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**MALDONADO
BEATS THE
CHAMPIONS**



“Hopefully this is just the beginning...” Sir Frank Williams

WILLIAMS TOO HOT TO HANDLE





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CONTENTS

May 17 2012 – vol 208 no 7



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"I'm just astonished by the way he controlled himself and didn't make a mistake at all"

FRANK WILLIAMS ON MALDONADO

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INSET: COATES/LAT, GILHAM/GETTY



REPORTS

- 28 Spanish Grand Prix**
How Venezuelan underdog Pastor Maldonado made the Williams team a winner once more
- 42 GP2 Barcelona**
Dutchman Giedo van der Garde ends series-win drought that extended back to 2009
- 45 GP3 Barcelona**
Mitch Evans and Conor Daly do the business in Spain
- 46 World of Sport**
NASCAR; ALMS; Grand-Am; IRC; Formula Nippon
- 54 British/European F3 Pau**
Italian Ferrari Junior Raffaele Marciello unstoppable on the French streets for Prema Powerteam

NEWS

- 8 Williams win was no fluke**
Pastor Maldonado's Spanish GP win was nothing to do with luck, says the team, and it's confident it can stay at or near the front
- 12 Hamilton in no rush to sort out future**
McLaren star stalling on decision over whether to renew his contract with the British team for 2013
- 15 This week in F1**
- 18 Lotus reaffirms commitment to IndyCar engine supply**
British firm pledges support to series despite fall-outs with several teams
- 21 Porsche promises quick fix to Supercup wheel problem**
German marque to sort Barcelona race-cancelling issue
- 23 Carroll Shelby 1923-2012**
US automotive giant remembered
- 25 BMW keeps Brands DTM powder dry**
We don't expect to win on unfamiliar track, says firm
- 26 New VW boss keen for firm to stay in WRC beyond 2015**
Firm may make long-term commitment, admits Jost Capito

FEATURES

- 56 Superstars aiming to live up to its name**
The Superstars International tin-top series has got a grid-full of hairy cars and proper drivers. And they're coming to Donington this weekend. Here's why you should go, too

REGULARS

- 5 From the editor**
- 6 Snapshot**
- 17 Mark Hughes column**
- 74 Subscribe for a free gift**
- 88 Final drive**
Letters and latest gear
- 90 On track/on screen**
The best action in the next week
- 93 From the archive**
Colin McRae wins 1997 Tour de Corse for Subaru
- 94 Race of my life**
Eric van de Poele, Spa 24 Hours 1987

SPORTS EXTRA

- 71 Great & British package revival plan**
Plan to bring back national racing festival package
- 72 Tiga name to return in SPEED series**
Famous sportscar looks at comeback in Group CN prototypes
- 76 National reports**
Monaco GP Historique; Snetterton Britcar; Oulton Park AMOC; Silverstone MSVR; Brands Hatch BARC; Bishopscourt LMC; Anglesey BRSCC; Cadwell Park BRSCC; Knockhill British Rallycross; Barbon/Harewood British Hillclimb
- 86 Ginetta boss in the spotlight**
Sportscar boss Lawrence Tomlinson explains why his junior series is vital for motorsport ladder



MALDONADO RIPS UP THE FORM BOOK

Circumstances helped the Venezuelan and Williams team pole, and the no-GP champ proved his class beautifully. By MARK HUGHES



First impressions are hard to shake

Just as the Superstars International tin-top series has got a grid-full of hairy cars and proper drivers. And they're coming to Donington this weekend. Here's why you should go, too



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POLE POSITION

Formula 1 is full of heroes – on the track and off



THANK GOODNESS THE FORMULA 1

paddock is full of quick-witted and fast-acting people, or instead of writing about how fantastic Pastor Maldonado's success was for Williams in Barcelona on Sunday, I could've been lamenting a tragedy following its post-race garage fire.

I'm not sure who was more heroic: Maldonado for the manner in which he held off Fernando Alonso in those final laps, or the way staff from all teams grabbed fire extinguishers to ensure the inferno didn't escalate. We applaud the brave souls who tackled the blaze, and wish those who required medical treatment a swift recovery.

Back to on-track matters, it has been fascinating to watch Maldonado develop from a rookie – utterly clueless about tyre management – when he began racing in GP2. Five years on, his judgement in Sunday's final stint could not have been more savvy and intelligent. The underlying pace was always there; the brainpower has been added. Not bad for a 'pay driver', eh?

And if Williams can keep its upward swing in motion, then there are few better drivers around Monaco than Pastor...

Charles Bradley

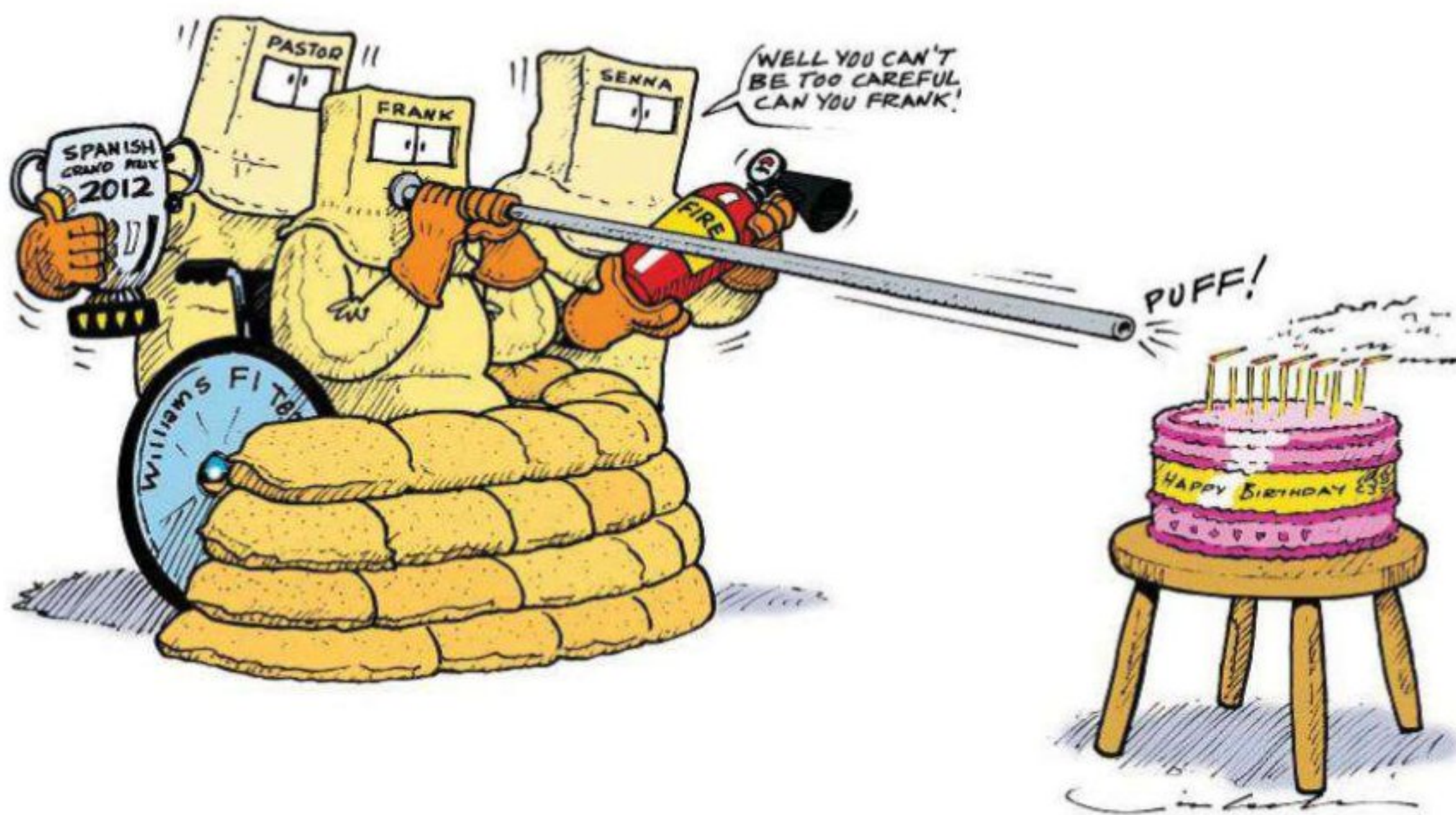
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F1

Ferrari, Williams and Lotus duke it out

Williams's new hero Pastor Maldonado, who hadn't finished higher than eighth before Sunday, goes toe-to-toe at the start of the Spanish GP with Fernando Alonso and Kimi Raikkonen, who've got 46 grand prix wins and three titles between them. And what happened? The Venezuelan got the better of both to score his maiden victory.

Pic: Tee/LAT



SNAPSHOT
PIT & PADDOCK



 **Santander**



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Williams win was not a fluke

Pastor Maldonado's victory in last Spain last weekend was a shock, but there was more to it than luck. By EDD STRAW

The first Williams victory since the 2004 Brazilian Grand Prix was no fluke, with the team confident of continuing to compete at the front in Formula 1.

Pastor Maldonado did benefit from fastest qualifier Lewis Hamilton being stripped of pole position, but the Williams-Renault FW34 proved quick in all conditions in the Spanish Grand Prix last weekend. The Pirelli tyre formula has been characterised as a lottery, with track conditions causing teams to fall in and out of the optimum operating window for the rubber. But while Williams's understanding of how to manage the

tyres was one of the keys to victory, Maldonado was able to beat both Ferrari's Fernando Alonso and the hotly-tipped Lotuses of Kimi Raikkonen and Romain Grosjean in a straight fight.

Chief operations engineer Mark Gillan stopped short of predicting further wins, but has no doubts that Williams can remain competitive.

"Barcelona is a stern test for the car," Gillan told AUTOSPORT. "The teams spend endless hours simulating it and testing here. It's a demanding circuit. So we're pretty confident that we can compete at a good level."

Williams made progress with



FW was on hand to witness the victory

upgrades at the Mugello test. But it also dedicated some time to better understanding the tyres, which has allowed the team to set up the car in a way that works its rubber well in a wide range of conditions. This allowed the FW34 to be competitive at track temperatures ranging from

30C to the mid 40s in Spain.

Key to that is the strategy for warming up tyres during qualifying. Although track position played a vital part, with some potentially race-winning cars buried in traffic, Maldonado was able to jump Alonso in the second round of pitstops to win on merit. The Williams has often been competitive in race conditions this year and there has been a suspicion that its qualifying performances earlier in the year could have been better.

When asked whether Williams had lucked into the right operating window for tyres, Gillan replied: "I

WILLIAMS F1 HISTORY

After selling his previous team to Walter Wolf, Frank Williams went on to build one of the greatest outfits in racing history along with co-founder Patrick Head. It has now won 114 grands prix, nine constructors' crowns and seven drivers' championships.



1979
Clay Regazzoni takes first Williams win in the British Grand Prix at Silverstone in only the second season for the new team.



1980
Alan Jones clinches the drivers' championship and also leads the team to its first constructors' title.



1982
Keke Rosberg wins the drivers' title despite winning only one race all year – at Dijon.



1984
Williams switches from Cosworth engines to Honda. Rosberg takes first Williams-Honda win in Dallas.



1986
Williams wins the constructors' championship but McLaren's Alain Prost beats Nigel Mansell and Nelson Piquet to the drivers' title.



Ferrari and Lotus behind as Williams wins again

FUEL RIG LED TO GARAGE FIRE



Garage went up in flames

The Williams garage fire, which broke out around 90 minutes after the finish of the Spanish Grand Prix appears to have been caused by a fuel rig igniting.

The team has made no comment on the cause but multiple Williams sources told AUTOSPORT that it appeared to originate from the area of the fuelling rig. This was located at the rear of the garage on Maldonado's side.

It's possible that this erupted while Bruno Senna's

car was being drained of fuel. The trigger is unknown, but most likely some kind of spark ignited fuel vapour.

At the moment the fire broke out, Frank Williams was in the garage but, along with a large number of other team personnel who had been part of a celebratory photo a few minutes earlier, escaped the blaze. As AUTOSPORT closed for press, one crew member remained in hospital.

Williams is confident that it will have a fully-operational garage in Monaco next week.

"The difference between the top 15 cars is still very small"

Mark Gillan

season but downplayed expectations. Gillan stated that the self-belief created by a victory that was near-flawlessly executed, save for a problem with the left-rear wheel change at Maldonado's third pitstop that cost around two seconds, will help to create more success.

"We are surprised," he admitted. "We haven't been playing things up. We have a clear plan, which was to qualify and finish in the top 10 and show an improvement through the season. Winning a race and starting on pole position is very good, but we need to be doing that consistently. That's the next step. It's very

AUTOSPORT SAYS...

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Most racing teams are defined by their great drivers. A select few are defined by their founders or bosses. Williams falls into the latter category.

The achievements of Frank Williams, in astonishing adversity, are well known. The dynamic partnership that he formed with Patrick Head is the stuff of legend and it was heart-warming to see the great team that they built back on top last weekend.

But for a long time, talk has been of the future. The succession plan with Sam Michael failed. But there is every indication that the axis of technical director Mike Coughlan and chief operations engineer Mark Gillan has what it takes to succeed.

Coughlan is wary of the media, given his history, so it's difficult to get a handle on his vision for the future of the team. But he has given Williams decisive technical leadership. Gillan is the epitome of the methodical, focused engineering leader. Both see this win as a point on the road, not the ultimate destination.

It remains to be seen whether Williams can ever scale the heights that illustrious name demands. But the crucial thing is that one of F1's best-loved teams is on the right track less than a year after there were fears it was in terminal decline.

It was only right that Sir Frank Williams was there on a day when it was proved there's plenty of life left in this great racing team.



Williams back in the spotlight

don't think so. The conditions were the same for everybody but we were pretty confident of our pace. The difference is that we were also able to extract the qualifying pace, which makes a big difference. When you are higher up the grid, there is more free space. But the difference between the top 15 in race pace is still very small."

A SURPRISE WIN

While Williams was always confident that it had a strong car, it still came as a surprise that its long victory drought came to an end so quickly.

The team has been quietly confident that it would have a good

REMEMBER WHEN...

SEPTEMBER 28 1997



a Williams-Renault last won a grand prix... Jacques Villeneuve's victory in the 1997 Luxembourg Grand Prix at the Nürburgring was the 63rd and last Williams-Renault win. Until, that is, Maldonado made it 64.



1987

Piquet bags the drivers' crown as Williams takes title double, but team loses Honda deal and signs up to run Judd customer units in 1988.



1989

Renault becomes the Williams engine supplier. Thierry Boutsen wins in Canada on only the sixth start for the partnership.



1992

The Head/Adrian Newey-created Williams-Renault FW14B dominates the season, winning both titles with Nigel Mansell.



1993

Alain Prost canters to the world championship, with new signing Damon Hill helping the team to the constructors' crown.

Maldonado has honed his driving style in F1



THE MAKING OF MALDONADO

Earlier in his career, the idea of Pastor Maldonado winning a grand prix that was dependent on tyre management would have been derided.

The Venezuelan has always had raw speed, but his aggressive style was more rock ape than artist. While he improved during his four years in GP2 in particular, he was still rough round the edges when he came into Formula 1 last year. But his remarkable win from pole in the Spanish Grand Prix is proof of how far he has come.

"Pastor has transformed himself as a driver," said Williams chief operations engineer Mark Gillan. "He has become extremely strong. He has got a good understanding of the tyres and how to manage them and you can see him doing it before we even tell him to on the radio. He certainly extracted the maximum performance from the car. He didn't put a foot wrong."



Wurz works with drivers

During his time in F1, Maldonado has refined his driving style. His car control has always been excellent, but his aggression and rapid steering inputs have often served to destabilise the aero platform of the car. In qualifying in Barcelona, Maldonado combined aggression in the slower corners, keeping the minimum speed up despite missing several apexes, with precision in the faster sections.

Ex-Williams driver Alex Wurz, who acts as the team's driver coach, believes that Maldonado's performance was worthy of Jenson Button or Fernando Alonso.

"What was special today was that his race was driven totally rationally, while historically people from South America, and Pastor earlier in his career, tended to drive out of pure emotion," said Wurz. "Still extremely fast, but in a situation like this, you need to drive rationally."

"This is what I have seen from Jenson and Fernando before. In Spain, you saw Pastor being in the same league as them. Whether he can continue at that level depends on the way that the team and driver work together. There will be ups and downs but the positive trend is there."

encouraging and the effect goes all the way through the team. Once you start winning it becomes a bit easier to do it again. With a win under our belt, it has increased self-belief. We have been asking people to push very hard and this win is payback for that."

CLEAR OUT IN 2011

Following the dismal start to last season, technical director Sam Michael tendered his resignation. He stayed on until the Singapore GP as part of the handover, but with aero chief Jon Tomlinson also departing it was clear that a new broom was sweeping through the team.

Three key appointments were made. Former McLaren chief designer Mike Coughlan joined as technical director-elect (initially he was chief engineer). While Michael oversaw the development of 2011's FW33, Coughlan was charged with directing work on this year's car. Gillan also joined, attending his first race in Singapore, while Jason Somerville

returned to the team as head of aero.

But the change in personnel was only part of it. Effectively, Michael's old technical-director role was split in two. Coughlan, as technical director, holds ultimate seniority but Gillan was charged with overseeing the race team. Previously, the overloaded Michael had to do both. To ensure that the factory was serving the needs of the race team, this year the number of aerodynamic updates being thrown at the car has been reduced with the emphasis now on understanding the FW34. Previously, Williams would often struggle with upgrades that didn't work. Under the new regime, the strike rate appears far higher.

"We are being very rigorous in only putting bits on the car that we understand and are working and testing everything as best we can and that is paying dividends," said Gillan.

While Gillan is the public face of the technical side of the team and has been a key figure, Coughlan's effectiveness as technical director

Williams celebrates first win since 2004



➔ P28 SPANISH GP REPORT



1994

Another constructors' crown, but Hill misses out on the drivers' title after last-race clash with Benetton's Michael Schumacher.



1996/7

After back-to-back double titles (with Hill and then Jacques Villeneuve crowned as drivers' champions) Renault pulls out of F1 at the end of 1997.



2000

Williams links up with BMW, after two fruitless years with Mecachrome/Supertec engines.



2001

Ralf Schumacher takes first Williams-BMW victory at Imola.



2004

Sam Michael succeeds Head as technical director. Juan Pablo Montoya takes 10th and final Williams-BMW win at Interlagos.

has also been crucial.

"It's very big," said Gillan of Coughlan's influence. "What you want from a technical director is someone who knows what they are doing, who knows the direction they want to go in and makes those decisions clearly so that everybody knows where we are going, timeframes and what we are trying to aim at in terms of improvements."

RENAULT ENGINE DEAL

The re-creation of the Williams-Renault engine partnership, which yielded 63 wins from 1989-1997, has been one of the key factors in the team's turnaround.

"The Renault engine is a big part of our improvement, there's no question of that," said Gillan. But it's not just the performance of the French powerplant. Gillan has praised the packaging advantages of the 2.4-litre V8 unit in the past, which required fewer cooling compromises in the bodywork than the 2011 Cosworth.

It was the fourth time in seven winters that Williams had changed engine suppliers, but the timing of the deal ensured that most of the usual teething issues were avoided.

Renault Sport F1's engine supremo Rob White told AUTOSPORT: "Williams have put different engines in their cars quite a lot in recent times and we have certainly put our engine in different cars so we have a book two inches thick of instructions."

"The deal was done at exactly the right time. We knew mid-last year that we'd be dealing with Williams, which was the right time. There wasn't any lost motion."

The Renault engine made a difference immediately, so much so that Maldonado was raving about the step forward over the radio while on his first installation lap during the opening pre-season test at Jerez.

The 64th Williams-Renault victory might have come as a shock. Now, though, the prospect of a 65th this year should be taken seriously.

Gillan has played a key role in success



Q&A

PASTOR MALDONADO SPANISH GP WINNER

How has Williams turned around its performance since last year?

We made big changes in the factory, we have new staff in some departments and we have completely changed the approach to building the car. This year's car has great performance and great potential to become even stronger.

Do you consider yourself a possible championship winner?

We are a little bit behind compared with the leaders and we need to keep working. We are not the best team at the moment. I'm driving well, I have a good feeling with the team and the car so everything is possible. We are looking forward to winning some races, to getting a couple more podiums.

What happened at the start of the race?

It wasn't the best start ever. The clutch slipped quite a lot. I tried to defend the position but Fernando [Alonso] was already on the better part of the track, so I decided to back off and follow him. We changed our



strategy to attack Ferrari. From the second stop, we did pretty good and I think we surprised them because we did it so early.

Fernando put you under some real pressure at the end...

We were looking to manage the tyre degradation so I wasn't pushing that hard just to keep the tyres alive for the end of the race. There were some moments where he was so close, especially at the end of the straight. I was managing the gap and controlling everything.

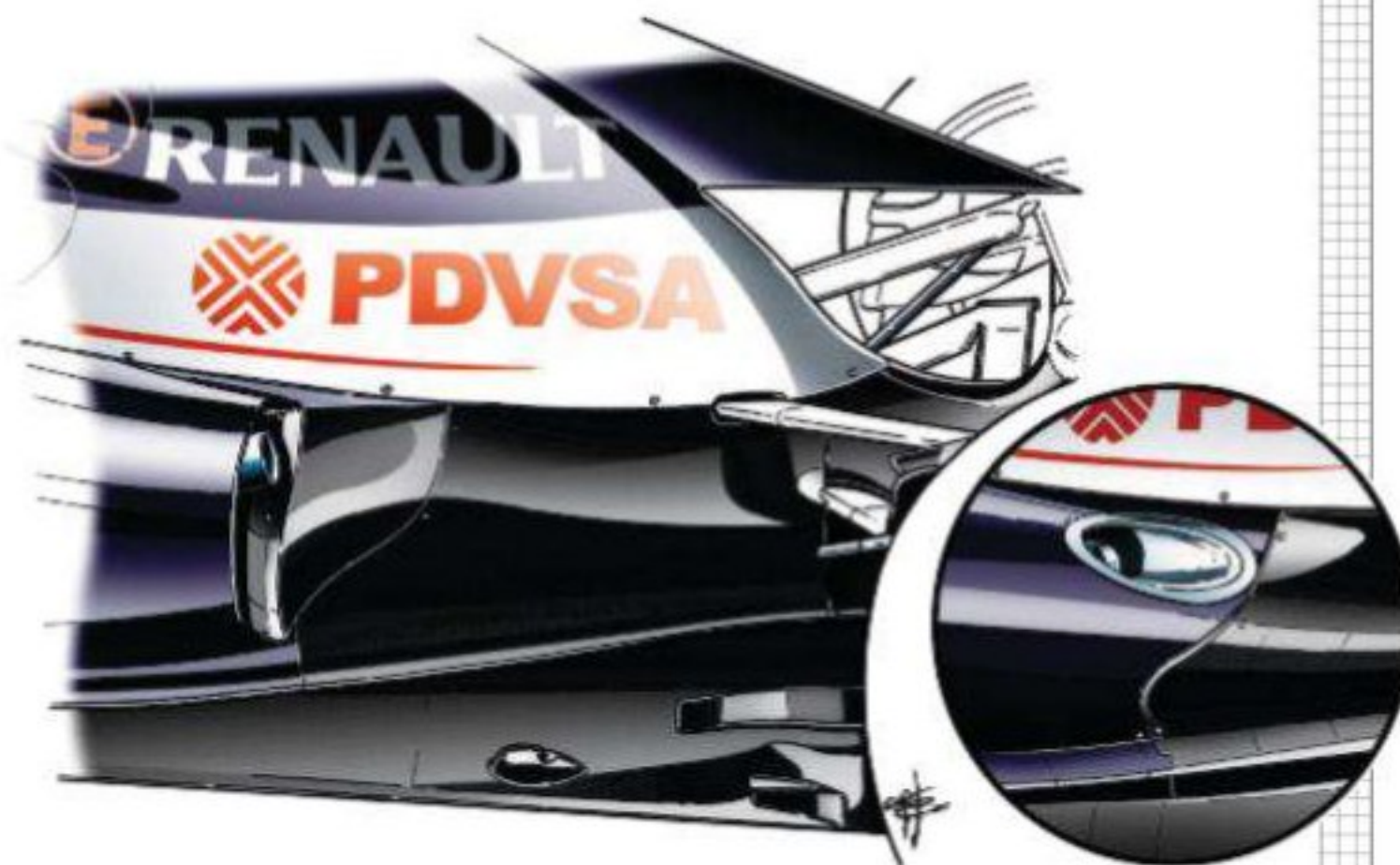
How much of a boost is it to get the first win heading to the Monaco Grand Prix?

Monaco is my favourite track. There's a big motivation now in the team. We need to try to improve to get a better car there and I need to do my job. It's possible to be competitive.

NEW EXHAUST OUTLET

➔ Williams raced with a tweaked version of its exhaust that was found to be more effective than the previous version (inset).

GARY ANDERSON: With this style of exhaust outlet, Williams has also been able to move the radiator exit to the same location. This allows the high-speed airflow from the exhaust to mix with the low-speed airflow from the radiator outlet. This then mixes with the mass airflow improving the performance of the Coke bottle to create more downforce.



2005

BMW partnership comes to an end at the end of the year. Williams switches to Cosworth engines for 2006.



2007

Switches to Toyota engines.



2010

Switches back to Cosworth power, taking first pole position since 2005 with Nico Hulkenberg in Brazil.



2011

Williams scores an all-time-low five points. Michael quits as technical director and Mike Coughlan is brought in to replace him. Mark Gillan also joins.



2012

Williams renews its partnership with Renault, ending a run of 131 races without victory thanks to Maldonado's win in Spain.

Hamilton stalls on contract talks

McLaren man likely to be central to the 2012 driver market, but he is in no rush to thrash out a new deal



TONY DODGINS ON McLAREN'S POLE FRUSTRATION
AUTOSPORT.COM PLUS

Lewis Hamilton is stalling on signing a new McLaren contract for 2013.

The 2008 world champion's current five-year deal finishes at the end of this year, but he has yet to agree terms for next season. AUTOSPORT understands that there have been talks between Hamilton's management, XIX Entertainment, and McLaren, but that there is currently a substantial difference between the financial and commercial package being offered and what is being asked for.

After an up-and-down 2011 season that included a number of rudimentary errors, Hamilton has been outstanding this year but has yet to win a grand prix, owing largely to team mistakes. The latest was the fuelling error that cost him pole position in last weekend's Spanish Grand Prix (see panel, right).

McLaren is keen to keep Hamilton alongside Jenson Button, who agreed a new long-term deal last year. But the 27-year-old insists that he is in no rush to make a

decision, which suggests that his management believes he's in a strong enough position in the driver market to hold fire in search of the best possible deal.

"I haven't even got into thinking about it, to be honest," said Hamilton when asked by AUTOSPORT about his future. "It's such an intense season and I've got to stay focused. If I take my eye off the ball to focus on that and lose points because of that, I wouldn't be able to forgive myself. I have to find a gap. I have to find the time to sit down and speak with my manager."

"But I've asked them [his management] to start thinking about things and start to plan what we would like to do in terms of future things, what we want to do further down the line with Reebok and with certain sponsors that we have. I don't know when it's going to happen, but it's going to happen at some point this year otherwise I'll be out of a job!"

Hamilton appears to be suggesting that it could be as

late as August before he starts seriously to consider his future, but his management is known to be working behind the scenes.

Apart from McLaren, Mercedes is believed to be interested in him. It isn't clear whether the German car giant would be willing to agree to his high wage demands and, with Nico Rosberg under long-term contract, it would depend on Michael Schumacher not staying on for a fourth season.

Ferrari appears to be out of the question as Fernando Alonso would



Hamilton keeps an eye on Red Bull

"I've asked my management to start thinking and plan what we would like to do"

Lewis Hamilton



2008 champ has started 2012 well

HAMILTON'S 2012 WOES

Despite being one of the best-performing drivers, Lewis Hamilton hasn't had a clean run in any of the first five races of the season – mostly because of McLaren problems.



AUSTRALIA (3rd)

Unfortunately-timed safety car costs Hamilton second place by allowing Sebastian Vettel to jump him.

MALAYSIA (3rd)

Baffling lack of dry race pace prevents third-placed Hamilton from fighting for the win. He also complains about slow pitstops.

CHINA (3rd)

Pre-weekend gearbox change earns Hamilton a five-place grid penalty and denies him a victory shot.

BAHRAIN (8th)

Two blunders by the left-rear pit gunman costs Hamilton a hatful of points.

SPAIN (8th)

McLaren fuelling error denies Hamilton pole position and puts him last on the grid.

be wary of having Hamilton as a team-mate. While there is some scepticism within Red Bull's race team about signing the Briton, he would appeal commercially to the energy drinks giant. This means that McLaren will be taking seriously the possibility of its most recent world champion leaving as negotiations become more intense.

McLaren team principal Martin Whitmarsh would not comment on the situation, although he did confirm that the team wants to retain Hamilton for a seventh season in 2013.

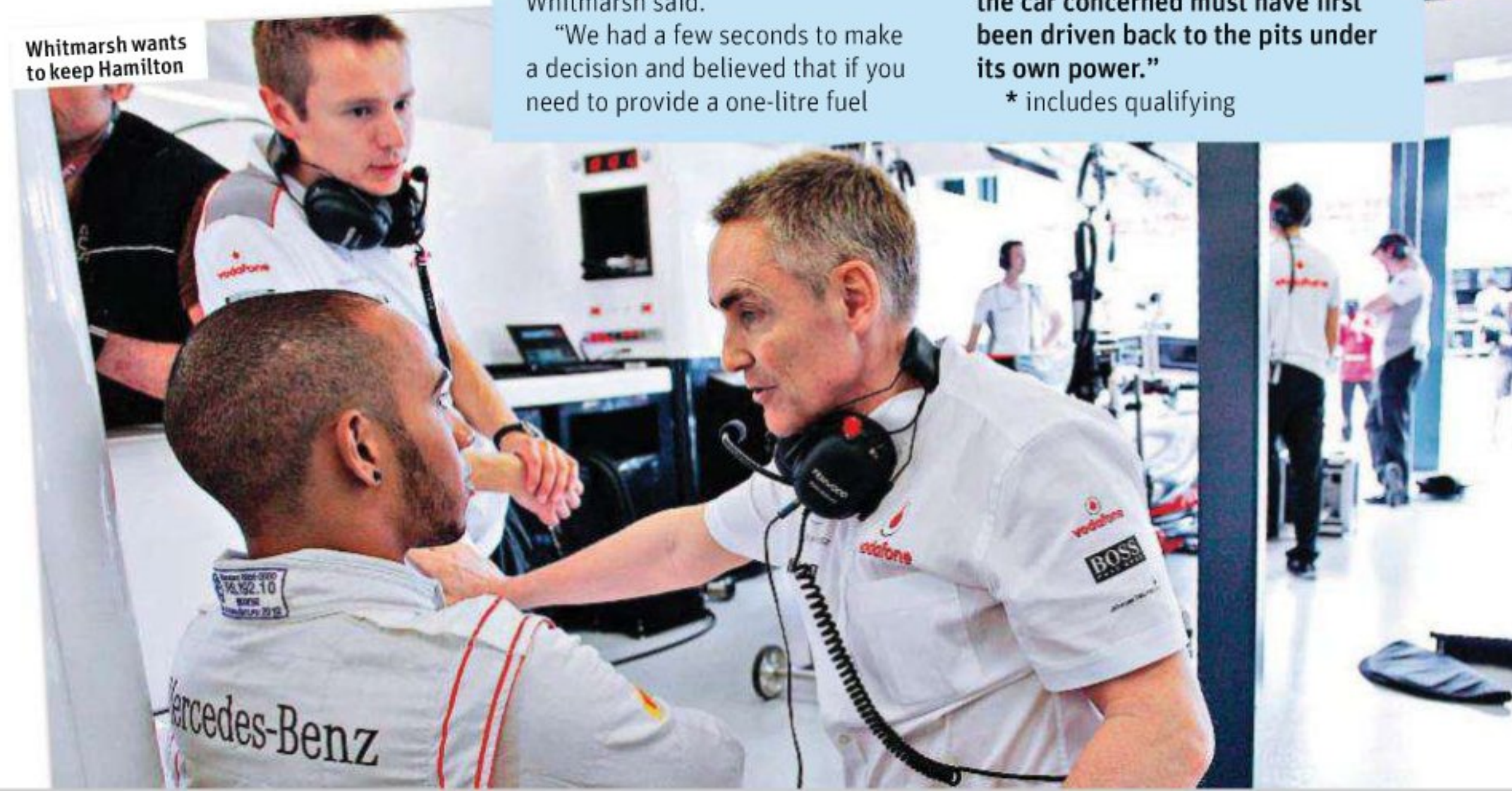
"The answer is yes, we want to keep him," Whitmarsh told AUTOSPORT. "As you would imagine, it's a private matter and it would be inappropriate for me to discuss that. When and if Lewis and McLaren have got something to say, we'll say it."

