1999. **Who is this?** Derek Warwick.

On this day 1) 1988 Japanese GP. 2) Brabham. 3) Scott Goodyear. 4) 7. 5) 1995 Australian GP.

Name the helmet Eddie Cheever.

IN NEXT WEEK'S ISSUE



LE MANS 24 HOURS:
FULL 56-PAGE PREVIEW

JEP



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