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## Promising debut weekend for David Beckmann in GP3 Series

- Sixth place and best-placed of the Jenzer Motorsport contingent in the first race at Barcelona
- Bad luck in the second race of the support series to Formula 1
- David: "I've learned a lot – more than on all test days put together"

For David Beckmann, the Barcelona weekend was a succession of first-time experiences. The Deutsche Post Speed Academy protégé not only made his GP3 debut but also contested his first wet race at this level.

The Jenzer Motorsport driver qualified eighth in a well-matched field at the Circuit de Barcelona-Catalunya. In Race 1, he finished sixth, which made him the best-placed driver for his team. In the course of his debut outing, the 18-year-old was involved in a battle for position with Giuliano Alesi, the son of former F1 driver Jean Alesi and the subsequent winner of the Sunday race.

In his second race in the support series to Formula 1, Beckmann started from third place. On a wet track, he was hit several times by an opponent, which caused a puncture and sent him spinning into the gravel. After a pit stop, Beckmann returned to the race. He then used a safety car deployment to switch to slicks. It was a strategic gamble that sadly did not pay off for the youngest driver in the line-up, as the track was still too wet in some sections, and he ultimately failed to progress beyond P17.

Making his race debut in the GP3 Series, Beckmann was driving on tyres from Pirelli, the manufacturer who also supplies Formula 1. He was also experiencing DRS for the first time. DRS (Drag Reduction System) is used in the premier class to facilitate overtaking. In the GP3 Series, drivers are allowed to open the rear wing on six laps of the first race and only four times in the second. The talented young contestants are therefore required to think tactically, which also applies to tyre management. Beckmann impressively demonstrated these tactical skills on only his first race weekend.

The Jenzer Motorsport squad member is due to contest his second race weekend (22nd - 24th June) at the Circuit Paul Ricard when Formula 1 makes its comeback in France. He is already familiar with the track at Le Castellet from testing there.

## Five questions for David Beckmann

### How was your debut race in the GP3 Series?

Exciting! At the beginning of the race, I had a scrap with the pole-sitter who had dropped back at the start and was then immediately in front of me. Unfortunately, I was unable to get past, and he pulled out a gap. Giuliano Alesi was coming up from behind and tried to overtake me with the help of DRS. I defended my position. I then set consistently fast laps to catch up with the fifth-placed driver and had a battle with him. Alesi took advantage of our contest to close the gap on us. There were some good passing moves on the last four laps of the race, but in the end the positions stayed the same. Sixth place was good for the first race. Because of the reverse grid rule, I started from third in Sunday's race.

**Pirelli tyres and DRS are new for you. How did you handle these two factors?**

There is definitely a difference to the Formula 3 tyres. It was difficult at the beginning of the first race. With the durability of the rear tyres in mind, I adapted my driving style and yet still managed to be fast. If the race had been a couple of laps longer, I might have moved up to fifth. My tyres were holding up well, while those of the driver in front were at the end of their life. I had used my six DRS boosts a bit too early in the race. However, I think that you can still overtake without this device.

**You've now competed in your first wet race...**

It would have been a good race if I hadn't been out of luck. I got the tyres up to temperature and had a good start. It got very tight in the first corner, but I managed to hold on to third place. Then an opponent hit me twice on the rear tyre, causing a puncture. I had to pit, and with that my chances of getting a Top Five result were gone.

**How did qualifying go for you?**

I was pretty damn fast. However, before my second run on new tyres, I had to get weighed on the FIA scales, which cost me about one and a half minutes. After that, I was in the wrong rhythm, because I was on a fast lap and the others were on a slow lap to conserve their tyres. So I got stuck in traffic. Otherwise, the Top Five or even the second row might have been feasible. In any case, we'll learn from that and do things better in France.

**How would you sum up your first race weekend sharing the billing with Formula 1?**

It's awesome to see the best drivers in action close up. I met Sebastian Vettel, who recognised me straightaway. It's a great feeling when a four-time Formula 1 world champion comes up to you and shakes you by the hand. Overall, it was a good weekend, but unfortunately, I had bad luck in qualifying and in the second race. I learned a lot – more than on all the test days put together. My team works superbly well, I get along well with my engineer and the car is fast. Those are the most important things for the season.

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