Currently, Hamilton appears to be the key player in the driver market. With no other active big-name drivers available, it's unlikely that McLaren would

turn its back on him even if his management's terms don't move closer to the team's. All of which means that the stage is set for protracted contract negotiations.

With no agreement on the horizon, it could be months before Hamilton's future is finalised.

Whitmarsh wants to keep Hamilton



Qualifying penalty explained



McLaren told Lewis to stop

Lewis Hamilton was excluded from qualifying for the Spanish Grand Prix, rather than just losing his Q3 times, because the stewards deemed it to be the only appropriate penalty, given the wording of Article 6.6.2 of Formula 1's technical regulations.

Hamilton stopped on track after his pole lap under instructions from the team. This was after McLaren realised that a mistake had been made while fuelling the car. It would not confirm the exact reasons that there wasn't enough fuel in the car, but told the stewards it was simply down to human error. AUTOSPORT understands it was caused by the fuelling system initially being set to drain rather than to fill, so the car was sent out with insufficient fuel.

Given that Hamilton crossed the line with around 20 seconds to spare, the team did have enough time to add fuel had it realised the error before he left the pits. It would have taken as little as two extra seconds to do this as there was 1.3 litres left in the tank when the FIA took its sample after Hamilton stopped.

"During Lewis's last qualifying lap, we saw in the data an indication that if he returned to the pits he may not have had enough fuel to provide the regulation one-litre fuel sample," McLaren team principal Martin Whitmarsh said.

"We had a few seconds to make a decision and believed that if you need to provide a one-litre fuel

sample then we should conserve that fuel, so we stopped the car."

McLaren attempted to argue that the mistake constituted force majeure, which the stewards rejected. That meant the only sticking point was the punishment, but as the word 'session' refers to the full qualifying hour, not merely one segment, it was decided that the technical infringement should be punished with exclusion, rather than just a loss of Q3 times. This was also in keeping with the FIA's usual policy of excluding cars that infringe the technical regulations.



ARTICLE 6.6.2 OF THE TECHNICAL REGULATIONS

"Competitors must ensure that a one litre sample of fuel may be taken from the car at any time during the event."

"Except in cases of force majeure (accepted as such by the stewards of the meeting), if a sample of fuel is required after a practice session* the car concerned must have first been driven back to the pits under its own power."

* includes qualifying

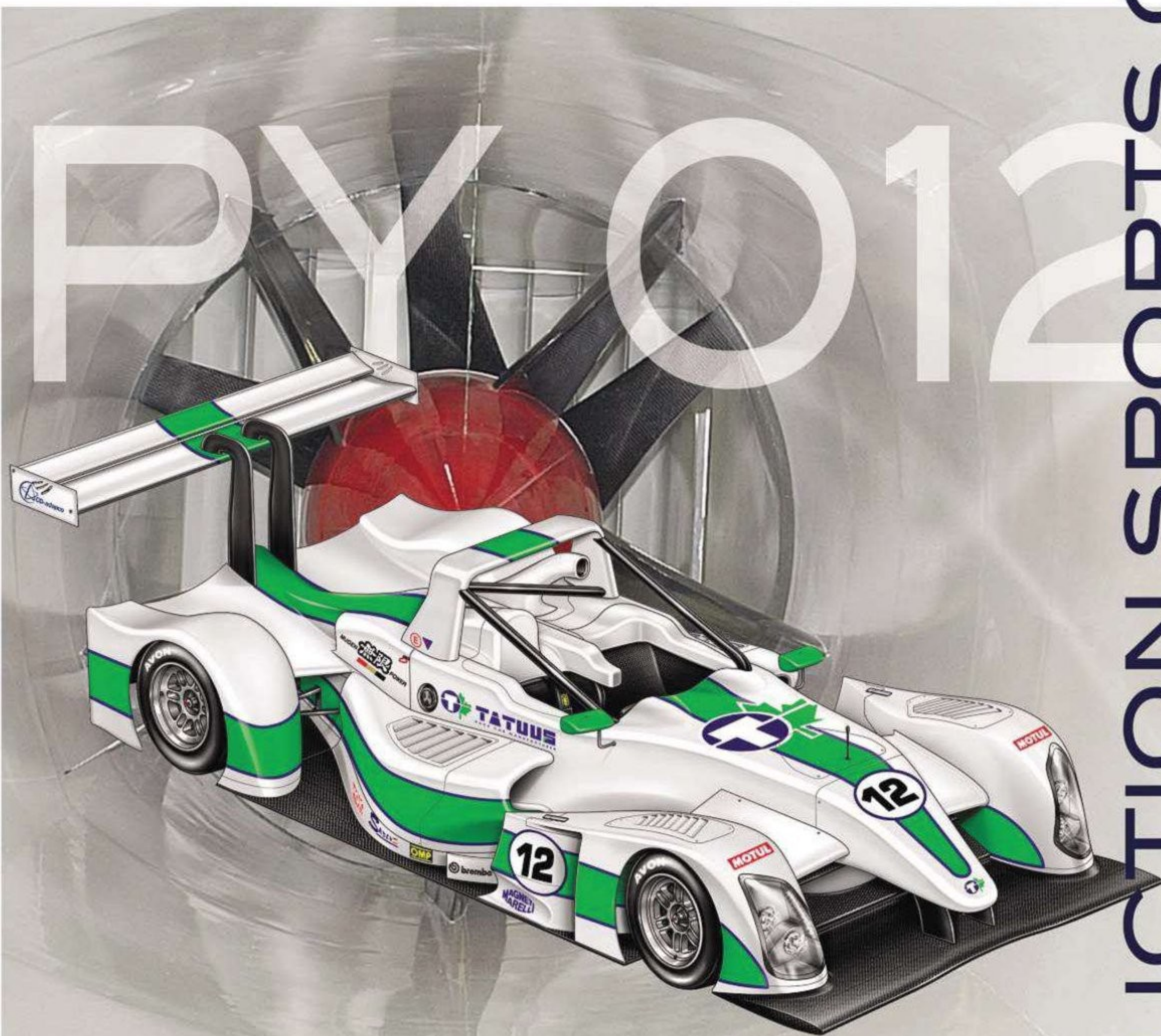


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PRODUCTION SPORTS CAR

THIS WEEK IN F1

“If we’d done everything right, we could have put ourselves into first place. The car has been fast enough but we’ve been doing small things not correctly and I’ve made some mistakes. If everything was 100 per cent, we could have won. Our car can do it, but everything has to fall into place if we’re to be able to win.”

Kimi Raikkonen believes that the Lotus E20 can win... and perhaps already should have done



Schumacher penalty

Michael Schumacher has been hit with a five-place grid penalty for the Monaco GP. The ruling was punishment for rear-ending Bruno Senna at Turn 1 in Spain on Sunday.



Rossi in Caterham



Clos drove HRT

VOLKSWAGEN RULES OUT ENTERING F1

Volkswagen won't be entering F1 in the near future. The company had considered signing up when new engine regs for 2013 were being discussed (now put back to 2014).

But new motorsport director Jost Capito has scotched any VW F1 ambitions: "[It] isn't on the radar." He emphasised that the company's focus remains fully on rallying.



ROSSI AND CLOS MAKE DEBUTS

Formula Renault 3.5 racer Alexander Rossi and GP2 race winner Dani Clos made their debuts as Friday drivers in Spain. Rossi completed 25 laps for Caterham, ending up just over a second off regular driver Vitaly Petrov's pace. HRT driver Clos did 19 laps and was 2.5sec off Pedro de la Rosa's pace.



MORE TO COME FOR FERRARI

Ferrari is confident that further progress is there to be made with the F2012 following Fernando Alonso's strong second place in the Spanish Grand Prix. Team principal Stefano Domenicali

agreed that he is pleased that Alonso is still in the championship hunt. "With all the problems we've had, at least we're there," he said. "Still there is a lot of improvement that we need."

BRAWN FORCED TO MISS SPAIN

Mercedes team principal Ross Brawn missed the Spanish Grand Prix following medical advice. The team insists that he will be back for Monaco.



Stephen Varney topped the fifth round of the Castrol EDGE Grand Prix Predictor, landing 81 points thanks to his perfect forecasts of Fernando Alonso's, Kamui Kobayashi's and Lewis Hamilton's final positions. His prizes include a certificate signed by three-time grand prix winner Johnny Herbert. Only one team, however, backed surprise victor Pastor Maldonado to score the win. To play the game, visit: predictor.autosport.com

MERC DEAL CLOSE

AUTOSPORT understands that Mercedes is close to agreeing terms with the commercial rights holder over the new-for-2013 Concorde Agreement. Over the Spanish GP weekend team CEO Nick Fry said the ball was in CVC Capital Partners' court. "If CVC wish to float F1 they need this resolved fairly quickly, possibly more quickly than we do," Fry told AUTOSPORT.

P17 MARK HUGHES ON MERCEDES

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MARK HUGHES GRAND PRIX EDITOR

It seems Mercedes' long and illustrious history counts for little when it comes to divvying up Formula 1's wealth. What's it done wrong? First off, it's not called Ferrari...

An F1 flotation, negotiations about a new Concorde agreement? Sounds a bit dry and financial pages, does it not? But actually within those subjects is a wealth of material for some great black humour. The new deal agreed to by Ferrari, Red Bull, McLaren and others is apparently rather better than what the poor darlings currently struggle along with – an annual increase that will equate to about one third of their current budgets, it is said.

But Mercedes? Ah well, it's clearly done something to offend

have changed its name during that time and 4) It cannot object to Ferrari once more having a regulation veto. The Mercedes team fails all four of these requirements.

Since 1998 Maranello has had power of veto over the sport's regulations. This was something that came out in the public spat between the teams and the FIA in 2009, but which was largely lost in the news mayhem of what was set to be the teams' breakaway championship, but it's worth repeating: essentially the teams compete against each other, but only pending the approval of one team in particular. You might think that was an outrageous tilting of the field, that it implied the others were just there to provide some noise for Ferrari's championship, but of course you'd be wrong and terribly cynical; it's simply that Ferrari is synonymous with the sport's history, silly.

So Mercedes doesn't have history in this sport?

No, not like Ferrari.

But didn't Daimler (the manufacturers of Mercedes) actually invent the car?

Oh, that's ancient history and doesn't count. Besides, that's not motor racing.

Oh, but didn't a Mercedes win an international race for the first time in 1901, when Ferrari's founder was just five years old?

Ah, but that was before grand prix racing.

Yes, true enough. But didn't Mercedes win its first grand prix in 1908 – almost half a century before the formation of Ferrari and at a time when that single annual grand prix was the equivalent of winning the world title today?

Well yes, but you're...

And didn't it win that event again in 1914?

Well, yes it did, but you're going back to the last days of the Ottoman Empire there.

Oh? So that doesn't count as history?

No of course not, it was far too long ago.

I see. So when does 'history' start?

Well, around 1950, something like that.

So the introduction of the supercharger into racing in 1921 doesn't count?

Nope.

And all the supercharged silver arrows racers of the '30s that dominated the sport and advanced technology at breakneck speed?

La-la-la...

What about Benz, the company that merged with Mercedes in 1926? Who?

The company that introduced a mid-engined, independently-sprung grand prix racer in 1923.

Doesn't count.

Oh, what about the Mercedes grand prix racers that dominated the F1 world championship in 1954 and '55. That's after 1950, isn't it?

Yes, but Ferrari was in Formula 1 before then.

What about supplying engines to F1 since 1993? Powering world champions in 1998, '99, 2008 and '09?

That's all very well, but it still falls down on the desired prerequisites, especially the one that establishes it's not Ferrari.

So, if Ferrari approves, it's OK. But if not, it isn't?

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Mercedes won its first grand prix back in 1908

– for it's not being offered anything like such generous terms. The justification? Well, 1) It's not Ferrari. 2) It has not won at least one world championship since 2008.

But surely the Brackley-based team that is now Mercedes won the title as Brawn in 2009? Ah, that brings us onto 3) It cannot

PIC: MERCEDES

“Mercedes has clearly done something to offend someone”



INDYCAR

ALESI MAKES OVAL DEBUT

Jean Alesi made his oval debut last week as he took his Indianapolis 500 rookie orientation test. The Frenchman drove a Lotus-engined Dallara run by Fan Force United

INDYCAR

Lotus won't give up on Indy

Embattled British manufacturer remains committed to IndyCar engine programme despite team defections

Lotus has pledged its commitment to the IndyCar Series despite losing three of the four teams that started the season with its engines.

Lotus Motorsport director Claudio Berro insisted that the programme would not be affected by the defections. Bryan Herta Autosport and Dreyer & Reinbold Racing parted company with Lotus after rounds three and four at Long Beach and Sao Paulo respectively, while Dragon Racing launched a legal action against the British manufacturer last week.

"Lotus has a five-year commitment to IndyCar and our intention is to be in the series for the long-term," Berro told AUTOSPORT. "We have no plans to suspend the programme."

In the short-term, the priority for Lotus, Berro explained, is to improve the performance and reliability of its Engine Developments-built V6 powerplant. This was more important, he said, than increasing its roster of cars beyond HVM Racing – which is



Dragon is the latest team to desert Lotus

contesting the full season – and a new team, Fan Force United, which is fielding Formula 1 veteran Jean Alesi at the Indianapolis 500 only and is unlikely to consider further outings.

"More cars or fewer cars is not the main thing," said Berro. "The most important thing is to make a good step forward with the engine development."

There will be improvements in

the pipeline for the Indy 500 by the end of this month, said Berro, while suggesting that the emphasis was now being placed on longer-term developments. He pointed out that Lotus, which has powered only one driver to a top 10 finish all year (Sebastien Bourdais's ninth-placed result for Dragon at Barber Motorsports Park), had started its IndyCar programme six months after rivals Chevrolet and Honda.

"We have something planned for Indy and we're confident that we will improve the performance of the engine through the season," he said. "We're looking for the right way forward and how to be properly set up for the future."

Berro refused to comment on the legal dispute with Dragon. Jay Penske's squad is suing Lotus for \$4.6 million (£2.9 million) for contractual fraud, alleging that it failed to provide the team with two chassis and has also delayed delivery of engines.

As AUTOSPORT closed for press, Dragon was working to finalise an alternative engine supply for its two cars – driven by four-time Champ Car title winner Bourdais and his British team-mate, Katherine Legge – in time for the Indy 500.

According to Berro, Lotus is also discussing engine supply with other teams for the rest of the season.

"There are a lot of talks with teams and an open discussion with the series organiser," he said, "but I don't have any more comment to make on this at the moment."

NASCAR

Petty: Hendrick's 200 'real impressive'

NASCAR LEGEND RICHARD PETTY

has described Rick Hendrick's milestone achievement – winning 200 NASCAR Cup races as a team owner – as “real impressive”.

With seven titles and 200 race wins, Petty is the Sprint Cup's most successful driver, and the Petty Enterprises outfit, set up by his father, Lee, holds the record for team victories with 268.

But he believes that Hendrick's ability to notch up a double century – completed by Jimmie Johnson at Darlington last Saturday night (see below) – is equally meritorious.

“What impresses me is that they've been able to do what they've done, win all those championships and all those races, and still be able to operate with three or four cars,” said Petty. “That takes so much money and planning and everything to make it work. They have a heck of an organisation.”

Petty does not believe it is



Hendrick (centre) – honoured by NASCAR

possible to compare the achievements of the two teams owing to the different eras in which they scored their greatest successes.

“Our 200 wins came with one driver. He's trying to do it with a bunch of different drivers and different folks. The circumstances are so much different now than what they used to be,” he added.

“We operated strictly as a family team: my dad and myself, my brother, Dale Inman, and seven or eight other guys. We built the motors, we did the body, took it to the race track, did all the pitting.”

Driver Johnson said: “Doubt had started to linger and it wasn't good. But now we've got the 200, we can win a bunch more races.”

Les Leston 1920–2012

RENOWNED 1950s FORMULA 3 racer Les Leston died last week aged 91.

After starting racing in a Jaguar SS100, he switched to single-seaters as the 500cc F3 began to gather steam. A regular winner in his own Leston Special and Coopers, he won the British F3 crown in '54 as a works Cooper driver.

He started two world championship grands prix in Connaught and BRM machines and also made four starts at Le Mans between 1955–61.

Following a major accident in F2 at Caen in 1958, he focused on the domestic GT scene and won many races in a Lotus Elite, while becoming a major player in both the aftermarket and racing safety equipment businesses.



Leston was an F3 ace

FORMULA 3

British runners boost Brands European grid



Jaafar and Tincknell (21) will race

FOUR ADDITIONAL RUNNERS from British Formula 3 will boost this weekend's Euro Series/European championship round at Brands Hatch.

Carlin has entered current British F3 title contender Jazeman Jaafar and his team-mate Harry Tincknell alongside its Euro regulars Carlos Sainz Jr and Will Buller. Meanwhile, Double R Racing will field Fahmi Ilyas and Geoff Uhrhane.

Carlin boss Trevor Carlin said: “It's a bit of experience on a local track, and Jaz is keen to do a few European races.”

Double R chief Anthony

Hieatt added: “It will give us a heads-up on the Hankook tyres [before the British/European round at Norisring], and the boys need the mileage.”

Double R is also keen to contest the Spielberg round on June 2–3, and Fortec Motorsports is also eyeing the Austrian event.

Fortec boss Richard Dutton said: “It's a much better bet than the Brands Indy circuit. I've got a £50 bet with Trevor [Carlin] that there'll be no overtaking from the end of lap one to the chequered flag in the main races!”

AUTOSPORT SAYS...

MARK GLENDENNING
US EDITOR

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At a recent IndyCar race, one now-former Lotus-powered driver was attempting to keep his frustration in check. And failing.

“I wish they'd just give us more power,” he said. “It's going to break anyway; we might as well look good first.”

It's true that if you put Chevrolet's mass powerplant swap at Long Beach to one side, Lotus runners have suffered most of the engine problems this year. Its standard riposte that it arrived at the party later than its two rivals and has been playing catch-up ever since, is also true, although the recent and messy divorce from Dragon Racing suggests that the full picture from the opening months of 2012 is still yet to emerge.

But the crucial question is, what can Lotus do to turn matters around? As things currently stand, Lotus will be represented by just one car after the Indy 500. HVM and Simona de Silvestro are capable, but cannot reasonably be expected to shoulder an in-season engine development programme.

Without more input, it's difficult to see how Lotus can inspire enough confidence in other teams to rebuild its roster – Michael Shank Racing has already opted not to race rather than eschew the Chevy/Honda route.

Lotus does have the know-how to get its engines working. The real battle will lie in rebuilding the necessary trust it needs to convince teams to use them.

HVM is only Lotus full-time team



MILESTONE

RICK HENDRICK'S 200TH NASCAR CUP WIN

Jimmie Johnson scored legendary team owner Rick Hendrick's 200th NASCAR Cup win at Darlington last weekend. His first victory came when Geoff Bodine (below) won for his All Star Racing squad at Martinsville on April 29, 1984.



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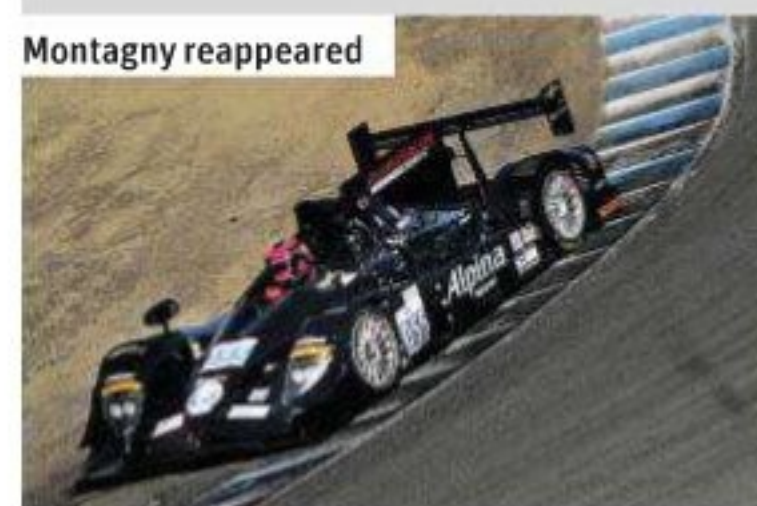


The new Farrington FISW-X Steering wheel has a bright LED display, gear shift paddles and other push buttons all of which can communicate directly with the ECU/GCU over a CAN (or RS232) interface. Various controllers and interfaces are available. A provisional data sheet can be found at www.farringtoninstruments.com

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IN BRIEF

Montagny reappeared



MONTAGNY BACK IN ACTION

Former Peugeot Le Mans driver Franck Montagny returned to the prototype ranks at Laguna Seca last weekend. The Frenchman drove Level 5 Motorsports' pair of Honda Performance Development ARX-03b LMP2 chassis in the American Le Mans Series and took second in one.

PIZZONIA'S LMP DEBUT

Former Jaguar and Williams F1 driver Antonio Pizzonia made his prototype debut at last weekend's Laguna Seca ALMS race. The Brazilian, 31, who has raced in Brazilian GTs, drove Conquest Racing's Morgan-Nissan P2 with Martin Plowman and David Heinemeier Hansson.

ANOTHER LE MANS FOR NAKANO

Former F1 racer Shinji Nakano will make his sixth start at the Le Mans 24 Hours with the Boutsen Racing squad next month. The 41-year-old Japanese will race the Belgian team's LMP2 class ORECA-Nissan O3 with Bastien Briere and Jens Petersen.

BERGMEISTER RECOVERING WELL

German sportscar driver Tim Bergmeister is stable in hospital following his Super GT crash earlier this month. He wrote on Facebook that his injured lung is "nearly working completely" and that he will have a collarbone operation next week.

LAMY BACK TO NURBURGRING

Four-time Nurburgring 24 Hours winner Pedro Lamy will contest this year's race with the Vita4One BMW squad, sharing a Z4 GT3 with Mathias Lauda, Ricardo van der Ende and Frank Kechele. BMW test and development driver Marco Wittmann will drive the second car.

FRANCHITTI'S NEW NUMBER

Dario Franchitti will run #50 for this year's Indianapolis 500 as a tribute to sponsor Target, which celebrates its 50th anniversary this year. The company has been a Chip Ganassi Racing sponsor for 23 years.



The race was cancelled with cars ready to go

PORSCHE SUPERCUP

Porsche works on wheel fix

Race cancelled over safety concerns; quick solution needed. By ADAM COOPER

The Porsche Supercup race supporting the Spanish GP was cancelled just minutes before the cars were due to head to the grid after problems were identified with wheels on two of the cars.

What Porsche later described as 'deformations' on the inside of two rims were spotted and quickly analysed while the cars were waiting in the collecting area. After all the cars were checked, series manager Jonas Krauss opted to abandon the race on safety grounds and informed race director Herbie Blash of the decision.

The series switched from BBS to App Tech wheels this year, with the new wheels used for the first time in Bahrain last month. AUTOSPORT understands that Porsche now intends to switch

back to BBS with immediate effect.

Porsche would not elaborate on what happened with the App Tech wheels, saying in a statement only that "Porsche Motorsport is working on finding a solution with all parties involved".

It is believed that the problem was caused by the unusually high pressure levels that were required to mount the Michelin wets on the App Tech wheels in Bahrain.

A new Michelin wet was introduced in Spain, requiring less pressure when mounted. However it appears that the damage had already been done to some wheels that were fitted with the wets at the previous event. It was deemed that the deformations could become cracks.

"Either Michelin or some of the mechanics just said, 'this doesn't

look right,'" a team source told AUTOSPORT. "I'm sure everything would have been OK, but who's prepared to take that risk? It was five minutes before we were due to push the cars onto the grid. They asked us to take all the wheels off and check them.

"They use high pressure just to blow the tyres up when they go over the bead. Then you go down to whatever pressure you want to use. With the wets we had in Bahrain, it was unusually high."

Kuba Giermaziak, who had qualified second for the race, said: "It's disappointing to get the race cancelled on the pre-grid. But it was the right decision. I just hope it's fixed for Monaco."

A decision on the race's potential re-running is expected shortly.

LE MANS

Toyota ramps up Le Mans test programme

TOYOTA'S ALL-NEW LE MANS 24 HOURS contender was given its first endurance test in race conditions last week.

The Toyota TS030 HYBRID completed a 30-hour Le Mans simulation run over three days at Aragon. The test differed from the Japanese manufacturer's previous test at Paul Ricard in February in that Toyota Motorsport GmbH attempted to run continuously with racing pitstops.

The test was not without problems, according to TMG technical director Pascal Vasselon.

"We had a couple of issues but we fixed them to achieve a reasonable mileage," he said. "We are closing on having a car



Vasselon's confidence grows

capable of doing a 24-hour race."

The test marked the resumption of endurance testing for the TS030. Its programme was interrupted by a crash in which the first chassis was damaged beyond repair at the start of April.

Toyota now has one more simulation, scheduled for Paul Ricard at the end of the month, ahead of Le Mans in June.

A replacement for Hiroaki Ishiura in the second car has yet to be named. It is understood that Toyota will opt for a proven driver with Le Mans experience.

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Shelby was the godfather of the Cobra

Carroll Shelby 1923-2012

WHEN CARROLL SHELBY, WHO DIED last week aged 89, first journeyed to England in the spring of 1954 to race an Aston Martin, one of the first friends he made was AUTOSPORT's founding editor Gregor Grant.

A year later Carroll's co-driver had crashed their Ferrari out of the Targa Florio and so, a spectator now, he sought out Gregor who was "drinking beer and laying up on the grass, asking everybody who came by – 'Wahey, what's happened, what's happening?' The two of us sat there for six hours drinking away and I'll tell ya – it was the best report on the race – a better report than *Autocar* or anybody had. And he and I sat getting drunk while he did it."

A notable sportscar racer in his homeland, Shelby won the national title – usually at the wheel of a Ferrari – in '56, and also started eight world championship grands prix, scoring a best finish of fourth at Monza in '58 in a Maserati shared with Masten Gregory.

After moving to Aston Martin in 1959 he experienced the frustration

of its ill-fated grand prix car, but his win in the Le Mans 24 Hours with Roy Salvadori in Aston's DBR1 brought him international acclaim and was pivotal in the manufacturer clinching that year's World Sportscar Championship title.

Despite then adding the 1960 USAC road-racing title to his burgeoning CV, it's what he achieved after he hung up his helmet that he's best remembered for.

That is the Shelby Cobra, which resulted from his liaison with AC cars and Ford. With a V8 motor mated to a radically-revised AC Ace, a GT win at Le Mans in 1964 came courtesy of Dan Gurney and Bob Bondurant in the Daytona Coupe version. Within another year the car had helped Shelby American to win the world championship GT division.

Ford's reaction was to bring in Shelby's operation to run its GT40 in long-distance races in 1965. Within weeks the car had won the Daytona 24 Hours.

Victories at Le Mans and Sebring followed over the next two years

while Shelby-run machines helped Ford defeat Ferrari to win the '66 World Sports Car Championship.

After also transforming the Ford Mustang into the GT350 and GT500 muscle cars in the late '60s, Shelby ran a hunting company in Africa for a decade. He was back in the car business by the '80s and recently produced a new range of Shelby Mustangs for the 21st century.

Those who knew him personally as well as those who never met him will have their special memories of this remarkable and multi-talented man. For me, however, he created his own epitaph many years ago when he proclaimed: "My name is Carroll Shelby and performance is my business."

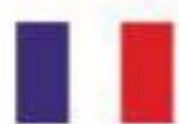
● *Rinsey Mills*, official biographer of Carroll Shelby



Shelby won Le Mans in '59 with Aston Martin



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Spengler and Farfus made Lausitz podium



DTM

BMW plays down GB hopes

Lack of experience at Brands will hold BMW back, admits its motorsport boss

BMW is unlikely to repeat its Lausitz DTM victory at this weekend's Brands Hatch round – according to the company's motorsport director, Jens Marquardt.

Bruno Spengler scored the manufacturer's first series win for 20 years last time out. The Canadian maximised his track position after qualifying on pole to beat the faster HWA-run Mercedes of Britain's Gary Paffett, so hauling himself into title contention.

Marquardt has played down his hopes of scoring another win, however, blaming BMW's inexperience of Brands Hatch relative to other championship venues they use.

"We haven't driven one metre at Brands and have no set-up data, so the balance of power there will probably be completely different from Lausitz," he said.

Andy Priaulx, who will be racing in front of his home crowd at Brands Hatch, was equally sceptical, despite having won twice on the Indy circuit during his World Touring Car Championship stint with BMW.

"The Indy circuit is a real challenge; one that's really difficult to get just right, and there's not much space between the cars," said the RBM driver, who lies eighth in the points – ahead of champion Martin Tomczyk – following his sixth-placed finish in the season-opener at Hockenheim.

Priaulx is talking down chances



"We always said it would be a baptism of fire and this is just the latest one," Priaulx added. "I've done all right there in the past, but this is a different game."

Mercedes rivals Paffett and Jamie Green have been the fastest drivers in race trim this year, the pair taking a one-two finish at Hockenheim and finishing inside the top four at Lausitz.

Neither has won at Brands Hatch in the DTM, but Paffett believes he can add to Mercedes' three victories at the Kent circuit this weekend.

"I've had a great start this year and I'm leading the championship, so I couldn't really ask for more," the HWA driver said.

"I like Brands Hatch, even though I've not won there in the DTM. Last year I was on the front row, so we have to be confident heading into the weekend."

IN BRIEF

Toronto's future is secure



TORONTO'S NEW INDYCAR DEAL

Toronto will remain on the IndyCar calendar through to at least 2014 after signing an extension of its current deal earlier this week. This year's race is scheduled for July 6-8.

CHEVY LOSES TURBO APPEAL

Chevrolet's appeal against IndyCar's decision to permit Honda to introduce a modified turbo was denied last week. The change to the single-turbo unit used by Honda, but manufactured by Borg-Warner, was made for parity reasons.

HONDA DEAL FOR HERTA

IndyCar team Bryan Herta Autosport has confirmed that it has switched to Honda power. The team, which won last year's Indy 500 with Dan Wheldon, parted with Lotus last month.

FAST FRIDAY EVEN FASTER

IndyCar will increase turbo boost levels for 'Fast Friday' and the two qualifying days ahead of the Indy 500. The standard superspeedway boost level of 130kPa will be increased to 140kPa for the three days, producing an estimated extra 40-50bhp.

BLOMQUIST GETS MORE F3

Britain's Tom Blomqvist will contest the next two German F3 rounds, at the Sachsenring and Oschersleben, in addition to his Euro Series commitments. The McLaren AUTOSPORT BRDC Award finalist is racing for Eurointernational.



