

Sunday, 01/07/2018

## Maiden GP3 pole for David Beckmann at the Red Bull Ring

- Jenzer Motorsport driver in impressive charge through the field from 14th to eighth in Race 1
- Competitive pace goes unrewarded in the second race: DNF after no-fault collision
- David: "My team put an incredibly fast car at my disposal, and I converted those great preconditions into an impeccable performance"

The Red Bull Ring hosted the third race weekend of the 2018 GP3 Series. David Beckmann and his Jenzer Motorsport team were in action on the historic track in the Steiermark region of Austria from last Friday till Sunday. Against an idyllic alpine backdrop, Beckmann was aiming to extend his encouraging run of results from the first two race weekends. The 18-year-old once again confirmed his potential with a magnificent charge from 14th to eighth in Race 1, showing great relish for wheel-to-wheel action. The German teenager was then unfortunately forced to retire at the start of the second race when he was the victim of a collision for which he was not at fault. After six races, Beckmann is currently twelfth in one of the world's top formula racing series with its high-calibre and highly competitive field of junior drivers.

Beckmann started the first race from 14th place and made immediate progress, gaining four positions on the first lap. However, Beckmann was unwilling to settle for a solitary championship point, aiming instead for eighth place which would not only add three more points to his championship tally but also place him on pole position for Race 2 under the reverse grid rule. Two laps before the end, Beckmann did indeed move up to eighth place after a thrilling duel. The Jenzer Motorsport driver then defended the position with determination through to the finish.

The omens were good for the second race. Beckmann's first pole position in the GP3 Series suggested that a first win of the season – or at the very least a first podium – for the rookie might be on the cards. He once again got off the starting blocks well, but the second and third-placed drivers had marginally more traction. On the first 90-degree turn, he was caught between them in a pincer movement and unable to avoid a collision with major consequences. The car was badly damaged, and Beckmann was obliged to park it a few turns later.

GP3 is a permanent support series to the Formula 1 World Championship, so Beckmann and his team will be heading for the 'Home of British Motor Racing' at Silverstone next weekend (6th - 8th July).

### Five questions for David Beckmann

#### David, you mounted a magnificent charge in the first race. Tell us how you saw it.

Almost everything went right for me from start to finish. My team put an incredibly fast car at my disposal, and I converted those great preconditions into an impeccable performance. Towards the end, the handling of the car was getting a bit difficult, but thanks to my experience of formula racing, I knew how to deal with it. Even then, I still felt OK in the cockpit, and I comfortably managed to defend eighth place.



**You showed strong pace as early as free practice...**

Yes, we did well in FP1 and were up with the front-runners right from the start. I finished the session tenth on the leader board, which did not reflect our speed at all. In dry conditions, I was in the Top Three. However, the opposition went for fresh tyres much earlier on. When I finally left the pits with a fresh set, it suddenly started to rain – which put paid to any hope of topping the timesheets. It was a shame, of course, but there is nothing at stake in free practice. Nevertheless, we were hopeful of scoring some decent points this weekend.

**In qualifying, things did not quite go according to plan. The best you could manage was 14th place. What was the reason for that?**

In qualifying, we had the problem that we did not get peak performance out of the tyres. Consequently, we were unable to exploit the grip of the tyres to the full. My two team-mates were also struggling with the same problem, so we need to analyse carefully the reason for that before we get to Silverstone and to avoid something similar happening there. I ended up just over half a second adrift of the fastest time. With perfect grip, we would certainly have been able to extract at least another three tenths of a second, which would have been enough to put me near the front of the grid.

**The crowning glory of the weekend should have actually come in the second race. Pole position and a possible start-finish victory, but unfortunately that did not happen...**

Yes, unfortunately. Eighth place in the first race gave me pole position for the second race by virtue of the reverse grid rule. My reaction time was good, but I did not get away so well, which was again related to the tyres not being up to perfect temperature. The driver who started from P2 nosed slightly ahead on my right going into the first corner, while the third-placed driver came alongside on my left. In the braking zone, the new race leader suddenly moved to the left and pushed me into the car on my left. That caused a collision in which all three cars were damaged. The race was over for us. It is a pity, because all three of us missed out on important points.

**Hopefully you'll have more luck at Silverstone next weekend. What are your expectations?**

I really like the track. It is technically very demanding, which suits me fine. At the same time, it has a pleasant flow with a mix of long straights, high-speed, medium-fast and slow corners. Last year, my team secured a great podium finish there. We obviously want to repeat that performance this year. I feel sure that my first GP3 podium appearance is only a matter of time.

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