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Racing bad luck for David Beckmann at Silverstone

- Fourth GP3 Series race weekend for David Beckmann at Silverstone
- Strong performance goes unrewarded: Jenzer Motorsport driver retires from Race 2 through no fault of his own
- David: "I'm pretty certain that I could have secured another championship point"

David Beckmann made a terrific start to his first season in the GP3 Series, securing three top-ten finishes and one pole position in the three race meetings held so far. Driving for Jenzer Motorsport, he needed to take this momentum with him into the fourth race weekend at Silverstone. Seventh place in first practice suggested that Beckmann would again be a top contender at the Home of British Motorsport. However, after finishing 14th in the first race and being forced to retire in Race 2, the German had to leave the UK empty-handed.

A problem that had cropped up earlier in practice became even more serious in qualifying. Beckmann had to contend with understeer – just like his other team-mates. As a result, the three Jenzer Motorsport drivers had a tough time in qualifying, taking positions 15, 16 and 17 on the grid. Beckmann and his team made some changes to the GP3 car's setup for the first race. After a promising start, the young driver gained four positions, going up from P16 to 12th. However, the car's drivability was still affected, so he lost two positions and finished 14th.

The team opted for a more radical approach for the second race and adjusted setup once more. As a result, he now had a car, with which he could attack for the first time this weekend. He moved up two positions right at the start. He kept his cool in a close-fought, three-way battle over several laps. Although he initially lost a position, he went back up into P12 by executing a terrific manoeuvre. He gradually reduced the gap to the drivers in front of him, and a place in the Top Ten was within reach. Beckmann overtook the driver in eleventh place, who was not willing to relinquish position, however. He locked up, forcing Beckmann off the track and bringing his impressive charge to an early end. Eighth place and a championship point would have been possible but for this incident.

The German now has three weeks, in which to recharge his batteries following the exhausting triple header. He will be back in action, 27th - 29th July, at the Hungaroring, a track which definitely suits this Jenzer Motorsport driver.

Five questions for David Beckmann**David, you've had a tough weekend. How would you sum up events?**

It's a big pity that we're leaving Silverstone empty-handed, for sure! As we saw last time out, I would probably have been able to fight up front, if I'd started further up the field. My pace in practice was good. I was able to push, even though it was already becoming clear that understeer would be an issue. I made a small mistake on my hot lap and would otherwise have been in the Top Five.

You and the team worked hard to correct the car's handling...

It was really tough in qualifying. We just couldn't get the front tyres up to temperature, so a top-ten result was out of the question. We altered setup a little for the first race to counteract the problem. The start went well and I moved up four positions. However, I noticed immediately at the start that the car was still understeering badly, making it difficult to maintain position.

In the final race, it looked like you would be able to finish in the points by boxing clever, being far-sighted and by maintaining your terrific pace, but things did not work out, unfortunately. What happened?

I got away well off the line but then got stuck behind my team-mate and another opponent for quite a while. I needed to nurse my tyres during this period of the race in order to mount an all-out attack later. My goal was a points-scoring finish. By the time I passed my team-mate, the guy in front of us had already driven off and pulled out a gap. I very quickly closed on him but became involved in a three-way scrap once more.

... which ended badly for you.

Yes, unfortunately. I saw my chance and went around the driver in front of me on the outside. However, he locked up, losing control of his car. I gave him plenty of space, more than usual, but unfortunately, he crashed into me, forcing me into the gravel trap, which ended my race. My manoeuvre was really good, so it was a big pity, definitely, as I'm pretty certain that I could have secured another championship point.

You've got some time before the next race. How do you expect to fare at the Hungaroring?

I'm feeling quite confident. I really like the circuit and always enjoy driving in Budapest. I finished fifth twice there last year in the Formula 3 European Championship and intend to build on that success this year in GP3. The track layout is amazing with plenty of fast corners. I just love that. The fans at the track are also great and make for a fantastic atmosphere. I'm really looking forward to the next big challenge!

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