Blomqvist is in demand

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PORSCHE

LOEB WINS IN PAU PORSCHE

Sebastien Loeb demonstrated his ability as the perfect driver-manager last weekend, taking lights-to-flag victories in both his Porsche Carrera Cup France races around the streets of Pau. His Sebastien Loeb Racing team-mate Jean-Karl Vernay was second.



WRC

VW eyes long-term WRC effort

New boss Jost Capito believes German firm will commit to rallying's top level beyond 2015. By DAVID EVANS

Volkswagen's incoming motorsport director Jost Capito says he expects the German firm to remain in the World Rally Championship beyond 2015.

Speaking to AUTOSPORT last week, ex-Ford chief Capito admitted he was impressed with Volkswagen's motorsport facility in Hannover. VW is already committed to running the Polo R WRC from the start of next season until the end of 2015.

"If you see what is here, what is built up here and what is coming, then it's difficult to believe it's going to be for just three years," said Capito. "VW does things on a long-term and strategic basis, it doesn't go in and out of [programmes] easily."

With Ford's Jari-Matti Latvala being tipped to drive a second Polo next year, there has been speculation recently that VW would only run two cars, ending the junior programme it has run for Andreas Mikkelsen and Kevin Abbring this season. But Capito has quelled such stories.

"We have [Sebastien] Ogier and I can lean back a little bit," he said. "I'm not under pressure – we have at least one driver who is capable of winning. The second driver has to be in a position to win rallies – you need two drivers to be in a position to win if you want the title."

On the subject of the junior programme, Capito said: "I would like to see it go on, but we have to see how it works. This year worked



Capito (r) has taken over

brilliantly and running the Skodas was very, very good – it really built the team up this year. I think with all the investment, we will want to find a way to benefit from that. We have spent a lot of time getting to know the young drivers and for them to get to know us."

Ogier has recently stated that he would like to run the Polo R WRC

as early as possible – potentially in the final rounds of this year's WRC. Capito said he could understand the eagerness, but added that such a move would require a significant shift in the programme.

"The plan is to test this year and wait for Monte Carlo [2013]," said Capito. "But I have good experience from running the new Ford Focus in Australia in 2005 (ahead of its full debut in 2006). That was an excellent thing to do and I have not forgotten that, but there are a lot of things related to doing this – you have to have the homologation ready in time. That would implement a lot of changes to the programme and we would have to look and see if that was possible or not."

IRC

Prodrive to push for Mini power parity

PRODRIVE WILL CONTINUE TO PUSH THE FIA for changes to Super 2000 regulations, despite building the first turbocharged car to win a round of the Intercontinental Rally Challenge last weekend.

Dani Sordo won the Tour de Corse driving a Mini S2000, fitted with a 1600cc turbo instead of a naturally aspirated two-litre engine. It is felt that cars such as the

non-turbo Skoda Fabia S2000 are more powerful than the Mini, which is something Prodrive would like to be changed.

Prodrive's Richard Taylor said: "When we did our initial investigations, we thought a restrictor of 31mm instead of 30mm would give more parity between turbo and non-turbo S2000 cars. On the power stages in Corsica, you could see

evidence of that and we feel we're being penalised for having a better chassis and driver: the regulations should deliver parity solely on engine power.

"We are delighted with the win – it's a great demonstration of what the car can do. Dani [Sordo] and Drive-pro [the team running the Spaniard] did exactly what we knew they could."

Turbo Mini won Tour de Corse



WRC

Rally GB chief hails 2012 route

RALLY GB CHIEF EXECUTIVE

Andrew Coe says the route for this year's event is the best ever to come out of Wales.

The itinerary for the September event was published last week and will start from Llandudno and move down through the country on the first full day of competition, before spending the weekend based out of Cardiff.

Across the board, Coe said the 2012 rally was an improvement – including the Saturday (September 15) evening spectator stage at Celtic Manor, which runs alongside the 18th green of the Ryder Cup course.

"We refined the route as much as we possibly can in the constraints of the WRC regulations," said Coe. "And we



Celtic Manor setting for Rally GB

feel we have achieved everything we can as organisers, while balancing the requirements of the Welsh Government [as a sponsor]. This is as good as it's going to get in Wales.

We've got some pretty hefty spectator stages in terms of Sweet Lamb (which runs as part of the Hafren test), bringing Walters Arena back in, the Epynt stages – it's the best of everything in terms of maximising spectator capacity. For everybody – the participants, the Welsh government, the WRC community, spectators – we've really maxed out on getting it right this year."

RALLY GB TIMETABLE

Wednesday September 12

Qualifying Stage – Walters Arena

Thursday September 13

Ceremonial start Llandudno

Friday September 14

SS1 Dyfnant 1 (12.72 miles)

SS2 Hafren 1 (15.45 miles)

SS3 Myherin 1 (17.32 miles)

SS4 Dyfnant 2 (12.72 miles)

SS5 Hafren 2 (15.45 miles)

SS6 Myherin 2 (17.32 miles)

Saturday September 15

SS7 Crychan 1 (12.15 miles)

SS8 Epynt 1 (5.28 miles)

SS9 Halfway 1 (11.41 miles)

SS10 Crychan 2 (12.15 miles)

SS11 Epynt 2 (5.28 miles)

SS12 Halfway 2 (11.41 miles)

SS13 Celtic Manor (1.86 miles)

Sunday September 16

SS14 Port Talbot 1 (10.68 miles)

SS15 Rheola 1 (5.46 miles)

SS16 Walters Arena 1 (9.25 miles)

SS17 Port Talbot 2 (10.68 miles)

SS18 Rheola 2 (5.46 miles)

SS19 Walters Arena 2 (9.25 miles)

Finish in Cardiff

AUTOSPORT SAYS...

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RALLIES EDITOR

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I have, I'm afraid, failed to deliver. I can only apologise. I promised you news on the 2013 WRC calendar in this week's AUTOSPORT, but, alas, there's nothing.

It wasn't for the lack of trying, I assure you. But, when there's no smoke and no fire, there's even less to say. Last week's WRC Commission meeting was expected to be a platform for discussion on this matter, yet the subject of which rallies we will watch next year wasn't talked about.

Instead, the calendar will be the subject of a fax vote between the WRC Commission members. In that case, there's no discussion, it's a straight yes or no: do you want it or not?

And if they say no, then where does that leave the World Motor Sport Council vote on June 15? If the Commission can't agree on the calendar, it can't go forward to the WMSC for ratification (or not), which means it could be September before we get a confirmed calendar.

Now, it's quite possible there could be genuine reasons why the calendar wasn't discussed last week – but I can't find any.

The upshot, which is of concern to many in the sport, is the lack of discussion on the matter. Where's the chance for the event organisers to get across their point and answer any questions the manufacturers might have on the logistics. Where's the debate gone?

Jost Capito's initial findings from his new home are much more positive. Global car makers like Volkswagen are part of the very foundations we need to continue rebuilding the WRC.

VW now part of WRC fabric



IN BRIEF

2013 CALENDAR DELAYED

The calendar for next year's World Rally Championship was not discussed at last week's WRC Commission meeting. The commission members will receive a fax vote on the 2013 calendar before the next World Motor Sport Council meeting (June 15).

PRODRIVE SEEKS DRIVERS

The Prodrive WRC Team remains in discussion with potential second drivers for Rally New Zealand (the team's next WRC outing). Lead driver Dani Sordo has been confirmed and will be in Auckland regardless of whether a team-mate is found.

MADS'S LATVIA WOES

Rally of Portugal winner Mads Ostberg's Mitsubishi Lancer debut didn't quite go to plan on last weekend's Talsi Rally in Latvia. The Norwegian's locally sourced Lancer suffered a gearbox problem that forced him to retire. Ostberg said: "I believed we would win this event, I felt very comfortable in the car. It's a shame, but I enjoyed the event and would like to come back next year." Janis Vorobjovs won the rally.

FUCHS SWITCHES CARS

PWRC frontrunner Nicolas Fuchs will switch from a Mitsubishi to a Subaru for the remainder of the season. The Peruvian, currently third in the standings, will now

drive an Impreza from last year's PWRC title-winning team Symtech.

BENTON BIKES FOR BURNS

Richard Burns' former trainer Steve Benton will be riding his bike in an attempt to raise money for the Richard Burns Foundation this week. Benton will leave Reading tomorrow (Friday) and aims to complete Britain's 100 toughest hills in 13 days. You can follow his efforts – and donate to RBF – at www.100climbsin13days.blogspot.com

MARTY'S TYRE TROUBLE

Marty McCormack's hopes of a strong run on last week's Tour de Corse came to nought when the British Junior champion suffered a double-puncture on the fourth stage of the event.

DELECOUR: CLASS ACT

Asphalt rally legend Francois Delecour overcame intercom problems to win his class in a Renault Megane R3 on last week's Tour de Corse IRC qualifier.



Delecour won in Corsica

JML will be back for Acropolis



WRC

Latvala: ski injury won't hold me back

FORD DRIVER JARI-MATTI LATVALA

says his approach to next week's Acropolis Rally won't be any different, despite the Finn still recovering from a broken collarbone.

Latvala got back behind the wheel of a Ford Fiesta RS WRC last week in a two-day test, just four weeks after the skiing fall that broke his collarbone.

"Everything felt good," said Latvala. "I had some pain in some of the compressions, but this pain went away as quickly as it came. When we get to the qualifying stage in Greece, I will start exactly the same.

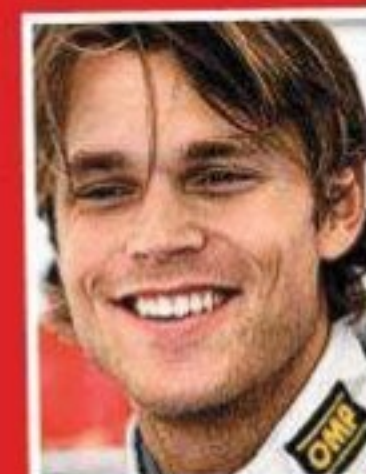
"It would be better to fight for the win, but I really hope I could fight for the podium – that would be the target. The recovery has been a tight schedule and if the test had been any earlier, it would not have been possible to drive."

Latvala will not drive again until his two free-practice runs at the Acropolis shakedown a week today (Thursday).

QUOTE OF THE WEEK



"I hope nobody was on the phone at the time..."



Andreas Mikkelsen after noticing his Skoda Fabia S2000 had flattened a telegraph pole in his SS4 exit from the Tour de Corse

➔ P53 TOUR DE CORSE REPORT



SPANISH GP

Barcelona, May 13

ROUND 5/20

LAPS 66

WINNER

Pastor Maldonado
1h39m09.145s

POLE POSITION

Pastor Maldonado
1m22.285s

FASTEST LAP

Romain Grosjean
1m26.250s

RACE RATING

★★★★★

Not as much wheel-to-wheel as we're used to, but very tense

DRIVERS STANDINGS

Vettel	61pts
Alonso	61pts
Hamilton	53pts

MILESTONES

- Five winners from first five races equals the 1983 record
- Last time it was Williams-Ferrari-Lotus? Dallas 1984: Rosberg-Arnoux-de Angelis



MALDONADO RIPS UP THE FORM BOOK

Circumstances helped the Venezuelan and Williams onto pole, and the ex-GP2 champ grasped his chance beautifully. By MARK HUGHES



QUALIFYING

Hamilton's chances run out of juice as McLaren goof consigns him to the back



This can be a cruel, cruel sport. A mechanic turning a switch the wrong way, taking fuel out rather than pumping it into Lewis Hamilton's car, got the McLaren thrown to the back of the grid after Lewis had decimated the field with a pole lap 0.5s clear of anyone else's. The refuelling guy had realised his error and switched the pump back in the other direction, but with the seconds counting down the car needed to be sent out if Hamilton was to get across the line in time to begin his lap before the flag. You can only imagine the poor guy's feelings.

The car was working beautifully and it was a pretty sensational lap from Hamilton. But with just 1.3 litres left in the tank at the end of it, and the requirement of a one-litre fuel sample, the team had no option but to instruct Hamilton to stop the car on the slow-down lap, which since Montreal 2010 has been against the regulations. Ironically it was a rule triggered by McLaren's actions on that day.

Hamilton's margin was only exaggerated by the fact that three key rivals – team-mate Jenson Button and the Red Bull pair – were caught out by a conspiracy of factors that left them unable to compete at the front. So it was that Pastor Maldonado's Williams was able to go second quickest in Q3 with a typically distinctive lap, twitchy oversteer on entry to the slow turns but lots of momentum, leaving him shy of many of the apexes. It was a lap that, after a few hours of deliberations between the stewards and McLaren, became the official pole. That said, the FW34 with a host of upgrades – but not the new exhaust that was trialled on Friday – was genuinely impressive through the weekend. So Williams was on pole for the first time since Interlagos 2010, and on the weekend of Sir Frank's 70th birthday celebrations.

The confluence of circumstances put both Saubers into Q3, while a struggling Button and Mark Webber were knocked out in Q2, and Sebastian Vettel had no new soft tyres left for Q3. It came about through teams being paranoid about not putting too many laps on their hard tyres, and by the two-step separation in compounds chosen by Pirelli here, enough to give a one-lap pace advantage of 1.5s, so that even Red Bull felt



Hamilton's 'pole' turned out a dry run

obliged to use a set to graduate from Q1.

But the stint-length advantage the hards gave over the softs was going to be crucial in allowing a three-stop strategy rather than a four. So it was that Vettel was forced to use both his remaining sets of softs in Q2 after his first attempt wasn't quick enough – and Webber elected to not do a second Q2 run. Combine that with some cloud cover late in the session that took the track temperature down from a tyre-shredding 41C to an easier 37C and the circuit was suddenly significantly faster. It was a present to the Sauber drivers, who were out there at the right time. But it was a disaster for Button and Webber. "They'd just said 'great lap'," said Webber, "and 30 seconds later I was out." He lined up 12th, one place behind Button, who was struggling badly to find a chassis balance, with understeer through the fast corners and rear instability into the slower ones that left him trailing his team mate by 0.5s in Q2.

Helped by the struggles of Webber and

Button, Fernando Alonso scraped the upgraded Ferrari through to Q3 while keeping a set of new softs in reserve – and on these he produced a fabulous lap to go third quickest, good for the front row after Hamilton's penalty. "I think if I'd had a hundred sets of tyres I could not have improved on that," he said afterwards. Just like last year, he'd produced a 'miracle lap' around here and, although the car was significantly improved, his performance flattered it. His time was a few hundredths shy of the Williams and almost exactly 0.5s off the McLaren. Under more normal circumstances there would be another McLaren, two Red Bulls, perhaps a couple of Lotuses and the odd Mercedes in that 0.5s gap. Which would normally have the Ferrari looking at a lower-Q3 placing. But this was not a normal Saturday.

According to the Lotus team, the series of small errors made by Kimi Raikkonen on his new soft-tyre run more than accounted for the 0.14s by which he trailed Maldonado, and it was Romain Grosjean who ended up the team's faster qualifier – fourth best – a few hundredths and one place ahead of Kimi. The Lotus E20s looked by far the fastest cars over a series of laps though, and hopes were high for Sunday.

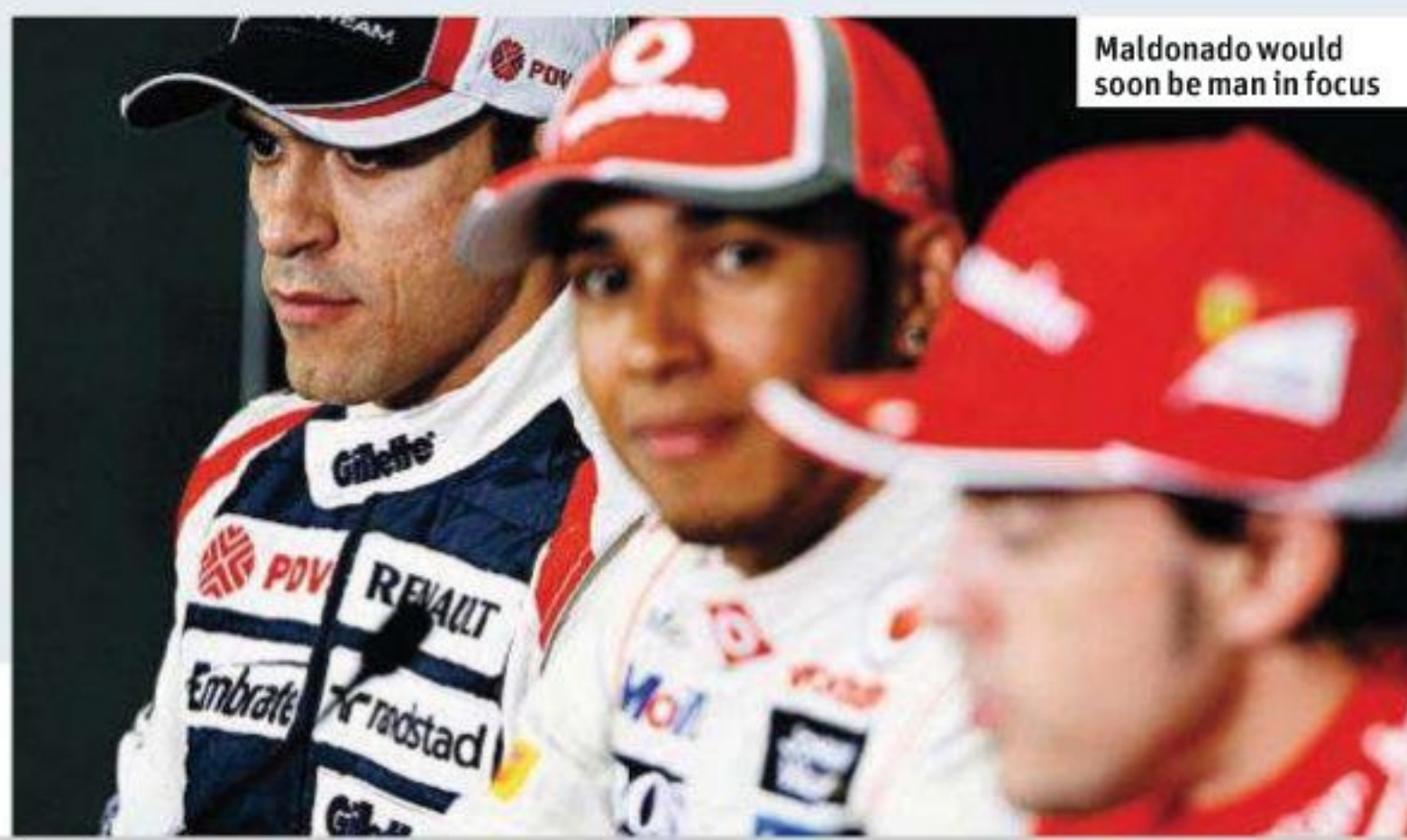
Being on track just when the Q2 cloud cover came got Sauber's Sergio Perez and Kamui Kobayashi through to Q3. Perez had a set of new softs left on which he did a good lap to go sixth quickest, but Kobayashi was unable to take part in the session after his car stopped with a hydraulic leak on its Q2

in-lap. The car's upgrades were working well and it seems to have maintained its place in the competitive order.

The Mercedes was not at its best here in the high track temperatures and long fast corners, even though the double-DRS was worth a lot of lap time. Nico Rosberg and Michael Schumacher made it through to Q3, but only Rosberg did a lap there. Without the benefit of new softs, all of which had been used up in getting through Q1 and Q2, he was seventh quickest. There was the feeling that the W03 had lost out to the cars around it in the latest round of upgrades.

Both Vettel and Schumacher elected to do only sector times in Q3, coming back in without completing a lap. Getting out first put the Red Bull ahead of the Mercedes, in seventh and eighth (later sixth and seventh).

Just behind Button and Webber, the Force Indias were 13th and 14th, Paul di Resta a scant half a tenth faster than Nico Hulkenberg, the pair a couple of tenths faster than the Toro Rossos of Jean-Eric Vergne and Daniel Ricciardo. Felipe Massa was a disastrous 17th for Ferrari, hindered by traffic, while Bruno Senna spun out attempting to graduate from Q1 at the last gasp.



Maldonado would soon be man in focus



P38 RESULTS
All those
vital stats





Alonso does the honours at the start for home crowd



RACE CONDITIONS

Sunny conditions near to the Costa Brava meant a tan-topping start to the European season, with track temperature at 33C.

It had been a long, intense afternoon for Pastor Maldonado, but it wasn't over yet. His radio crackled into life 18 laps from the end with the voice of race engineer Xevi Pujola: "OK, now you need to back off and keep them behind. We need to look after these tyres." Not the most welcome of messages with Fernando Alonso coming at you, trying to deprive you of your first grand prix victory. At one point he'd been 8s ahead of the Ferrari, but now scarlet filled his mirrors.

But it was just one more challenge in a day that had many of them. It was a very different challenge to that faced by Lewis Hamilton, banished to the back of the grid. But the pole position Lewis's penalty gifted the Williams just put into sharper focus the enormity of taking on the darling of the sea of humanity in the grandstands. Maldonado's first pole; his first start anywhere

near the front row – it was going to be difficult to treat this as just another race, and now the centre of all that adulation was in his peripheral view to his right.

But the routine helped: the dummy start, keeping up the brake and tyre temperatures on the warm-up lap, charging the KERS, turning the required steering buttons, stopping at the grid place... And finally the lights. As they went out, the clutch slipped more than expected, the grip on this side of the track maybe not so great either – and the red to his right was gaining on him immediately. He moved right, but Alonso, in front of this crowd, was not to be dissuaded, kept his foot buried. They sat accelerating up through the high gears, wheels close to touching, but the deed was done: Alonso on the inside and leading. The crowd roared its frenzied appreciation.

Maldonado: "I thought, 'OK, the race is long. Just stay with him.' Our race became one of attack rather than defence."

But it would be a measured attack. He would spend these early laps not trying to put a move on Alonso, but staying just far enough out of his wake that he wasn't damaging his tyres, and in the meantime he would get a feel for



Vettel mired in midfield at the start

where the Williams was strong and weak relative to the Ferrari. They were similar over a lap, but the Williams definitely had better traction out of the slow turns – which was a very useful asset, one filed away in Pastor's mind. It meant that, should he later be in front of the Ferrari, he could get himself out of range of the DRS-trigger point, which was just after the exit of the slow final chicane – and that he'd be faster onto that long, long pit straight; which was good, because the Ferrari was faster by the end of it, its seventh gear apparently longer.

The fact that a Williams and Ferrari were fighting out the race was somewhat against the run of play of the 2012 season. Apart from Hamilton being at the back of the grid, you could point to the poor tyre choices made for the Red Bulls in qualifying, which had been triggered by the big two-stage gap between the tyre compounds here. And the other McLaren of Jenson Button had qualified outside the top 10? "I had slow-corner rear instability but understeer through the high speed," he reported, "which left me with nowhere to go on set-up." ▶

◀ Button is particularly sensitive to car balance but his tyre temperatures were imbalanced front to rear. It was the same story at Red Bull. "It used to be all about aerodynamics," said team chief Christian Horner, "but now it's about who can understand these tyres. I'm struggling to explain it."

Even Alonso puzzled over it: "We finished P9 in Bahrain, one minute behind the leaders. Here we finish a minute ahead of the car that won in Bahrain. Our upgrades have worked a little better than expected but even so I don't really know where we are. I think some of the other teams have underperformed, or had problems getting their tyres working, because some of the results here feel very strange."

No-one ever fully understands why they are fast or slow, but this year that's true to a much greater extent than before. Maybe part of it is understanding how to balance the tyre temperatures front to rear, side to side. Pirelli certainly believes this may be the key, and it's something that last weekend the Williams, Ferrari and Lotus managed notably better than many. But there are anomalies even within teams that challenge preconceptions. On this day, for example, Button would struggle to keep his tyres in shape on a three-stop, while Hamilton would be the only driver to make a two-stop, a strategy that required him to do almost half the race distance on his third set of tyres.

Maldonado was pleasantly surprised that the Lotuses were growing smaller in his mirror. He'd expected them to be all over him – they'd been much the fastest cars in the long runs on Friday. Kimi Raikkonen was being dropped by about 0.5s per lap; Romain Grosjean would pay for

allowing Nico Rosberg to make an opportunist pass at Turn 4 on the first lap, being trapped behind the Mercedes for the first stint and much of the second. So the outcome of this race was going to be exclusively between Alonso and Maldonado, *mano a mano*.

The minor positions, meanwhile, would be fought out by Red Bulls and McLarens... Behind Grosjean ran Michael Schumacher's Mercedes, Sebastian Vettel's Red Bull, Button and the Sauber of Kamui Kobayashi. Sergio Perez's third-row start was wasted within seconds when the Sauber took a puncture to the left-rear, from the front-wing endplate of Grosjean. Mark Webber was stuck in 12th, behind a fast-starting Felipe Massa. Hamilton, meanwhile, was slicing through the minnows at the tail of the field and would through the day demonstrate some inventive passing.

Early leader Alonso pitted on the 10th lap from 1.1s in front. Williams responded, bringing Maldonado in a lap later. Coming in on those old soft tyres as Alonso was onto his fresh hards pumped that gap out to 3.4s. Inside the Williams cockpit there was no panic, Maldonado just nibbling into that advantage, trying not to take too much from the fresh, hard tyres too early.

The hards would soon prove faster than expected, something that took Lotus engineer Alan Permane by surprise. He'd had both Raikkonen and Grosjean fitted with a set of used softs for their second stints: "We were expecting the soft to be much faster than the hard today, but it was actually only slightly faster."

That tyre choice might ultimately have cost Raikkonen a place, but the bigger issue was where the speed shown earlier in the weekend

Schumacher gets up behind Senna...



Webber found himself beaten by Hulkenberg



DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB8-01
Start: 7th. Finish: 6th

Still not finding it easy to get on top of the Red Bull, meaning he couldn't replicate his mighty Bahrain form. Despite a drive-through and a nose change, stayed in the hunt for a decent finish and picked up two positions in the final four laps to hang onto his championship lead.

2  **4/10**
Event rating

MARK WEBBER

Red Bull-Renault RB8-02
Start: 11th. Finish: 11th

A very mediocre weekend for the Australian, although he was bitterly unlucky to miss out on Q3. That left him on the back foot and the need to change his nose meant he dropped out of the points. Perhaps should have passed Hulkenberg in the final stint to take a point though.

3  **4/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-27-04
Start: 10th. Finish: 9th

A weekend in which Button never got into his stride and was comprehensively outraced and out-tyre managed by his team-mate. Rarely happy with the balance, Button just missed Q3 and spent the whole race bouncing around in the minor points positions.

4  **10/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-27-03
Start: 24th. Finish: 8th

Stunning pole lap and an outstanding race drive, where he was the only driver to complete a two-stop strategy. That he finished ahead of his team-mate, who started 14 places ahead of him, tells you all you need. Salvaged points where once he might have blown it.

5  **9/10**
Event rating

FERNANDO ALONSO

Ferrari F2012-295
Start: 2nd. Finish: 2nd

The only reason Alonso gets marked down by one point is there just could have been a way to win the race with a perfect performance. But, frankly, this was another top-drawer effort from the Spaniard, who has been one of the most consistent drivers in the field.

6  **3/10**
Event rating

FELIPE MASSA

Ferrari F2012-293
Start: 16th. Finish: 15th

In such a close field, Massa's lack of performance is brutally exposed. Is anyone in any doubt that the driver who came so close to the 2008 title is not the same as the one we watch today? The one positive was a great start. But it was all downhill from there.



...and takes them both out of the race...



...as these officials get a story to yarn later on



Grosjean finished fourth after early Perez clash

had gone. "I don't honestly know," said Permane, just one more confused F1 engineer at Barcelona last weekend. "Maybe the drop in temperatures hurt us more than Williams and Ferrari." Grosjean would go on to set the fastest lap but that was only to be expected as one of the last of the quick cars to go onto fresh tyres near the end when fuel loads were light.

With track temperatures down to 32C, around 10C lower than their peak the day before, the hard tyres were in their ideal temperature band. As the second stops approached, the hard-tyred Alonso-Maldonado duel was around 9s up the road from Raikkonen's soft-tyred Lotus. Grosjean had finally used his DRS on Rosberg for fourth on the 16th lap, but all those laps at Mercedes

"A reluctant left-rear wheel left Maldonado stationary for an extra couple of seconds, but it seemed an age"

pace had left him a further 20s adrift of Raikkonen.

The Merc just wasn't working well at any stage during the weekend, overusing its rear tyres even more than in Australia. Schumacher had retired by this time; he had pitted from sixth and exited behind the yet-to-stop Williams of Bruno Senna, then clumsily crashed into it as he tried to pass into Turn 1, putting them both out. Schumacher received a five-place grid penalty for the upcoming Monaco GP.

This incident had released Vettel into sixth but he was soon to be called in for a drive-through, together with Massa, both of whom

had been judged to have not slowed enough for the Schumacher/Senna yellow flags. The Red Bull had taken a hit to the front wing from debris that would later require the nose to be changed. Webber's nose was also changed, requiring him to make his second stop several laps too early and consign him to being stuck in slow traffic for the rest of the race. Vettel's penalty promoted Button, who was quite unable to shake off Kobayashi.

'Box next lap Pastor', came the call on lap 24. He was just 1.5s behind Alonso as he peeled off for the pits, leaving the Ferrari to continue up the straight. Ferrari had just been outfumbled by Williams daring to pit earlier than scheduled. It had appeared as if the Ferrari's pace was beginning to fall off, but it had been Williams who reacted first to that and it was enough to leapfrog Alonso.

It was made worse for the local hero on the next lap as he encountered the Marussia of Charles Pic just as they arrived at the tight sequence from Turn 10 through to the end of the lap. It's a difficult place to get out of the way, and the combination of that, plus two extra old-tyre laps while Maldonado was on a fresh set of hards, pulled that gap out to 7s. Initially Alonso kept it at that, keen not to overstress the new rubber. But sure enough, seven laps after Maldonado's stop, he began to close. With the Ferrari catching at the rate of 0.5s per lap, Williams brought Pastor in for his final stop before it was too late – on lap 41.

A reluctant left-rear wheel left Maldonado stationary for an extra couple of seconds, but it seemed like an age. And with Alonso breathing down his neck, it was indeed a big chunk. Can you afford to give 2s to Alonso when he's on the offensive, with the ▶

7  **4/10**
Event rating

MICHAEL SCHUMACHER

Mercedes F1 W03-05

Start: 8th. DNF

Underlying pace was pretty good, albeit not quite up to his team-mate's. Did a good job in the first stint to run sixth but, bafflingly, failed to account for how early Senna on old rubber would brake for the first corner. Earned a five-place grid penalty for his race-ending mistake.

8  **7/10**
Event rating

NICO ROSBERG

Mercedes F1 W03-03

Start: 6th. Finish: 7th

Pretty much a regulation race for Rosberg, who did a tidy job throughout the weekend and ran as high as fourth in the first stint after a charge down the outside on the run to the first corner. Couldn't stay there and faded badly on his final set of hard tyres.

9  **9/10**
Event rating

KIMI RAIKKONEN

Lotus-Renault E20-03

Start: 4th. Finish: 3rd

A bit scrappy in qualifying and relatively subdued in the first three stints, possibly as a result of the tyre disaster he suffered in the closing stages of the Chinese Grand Prix. But attacked brilliantly in the final stint and could have won with a few more laps.

10  **8/10**
Event rating

ROMAIN GROSJEAN

Lotus-Renault E20-01

Start: 3rd. Finish: 4th

The GP2 champion is a patient man, happy for his team-mate to mount the charges for victory while he picks up the points. He outqualified Raikkonen, although it wasn't a perfect lap, and his assured race drive meant he was a country mile clear of the pack.

11  **6/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM05-02

Start: 12th. Finish: 14th

Pace was much of a muchness relative to Hulkenberg, but he didn't get the rub of the green in the race. Struggled a little for pace on his hard stints in the second half of the race, which allowed both of the Toro Rossos to get ahead by the end.

12  **9/10**
Event rating

NICO HULKENBERG

Force India-Merc VJM05-03

Start: 13th. Finish: 10th

Shaded by di Resta in qualifying but aced it in the race, taking a car that wasn't quite points-worthy to 10th place. Particularly impressive was the way that he absorbed pressure from Webber in the final stint of the race, despite having a car that wasn't as quick.

◀ sniff of a victory in the air, as he senses the stirring of an expectant crowd? Three laps later the Ferrari made its stop.

At just this time there was another snag for Maldonado: Raikkonen, yet to stop and running long, was lapping over 1s slower than Maldonado's potential pace – and Alonso was catching, catching, catching. For three laps Pastor was stuck there before putting a clean DRS move on the Lotus. Fernando, a lap later, was quickly by, the Ferrari geared better for its DRS, and at that point there was only 1.5s between them – and that's when Pujola came on the phone, asking him to slow down and keep Alonso behind. With impressive judgement and restraint he set about doing exactly that.

Meanwhile, another remarkable performance was playing out further back as Hamilton made his unlikely two-stop work with a perfect alternate blend of patience and audacity. At one point he passed the two Toro Rossos in one long slalom manoeuvre through Turns 12-13, and he was on schedule for a points finish if only he could get the final set of tyres to last for 31 laps.

Rosberg was struggling badly, still in fifth but ever-slower. He'd earlier successfully repelled Button and then soaked up intense pressure from Kobayashi after the Sauber had sliced down the McLaren's inside at Turn 5, its front tyre bouncing off Button's into the slow turn – a characteristic Kamui flourish. He would spend the next 30-odd laps looking for daylight in the Merc's defensive wall before eventually finding a way through near the end.

There was in fact an unidentified problem with the Mercedes, as tech director Bob Bell explained: "There was a clear loss

of downforce measurable on the data, and that made it even more difficult for Nico to look after his tyres properly."

Not long after being passed by Kobayashi, Button was taken by the recovering Vettel into Turn 1. It was a move Seb would later have to repeat as he came back from the delay incurred with the fitment of his new nose. Button was in no shape to resist as he struggled to keep the tyres in shape.

But that was all just background noise and colour for the crowd as their man continued to sit in the leader's wake. The Williams's superior traction was preventing Alonso from getting a DRS move going, and he could only catch up

"It's so much easier starting from pole. For a lot of the race I just looked after the tyres"

Pastor Maldonado finds winning simple

again by the end of the straight. It looked as if this may be decided by backmarkers. Things got particularly tense for Maldonado as they came to lap Massa in the other Ferrari with 13 laps to go. But Pastor judged it beautifully, ensuring he caught it near the DRS detection point, enabling him to stall his wing down the main straight and slip effortlessly by.

Alonso was trapped in a high-speed puzzle as Maldonado soaked up everything he could throw at him. Then with nine laps remaining, after clambering over the exit kerb at Turn 7, Alonso felt a change in the car. "I suddenly felt a loss of rear grip. I thought I had maybe lost an aerodynamic part," he reported. His loss of pace



Ex-champs Raikkonen and Alonso filled the podium



Hamilton only saw his pit crew twice in the race

DRIVER BY DRIVER by Edd Straw

14  **8/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C31-01
Start: 9th. Finish: 5th

A typically tenacious drive from the Japanese, whose outright pace was very slightly adrift of his team-mate's, but who nonetheless made it to Q3 only to suffer a hydraulic problem. Consistent and decisive in the race, he was rewarded with 10 points.

15  **7/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C31-04
Start: 5th. DNF

Starred in qualifying, putting his Sauber on the third row and proving it's a seriously quick car with his pace through the middle sector. Race was over almost before it began thanks to hit from Grosjean, which cut a tyre. Quick while recovering, but gearbox problem ended it all.

16  **6/10**
Event rating

DANIEL RICCIARDO

Toro Rosso-Ferrari STR7-01
Start: 15th. Finish: 13th

Can only compare him to his team-mate and, as Vergne both outqualified and outraced him for the first time this season, this has to go down as a less-than-perfect weekend. Wasn't far off, but couldn't quite force himself into a points position.

17  **7/10**
Event rating

JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR7-03
Start: 14th. Finish: 12th

Outqualified his team-mate for the first time this season and, despite dropping behind the Australian during the race, he fought back to repass him during the final stint. Even so, Hulkenberg proved that a car of this pace (ie the Force India) could scrape a point.

18  **10/10**
Event rating

PASTOR MALDONADO

Williams-Renault FW34-02
Start: 1st. Finish: 1st

Put in a superb Q3 lap to go second and then got a lucky break with Hamilton's exclusion. Defended well off the line, attacked when he needed to and proved that he has come a long way from his rock-ape days by nursing the tyres through the final stint. And all under pressure.

19  **3/10**
Event rating

BRUNO SENNA

Williams-Renault FW34-03
Start: 17th. DNF

Qualifying was a catastrophe. Abandoned his first flying lap because of traffic, then spun into gravel on his final Q1 run. Team put him on a long first stint, but Schumacher rear-ended him at the first corner and put paid to a possible recovery drive.



wasn't drastic, but it was enough to get Maldonado off the hook. From being under 1s for many laps, the gap began to open, fresh air in between them at last as the red threat to Maldonado's dream faded and the route to Williams's first victory in eight years became clear.

Meanwhile, the Lotuses had made their late final stops and were flying on tyres that were much newer, Raikkonen eating into the big gap to Alonso by over 1.5s per lap. But barring something drastic it was too late.

Behind Grosjean, the picture was somewhat less clear: Rosberg could hold back Kobayashi no longer, the Sauber slicing down the inside into Turn 10 with five laps to go. Vettel was on a late recovery charge and, after doing a DRS pass on Button for the second time, was soon all over Hamilton, who on his old tyres had risen to seventh as everyone made their third stops.

It was a simple matter for Vettel to pass him, with the struggling Rosberg next in his sights. With one lap to go, almost out of rear grip, the Merc's rear wheels spun as Nico tried to get the power down out of Turn 7, and Vettel was through, up the inside as they approached Campsa. Team-mate Webber was having no such luck in trying to find a chink in Nico Hulkenberg's defences and the final point went to the Force India.

As Hulkenberg's replacement at Williams, Maldonado had matched his achievement in setting a pole. Now he'd gone one big step further, taking a remarkable victory in just his second season with a faultless drive of remarkable restraint and intelligence. "It's so much easier starting from pole," he said. "For a lot of the race I was just looking after the tyres." It's a trick that much of the rest of the field would like to understand. 🏆



Hispanic happiness:
Maldonado and Alonso

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-01
Start: 19th. Finish: 16th
Qualifying could have been better as the Finn found himself behind a team-mate for the first time in what seems like living memory, given Jarno Trulli's desultory 2011 form. Redeemed himself in the race, although the car still isn't quick enough to race the midfield.

21  **6/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-02
Start: 18th. Finish: 17th
A change in KERS strategy meant that he was much happier under braking in qualifying than he had been previously this year, and he planted himself ahead of Kovalainen on grid. Struggled in the first half of the race but was bang on Kovalainen's pace in the later stages.

22  **6/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 22nd. Finish: 19th
Had the benefit of a decent-sized aerodynamic upgrade package and seemed to get the best out of it during practice. Couldn't have done much better in qualifying or the race, but there was little to compare him to other than his team-mate.

23  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-01
Start: 23rd. DNF
Missed FP1 and managed two laps before electrical problems in FP2. Grounded in Q1 for safety reason; the rollhoop cowl on which the camera was mounted was moving around, but had done a 107 per cent time in FP3. Race pace was fine until a botched pitstop.

24  **6/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Start: 21st. Finish: 18th
Lost out to his team-mate on Saturday afternoon for the second race weekend in a row, but redeemed himself with a decent race performance. Very hard to tell how good, because the Marussia was comfortably quicker than the HRTs but well off the Caterhams.

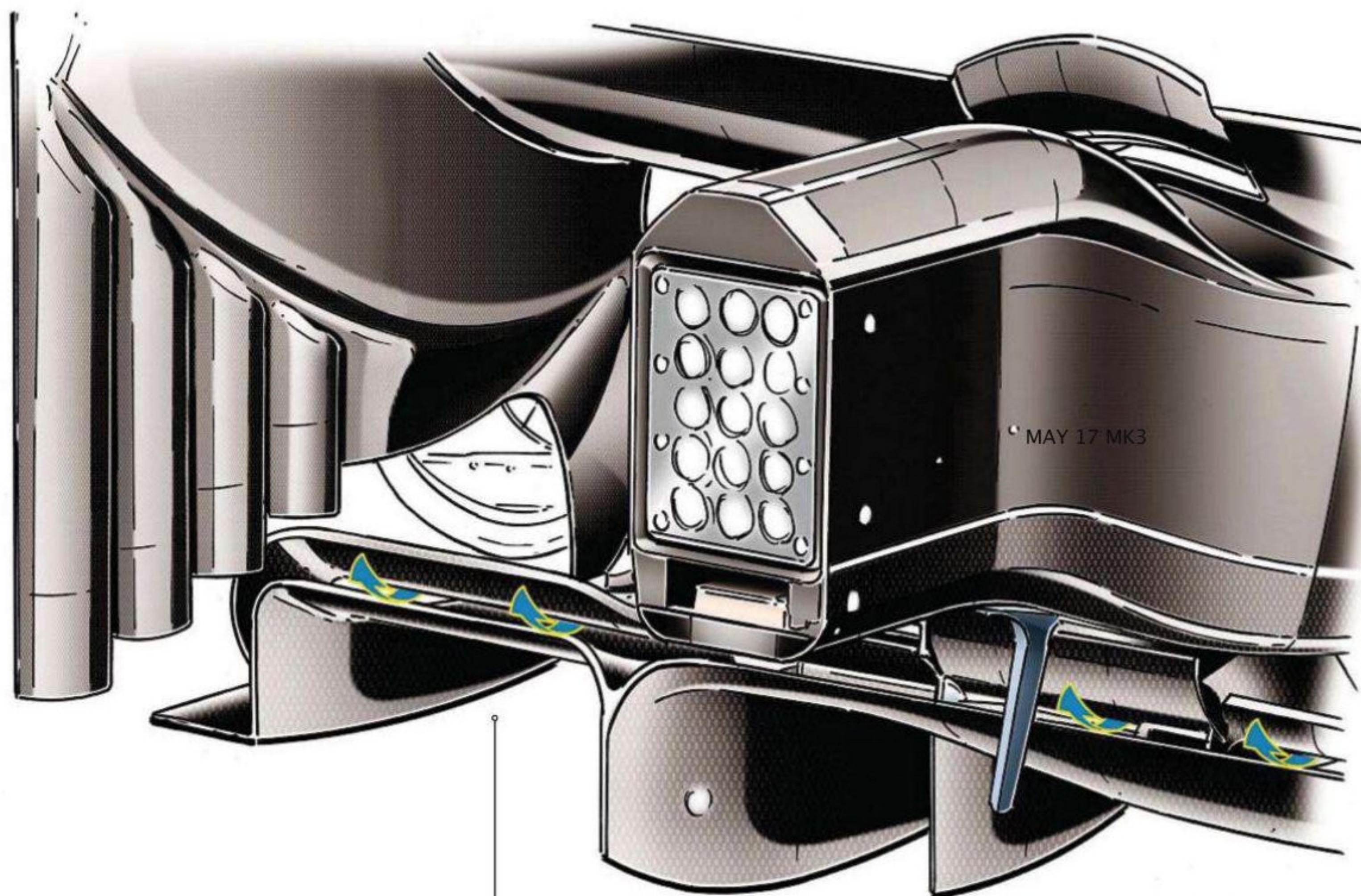
25  **6/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 20th. Finish: DNF
Continued to do a very impressive, if unheralded, job and outqualified Glock by four tenths of a second this time around. The race was not so good and included an early spin, a penalty for ignoring blue flags and then a driveshaft failure.

Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola reveal technical tweaks made by Ferrari, McLaren and Sauber for the first European GP of the season

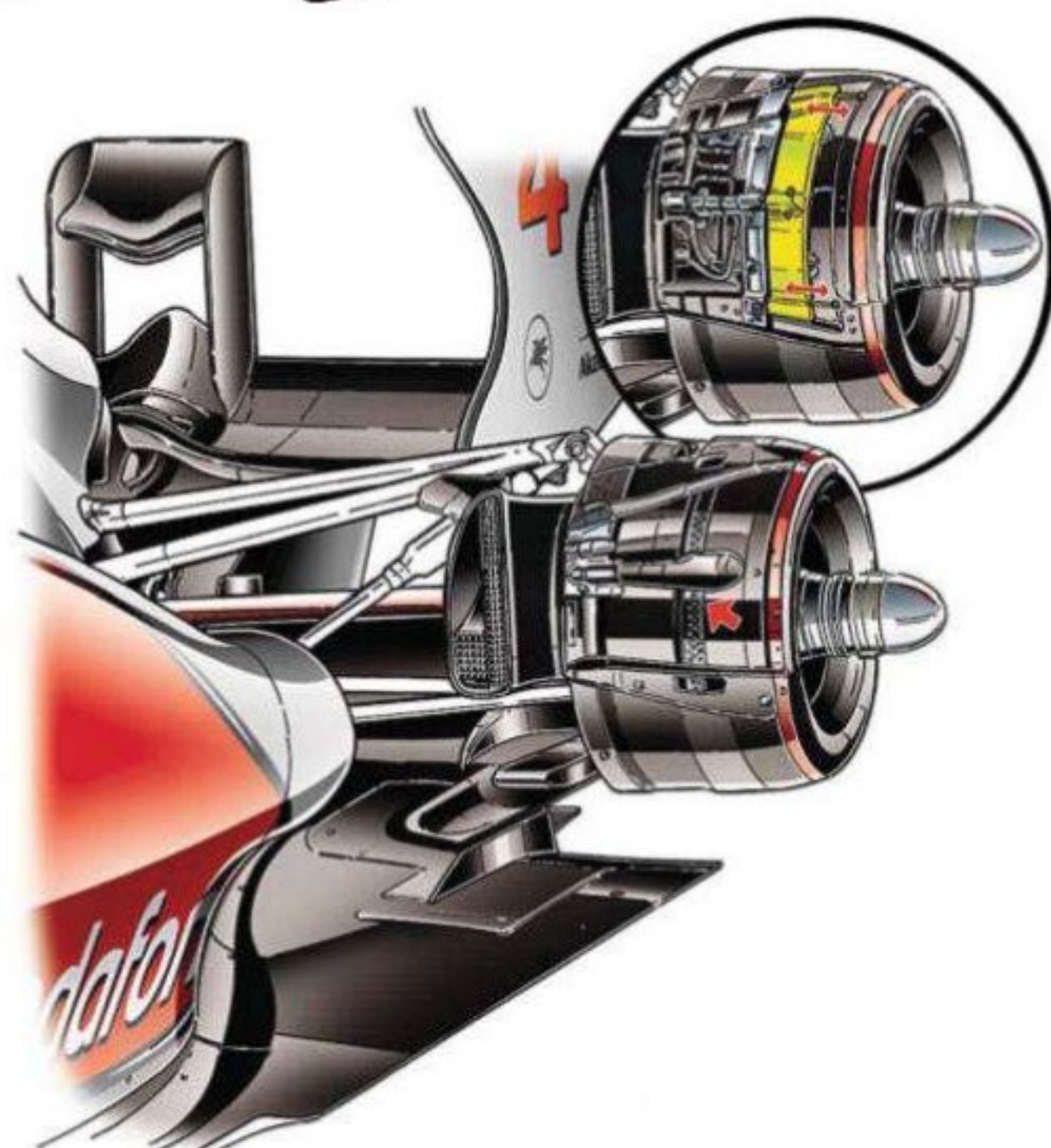


FERRARI RESHAPES DIFFUSER

➔ Part of Ferrari's major upgrade was this new diffuser, to work in conjunction with the new sidepods and exhaust layout. The corners of the channels are more rounded and there is a shallow wing with a slot gap across the top. Accompanying these changes are the distinctive slatted 'windows' trailing from the bottom of the rear wing endplates. There is also a new front and rear wing, though the front wing is believed to be circuit-specific.

GARY ANDERSON: The smoothing of the radii of the corners is a positive change. If you have them too square you get two different air speeds on the surface and

whenever they connect up they set up a vortex. You don't really want that so far back on the car because you can't direct it anywhere to be beneficial and it just creates drag. This will reduce that separation and drag. The height of the diffuser is limited by regulation, but you're allowed a gurney on top, across a defined width. Ferrari has made it into a wing section that turns the airflow more, thereby making the diffuser work harder. It effectively makes the diffuser bigger. The wing strakes are there to make the diffuser three-dimensional, in a bid to run the flow round into the low-pressure area behind the tyre, again extracting more air from the diffuser.

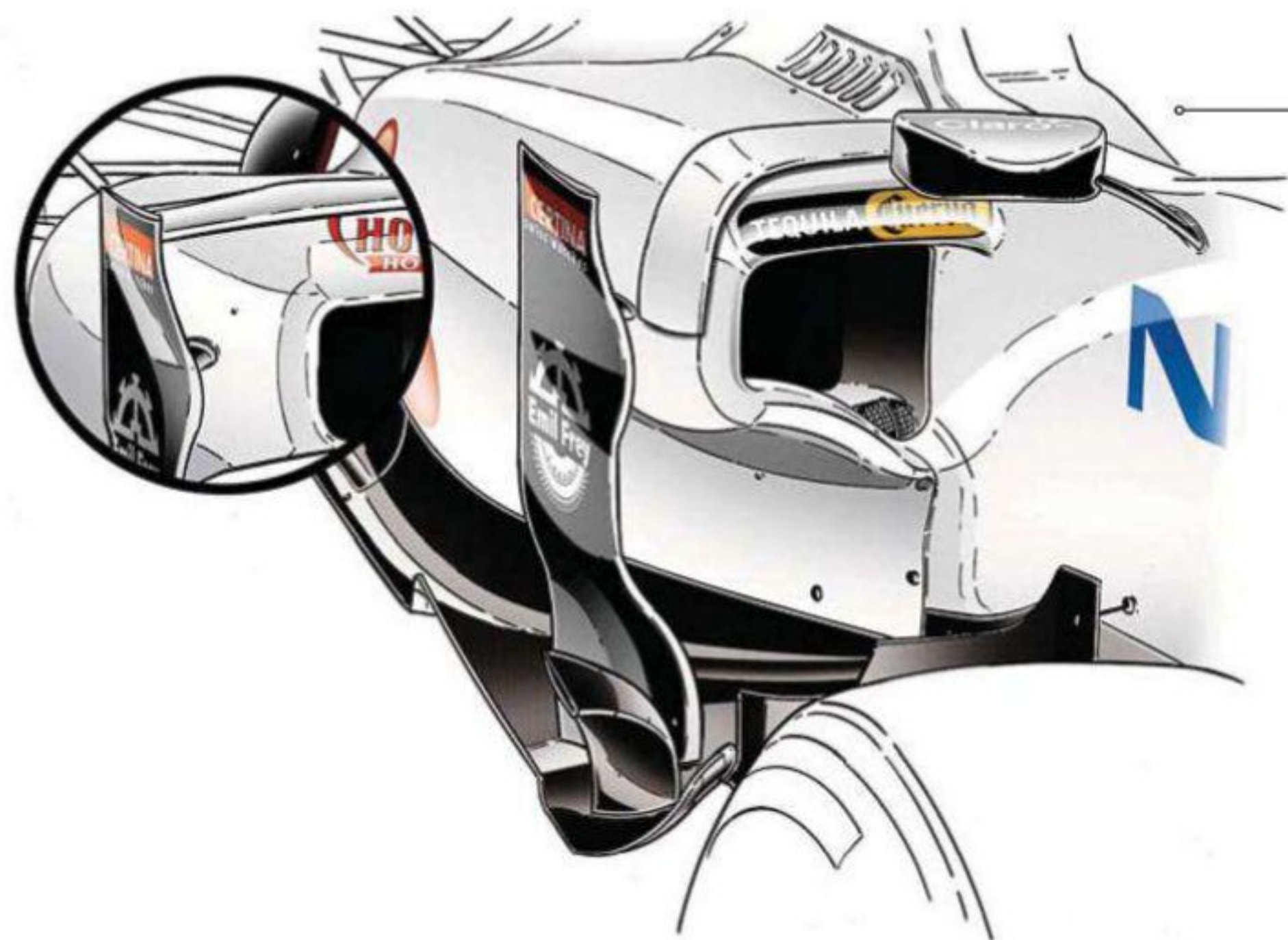
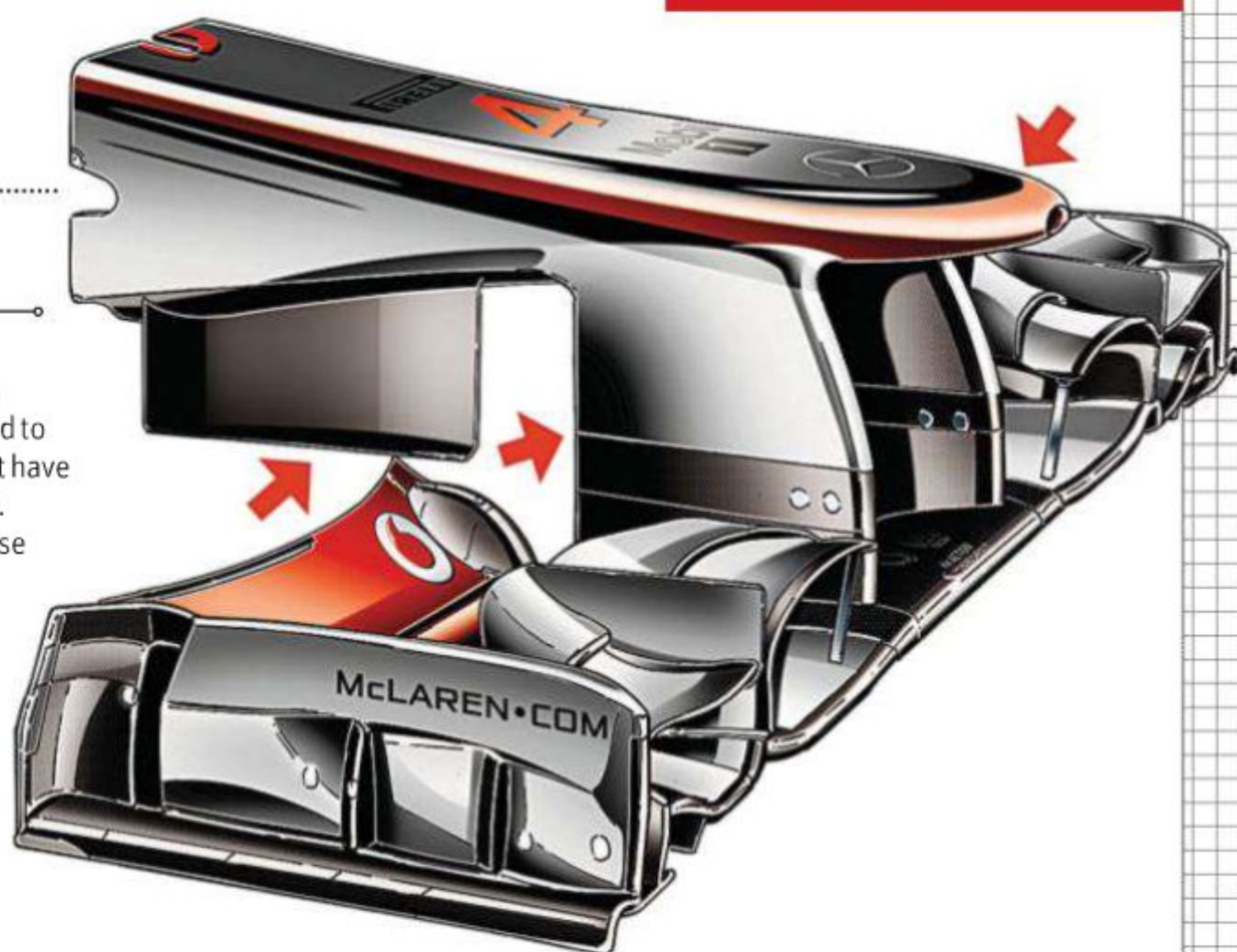


McLAREN HIGH NOSE CREATES EXTRA DEVELOPMENT SCOPE

→ McLaren used the higher nose that first appeared during testing at Mugello.

GARY ANDERSON: The previous, lower nose and horizontal splitter didn't leave any potential to develop that area of the car by getting more air through. On the last day of pre-season testing McLaren switched to a vertical splitter that invites more airflow beneath the car and the team ran the car this way for the first four races. The next step is a higher chassis or a higher nose. With the chassis it has, all it can do is add the higher nose. McLaren has done the most it could do with this

chassis, in that it has now created two separate main flows. With this philosophy the car will now respond to a higher chassis – which it wouldn't have done with the previous philosophy. In addition, the wing pillars, because they are in the middle of the front wing, have now got the cameras down there too, which helps scavenge the front wing harder, and get more airflow between the front wheels. The outside of the wing works harder than the middle, which causes transverse flow, so you bring in the pillars to help keep the airflow straight.



SAUBER SIDEPOD PROFILE

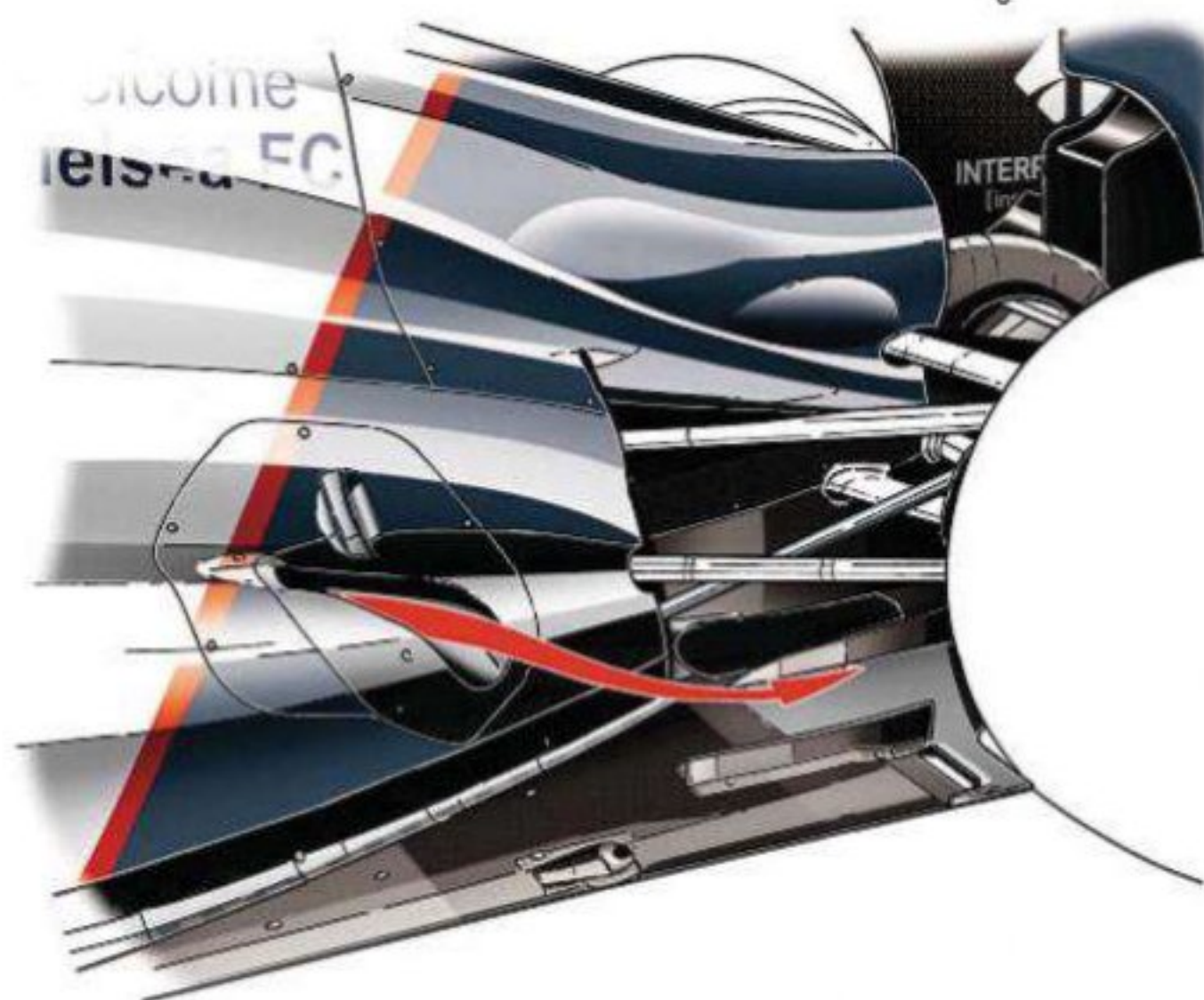
→ Sauber's sidepod featured an increased Coke-bottle profile following the resiting of the exhaust.

GARY ANDERSON: Cutting the Coke-bottle angle in tighter gives a double advantage. Firstly, more air is able to accelerate around the side, increasing its speed. And by making the sidepod's upper surface a lot smaller there's less lift-creating air as it hurries to the low-pressure area at the back. The wing is a tool to reduce the lift on top of the sidepod, rerouting the airflow away from that upper surface.

McLAREN ADJUSTABLE BRAKE DRUM AIDS TYRE TEMP

→ McLaren's rear brake ducts featured this adjustable drum around the disc. An adjustment slot in the bodywork allows the gap to be opened or closed to transfer more or less of the disc's heat to the rims and tyres, according to whether more or less tyre temperature is needed. The inset image shows the mechanism of the system, while in the main drawing the disc can be seen with the drum in its open position.

GARY ANDERSON: With the Pirelli tyres being very sensitive to track temperature, this gives McLaren more adjustment of its tyre temperatures.



SAUBER REPOSITIONS EXHAUST

→ Sauber brought the new exhaust layout to Spain that it introduced during Mugello testing.

GARY ANDERSON: The key to this repositioning is two-fold. It's improved the Coke bottle but it also provides a shorter route to the blatant wings on the floor that masquerade as part of the brake ducts. If you can get exhaust gas into those areas, it creates downforce directly onto the wheels. That's good in itself, but there is an added bonus: because of the way the brake ducts are mounted as part of the floor, very low down, that effort on the duct also stops airflow spilling underneath to the diffuser. The more you make the brake duct work, the better the diffuser will work because there's less disruptive spillage into it from the side. It's not making the diffuser better, as before, but it will have the same effect and increase downforce on the ducts.



SPANISH GP RESULTS

PRACTICE 1: Friday

POS	DRIVER	TIME
1	ALONSO	1m24.430s
2	VETTEL	1m24.808s
3	KOBAYASHI	1m24.912s
4	BUTTON	1m24.996s
5	BOTTAS	1m25.120s
6	SCHUMACHER	1m25.187s
7	GROSJEAN	1m25.217s
8	HAMILTON	1m25.252s
9	RAIKKONEN	1m25.285s
10	HULKENBERG	1m25.339s
11	VERGNE	1m25.367s
12	MASSA	1m25.433s
13	WEBBER	1m25.539s
14	ROSBERG	1m25.607s
15	PEREZ	1m25.918s
16	RICCIARDO	1m26.226s
17	MALDONADO	1m26.297s
18	DI RESTA	1m26.630s
19	PETROV	1m27.475s
20	GLOCK	1m28.267s
21	ROSSI	1m28.448s
22	PIC	1m28.633s
23	DE LA ROSA	1m29.107s
24	CLOS	1m31.618s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	BUTTON	1m23.399s
2	VETTEL	1m23.563s
3	ROSBERG	1m23.771s
4	HAMILTON	1m23.909s
5	RAIKKONEN	1m23.918s
6	GROSJEAN	1m23.964s
7	WEBBER	1m24.065s
8	SCHUMACHER	1m24.080s
9	KOBAYASHI	1m24.214s
10	HULKENBERG	1m24.365s
11	MASSA	1m24.418s
12	PEREZ	1m24.422s
13	MALDONADO	1m24.468s
14	ALONSO	1m24.600s
15	DI RESTA	1m24.688s
16	VERGNE	1m24.733s
17	RICCIARDO	1m24.769s
18	SENNA	1m25.047s
19	KOVALAINEN	1m26.296s
20	PETROV	1m26.740s
21	GLOCK	1m27.314s
22	PIC	1m27.664s
23	DE LA ROSA	1m28.235s
24	KARTHIKEYAN	no time

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m23.168s
2	MALDONADO	1m23.336s
3	KOBAYASHI	1m23.350s
4	WEBBER	1m23.578s
5	PEREZ	1m23.742s
6	ALONSO	1m23.807s
7	VERGNE	1m23.833s
8	BUTTON	1m23.909s
9	RAIKKONEN	1m23.936s
10	ROSBERG	1m24.070s
11	MASSA	1m24.179s
12	HULKENBERG	1m24.323s
13	RICCIARDO	1m24.331s
14	SENNA	1m24.409s
15	DI RESTA	1m24.599s
16	HAMILTON	1m24.778s
17	SCHUMACHER	1m24.825s
18	PETROV	1m25.911s
19	KOVALAINEN	1m26.587s
20	PIC	1m27.469s
21	GLOCK	1m27.689s
22	KARTHIKEYAN	1m28.207s
23	DE LA ROSA	1m28.373s
24	GROSJEAN	no time

Weather: dry

FRIDAY TESTERS



1 VALTTERI BOTTAS
WILLIAMS 1m25.120s



2 ALEX ROSSI
CATERHAM 1m28.448s



3 DANI CLOS
HRT 1m31.618s

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m22.583s (1)	1m22.465s (2)	1m21.707s
2	MALDONADO	1m23.380s (5)	1m22.105s (1)	1m22.285s
3	ALONSO	1m23.276s (3)	1m22.862s (6)	1m22.302s
4	GROSJEAN	1m23.248s (2)	1m22.667s (3)	1m22.424s
5	RAIKKONEN	1m23.406s (7)	1m22.856s (5)	1m22.487s
6	PEREZ	1m24.261s (16)	1m22.773s (4)	1m22.533s
7	ROSBERG	1m23.370s (4)	1m22.882s (7)	1m23.005s
8	VETTEL	1m23.850s (12)	1m22.884s (8)	no time
9	SCHUMACHER	1m23.797s (11)	1m22.904s (10)	no time
10	KOBAYASHI	1m23.386s (6)	1m22.897s (9)	no time
11	BUTTON	1m23.510s (8)	1m22.944s	-
12	WEBBER	1m23.592s (9)	1m22.977s	-
13	DI RESTA	1m23.852s (13)	1m23.125s	-
14	HULKENBERG	1m23.720s (10)	1m23.177s	-
15	VERGNE	1m24.362s (17)	1m23.265s	-
16	RICCIARDO	1m23.906s (15)	1m23.442s	-
17	MASSA	1m23.886s (14)	1m23.444s	-
18	SENNA	1m24.981s	-	-
19	PETROV	1m25.277s	-	-
20	KOVALAINEN	1m25.507s	-	-
21	PIC	1m26.582s	-	-
22	GLOCK	1m27.032s	-	-
23	DE LA ROSA	1m27.555s	-	-
24	KARTHIKEYAN	1m31.122s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	2	3	WEBBER
BUTTON	0	5	HAMILTON
ALONSO	5	0	MASSA
SCHUMACHER	2	3	ROSBERG
RAIKKONEN	2	3	GROSJEAN
DI RESTA	4	1	HULKENBERG
KOBAYASHI	2	3	PEREZ
RICCIARDO	4	1	VERGNE
MALDONADO	4	1	SENNA
KOVALAINEN	5	0	PETROV
DE LA ROSA	5	0	KARTHIKEYAN
GLOCK	3	2	PIC



THE GRID

	1 MALDONADO WILLIAMS 1m22.285s Soft		2 ALONSO FERRARI 1m22.302s Soft
	3 GROSJEAN LOTUS 1m22.424s Soft		4 RAIKKONEN LOTUS 1m22.487s Soft
	5 PEREZ SAUBER 1m22.533s Soft		6 ROSBERG MERCEDES 1m23.005s Soft
	7 VETTEL RED BULL no time Soft		8 SCHUMACHER MERCEDES no time Soft
	9 KOBAYASHI SAUBER no time Soft		10 BUTTON MCLAREN 1m22.944s Soft
	11 WEBBER RED BULL 1m22.977s Soft		12 DI RESTA FORCE INDIA 1m23.125s Soft
	13 HULKENBERG FORCE INDIA 1m23.177s Soft		14 VERGNE TORO ROSSO 1m23.265s Soft
	15 RICCIARDO TORO ROSSO 1m23.442s Soft		16 MASSA FERRARI 1m23.444s Soft
	17 SENNA WILLIAMS 1m24.981s Soft		18 PETROV CATERHAM 1m25.277s Soft
	19 KOVALAINEN CATERHAM 1m25.507s Soft		20 PIC MARUSSIA 1m26.582s Soft
	21 GLOCK MARUSSIA 1m27.032s Soft		22 DE LA ROSA HRT 1m27.555s Soft
	23 KARTHIKEYAN HRT 1m31.122s Soft		24 HAMILTON MCLAREN 1m21.707s* Soft

*Times disqualified

THE RACE: 66 laps, 190.834 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	PASTOR MALDONADO	WILLIAMS-RENAULT	66	1hr39m09.145s	1m27.906s	3	1m03.667s	1
2	FERNANDO ALONSO	FERRARI	66	+3.195s	1m27.390s	3	59.589s	2
3	KIMI RAIKKONEN	LOTUS-RENAULT	66	+3.884s	1m26.938s	3	1m01.151s	4
4	ROMAIN GROSJEAN	LOTUS-RENAULT	66	+14.799s	1m26.250s	3	1m02.473s	3
5	KAMUI KOBAYASHI	SAUBER-FERRARI	66	+1m04.641s	1m28.266s	3	1m03.952s	9
6	SEBASTIAN VETTEL	RED BULL-RENAULT	66	+1m07.576s	1m27.768s	3	1m18.847s	7
7	NICO ROSBERG	MERCEDES	66	+1m17.919s	1m28.150s	3	1m00.758s	6
8	LEWIS HAMILTON	McLAREN-MERCEDES	66	+1m18.140s	1m28.918s	2	41.943s	24
9	JENSON BUTTON	McLAREN-MERCEDES	66	+1m25.246s	1m28.624s	3	1m01.282s	10
10	NICO HULKENBERG	FORCE INDIA-MERCEDES	65	-1 lap	1m28.912s	3	1m01.594s	13
11	MARK WEBBER	RED BULL-RENAULT	65	-1 lap	1m27.857s	3	1m05.112s	11
12	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	65	-1 lap	1m28.308s	3	1m03.493s	14
13	DANIEL RICCIARDO	TORO ROSSO-FERRARI	65	-1 lap	1m28.587s	3	1m01.274s	15
14	PAUL DI RESTA	FORCE INDIA-MERCEDES	65	-1 lap	1m28.313s	3	1m01.534s	12
15	FELIPE MASSA	FERRARI	65	-1 lap	1m28.448s	3	1m15.733s	16
16	VITALY PETROV	CATERHAM-RENAULT	65	-1 lap	1m28.715s	3	1m09.745s	18
17	HEIKKI KOVALAINEN	CATERHAM-RENAULT	65	-1 lap	1m28.773s	3	1m05.131s	19
18	TIMO GLOCK	MARUSSIA-COSWORTH	64	-2 laps	1m29.599s	3	1m02.653s	21
19	PEDRO DE LA ROSA	HRT-COSWORTH	63	-3 laps	1m30.722s	4	1m27.424s	22
R	SERGIO PEREZ	SAUBER-FERRARI	37	transmission	1m28.605s	2	42.919s	5
R	CHARLES PIC	MARUSSIA-COSWORTH	35	driveshaft	1m31.136s	2	42.274s	20
R	NARAIN KARTHIKEYAN	HRT-COSWORTH	22	lost wheel	1m32.903s	2	44.033s	23
R	BRUNO SENNA	WILLIAMS-RENAULT	12	acc damage	1m31.822s	-	-	17
R	MICHAEL SCHUMACHER	MERCEDES	12	accident	1m31.089s	1	20.113s	8

Weather: dry. Winner's average speed: 115.479mph. Fastest lap: Romain GROSJEAN 1m26.250s (120.735mph) on lap 53.
Lap leaders: 1-9 Alonso; 10-11 Maldonado; 12-26 Alonso; 27-41 Maldonado; 42-44 Alonso; 45-46 Raikkonen; 47-66 Maldonado

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
Soft	Hard	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Soft	Hard	Hard	
Soft	Soft	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Soft	Hard	Hard	
Soft	Hard	Hard		
Soft	Hard	Soft	Hard	
Soft	Soft	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Hard	Soft	Hard	
Soft	Hard	Soft	Hard	
Soft	Soft	Hard	Hard	
Soft	Soft	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Hard	Hard	Hard	
Soft	Soft	Hard	Hard	
Soft	Soft	Hard	Hard	Soft
Soft	Hard	Hard	dnf	
Soft	Soft	Hard	dnf	
Soft	Soft	Hard	dnf	
Soft	dnf			
Soft	Soft	dnf		

Option tyre in bold; new set in red, used set in black

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CON	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	VETTEL	61	2 nd	11 th	5 th	1 st	6 th															
2	ALONSO	61	5 th	1 st	9 th	7 th	2 nd															
3	HAMILTON	53	3 rd	3 rd	3 rd	8 th	8 th															
4	RAIKKONEN	49	7 th	5 th	14 th	2 nd	3 rd															
5	WEBBER	48	4 th	4 th	4 th	4 th	11 th															
6	BUTTON	45	1 st	14 th	2 nd	18 th	9 th															
7	ROSBERG	41	12 th	13 th	1 st	5 th	7 th															
8	GROSJEAN	35	ret	ret	6 th	3 rd	4 th															
9	MALDONADO	29	13 th	19 th	8 th	ret	1 st															
10	PEREZ	22	8 th	2 nd	11 th	11 th	ret															
11	KOBAYASHI	19	6 th	ret	10 th	13 th	5 th															
12	DI RESTA	15	10 th	7 th	12 th	6 th	14 th															
13	SENNA	14	16 th	6 th	7 th	22 nd	ret															
14	VERGNE	4	11 th	8 th	16 th	14 th	12 th															
15	HULKENBERG	3	ret	9 th	15 th	12 th	10 th															
16	RICCIARDO	2	9 th	12 th	17 th	15 th	13 th															
17	MASSA	2	ret	15 th	13 th	9 th	15 th															
18	SCHUMACHER	2	ret	10 th	ret	10 th	ret															
19	GLOCK	0	14 th	17 th	19 th	19 th	18 th															
20	PIC	0	15 th	20 th	20 th	ret	ret															
21	PETROV	0	ret	16 th	18 th	16 th	16 th															
22	KOVALAINEN	0	ret	18 th	23 rd	17 th	17 th															
23	DE LA ROSA	0	dnq	21 st	21 st	20 th	19 th															
24	KARTHIKEYAN	0	dnq	22 nd	22 nd	21 st	ret															



CONSTRUCTORS' STANDINGS

			AUS	MAL	PRC	BRN	E		NC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
POS	TEAM	PTS																					
1	RED BULL	109	30	12	22	37	8																
2	McLAREN	98	40	15	33	4	6																
3	LOTUS	84	6	10	8	33	27																
4	FERRARI	63	10	25	2	8	18																
5	MERCEDES	43	0	1	25	11	6																
6	WILLIAMS	43	0	8	10	0	25																
7	SAUBER	31	12	18	1	0	10																
8	FORCE INDIA	18	1	8	0	8	1																
9	TORO ROSSO	6	2	4	0	0	0																
10	MARUSSIA	0	0	0	0	0	0																
11	CATERHAM	0	0	0	0	0	0																
12	HRT	0	-	0	0	0	0																



SECTOR 1 TIMES

POS	DRIVER	TIME
1	GROSJEAN	23.876s
2	ALONSO	23.965s
3	RAIKKONEN	24.100s
4	BUTTON	24.102s
5	VERGNE	24.276s
6	WEBBER	24.304s
7	VETTEL	24.346s
8	ROSBERG	24.362s
9	RICCIARDO	24.366s
10	MALDONADO	24.382s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	GROSJEAN	32.512s
2	RAIKKONEN	32.667s
3	ALONSO	32.969s
4	MALDONADO	32.976s
5	WEBBER	33.202s
6	VETTEL	33.204s
7	KOBAYASHI	33.231s
8	ROSBERG	33.342s
9	VERGNE	33.396s
10	DI RESTA	33.458s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	GROSJEAN	29.794s
2	RAIKKONEN	29.902s
3	MALDONADO	29.933s
4	ROSBERG	29.973s
5	ALONSO	29.986s
6	VETTEL	30.114s
7	WEBBER	30.170s
8	MASSA	30.172s
9	KOBAYASHI	30.202s
10	VERGNE	30.208s

SPEED TRAP (MPH)

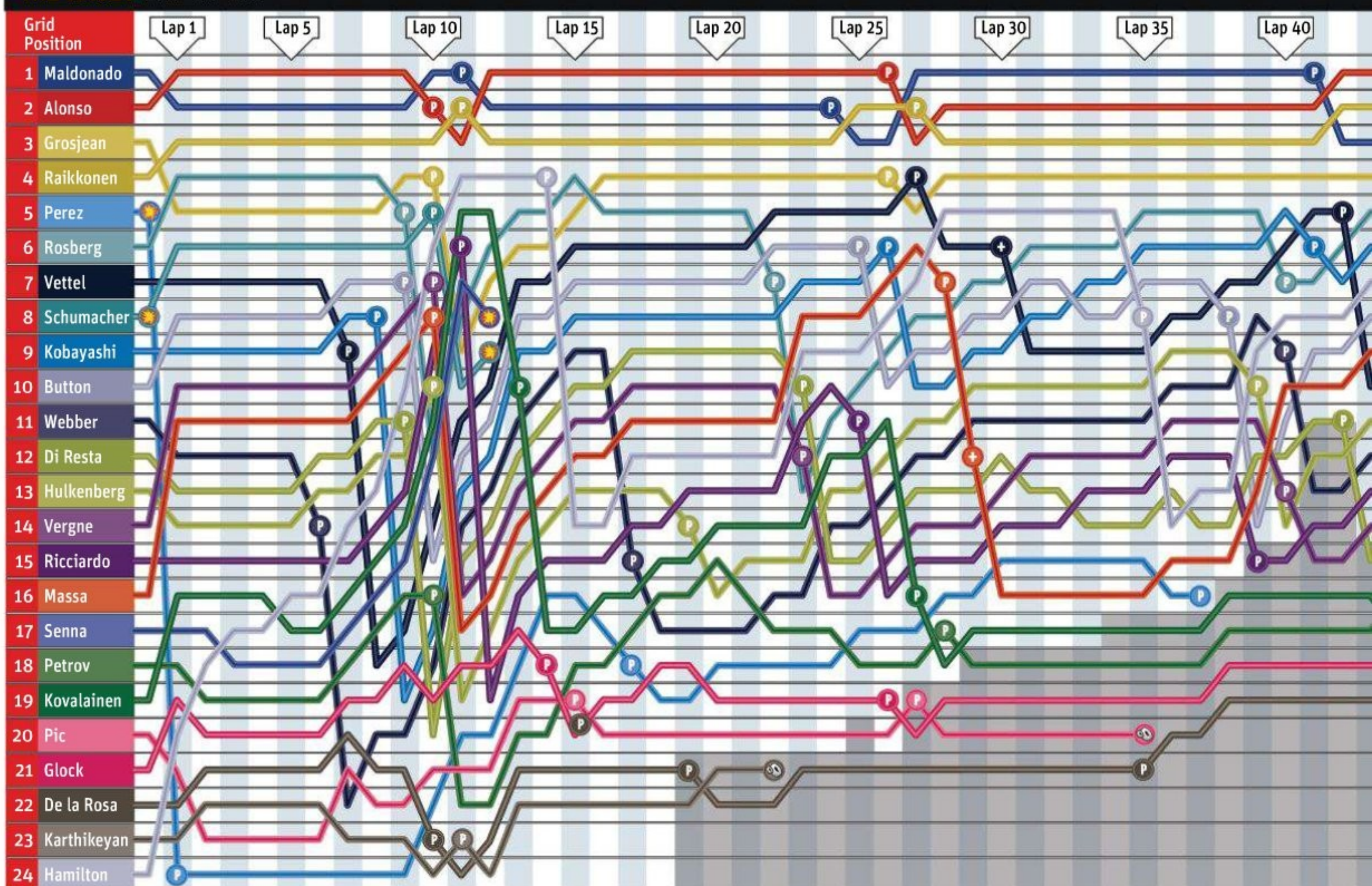
POS	DRIVER	SPEED
1	GROSJEAN	201.2
2	VERGNE	198.9
3	RICCIARDO	198.7
4	BUTTON	197.9
5	HAMILTON	197.7
6	RAIKKONEN	197.7
7	DI RESTA	197.5
8	HULKENBERG	197.5
9	KOBAYASHI	197.1
10	SCHUMACHER	197.0



FOR IN-DEPTH F1 RESULTS **FORIX**

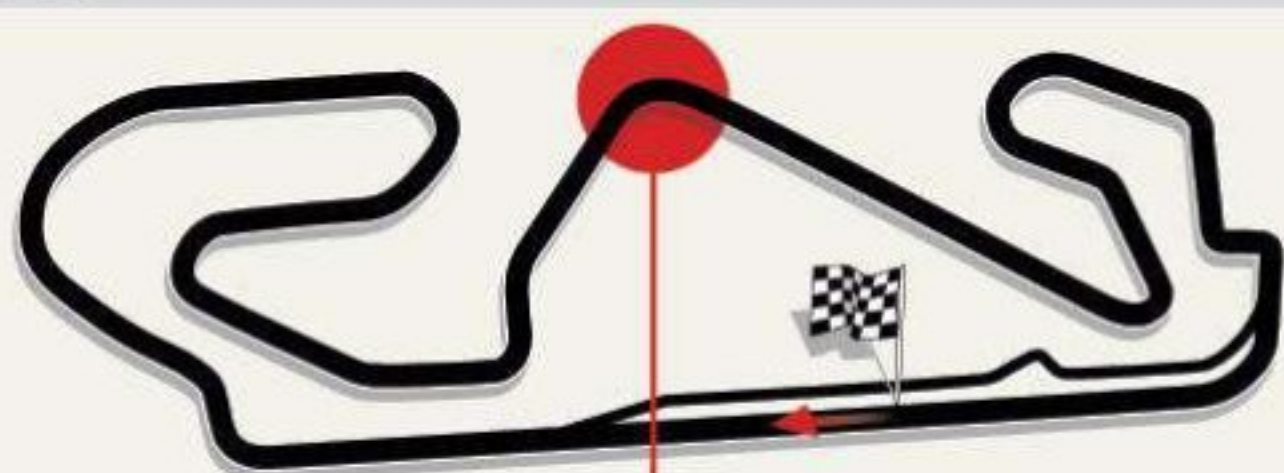
SPANISH GP THE FINAL WORDS

THE RACE: LAP BY LAP



TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR



At Campsa a lone infield tree is the only protection from the rays of our beautiful nuclear star is unleashing on this blue-sky Barcelona morning. The only shade and light out on track is of the differing approaches to this blind uphill corner where high-speed delicacy and precision will determine your speed down the back straight. At fifth-gear speeds the downforce effectively ensures that even the most man-handled car will somehow get through to the other end of the turn, but it's about how lightness of touch and sensitivity maximises your momentum here – and there are at least a couple of conflicting requirements to achieve that, especially in these early, low-grip laps.

The two McLaren drivers are visions of minimal input. As they reach the top of the hill and begin to turn, they balance the throttle to whatever revs they are already carrying and the pitch of the car remains absolutely unchanged, allowing the aero to do its magic. They smoothly pick up the throttle mid-corner and are gone. Kimi Raikkonen's early approach is much the same, aided by a Lotus that's supremely driveable. Adapting by the lap, he tries a slightly more abrupt lift, getting the car momentarily on the nose, reducing the understeer he's been finding. Next he tries a downshift upon entry before balancing the throttle, his approach evolving, ever-more keyed-in to the subtleties of the moment.

THURSDAY

0927 @SauberF1Team Our new challenger for this season #Pilatus PC12! Having a fast trip to Barcelona!



1105 Mercedes reveals that team principal Ross Brawn has opted to skip the Spanish Grand Prix because he is ill.

1131 @pauldiresta1 Track walk done, mega to see so many Brits travelling to support the Spanish GP this weekend.



1438 Heikki Kovalainen tells **AUTOSPORT** that Caterham has dropped the exhaust/floor upgrade it tried at Mugello.

1525 **AUTOSPORT** reveals that HRT has brought a major upgrade package that includes new front and rear wings and floor. Pedro de la Rosa will run it on Friday.



1535 Vettel and Alonso discuss the German's pass for the lead at Monza 2011. "He just thought my car was slimmer," quips Vettel.

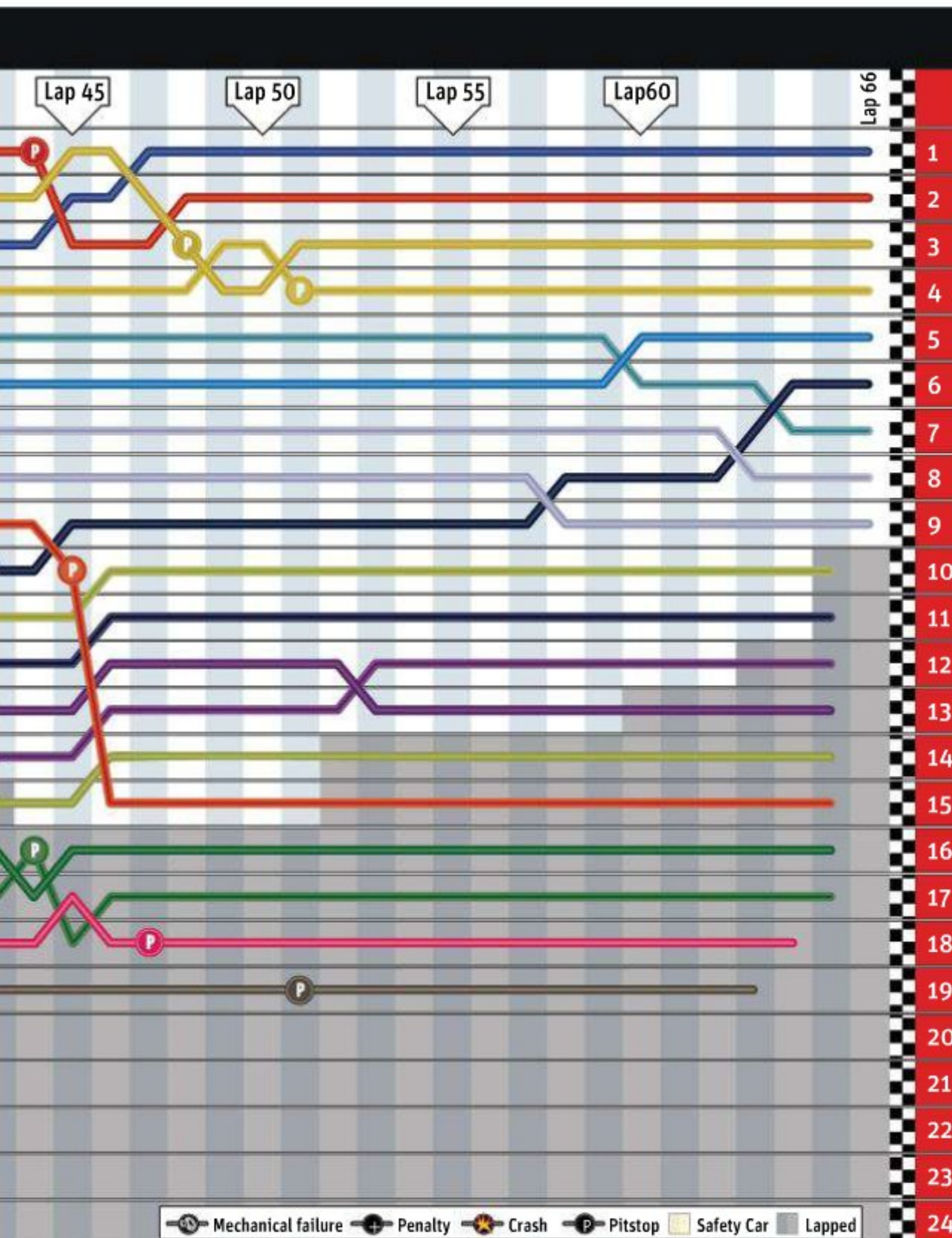
1556 Felipe Massa questions the value of the Mugello test. "We 'lost' one test before the season. I'm not sure if that's the way to go."

1604 Nico Rosberg describes his defensive tactics in Bahrain as "harsh but fair".

1630 Caterham F1 Team: Alexander Rossi preparing for FP1 outing tomorrow



1635 Michael Schumacher on his tyre complaints: "It is certainly nothing to do with me being frustrated because I haven't really been frustrated."



GRAND PRIX DIGEST

The weekend in a nutshell - on-track incidents, team radio and tweets that you might have missed...

SATURDAY

- 1116** Romain Grosjean's Lotus stops at the chicane with a loss of fuel pressure in FP3.
- 1123** Schumacher has a brief off and rejoins, impeding Hamilton. He is later reprimanded by the stewards.
- 1147** Nico Hulkenberg hit with an €7200 fine for breaking the pitlane speed limit.
- 1420** Bruno Senna (right) spins into the gravel attempting to make the qualifying cut-off. 
- 1420** Sergio Perez is the only driver not to set a time on soft rubber in Q1 (but he did start a soft run). He still makes the cut.
- 1446** @InsideFerrari Mixed feelings: good Q2 for Fernando, not so good for Felipe, who had a lot of traffic 
- 1500** Hamilton claims what appears to be McLaren's 150th pole position.
- 1501** McLaren race engineer: "OK Lewis, We need to stop the car, we have a problem. We need to stop the car. Please turn off." 
- 1534** Stewards allow Karthikeyan to start despite missing 107 per cent cut-off.
- 1704** Williams chief operations engineer Mark Gillan insists that Williams can win. "We're definitely in this race," he says.
- 1929** Stewards issue a statement revealing that Lewis Hamilton has been excluded from qualifying for not returning to the pits after setting his lap time.

SUNDAY

- 1403** Marussia's Charles Pic spins early in the race at Turn 3 but avoids being collected by any other cars.
- 1423** Schumacher rear-ends Senna while attempting to pass him at Turn 1 and describes him as an "idiot" over the radio.
- 1437** Vettel and Massa get drive-through penalties for not slowing for yellow flags.
- 1550** Venezuelan national anthem is played on an F1 podium for the first time.
- 1606** Kimi Raikkonen reflects: "We could have put ourselves in first place."
- 1636** McLaren sporting director, and ex-Williams technical director, Sam Michael visits his old team's motorhome to congratulate Frank Williams.
- 1707** Williams garage is engulfed in flames after fuel rig goes up. Rival teams help fight the blaze (right). 
- 1537** Stewards confirm Rosberg v Hamilton will be investigated post-race. There will be no penalty.
- 1711** Schumacher hit with a five-place Monaco grid penalty for hitting Senna.
- 1834** @BSenna Mixed day today. Very happy for Pastor's win! Team thoroughly deserves it! Hope everyone's ok after the big fire! 
- 1932** @alo-official Congratulations to Pastor Maldonado for his first victory in F1! Never forget that day...! ;) 

FRIDAY

- 0745** @InsideFerrari No revolution in the car, no B-car, just improvements, mainly in the aerodynamics. 
- 1000** GP2 veteran Dani Clos takes to the track in Free Practice 1 for his grand prix weekend debut driving for HRT.
- 1001** Caterham reserve Alex Rossi heads out of the pits for his F1 weekend debut.
-  **1002** Jenson Button starts the session running McLaren's new high nose. He will go on to back-to-back it against the old version.
- 1101** @OfficialSF1Team #checo's car was smoking when coming back. A heat shield was a little close to the exhaust 
- 1116** Clos (below right) grinds to a halt in the pitlane with an electrical problem.
- 1456** Mark Webber runs through the gravel at Turn 4. 
- 1458** Narain Karthikeyan stops with electrical problems, meaning that he completes only two laps on Friday.
- 1504** Perez loses control of the rear of his Sauber and, after correcting, heads for the gravel at Turn 4. He recovers to the track.
- 1517** @alex_wurz The world champs [Vettel's] style and his cars handling/feedback looks good, but not as mega as it could/should !! Clearly visible! 
- 2143** @kamui_kobayashi Still in meeting... 

BARCELONA

SPAIN

May 11-13

GP2 Series

Round 4/12



AT A GLANCE

- Race 1 **Giedo van der Garde**
- Race 2 **Luiz Razia**
- Pole position **James Calado**
- Fastest laps **Gutierrez/Guerin**



Ocean's Victor Guerin took a fastest lap on his GP2 debut weekend



Giedo's stop-start victory

Dutch Caterham Racing veteran Giedo van der Garde outsmarted his rivals in the pits to take his first GP2 series win since 2009

THE SIMPLEST THINGS

sometimes make the most significant difference. James Calado knew last time out in Bahrain that something was seriously amiss with his Lotus GP Dallara, but no amount of tweaking could fix it.

Prior to last weekend's double-header in Barcelona, however, replacement of the right-rear damper brought about a transformation.

"It's chalk and cheese," the Englishman said. "Suddenly, it feels as though I'm driving an F1 car..."

Pirelli brought soft and hard tyres to Spain and Calado used the former to take pole for the feature race – but it was the only time all weekend that the stickier compound would be used. It was reckoned to be about four tenths quicker, but

wasn't durable enough for any kind of race stint.

Calado made a decent start, but neighbour Fabio Leimer's was swifter still. The pair ran side-by-side most of the way to Turn 1, but Calado edged his rival towards the track's outer edge. He called it "hard, fair and within the rules", while Leimer thought it "dangerous". The stewards saw nothing wrong, though, and the leaders ran almost nose to tail until pitting for a second set of primes on lap 13. "I was surprised to be called in so early," Calado said, "but my guys saw Fabio's crew preparing for a change and reacted."

Racing Engineering made a fractionally swifter stop and Leimer emerged alongside as the two headed for the pit exit. Drag races of this nature



Van der Garde shared R1 podium with Calado (l) and Coletti (r)

are permitted in F1, but not GP2: Leimer was subsequently given an inappropriately harsh drive-through for "unsafe release", even though he backed off at the pit exit to allow Calado room.

Leimer's race was effectively finished, but he

would only have been racing for second anyway. Initially third, Giedo van der Garde made his tyre stop on lap 14 – and, unlike the initial pace-setters, opted to change only rear tyres rather than all four. "I remembered," he said, "that my team-mate Charles Pic used the same tactic to

win here last year."

Time saved catapulted him to the front and he was able to repel Calado to the flag, with Stefano Coletti completing the podium from championship leader Davide Valsecchi, Nathaniel Berthon (who underlined the effectiveness of Racing

RACE RATING

★★★★☆

Great host city, climate and atmosphere - the circuit has it all... apart from passing

MILESTONE

First GP2 pole position for British Lotus driver James Calado



REPORT GP2 BARCELONA

SIMON ARRON
reports



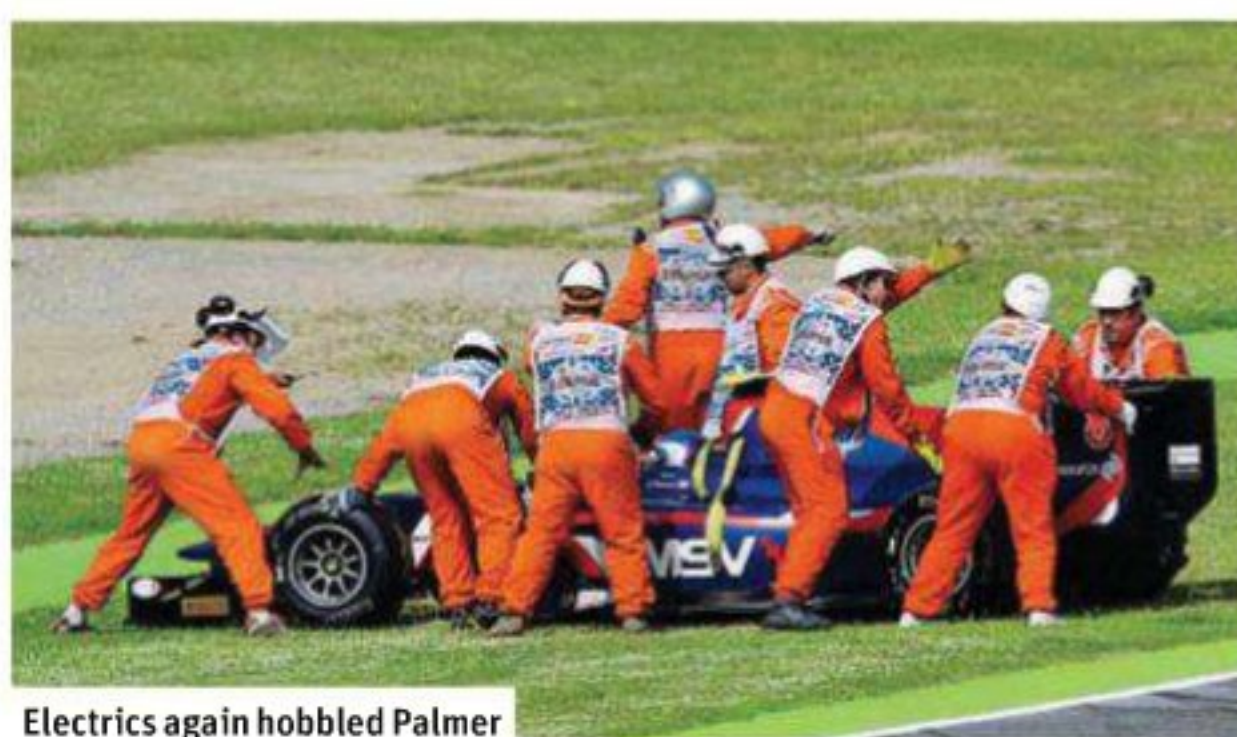
Van der Garde took his first GP2 win since '09



Valsecchi held on to his points lead



Razia held off Berthon for sprint-race victory



Electrics again hobbled Palmer

Engineering's set-up), Fabio Onidi, Max Chilton and Luiz Razia.

Jolyon Palmer took ninth after the electrical problem that blighted both Bahrain weekends was thought to have been traced to a rogue radio antenna. "Circumstance has caused me to start near the back at every previous race," he said, "and I almost ended up doing it again after making a terrible start. It didn't take long to recover most of the places I'd lost, though." Esteban Gutierrez completed the top 10, having been condemned to run in the midfield after a yellow flag compromised his only soft-tyre run in qualifying.

The Sunday sprint was slightly more straightforward - except for Palmer, whose electronic malaise struck yet again. The car cut out on the formation lap, for the third time in as many meetings, and the start was aborted to allow the iSport machine to be moved.

The race distance was cut from 26 laps to 25 and Razia led every one. His passage through the first turn was simplified when front-row neighbour Chilton bogged down and a four-abreast queue formed in the leader's wake. Everybody made it

through cleanly, and Berthon settled into second from Valsecchi, Chilton, Calado and Gutierrez, with Saturday's winner van der Garde in seventh.

Razia was 0.6s clear within a lap - but Berthon stayed within touch until the final 10 laps. "The start was crucial," Razia said, "but even though I got away well things were difficult, because Berthon was behind me and I had a lot of pressure."

He didn't put a foot wrong, and during the final laps he edged away as Berthon's tyres faded.

Valsecchi stayed third to the end, despite the close presence of Calado. "I made a really good start," the Brit said, "but if anything it was too good because I was boxed in by the cars ahead and had to brake. Esteban and van der Garde to pass me, but I got them back within the lap. After that I pushed a bit, passed Chilton on lap five and then tried to push Valsecchi into a mistake, but he's just too experienced."

Chilton took fifth, from van der Garde, Gutierrez and Coletti, who recovered well from a poor start. At least, though, he got to start: poor Palmer can only dream about such luxuries. ☹

RESULTS

GP2 Series, round 4 of 12, Barcelona (E), May 12-13

RACE 1 GRID

1 CALADO 1:30.655	2 LEIMER 1:30.865
3 RICHELMI 1:30.902	4 CHILTON 1:30.962
5 VD GARDE 1:31.006	6 ONIDI 1:31.167
7 VALSECCHI 1:31.212	8 COLETTI 1:31.212
9 PALMER 1:31.269	10 BERTHON 1:31.308
11 GUTIERREZ 1:31.320	12 MELKER 1:31.332
13 RAZIA 1:31.377	14 ERICSSON 1:31.391
15 CECOTTO 1:31.565	16 KRAL 1:31.599
17 CRESTANI 1:31.677	18 DILLMANN 1:31.682
19 TRUMMER 1:31.939	20 GONZALEZ 1:31.966
21 GUERIN 1:32.270	22 NASR 1:32.325
23 LEAL 1:32.691	24 HARYANTO 1:33.010
25 TEIXEIRA 1:33.083	26 SERENELLI 1:33.329

RACE 1 - 37 LAPS, 106.943 MILES

POS	NAME	TEAM	TIME	GRID
1	Giedo van der Garde (NL)	Caterham Racing	1h00m22.966s	5
2	James Calado (GB)	Lotus GP (ART)	+0.878s	1
3	Stefano Coletti (MC)	Scuderia Coloni	+3.811s	8
4	Davide Valsecchi (I)	DAMS	+11.859s	7
5	Nathanael Berthon (F)	Racing Engineering	+15.795s	10
6	Fabio Onidi (I)	Scuderia Coloni	+19.379s	6
7	Max Chilton (GB)	Carlin	+19.768s	4
8	Luiz Razia (BR)	Arden International	+20.072s	13
9	Jolyon Palmer (GB)	iSport International	+27.624s	9
10	Esteban Gutierrez (MEX)	Lotus GP (ART)	+36.653s	11
11	Felipe Nasr (BR)	DAMS	+45.264s	22
12	Fabio Leimer (CH)	Racing Engineering	+46.534s	2
13	Marcus Ericsson (S)	iSport International	+47.087s	14
14	Nigel Melker (NL)	Ocean Racing Technology	+47.356s	12
15	Rodolfo Gonzalez (YV)	Caterham Racing	+53.555s	20
16	Rio Haryanto (RI)	Carlin	+1m00.879s	24
17	Fabrizio Crestani (I)	Venezuela GP Lazarus	+1m06.737s	17
18	Johnny Cecotto Jr (YV)	Barwa Addax Team	+1m11.199s	15
19	Victor Guerin (BR)	Ocean Racing Technology	+1m11.397s	21
20	Josef Kral (CZ)	Barwa Addax Team	+1m14.871s	16
21	Stephane Richelmi (MC)	Trident Racing	+1m15.821s	3
22	Tom Dillmann (F)	Rapax	+1m20.031s	18
23	Simon Trummer (CH)	Arden International	+1m20.382s	19
24	Julian Leal (CO)	Trident Racing	+1m28.989s	23
25	Giancarlo Serenelli (YV)	Venezuela GP Lazarus	-1 lap	26
R	Ricardo Teixeira (AO)	Rapax	8 laps-wheel	25

RACE 2 - 25 LAPS, 72.234 MILES

POS	DRIVER	TIME/REASON	GRID
1	Razia	40m08.411s	1
2	Berthon	+5.256s	4
3	Valsecchi	+5.897s	5
4	Calado	+6.575s	7
5	Chilton	+13.117s	2
6	van der Garde	+14.362s	8
7	Gutierrez	+14.874s	10
8	Coletti	+19.223s	6
9	Nasr	+19.703s	11
10	Crestani	+21.570s	17
11	Leimer	+22.852s	12
12	Dillmann	+23.312s	22
13	Cecotto	+30.155s	18
14	Gonzalez	+30.601s	15
15	Haryanto	+31.281s	16
16	Kral	+31.834s	20
17	Leal	+32.817s	24
18	Onidi	+34.371s	3
19	Richelmi	+34.818s	21
20	Trummer	+35.426s	23
21	Guerin	+38.977s	19
22	Ericsson	+39.878s	13
23	Teixeira	+41.979s	26
24	Melker	+48.441s	14
R	Serenelli	3 laps-spin	25
NS	Palmer	electrical	9

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Valsecchi	129
2	Razia	104
3	Calado	69
4	van der Garde	60
5	Gutierrez	59
6	Chilton	57
7	Leimer	41
8	Nasr	28
9	Dillmann	27
10	Coletti	26
POS	TEAM	PTS
1	DAMS	157
2	Lotus	128
3	Arden	105
4	Carlin	73
5	Racing Engineering	64
6	Caterham	60

All in Dallara-Mecachrome GP2/11.
Race 1 Winner's average speed: 106.265mph. Fastest lap: Gutierrez, 1m35.200s, 109.379mph. **Race 2** Winner's average speed: 107.972mph. Fastest lap: Guerin, 1m34.343s, 110.373mph.



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BARCELONA



SPAIN

May 11-13

GP3 Series

Round 1/8



AT A GLANCE

→ Race 1 Mitch Evans

→ Race 2 Conor Daly

→ Pole Antonio Felix da Costa

→ Points leader Evans

REPORT GP3 BARCELONA

SIMON ARRON
reports



Evans opened season
with Spanish victory



Good Evans! Abt blunder gives Kiwi win

IT WASN'T SO MUCH THAT

Daniel Abt jumped the start; more that he left the line almost before his rivals had completed pre-season testing...

The opening seconds of 2012's first GP3 race were notable for the spectacular optimism that catapulted Abt from sixth to first before Turn 1. It was only a matter of time before stewards removed the Lotus driver from the equation, but he wasn't alone. Carlin's pole man Antonio Felix da Costa copped a drive-through, too, for a start that was less blatantly premature but equally illegal.

As soon as both were convicted, MW Arden

instructed third-placed Mitch Evans to hang back and conserve his tyres, to defend the lead he would soon inherit. The Kiwi's progress was subsequently interrupted only by the safety car, dispatched on the ninth of 16 laps to enable marshals to remove Kevin Ceccon's stricken Trident car, which had cut out on the circuit.

This was no barrier to Evans' progress and he was faultless at the restart, pulling away from Status driver Marlon Stockinger and opening up a 2.6s cushion during the final six laps. "Qualifying didn't go all that smoothly," Evans said. "I was a bit

disappointed to start fourth. I made a good start, though, and was a bit fortunate that the others were penalised. I'm not going to complain, though, and feel really stoked [Anglo-Kiwi dictionary: terrifically happy] to win."

Stockinger took second while Aaro Vainio started and finished third for the ART-run Lotus team.

Patric Niederhauser (Jenzer), Matias Laine (MW Arden) and Conor Daly (Lotus) completed the top six. Daly had started on the front row, but a sluggish getaway compromised his afternoon. Tio Ellinas originally qualified sixth for Manor, but a 10-position penalty for ignoring yellow flags dropped him into the perennial chaos of midfield.

His recovery was a masterclass in composure, however, and he worked his way through to seventh.

Of the British contingent, Alex Brundle finished 10th while his Carlin team-mate Will Buller ran in the top 10 prior to spinning and Alice Powell (Status) qualified

comfortably in midfield, despite a shortage of testing, but was punted off at Turn 2 on the opening lap. Irishman Robert Cregan (Ocean) finished 15th, just behind Abt (Lotus) and da Costa.

Bristling anticipation played its part on Sunday morning, too. Robert Visoiu was beaten away from pole by Ellinas and Daly, but the Cypriot was penalised for jumping the start and left the road clear for Daly to secure his maiden GP3 success.

"I didn't get the clutch settings right yesterday," Daly said. But today it was spot on. There's no doubt that my first GP3 season was a struggle, but by the end of 2011 I was ready to fight for wins and I couldn't wait for 2012. I made things hard yesterday, but this is great."

Jenzer driver Visoiu ran second to the flag, while Laine took a fairly comfortable third after his team-mate and shadow David Fumanelli picked up a drive-through for ignoring waved yellow flags. Brundle, who had targeted two points

finishes, Buller and Powell took eighth, 10th and 11th, but Cregan was eliminated in a first-lap pile-up at Turn 4. Buller later picked up a five-place Monaco grid penalty for his part in that shunt. Da Costa, meanwhile, copped a 1s penalty for 'unfairly gaining an advantage' and dropped a spot to seventh.

Stockinger lost time at the start with an electrical problem, while Evans's hopes were deflated by Abt's front wing, which snagged and punctured his left rear on the opening lap. ❧

RESULTS

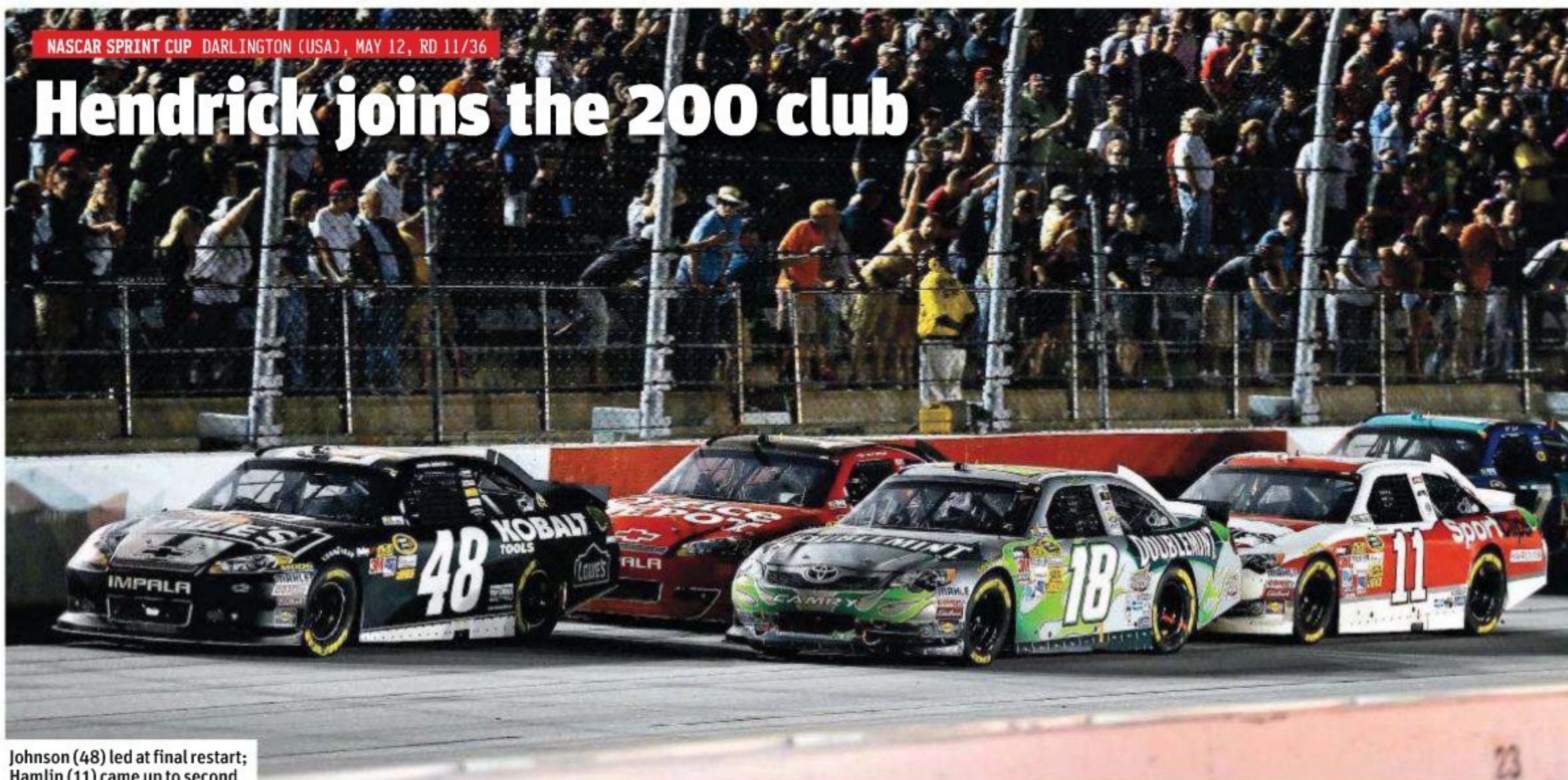
Race 1 1 Mitch Evans, 16 laps in 28m38.738s; 2 Marlon Stockinger, +2.609s; 3 Aaro Vainio; 4 Patric Niederhauser; 5 Matias Laine; 6 Conor Daly; 7 Tio Ellinas; 8 Robert Visoiu; 9 David Fumanelli; 10 Alex Brundle. **Race 2** 1 Daly, 16 laps in 27m21.043s; 2 Visoiu, +3.265s; 3 Laine; 4 Vainio; 5 Niederhauser; 6 Daniel Abt; 7 Antonio Felix da Costa; 8 Brundle; 9 Will Buller; 10 Kevin Ceccon. **Points** 1 Evans, 25; 2 Daly, 23; 3 Vainio, 23; 4 Laine, 20; 5 Niederhauser, 20; 6 Stockinger, 18.

Daly charged to race-two win



NASCAR SPRINT CUP DARLINGTON (USA), MAY 12, RD 11/36

Hendrick joins the 200 club



Johnson (48) led at final restart; Hamlin (11) came up to second

WITH THE CHAMPAGNE ON ICE for so long it had almost frozen solid, Jimmie Johnson finally claimed Rick Hendrick's 200th Cup win as a team owner at Darlington last Saturday. Johnson hadn't won all year, but an inspired call from crew chief Chad Knaus not to pit for fuel during a late caution, and some nicely timed later yellows, enabled the five-time champion to score the landmark victory. His win was sealed by a perfect restart at the green-white-chequered finish. "I can't believe it took this long after 199," said Hendrick. "I am kind of numb, but I'm glad it's over. I think we're going to win a few more now." Johnson ended the team's

longest victory drought since 2000/2001 after fending off a strong challenge from Kyle Busch. "We've been awfully close to winning the 200th for him the last month or two," he said. "I'm very happy we closed the deal today. My mind goes back to the early days, the guys that won the early races, helped Rick build Hendrick Motorsports into what it is today. I think of Harry Hyde, Tim Richmond, Geoff Bodine, Kenny Schrader, a lot of people that put a lot of time and effort and into this organisation." Joe Gibbs Racing's Busch also stayed out to gain track position when erstwhile frontrunners Denny Hamlin and Martin Truex Jr pitted. It was a decisive call, and one that paid off when

three yellows in quick succession eased any fuel worries the leaders had. Hamlin was able to move his Gibbs Toyota up to second with a great restart at the end, while Michael Waltrip Racing's Truex could only reach fifth. Tony Stewart was in the hunt for his first Darlington win, but fell short as he brought his Stewart Haas Chevy home third, just ahead of Busch. Roush Fenway teammates Matt Kenseth and Carl Edwards came home in sixth and seventh in their Fords, but Greg Biffle, who led early on from pole, lost late places and finished in 12th. He still has the series lead, but his advantage over Kenseth has been slashed to just two points. Danica Patrick had an

unspectacular run in her second Cup outing of the year, taking the flag in 31st in her Stewart Haas Chevy, six laps down. ● Connell Sanders Jr

RESULTS 1 Jimmie Johnson (Chevrolet Impala), 368 laps in 3h45m25s; 2 Denny Hamlin (Toyota Camry), +0.781s; 3 Tony Stewart

(Chevy); 4 Kyle Busch (Toyota); 5 Martin Truex Jr (Toyota); 6 Matt Kenseth (Ford Fusion); 7 Carl Edwards (Ford); 8 Kasey Kahne (Chevy); 9 Marcos Ambrose (Ford); 10 Joey Logano (Toyota). **Points** 1 Biffle, 411; 2 Kenseth, 409; 3 Dale Earnhardt Jr, 397; 4 Hamlin, 394; 5 Johnson, 372; 6 Truex, 372; 7 Stewart, 369; 8 Kevin Harvick, 361; 9 Kyle Busch, 349; 10 Edwards, 337.

LOGANO TAKES CONTROVERSIAL THIRD NATIONWIDE WIN OF 2012 Joey Logano (20) won at Darlington after spinning Elliott Sadler's Childress Chevy into the wall with five laps left. Logano's JGR Toyota team-mate Denny Hamlin was second.



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Rankings

CURRENT
STANDINGS

- | | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 27,970 |
| 2 | Mark Webber | <> | 20,325 |
| 3 | Jenson Button | <> | 19,588 |
| 4 | Lewis Hamilton | <> | 19,247 |
| 5 | Fernando Alonso | <> | 18,910 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Despite Jimmie Johnson's Cup win at Darlington, it was Tony Stewart's (11) third spot that had the biggest impact on the Rankings as the champion climbed three places demoting Matt Kenseth (12) and Kyle Busch (14) in the process. Johnson stayed 17th.

To see the full list, visit castroldriverrankings.com



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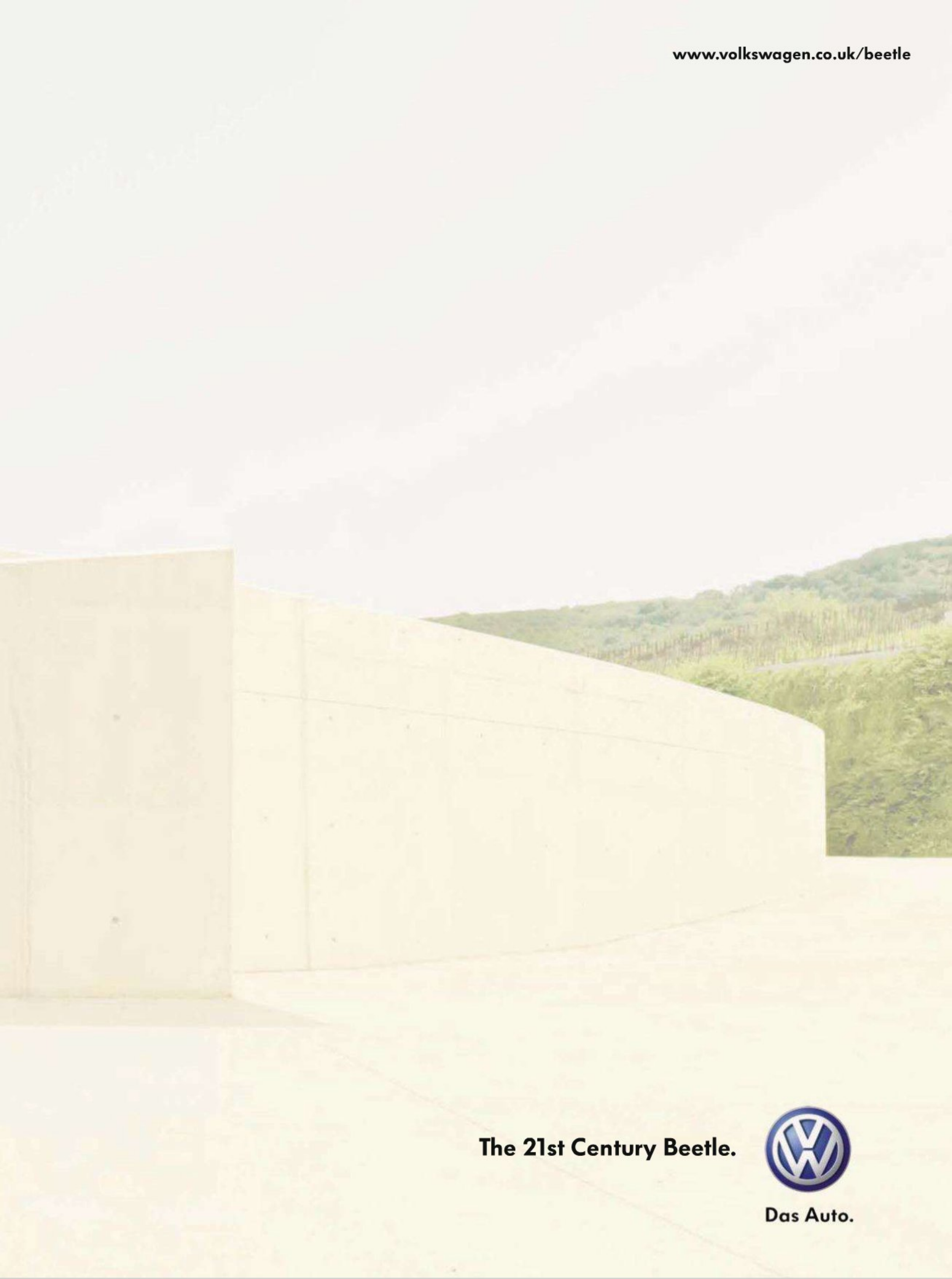


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INTERNATIONAL RACES & RESULTS

ALMS

Laguna Seca (USA), Rd 3/10

QUICK RESULTS

- **Winners Graf/Luhr**
- **LMP2 Montagny/Tucker/Diaz**
- **LMP1 Bennett/Braun**
- **GT Gavin/Milner**

RACE RATING

★★★★☆

Usual story - not enough LMPs, but plenty of GT action

REPORTS

WORLD OF SPORT

AMERICAN LE MANS SERIES LAGUNA SECA (USA), MAY 12, RD 3/10

Flying Pickett pair Luhr and Graf strike

KLAUS GRAF AND LUCAS

Luhr took the American Le Mans Series points lead with victory in the six-hour race at Laguna Seca.

Their Pickett Racing HPD was quickest all weekend as they brushed aside the Dyson Lola-Mazda of Guy Smith, Chris Dyson and Johnny Mowlem, which suffered a huge delay due to damage from debris.

That allowed one of the LMP2 Level 5 HPDs to take second. Franck Montagny collided with a GTC Porsche while driving the sister HPD, but moved over to the Scott Tucker/Luis Diaz machine to earn a class victory.

In GT, the Corvette of Oliver Gavin and Tommy Milner took the lead with 50 minutes left. After a hotly contested battle for second, Jan Magnussen and Antonio Garcia completed a one-two for the Chevys.

Darren Turner took pole in Aston Martin's Vantage GTE with a lap 0.4 seconds



Pickett duo had the legs of everyone at Laguna

ahead of Gavin. The Vantage drew a 10kg weight break after Long Beach, but leader Stefan Mucke fell to ninth after the first round of stops. A penalty for contact by Mucke led to eighth spot.

Wolf Henzler's safety-car penalty forced the Falken Porsche team to gamble on taking fuel only at the last round of stops. Once Gavin slipped past him at Turn 11 to take the lead, Henzler

held on to second for half an hour on worn tyres. When Bill Auberlen dived past at Turn 11 in his BMW and made contact, both were passed by Magnussen as Henzler fell to seventh.

● Jonathan Ingram

RESULTS

1 Lucas Luhr/Klaus Graf (HPD ARX-03a), 242 laps in 6h00m07.664s; **2** Scott Tucker/Luis Diaz/Franck Montagny (HPD ARX-03b), -3 laps; **3**

Jonathan Bennett/Colin Braun (ORECA FLM09); **4** Bruno Junqueira/Tomy Drissi/Roberto Gonzalez (ORECA); **5** Alex Popow/Tom Kimber-Smith (ORECA); **6** Mike Guasch/Memo Gidley/Archie Hamilton (ORECA). **GT 1** Oliver Gavin/Tommy Milner (Chevrolet Corvette C6.R); **2** Jan Magnussen/Antonio Garcia (Corvette); **3** Jorg Muller/Bill Auberlen (BMW M3 GT).

Points LMP1 1 Luhr/Graf, 62; **2** Chris Dyson/Guy Smith, 58. **GT 1** Gavin/Milner, 59; **2** Joey Hand/Dirk Muller, 52; **3** Magnussen/Garcia, 48.

IN BRIEF



Nato (r) battled with Chatin

FORMULA RENAULT ALPS

Norman Nato (RC Formula) and Paul-Loup Chatin (Tech 1) made it a French double at Pau, each taking a turn at pressuring the other all the way to the flag. Their compatriot Matthieu Vaxiviere and Brazilian Felipe Fraga scored a third apiece. Chatin took the points lead from Daniil Kvyat (Koiranen Bros), who crashed.

PAU GP ELECTRIQUE

Audi DTM racer Adrien Tambay beat some notable names in the Pau Grand Prix's most oddball event. He passed Pau native Mike Parisy to win race one with just two laps to go, although Parisy was on top later on. Soheil Ayari took a third, while Franck Lagorce and Anthony Beltoise were also in the field.

CONTINENTAL GT SERIES

Andrew Aquilante and Bret Spaude overcame two penalties to score a maiden Grand Sports class victory for Subaru at New Jersey, while Owen Trinkler and third-generation racer Corey Fergus (in just his fourth start) combined to take the Street Tuners class in a Honda Civic.

JAPANESE F3

Yuichi Nakayama took his maiden series win for the TOM'S squad at Motegi, while Hideki Yamauchi did likewise with B-Max in the opener. RSS-run Ryo Hirakawa maintained his points lead, with Richard Bradley the best of the Brits with a third and a fifth for TOM'S. Matt Howson's return yielded two 11th places, and fifth in the National Class.



Nakayama won

GRAND-AM NEW JERSEY MOTORSPORTS PARK (USA), MAY 13, RD 4/13

Dallara duo make it back-to-back wins

RICKY TAYLOR AND MAX

Angelelli scored their second victory in succession in the Wayne Taylor Racing-run SunTrust Dallara Corvette, but they certainly didn't have things all their own way at New Jersey.

Taylor started from pole position and led the first 38 laps, but he relinquished the lead briefly to the charging Ganassi Riley-BMW of Memo Rojas before handing over to co-driver Angelelli.

The Italian regained the advantage after the stops and remained under pressure from the Ganassi car (now driven by Scott Pruett), Alex Gurney in the Bob Stallings Corvette he shared with Jon Fogarty, and the David Donohue/Darren Law Action Express Corvette.

Pruett and Gurney exchanged positions several times before colliding on lap 81 when reigning champion Pruett tried an ambitious

move. Both were eliminated, prompting the first of only two full-course cautions.

Britain's Ryan Dalziel moved his Starworks Riley to the front during the ensuing round of stops, but Angelelli forced his way back ahead with 12 laps to go and edged clear by the end.

Despite their dismal start to the season at Daytona, when they retired only 14 laps into the 24-hour race, Taylor/Angelelli have moved to within four points of Dalziel and co-driver Enzo Potolicchio in the standings.

Daytona winners John Pew and Oswaldo Negri (Riley-Ford) also remain in the title fight for Michael Shank Racing after finishing third ahead of Donohue/Law.

Six cars led in GT, but for

the second race running it was the AIM Autosport Ferrari 458 of former champions Emil Assentato and Jeff Segal that won. Robin Liddell/John Edwards (Camaro) took second.

● Jeremy Shaw

RESULTS

1 Ricky Taylor/Max Angelelli (Dallara Corvette DP), 117 laps in 2h45m34.839s; **2** Enzo Potolicchio/Ryan Dalziel (Riley-Ford MkXXVI), +4.998s; **3** John Pew/Oswaldo Negri (Riley-Ford); **4** David Donohue/Darren Law (Riley Corvette); **5** Michael Valiante/Richard Westbrook (Coyote Corvette); **6** Alex Popow/Lucas Luhr (Riley-Ford). **Points** 1 Potolicchio/Dalziel, 117; **2** Taylor/Angelelli, 113; **3** Pew/Negri, 112; **4** Popow/Luhr, 110; **5** Westbrook, 110; **6** Memo Rojas/Scott Pruett, 108.



Angelelli and Taylor triumphed

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INTERNATIONAL RACES & RESULTS

IRC
Tour de Corse (F),
Rd 4/13

QUICK RESULTS

→ Winner **Dani Sordo**
→ Group N **Andreas Aigner**
→ 2WD Cup **Petru Antone Boschetti**
→ Points leader **Andreas Mikkelsen**

RALLY RATING

★★★★☆

Mistakes of others handed Sordo his debut IRC victory

REPORTS WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE TOUR DE CORSE (F), MAY 11-13, RD 4/13

Sordo wins after Mini island adventure



Sordo took a debut IRC victory

ANY SUGGESTION THAT DANI Sordo blitzed the IRC on his debut in the series in Corsica would be folly.

While the records will show that the WRC regular took victory – a first for Mini's revamped S2000 challenger – the Spaniard would freely admit he found

the competition tough.

The problem was that his main rivals for his first win, Giandomenico Basso and Andreas Mikkelsen, quickly vanished from the lead fight.

Basso crashed on the road section to parc ferme on Thursday evening while leading in his A-Style Ford

Fiesta Regional Rally Car, while Skoda UK man Mikkelsen went off as he tried to extend his advantage early on Friday.

Thereafter Sordo was in the clear, save for the menace of Jan Kopecky who, despite two mistakes, was driving arguably his best

IRC event to date.

"My lead was OK but the stages were very difficult and you had to concentrate hard," said Sordo, who took his first overall success at international level and became the first Spaniard to win in the IRC. "I had to learn the car – there is less power than the WRC and handling is less precise."

That Sordo, in his turbocharged Mini, didn't dominate will comfort the IRC regulars, the bulk of whom have invested in normally-aspirated cars.

Kopecky's runner-up spot came after a close battle with Pierre Campana (Munaretto Peugeot), which he edged after winning five of Saturday's six stages. There was a brief moment when Campana looked to have beaten the factory Skoda man on the final test, until a timing split

prompted the necessary hurry-up for the Czech.

Mikkelsen recovered to fifth behind Bryan Bouffier (Delta Peugeot), whose anticipated podium bid was hampered by handling issues and illness.

Irishman Craig Breen recovered well to sixth in his Sainteloc Peugeot after a day-one driveshaft failure had dropped him to 24th.

● Graham Lister

RESULTS

1 Dani Sordo/Carlos del Barrio (Mini S2000), 3h22m01.6s; 2 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000), +17.9s; 3 Pierre Campana/Sabrina de Castelli (Peugeot 207 S2000); 4 Bryan Bouffier/Xavier Panseri (Peugeot); 5 Andreas Mikkelsen/Ola Floene (Skoda); 6 Craig Breen/Gareth Roberts (Peugeot). **Points** 1 Mikkelsen, 71; 2 Kopecky, 58; 3 Juho Hanninen, 43; 4 Sepp Wiegand, 34; 5 Bouffier, 27; 6 Sordo, 25.

FORMULA NIPPON MOTEGI (J), MAY 13, RD 2/7

Germany beats Brazil in tense climax at Motegi



Lotterer was on form

ANDRE LOTTERER WON AT Motegi as the TOM'S driver moved within a point of his team-mate Kazuki Nakajima in the Formula Nippon standings.

After taking pole by over half a second, Lotterer launched his Swift-Toyota into an immediate lead from Nakajima and Joao Paulo de Oliveira as the trio drew away from the rest.

De Oliveira emerged from his mandatory tyre stop in the lead following a storming in-lap, but on cold

rubber he was powerless to prevent Lotterer breezing by his Impul Toyota car on the run down to Turn 3.

Despite fading brakes, Lotterer held on to beat the Brazilian, with Nakajima third. Honda-powered DoCoMo pair Takuya Izawa and Kodai Tsukakoshi were next up. Loic Duval (Kygnus) faded from sixth on the grid to 11th by the chequered flag.

● Jiro Takahashi

RESULTS

1 Andre Lotterer (Swift-Toyota FNO9), 52 laps in 1h24m25.270s; 2 Joao Paulo de Oliveira (ST), +0.659s; 3 Kazuki Nakajima (ST); 4 Takuya Izawa (S-Honda); 5 Kodai Tsukakoshi (SH); 6 Tsugio Matsuda (ST).

Points 1 Nakajima, 16; 2 Lotterer, 15; 3 de Oliveira, 14; 4 Tsukakoshi, 12; 5 Izawa, 9; 6 Oshima, 6.

TTA KARLSKOGA (S), MAY 12, RD 1/8

Ohlsson wins as TTA kicks off

LINUS OHLSSON PULLED off a shock victory at the inaugural TTA Racing Elite League event at Karlskoga in Sweden.

The Team Tido driver started from pole position in his Saab 9-3-bodied Solution F machine, and resisted extreme pressure from Fredrik Ekblom's Polestar Racing Volvo S60 to reach the chequered flag first by just 0.4 seconds.

"The feeling is impossible to describe," said Ohlsson after his win in the new series, set up by a number of team owners to rival the Scandinavian Touring Car Championship. "This is something I have dreamt about and now it's real. I don't think I understand what

I have done yet."

Ekblom was clear of another former STCC champion, Richard Goransson, who was third in his West Coast Racing BMW. Next up were Thed Bjork's Polestar Volvo, Goransson's team-mate Fredrik Larsson and Robin Rudholm in his Flash Engineering Saab.

A total of 16 cars started the first race of the new series, with Citroen

represented alongside BMW, Volvo and Saab.

● Carl Svensson

RESULTS

1 Linus Ohlsson (Saab 9-3), 31 laps in 35m36.748s; 2 Fredrik Ekblom (Volvo S60), +0.374s; 3 Richard Goransson (BMW 3 Series); 4 Thed Bjork (Volvo); 5 Fredrik Larsson (BMW); 6 Robin Rudholm (Saab). **Points** 1 Ohlsson, 28; 2 Ekblom, 21; 3 Goransson, 16; 4 Bjork, 12; 5 Larsson, 10; 6 Rudholm, 8.



Ohlsson defeated Ekblom's Volvo

PAU

FRANCE

May 11-13

British F3 Rd 3/10

European F3 Rd 2/10



AT A GLANCE

- Winner Marciello x2
- Poles Marciello x2
- British F3 winners Jaafar/Sainz



AT A GLANCE RACE 3

- Winner xMatt Neal
- Pole xMatt Neal
- Fastest lap xMatt Neal

Sainz was top BF3 runner in race two

The prancing foal gallops away

Ferrari junior Raffaele Marciello dominates on the streets



Marciello speeds through Foch chicane

FEW PEOPLE SAW THIS ONE coming. Street-circuit virgin Raffaele Marciello did not exactly head to the Grand Prix de Pau as the favourite, and he was even less fancied when he thumped the barriers at the exit of the long Parc Beaumont right-hander in free practice.

But the Swiss-born Italian jolted everyone with the two fastest times in qualifying, while visibly driving confidently and aggressively, to secure pole position for both races – to his own amazement. And then he drove his Prema Powerteam Dallara-Mercedes away from the field – to his team's surprise.

In Saturday's race his lead was artificially sliced by a safety car, but on Sunday – the Grand Prix itself – Marciello was sometimes

lapping a whole second clear of the opposition. He was more than 14 seconds in front when he was baulked by battling backmarkers, and even that delay didn't seem to bother him.

Marciello may be a member of the Ferrari Driver Academy, but his prior results hadn't suggested surefire stardom. Last year, his first with Prema, he was third in Italian Formula 3.

This year he started with reversed-grid victory in the F3 Euro Series opener at Hockenheim, but a best of sixth in the 'proper' races.

And now he's a double winner of European F3 Championship races at arguably the most prestigious venue on the calendar, joining – among others – Tazio Nuvolari and Alberto Ascari as Italian winners of the Pau GP.

Jaafar soaked up the pressure in second race



“He has speed in his heart. He can immediately get on the limit”

Prema boss Rene Rosin on Raffaele Marciello

“Last year he was one of the youngest drivers ever to compete in F3,” explained Prema team boss Rene Rosin. “He was 16 – very young compared to the others and with only experience of one year in Formula Abarth.

“At Hockenheim he was losing pressure on his second set of tyres in qualifying, and in the races he was sometimes good, sometimes so-so.”

What really impressed about Marciello was that he had the confidence to go fastest in qualifying – the

session after his shunt – whereas other drivers who had crashed in free practice confessed to needing time to rebuild their confidence. But one thing that has never been in doubt about the softly-spoken Marciello is that he is capable of ragging it from the word go.

“He has speed in his heart,” continued Rosin. “He can immediately get on the limit – and at a city circuit like Pau that's important. Apart from his mistake on Friday, he was fantastic.”

Marciello was similarly effusive about his team. He had felt the rear tyres going off in qualifying, but reckoned “the car was perfect” in the races. “Forty minutes is a very long race [on Sunday], but I could manage the car very easily.”

And that was the story of

RACE RATING

★★★★☆

Races were processional, but there was fantastic driving on the mean streets of Pau

MILESTONE

Jaafar is first Malaysian to take a Brit F3 maximum points haul



REPORT BRITISH/EURO F3 PAU

MARCUS SIMMONS
reports



the weekend really. Somehow, Prema delivered its drivers a car that was ultra-fast, looked after its Cooper tyres (which are quite similar in characteristics to the Euro Series Hankooks) and that had traction off the startline to leave rivals agog. Jazeman Jaafar and Carlos Sainz Jr, who finished a distant second in the races and claimed British F3 International Series 'wins', both lacked the pace to challenge Marciello in their Carlin Dallara-Volkswagens.

Sainz reported bad rear-tyre drop-off in Saturday's race, and it deteriorated further on Sunday after overnight rain and in higher temperatures. In the GP he held off Jaafar, who in turn had Prema runner Daniel Juncadella swarming all over his rear wing. "We went a bit radical on set-up," reported Sainz, who clings on at the top of the Brit F3 points table, "and the grip was even worse. We needed to take a risk if we were going to win, but it was too much."

Jaafar, who raced at Pau last year, was consistently flamboyant in his driving and did a fantastic defensive job on Juncadella, who looked much faster but was



Juncadella had a mixed weekend

unwilling to try too risky a move after his Saturday mishap (see panel, right).

In Saturday's race, Jaafar's challenge to the 'Europeans' ahead was scuppered when he locked up big time into Virage de la Gare, rooting the front tyres. After the safety car, the Malaysian pushed on for his first British F3 maximum points score, as behind him Alex Lynn fended off Felix Rosenqvist for third overall. Lynn was delighted to get his Fortec Motorsport Dallara-Mercedes to a genuine podium finish, after his own practice crash at Parc Beaumont, when he was distracted by the yellow lights for Marciello's shunt.

Pipo Derani was another Fortec podium man after taking fifth in race two (third in the British rankings). He'd arrived with high hopes after racing at Pau in 2011, but was ill on Friday and therefore had to play catch-up like the rest. Derani moved up a place when Rosenqvist ran wide at Gare and was forced onto the pavement along the back straight by the Brazilian.

Carlin's Jack Harvey seemed a better bet for strong results and looked fantastic on track, but was edged out late on in his qualifying group's session, and those third/fourth-row grid positions meant a BF3 third was his best. 🏆

Town chaos with traffic jams and stalling cars



It's happened before and it will probably happen again: a street-race traffic jam.

Mucke Motorsport F3 rookie Pascal Wehrlein, starring in his first street-circuit race, saw a gap on the inside of Macau GP winner Daniel Juncadella into the Lycee hairpin as they fought for second. The German-Caribbean started filling it, then ran out of room to stop...

This slow-speed tangle caused a tailback of Dallaras that would probably have been announced on the traffic bulletins of the local Europop radio stations had the fabulously efficient circuit crew not got their cranes into action *tout de suite*.

There was panic for Alex

Lynn and Jack Harvey, who were second and third in the British F3 classification, as both stalled... "I was just thinking how I could get around them when it stalled," said Lynn. "It just wouldn't fire up so I had to reset everything. Then it worked. That was a Godsend – what a relief!"

As the field snarled to a stop, Harvey couldn't avoid hitting Felix Rosenqvist, damaging his front wing and bending a trackrod. So bearing that in mind he was pretty happy to hold onto fifth overall from a chasing Carlos Sainz Jr, Harry Tinncknell and Felix Serralles.

Less fortunate was the hapless Pipo Derani. He needed a push-start from the jam and got black-flagged.



Lynn stalled – yet still finished third

RESULTS

British Formula 3 International Series, round 3 of 10/FIA European Formula 3 Championship, round 2 of 10, Pau (F), May 12-13

RACE 1 - 23 LAPS, 39.445 MILES					
GRID	POS	DRIVER	TEAM	CAR	TIME
1 MARCIELLO 1:10.618	1	Raffaele Marciello (I)	Prema Powerteam	DMB F312	29m54.589s
2 JUNCADILLA 1:10.854	2	Jazeman Jaafar (MAL)	Carlin	DVW F312	+6.734s
3 JAAFAR 1:10.901	3	Alex Lynn (GB)	Fortec Motorsport	DMB F312	+8.057s
4 MEHRLEIN 1:10.961	4	Felix Rosenqvist (S)	Mucke Motorsport	DMB F312	+8.813s
5 LYNN 1:11.131	5	Jack Harvey (GB)	Carlin	DVW F312	+12.329s
6 HARVEY 1:11.260	6	Carlos Sainz Jr (E)	Carlin	DVW F312	+15.351s
7 ROSENQVIST 1:11.215	7	Harry Tinncknell (GB)	Carlin	DVW F312	+16.099s
8 SAINZ 1:11.305	8	Felix Serralles (USA)	Fortec Motorsport	DMB F312	+16.928s
9 DERANI 1:11.390	9	Fahmi Ilyas (MAL)	Double R Racing	DMB F312	+23.716s
10 MULLER 1:11.487	10	Michael Lewis (USA)	Prema Powerteam	DMB F312	+24.465s
11 TINCKNELL 1:11.486	11	Hannes van Asseldonk (NL)	Fortec Motorsport	DMB F312	+25.155s
12 BLOMQVIST 1:11.915	12	Sven Muller (D)	Prema Powerteam	DMB F312	+25.498s
13 ASSELDONK 1:11.784	13	Tom Blomqvist (GB)	Ma-Con Motorsport	DVW F312	+27.434s
14 SERRALLES 1:12.211	14	Pietro Fantin (BR)	Carlin	DVW F312	+28.120s
15 LEWIS 1:11.807	15	Nick McBride (AUS)	T-Sport	DN F312	+29.738s
16 ILYAS 1:12.387	16	Geoff Uhrhane (AUS)	Double R Racing	DMB F312	+36.887s
17 BERNSTORFF 1:12.191	17	Spike Goddard (AUS)	T-Sport	DMH F308	+37.434s
18 FANTIN 1:12.464	18	Sandro Zeller (CH)	Jo Zeller Racing	DMB F308	+39.384s
19 MCBRIDE 1:12.364	19	Andrea Roda (I)	Jo Zeller Racing	DMB F312	-1 lap
20 RODA 1:12.590	R	Pipo Derani (BR)	Fortec Motorsport	DMB F312	12 laps-black flag
21 UHRHANE 1:12.668	R	Daniel Juncadella (E)	Prema Powerteam	DMB F312	8 laps-accident
22 ZELLER 1:13.536	R	Pascal Wehrlein (D)	Mucke Motorsport	DMB F312	8 laps-accident
23 PADAYACHEE 1:14.692	R	Emil Bernstorff (GB)	Ma-Con Motorsport	DVW F312	0 laps-accident
24 GODDARD 1:14.574	R	Duvashen Padayachee (AUS)	Double R Racing	DMH F308	0 laps-differential

RACE 2 - 33 LAPS, 56.594 MILES					
GRID	POS	DRIVER	TIME	GRID	
1 MARCIELLO 1:10.600	1	Marciello	40m02.512s	1	
2 SAINZ 1:10.802	2	Sainz	+13.129s	2	
3 JAAFAR 1:10.864	3	Jaafar	+13.817s	3	
4 JUNCADILLA 1:10.826	4	Juncadella	+14.190s	4	
5 DERANI 1:10.887	5	Derani	+15.797s	5	
6 MEHRLEIN 1:10.853	6	Rosenqvist	+16.500s	9	
7 LYNN 1:11.095	7	Lynn	+17.510s	7	
8 HARVEY 1:10.987	8	Harvey	+19.062s	8	
9 ROSENQVIST 1:11.122	9	Wehrlein	+19.835s	6	
10 MULLER 1:11.341	10	Muller	+20.939s	10	
11 TINCKNELL 1:11.164	11	Lewis	+21.861s	13	
12 BLOMQVIST 1:11.852	12	Fantin	+34.069s	16	
13 LEWIS 1:11.444	13	Bernstorff	+37.861s	17	
14 SERRALLES 1:11.920	14	McBride	+54.307s	19	
15 ASSELDONK 1:11.573	15	Ilyas	+57.908s	18	
16 FANTIN 1:12.182	16	Zeller	-1 lap	22	
17 BERNSTORFF 1:12.053	17	Padayachee	-1 lap	23	
18 ILYAS 1:12.211	18	Urhane	-1 lap	21	
19 MCBRIDE 1:12.156	19	Serralles	-2 laps	14	
20 RODA 1:12.425	20	Goddard	-2 laps	24	
21 UHRHANE 1:12.412	21	Blomqvist	-2 laps	12	
22 ZELLER 1:13.473	R	van Asseldonk	13 laps-accident	15	
23 PADAYACHEE 1:14.681	R	Tinncknell	9 laps-accident	11	
24 GODDARD 1:14.071	R	Roda	1 lap-accident	20	

BRITISH CHAMPIONSHIP		
POS	DRIVER	PTS
1	Sainz	104
2	Jaafar	101
3	Harvey	83
4	Serralles	73
5	Lynn	64
6	Derani	61
7=	Tinncknell	48
7=	Fantin	48
9	van Asseldonk	25
10	McBride	24

EUROPEAN CHAMPIONSHIP		
POS	DRIVER	PTS
1	Juncadella	62
2	Sainz	62
3	Marciello	58
4	Rosenqvist	50

D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; N=Nissan/Tonei; MH=Mugen Honda/Brown.

Race 1 Winner's average: 79.13mph. Fastest lap: Marciello, 1m11.070s, 86.87mph.

Race 2 Winner's average: 84.80mph. Fastest lap: Marciello, 1m11.410s, 86.46mph.



First impressions are hard to shake

Just an Italian touring car series with a British round? *ANDREW VAN LEEUWEN* explains how the Superstars series is on a mission to prove it's much more than that



Ex-F1 racers Liuzzi and Morbidelli are winners

That's the challenge the International Superstars Series is now facing. In a self-confessed stage of transition, 2012 is the year when this little series from Italy is making a play to be less Italian, less little, and much more than just another tin-top category.

This weekend, the inarguable progress the series is making will be on show at Donington Park. It's not the first time that Superstars has been to the Leicestershire venue, but since the series' last visit 12 months ago, things have changed.

FG Group, famous for having promoted the World Superbike Championship since 1989, has clearly earmarked this as the year Superstars takes its next step, and it's doing so by putting all of the one-percenters

in place. The driver-talent pool has deepened, the teams have taken their level of professionalism up a notch, and the Paddock Show-style of fan interaction (as well as an ongoing free-ticket giveaway) improved crowds at the first two rounds at Monza and Imola.

While the series is committed to developing its own brand of driver – a €100,000 Rookie of the Year prize is proof of that – the power of the household name is not lost on those at FG Group. That's why the entry list boasts full-time programmes for guys like racing veteran Italian Gianni Morbidelli, ex-Red Bull Racing F1 driver Tonio Liuzzi, and former FIA GT champion Thomas Biagi.

But this weekend, the focus will be on Johnny Herbert. Having completed a full Superstars programme in 2011,



Paddock Show is popular with fans

“They are fun to drive, with lots of power and noise. That’s what makes it fun for me”

Johnny Herbert

the former grand prix star is now focussing on sharing the unofficial ‘guest’ entry from Swiss Team with fellow former grand prix guns Mika Salo and Christian Fittipaldi. That means access to the same Maserati Quattroporte with which Andrea Bertolini won the title last season. With Salo having raced at Monza and Fittipaldi at Imola, it’s time for Herbert to make his first start of 2012 – and he’s excited about it.

“Racing is racing, and the limit is the limit,” says Herbert. “The limit in a Superstars car is just as fun as it is in sportscars or Formula 1. You’ve always got that passion to drive the car as fast as you can, and the opportunity to drive at Donington is an exciting prospect. My competitiveness is still there whatever I do – even golf!”

That so many fast, experienced drivers flock to Superstars is largely thanks to the cars. Too many touring car series have gone down the path of small-capacity engines and front-wheel-drive cars, which check the ‘market relevance’ box, but miss out on the ‘creating a spectacle’ part. That’s no issue for Superstars – the rules will allow anything from a V6 to a V12, so long as its pumping out somewhere in the region of 500bhp. Rather than restricting the rules, equality comes from performance ballast and ongoing parity checks. As a result, the cars are big, brutal, and a lot of fun to drive.

“I’m still trying to find out what the secret to driving these cars fast is,” admits Herbert. “They are heavy, about 1300 kilograms, and have around 500 horsepower, so it makes them quite

difficult to drive. The tyres are always a factor in the races, and with that style of car you can’t be over aggressive. You have to be very line-perfect to get the maximum out of the car. There is a lot of concentration required.

“In a WTCC or BTCC car your tyres are small, and there is only a couple of hundred horsepower. In Superstars, you have a lot more power, so it’s a lot of fun. Considering what the cars are, they have quite a lot of grip, and that’s why I like the idea. It’s a standard car that people can relate to, with lots of power and noise. They are fun to drive, not easy, and they shouldn’t be easy. That’s what makes it interesting for someone like me.”

A welcome side effect of the all-encompassing technical regulations set by Superstars is variety. The 2012 season may only be two rounds old heading into the Donington weekend, but already there have been eight different makes of car start at least one race. Out of those eight different makes, there have been three different race-winning manufacturers, and five different cars spread across the podium places. Put simply, there aren’t many series out there that give you the chance to see a Mercedes AMG C63, a BMW M3, an Audi RS5, a Maserati Quattroporte, a Jaguar XF, a Chevrolet Lumina, a Lexus ISF and even a Chrysler 300C all go head-to-head.

Different cars, young guns, household names and biff-and-charge racing – there isn’t much not to like about the new-look Superstars. 



Superstars began at Mugello in July 2004



Salo raced the Maserati at Monza

SUPERSTARS' SUPER STARS FIVE DRIVERS TO WATCH

JOHNNY HERBERT

TEAM SWISS MASERATI QUATTROPORTE

The hometown hero finished second in race one at Donington last year, so he’s already proved he can mix it with the best. With the slick and fast Maserati at his disposal, there is no reason why Herbert can’t be back at the pointy end this time around.



JOHAN KRISTOFFERSSON

AUDI SPORT ITALIA AUDI RS5

The young Swede is coming off the back of a stunning round at Imola, where he took pole and won both races in the brand new Audi RS5. He’s also in play for the €100,000 Rookie of the Year prize, which must be motivation to get the job done. However, his Imola success will mean big-time performance ballast for Donington, and there are still some reliability question marks hanging over the Audi.



VITANTONIO LIUZZI

CAAL RACING MERCEDES AMG C63

Fresh out of F1, Liuzzi took a breakthrough Superstars win in just the second race of the year at Monza. With what is essentially factory Mercedes backing, and a little less ballast than he had at Imola, Liuzzi is likely to be right at the front this weekend.



THOMAS BIAGI

TEAM DINAMIC BMW M3

The 2010 Superstars champion hasn’t yet won a race this season, but he’s lying second in the standings, just two points behind leader Kristoffersson. It’s all boiled down to consistency, and while Biagi isn’t convinced that the parity between the BMW and the Mercedes is quite right, he has still been racking up the podium finishes. Performance ballast could be in issue at Donington.



MAX PIGOLI

FERLITO MOTORS JAGUAR XF

The veteran Italian stunned the field by winning the opening race at Monza in the unfancied Jaguar, before backing it up with a podium in race two. Carrying some extra weight at Imola made it tough for Pigoli to replicate his Monza success, but that isn’t likely to pose as big a problem at Donington.



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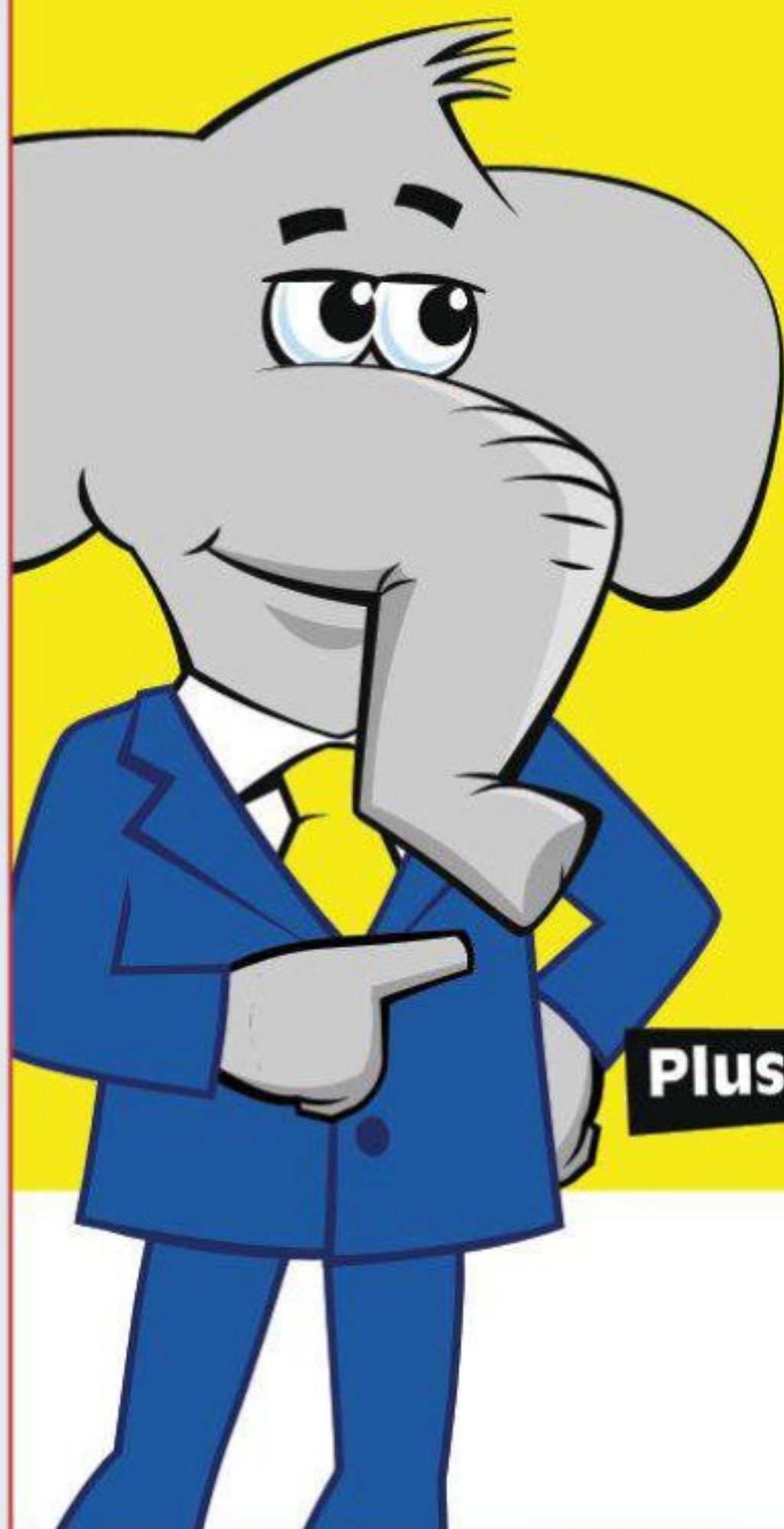
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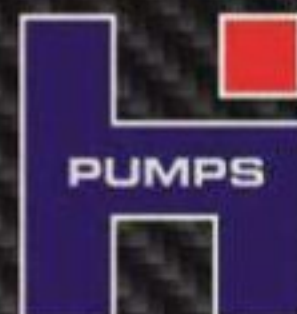
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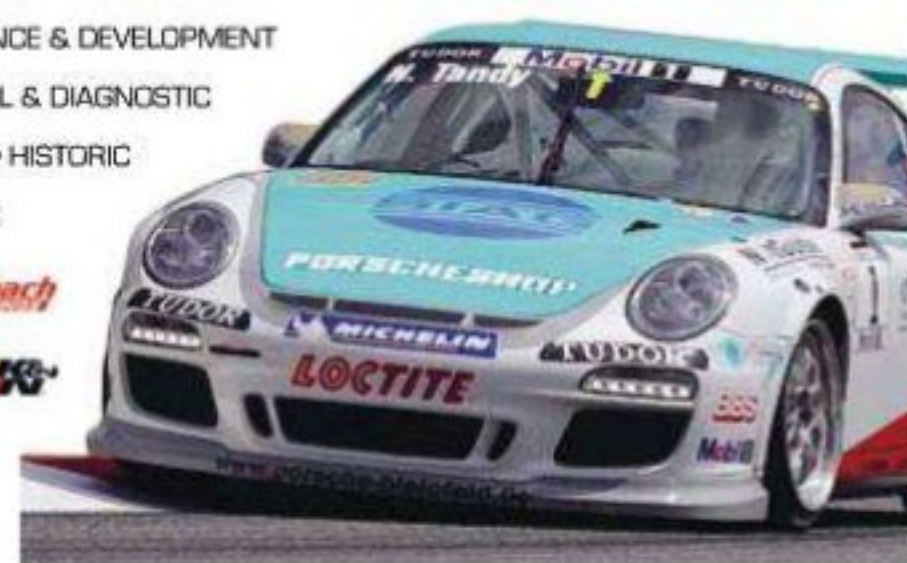
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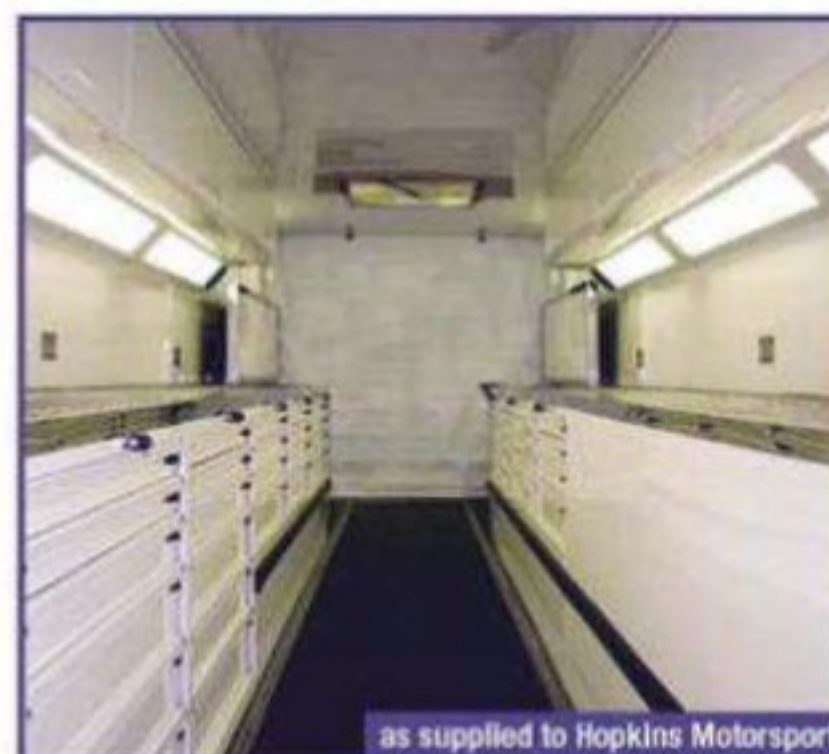
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Closing date for applications: 31st May 2012.



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Core skills/Knowledge:

- Degree in appropriate engineering field with some experience of manual stressing methods.
- Working Knowledge of 3D CAD (Catia V5 preferred)
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The successful applicant should ideally have experience of automotive industry purchasing and be familiar with the relevant computer programmes and administration systems. They must be able to understand technical specifications and have good communication and negotiation skills.

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Challenge update

Ivan Bellarosa from the SPEED EuroSeries currently leads the Sunoco Rolex 24 At Daytona Challenge. Javier Morcillo took another great win in the Britcar Endurance MSA British Endurance Championship third round at Snetterton and has increased his point overall point score.

The Sunoco GRAND-AM 200 Challenge standings are extremely close and last weekend saw Mike Jordan lower his point score slipping down into second place - handing Lawrence Davey from the Legends Championship top spot in the overall standings.



Who will triumph in the race to Daytona?
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Next eligible races:

Sunoco Daytona Challenge – Dutch Supercar Challenge,
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Ivan Bellarosa

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Great and British revival plan

Dunlop and the BARC pledge to rebuild premier race package for 2013

» UK RACE ORGANISER THE British Automobile Racing Club, and tyre supplier Dunlop, are planning to revive their Great and British Festival meetings of the previous decade under a new name in 2013.

The original Great and British Festivals ran successfully between 2006 and 2010, with manufacturer-backed single-make championships from Ginetta and Radical, supported by a variety of Mini categories.

The Sport Maxx Cup (now Production Touring Car Trophy) was added in 2007, but the package contracted when Ginetta Junior joined the BTCC support bill in 2008, and Radical and the Mini Challenge moved to MSVR at the end of 2010.

Dunlop and the BARC have agreed a joint business plan with the aim of reintroducing a 'TOCA-lite' package of televised races – similar to Great and British – under a new, yet-to-be-decided title next season.

STATEMENT OF INTENT

Dunlop's marketing director, James Bailey, said the new package would be based on the remains of the previous structure, which includes Production Touring Cars, Mini Se7en, Mini Miglia and InterSteps.

Bailey said: "The Great and British package proved that there was a need for a well promoted event, like a 'TOCA-lite day', to give national motorsport an improved profile.

"During the last few weeks we have been approached by championships that are looking to work together to create a better-promoted platform. Therefore we believe there's an opportunity to launch something stronger for 2013."

Bailey would not reveal the identity of those series, but said Dunlop had been "approached by a car manufacturer" for a deal that would be a "great addition" to the package, if it came off.

"Dunlop and BARC have great experience in working together in promoting events such as the British Touring Car Championship," Bailey added. "We hope to create a package that is attractive to championships, spectators and circuit owners, with six televised events in a format that focuses on value for competitors and spectators."

PRODUCTION TOURERS

Bailey said the BARC had pledged to make more of the Production Touring Car Trophy, which has struggled for numbers in recent seasons. Only eight cars showed up for last weekend's three races at Brands Hatch.

The club is inviting organisers of one-make tin-top championships to create their own competitions within the Trophy. Classes for Mini Challenge and Honda VTEC Challenge cars will be considered, alongside the Trofeo Abarth 500 grouping that is already permitted.

Bailey said: "There are about 20 cars in existence, but we have rarely seen more than 12 or 13 at the same time. What the figures disguise is that there's been a real step forward in terms of quality.

"There are some interesting new cars: the Volvo C30, Renault Megane 250 and a Ford Focus RS on the way, but the focus on growing the top class has allowed the other classes to disappear. We want to introduce new classes for one-make series that don't have the grids. We're all for consolidation and a lot of that is needed in motorsport at the moment."

AUTOSPORT SAYS...

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THE DUNLOP GREAT AND BRITISH

package was the lynchpin of BARC race programming for the latter part of the last decade, but it hasn't really recovered since the Radicals and Mini Challenge decided to jump into bed with MSVR at the end of 2010.

Since then, the remains of the package have limped along. Mini 7 racing is still holding its own, but a fresh name and format hasn't worked for the Sport Maxx Cup (now the Production Touring Car Trophy), and a single-seater addition in the form of InterSteps (nee Young Guns) has also suffered weak grids.

A new plan to revive the glory days of Great and British in 2013 is a bit short on detail at the moment, but the first step on any road to recovery is admitting you have a problem in the first place.

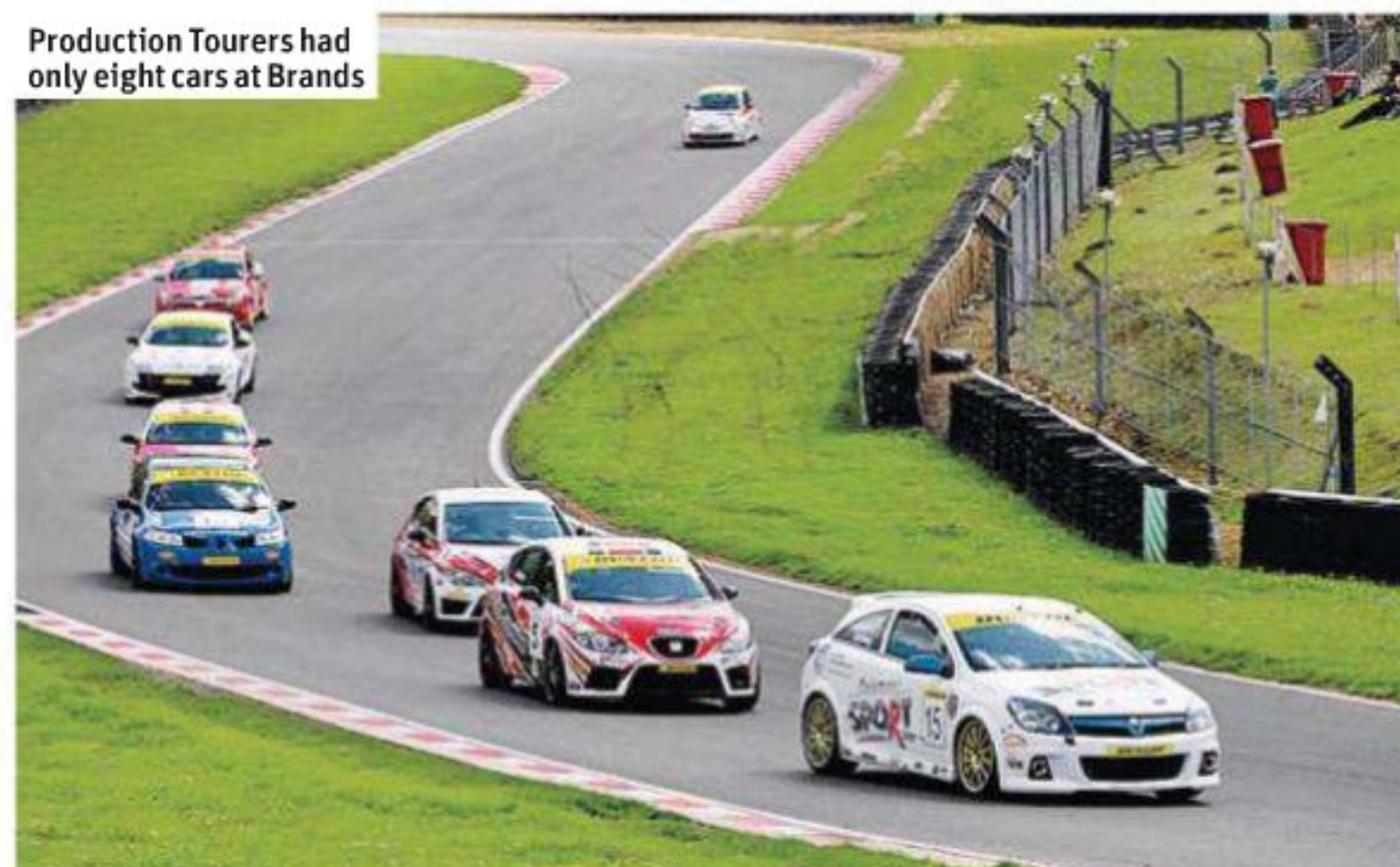
There's clearly a priority to make more of the PTCT, which just hasn't taken off. The reasons aren't entirely clear (too expensive, maybe?) but whatever the question is, I'm not certain that tacking other series onto the grid is the answer.

That said, amalgamating small grids is a good idea in the short term, while the controlling powers work on building their package back up. After all, it's in their interest to again make a success of what was once Great and British.

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Production Tourers had only eight cars at Brands



PICS: OLLIE READ, GARY HAWKINS

CONTENTS

p76	REPORT MONACO HISTORIC
p78	REPORTS BEC/AMOC/MSVR
p80	REPORTS BARC/LMC
p82	REPORTS BRSCC
p86	INTERVIEW LAWRENCE TOMLINSON



SPEED EuroSeries

Tiga to relaunch with SPEED car

Renowned Sports 2000 manufacturer revived to develop Chiron-based car for EuroSeries

James Weaver raced a Tiga in the 1980s

THE FAMOUS TIGA marque will be relaunched with a Group CN car in the SPEED EuroSeries by two-time Le Mans class winner Mike Newton.

Newton has forged a partnership with the owner of the Tiga name, Mike Taylor, and bought the rights to the Chiron prototype of the early noughties. It will be rebranded Tiga, and the plan is also to make a full

range of spares available for Tiga's Sports 2000 and Group C designs of the 1970s and '80s.

Newton said: "We're taking a good baseline design [from Chiron] and turning it into what we believe will be a competitive package."

"The car has a steel-tube spaceframe chassis, and after looking at other CN cars out there, we believe that this is a good way forward."

The new project, dubbed AD Team Tiga in deference to Newton's AD Group, is being run by Dave Beecroft's Xero Competition squad. Chiron designer Henry Nickless has been retained as a consultant.

The first Honda-engined Tiga CN car should be up and running within the next two weeks. A debut is planned for the Imola SPEED round at the end of June.

A second car will be brought on stream for customer drivers over the course of this season. Newton plans to make further cars available for sale in 2013.

Tiga was launched by ex-Formula 1 drivers Howden Ganley and Tim Schenken in 1975. It is best known for its successes in the Sports 2000 category, and also made Group C cars before it was closed in 1989.

British GT

German Lambo to British GT

GERMAN GT OUTFIT LEIPERT

Motorsport will join an expanded grid for this weekend's British GT event at the Nurburgring.

Marcel Leipert, 27, who has raced in FIA GT3 and ADAC GT Masters, will share the team's Lamborghini Gallardo LP600+ with Marco Attard, who raced in GT4 for Lotus at the Oulton Park season opener in April.

Swedish team JB Motorsports have also entered an Audi R8 LMS on the GT3 grid for one-time BTCC racer Jan Brunstedt and reigning Scandinavian Porsche GT3 champion Mikael Bender, while German Carrera Cup champion Nick Tandy will again partner Steve



German Lamborghini will join British GT field

Parish in a Motorbase Porsche.

GT4 has also been boosted by the inclusion of French BMW specialist Espace Bienvenu, campaigning an M3, while the Jota-run Mazda MX-5 GT will make its series debut after missing the Oulton opener. Ginetta Challenge rivals Ryan Ratcliffe and Lee Mowle will make their British GT debuts in Optimum Motorsport's Ginetta G50. Experienced sportscar racer Johnny Mowlem will also join the GT4 Lotus squad.

Blancpain Endurance Series

Lyons/Wakefield for Blancpain

FORMER BRITISH GT RACE WINNER

Michael Lyons will team up with Ginetta GT Supercup competitor Josh Wakefield to race for former world GT champion squad Vita4One in the Silverstone round of the Blancpain Endurance Series in June.

The pair will share Vita4One's Ferrari 458 with Andrea Ceccato under the 'Team Italy' banner.

Lyons, who won an Historic F1 race at the Monaco GP Historique last weekend, will switch from the Scuderia Vittoria squad with which he finished third in British GT last year. He also contested the opening round of the BES at Monza last month.

Lyons said: "We have all the

elements required for a successful weekend. I'm very happy to have Josh on board and looking forward to racing with a fellow Essex driver!"

Wakefield, 19, currently lies fifth in the GT Supercup, having scored three podiums across the first three rounds of the BTCC-support series.



Lyons/Wakefield will race Ferrari 458

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Bishopscourt

Bishopscourt eyes more racing after successful 'first' car meeting

BISHOPSCOURT CIRCUIT COULD run car races regularly in future after a successful resurrection last weekend.

The Irish circuit, first used in 1962, held its first car meeting for 39 years in an event run by the Leinster Motor Club.

After it fell into disuse, the area around the former RAF station changed substantially. The site was divided into three sections and sold off, but the part containing the main straight and the fast signature esses was bought by two

Racing cars returned to Bishopscourt last weekend



motorcycle enthusiasts, who then brought kart and motorcycle events back to the venue.

Although organisers admit that more work is needed on the 1.8-mile circuit, more car racing could follow.

LMC's Garry Manning, who co-ordinated much of the preparation, said: "We thought it would be a good thing for Ireland to have a third circuit, and track owner Jim O'Brien and his manager, Wilson McKibbin, were in favour. The BARC came on board to oversee things, and John Symes and Nicky Moffitt from the MSA supported the idea.

"The local planners only allow limited track use, and this will probably mean only a couple of car meetings per year, while work remains to be done before a 'full' MSA track licence is granted, but now we know it all works."

Formula Renault BARC

Vernon heads back to FRenault

FORMER PORSCHE CARRERA CUP scholar Kieran Vernon will return to Formula Renault BARC at Rockingham this weekend, driving for former title-winning team Hillspeed.

Vernon, 22, who won a race during a part-season of FR BARC with Fortec Motorsport last season, before replacing Tim Harvey in the Carrera Cup, tested with Hillspeed at Silverstone last Friday. He will join Marcus Allen and Jacob Nortoft in an expanded three-car line-up.

Vernon said: "It's almost a year since I was last in a BARC car, but it all went well [in the test] and we were one of the quickest out there. "Hillspeed were great and the

Vernon moves back to FR from the Carrera Cup



aim is to get them back at the front. I'm hoping we can be in contention for the podium, but having got used to the Porsche, which is quite different to drive, it might take me a weekend to get used to the Renault again."

Rival squad MTECH Lite will also expand its line-up, entering extra cars for Lebanese racers Joe Ghanem and Shahan Sarkissian.

Nurburgring 24 Hours

Freke to race Jag at Nurburgring

FORMER GINETTA G50 CHAMPION and Century Motorsport boss Nathan Freke will team up with experienced racers Colin White and Rob Carvell to contest the Nurburgring 24 Hours this weekend.

Freke, White and Carvell will race Jaguar XF



Freke, who also won the 2006 British Formula Ford title, will share a Jaguar XF for the German enduro classic.

"I did it in 2008 but in a slower car, so I'm excited to get into something more purposeful," said the 28-year-old. "The original plan was to use a Ginetta, but it would have been a lot of work to convert our car to GT4 spec, and the deal with the Jaguar and Carvell Motorsport was very attractive.

"Our prime objective is to finish the race and after that if a class win is possible then that would be a bonus."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

First Historic Sporting Trial was a success



Mud-plugging or Monaco? The spectrum of historic motorsport last weekend could not have been wider. I didn't make it to either, alas. Despite the obvious pull of Stars 'N' Bars, overlooking the glitzy paddock in Monte Carlo, I actually fancied the green hills of Long Compton in Warwickshire, scene of the first Historic Sporting Trial.

The quaint traditional pastime was enjoyed by racing's kings in the 1950s and '60s. Stirling Moss, Graham Hill and Lotus founder Colin Chapman enjoyed it when trialling equipment was pretty basic. It's far more technical now, but no better fun! While '70s Grand Prix racer Richard Roberts still competes, it's hard to imagine today's Formula 1 drivers finding time in their busier schedules.

Negotiating fiendishly laid-out courses on steep gradients demands concentration, delicate throttle control and skilful manipulation of fiddle brakes used for both traction control and steering by retarding a trials car's driven rear wheels independently.

Cajoling a heavy 1172cc Ford side-valve-engined machine along calls for a different skillset from handling a lithe bespoke car with a slow-idling and torquey modern alloy engine. Nonetheless, expat Australian Mike Cannon's purpose-built bolides were state-of-the-art in their day. A number of survivors

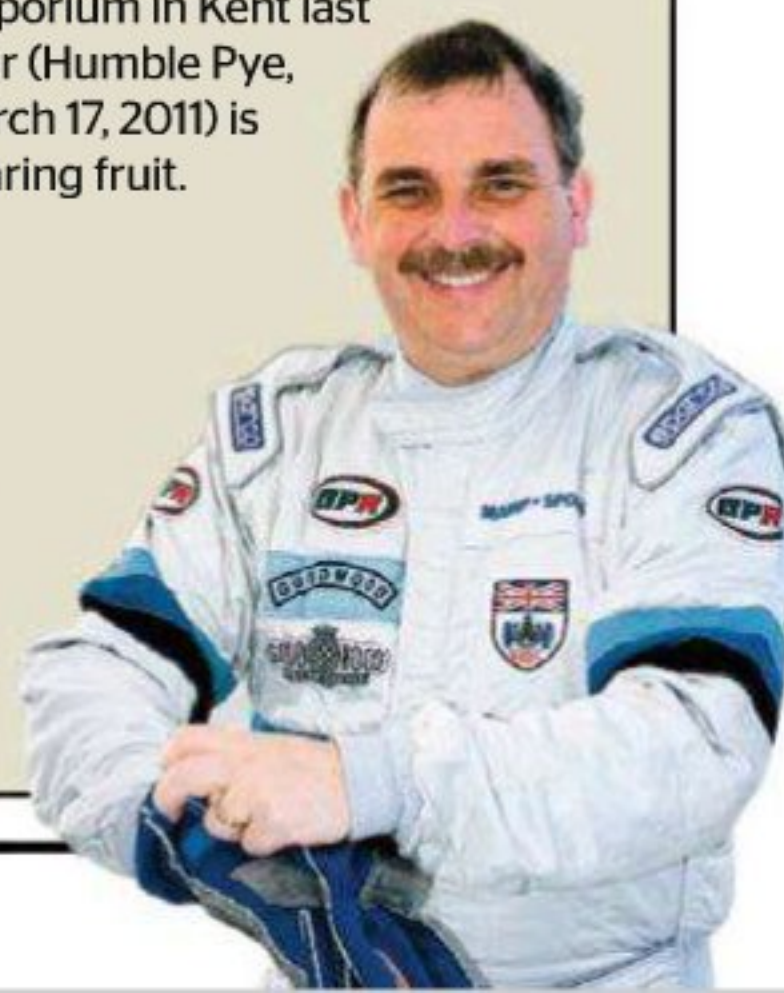
were among almost 20 cars (some double-driven) competing in the Historic Sporting Trials Association's inaugural event.

Among luminaries watching at the regular Jacobean Trial venue was the 1970 BTRDA Gold Star and 1980 RAC British champion, Gordon Jackson, who uniquely won national trials titles on both two and four wheels. Robin Jager ('75 BTRDA champ) competed in the event, won by current exponent Mark Milne.

HSCC boss Grahame White, who competed in the '60s, spectated (his ex-works Cannon is being rebuilt by Tim Barrington), while Andrew Blenkinsop brought the ex-Moss Cannon, a barn resident for 30 years, to show. HSTA prime mover Martyn Halliday was blown away by everybody's reaction to the initiative: "It seemed to go exceedingly well, but we have lots to sort out, not least formalising rules and regulations. Perhaps including a control tyre?"

Another event is planned this year, followed by a short series from 2013. Several people have worked tirelessly to get this new focus-group off the ground. While I claim no credit here, I'm proud that the seed sown at our Sporting Trials taster, organised by Halliday, at multiple champion Ian Wright's emporium in Kent last year (Humble Pye, March 17, 2011) is bearing fruit.

“Fiendishly laid-out courses demand concentration, delicate throttle control and skilful manipulation of fiddle brakes”



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IN BRIEF

Heemskerk starred at '09 Brands Festival



FORMER BENELUX FORMULA FORD champion Melroy Heemskerk and Jason Down will both race Duratec-engined Formula Fords at Brands Hatch's rounds of the UK championship this weekend. Heemskerk will drive for Geva Racing, and Down for Getem Racing.

SIX YEARS AFTER HIS LAST RACE and nearly two decades on from being a front runner in the Rover Turbo Cup, Brian Heerey returned to racing when he shared the Porsche 924 of his friend Clive Morrison at Oulton Park last Saturday.

ASTON MARTIN V8 RACER CHRIS Scragg had a fortunate escape at Oulton when carbon monoxide fumes leaked into his cockpit during the 45-minute GT4 Challenge race. "I've never finished second while lying on a bed in the medical centre before," said Scragg, who was advised not to drive again that day, so had to forego pole position in the later Intermarque race.

CLASSIC FERRARI RACER JAMES Cartwright will step into modern saloons this weekend in the VW Racing Cup at Brands Hatch. He will drive a Golf GTI prepared by the KPM squad.

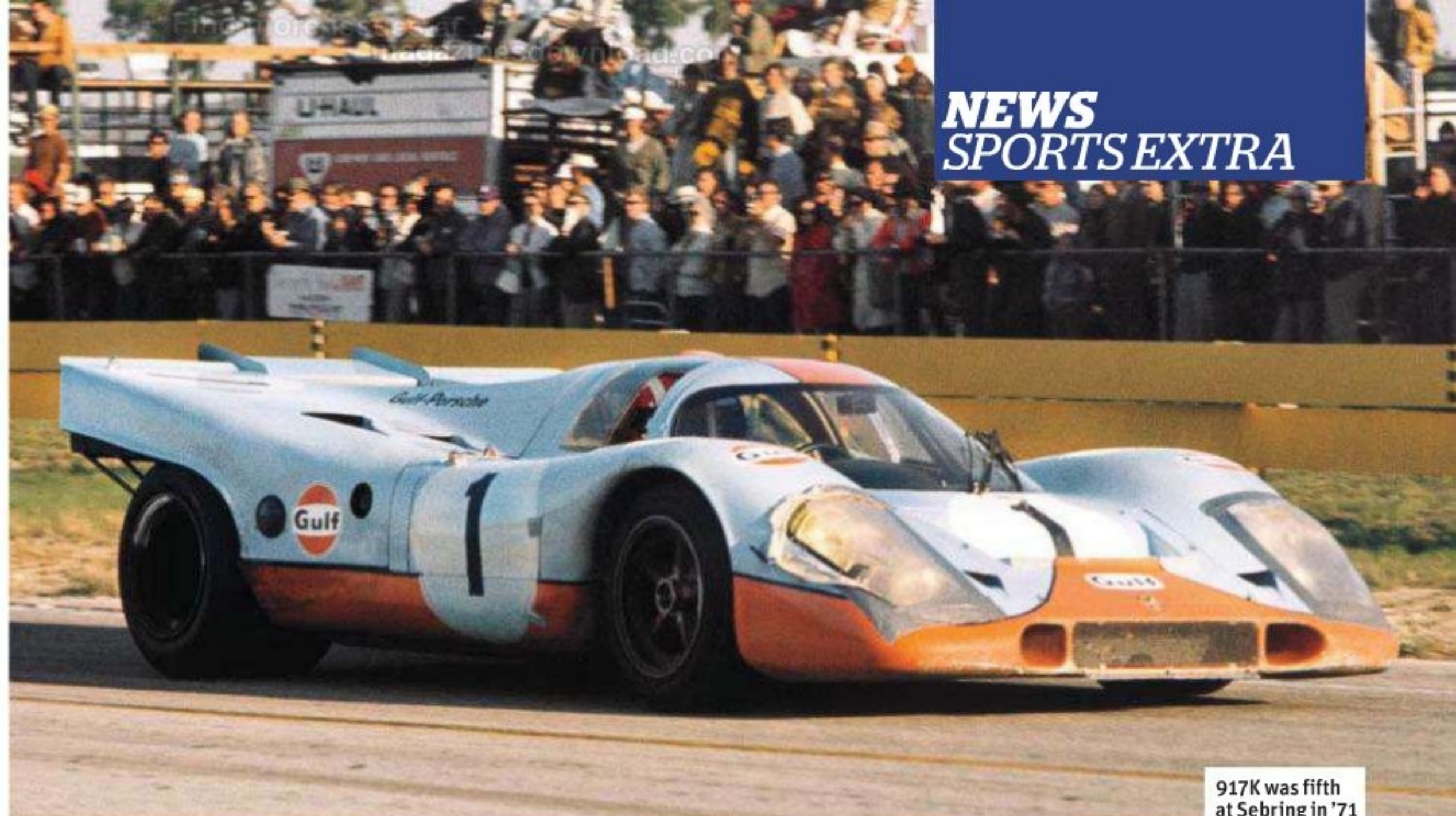
EARLY 1980s FF1600 RACER Jonathan English died suddenly of a heart attack at the end of April, aged 53. English started racing in 1979 and was a regular at Donington Park, Croft and Cadwell Park before a lack of funds forced him to stop at the end of 1982.

MORE THAN 50 CARS HAVE entered the Northern Saloons and Sportscar Championship event for its first Croft outing of 2012 this weekend. The Darlington and District Motor Club series has also attracted a record registration of almost 80 competitors for this season.

FORMER BRITISH RALLYCROSS champion Pat Doran gave his new Citroen DS3 Supercar its debut in the second round of 2012 at Knockhill last Saturday. He finished fourth.



Doran raced DS3



917K was fifth at Sebring in '71

Historics

Famous Porsche for Lynn

Historic racer targets competitive outings in his newly acquired 917

HISTORIC RACER SHAUN LYNN HAS acquired a Porsche 917 (chassis 026/31).

Last month's Tour Auto winner has not yet decided whether to run 026/31 as a coupe or an open car because it led a double life, and was successful in both World Sportscars (as a JW Automotive Gulf-liveried 917K) and as a lurid InterSerie spyder.

Crashed by Mike Hailwood on its debut at Le Mans in 1970, 026's remains were rebuilt into chassis 031, in which Brian Redman won the Imola 500Km

and, with Jo Siffert, the Osterreichring 1000Km. Fifth in the 1971 Sebring 12 Hours (Siffert/Derek Bell) closed chapter one.

Transformed into Jurgen Neuhaus's yellow and red-striped open 917PA, it scored the first of seven race and hillclimb victories three weeks later. Franz Pesch and Porsche guru Jurgen Barth raced it through to 1973. In 1987 it was bought by the late American collector Mike Amalfitano.

Lynn said: "I was bidding on it at

an auction in 2010, but didn't have the money. Subsequently, I contacted everybody with a 917, including some with no race history or very chequered pasts. Then I heard that the new owner [of 026/31] hadn't even started it!

"Having committed last November, I had to sell my Lola T70 [Mk3B], which I regret, and Bentley Speed Six to complete the deal. The biggest quandary I've got is whether to leave it as it is or put it back in the Gulf 917K of my childhood dreams."

Silverstone Classic

Hollywood actor Stewart to Classic race

BRITISH AND HOLLYWOOD actor Sir Patrick Stewart will contest this year's Silverstone Classic Celebrity Challenge race.

Stewart, who played Captain Jean-Luc Picard on television and in *Star Trek: The Next Generation*, and Professor X in the *X-Men* films, will race a Morgan in the July 20-22



Stewart is the biggest star yet to enter Classic

event on the Silverstone GP circuit.

He will race against a line-up that includes Olympic skier Chemmy Alcott, Emmerdale actor and Mini racer Kelvin Fletcher, Sky Sports presenter Vicky Gomersall, AC/DC rock star Brian Johnson, and

ex-Wolverhampton Wanderers and England footballer Steve Bull.

Stewart said: "I've raced once before, in a pro-celebrity event on the Long Beach Grand Prix circuit in California - but that was 10 years ago. When the chance to drive a great British sportscar here at Silverstone came up it was just irresistible. I'm looking forward to it immensely."

This year's Classic will also honour the late Peter Gethin and Alan Mann by naming the F5000/F2 and U2TC races in their respective honours.

Guards Trophy

Formula Ford champ MacLeod to race MGB

FORMER BRITISH FORMULA FORD champion Callum MacLeod will race an MGB in selected events this season.

MacLeod, 24, who took the FFord crown in 2007 before moving to F3 and GP3, has historic single-seater racing experience in FF1600 and FJunior. Now he will team up with rookie Oliver Eaton in an FIA homologated MGB, and will race it for the first time in the Guards Trophy at Silverstone this weekend.

MacLeod's manager, Mike O'Brien, whose Speedworks concern will prepare the car, said: "We'll be contesting a number of races, including the AUTOSPORT Three Hours at Snetterton, and we're really looking forward to this new challenge."

"Callum will also be sharing with Oliver at the 50th anniversary MGB50 race at Silverstone on June 23-24 and we hope that our car will be competitive."

MacLeod will share MGB with novice racer Eaton



QUICK RESULTS

→ F1 1973-1978 **Michael Lyons**
→ F1 1966-1972 **Duncan Dayton**
→ F3 1974-1984 **Ben Barker**

“Dowling never eased up, trying everything to find a way by”

The battle at the front of the pre-1952 GP race was superb



GP HISTORIQUE MONACO, MAY 11-13

Lyons and Barker reign in Monaco

OUTSTANDING DRIVES

by 21-year-olds Michael Lyons and Ben Barker were among the principal highlights of the eighth Monaco Grand Prix Historique. Never before had drivers so young emerged triumphant at this major event in the historic racing world.

The Automobile Club de Monaco attracted some 65 three-litre Formula 1 cars up to 1978, with a division at the end of 1972. The later

period accounted for 40, all bar one of which were allowed to start. Time was when 20 used to be regarded as an absolute maximum when the cars were new and in the hands of the top professionals!

On a wet track it took two aborted starts, while some of the tailenders fiddled about, before the decision was taken to start under the safety car. That was fine by poleman Lyons, who had won the battle for pole

position with Bobby Verdon-Roe's McLaren by 0.009s.

As soon as the safety car pulled off Lyons made the most of his advantage to open up a few yards over BV-R but nearly came unstuck at the Fairmont hotel hairpin, just glancing the barrier as he skated wide. His Hesketh 308E escaped unharmed and it was Verdon-Roe who dropped it later round the lap, a spin by the Swimming

Pool pushing him back.

Italian sometime F2 racer Cosimo Turizio, in another Hesketh 308E, found himself in second after neatly slipping past Ollie Hancock's Surtees TS19 into Mirabeau, only to disappear permanently down the escape road at St Devote a few laps later. Verdon-Roe soon caught Hancock, who defended well and seemed to have seen off the McLaren only to suffer the undesired fate of clobbering the barrier at the hotel hairpin on the last lap when his throttle jammed.

As Lyons continued impressively on his way to a masterly win, a chain-reaction shunt at Rascasse, precipitated by a slow backmarker, nearly blocked the track and eliminated Paul Knapfield (Penske PC3) from fourth. The following Rob Austin (Surtees TS19) negotiated the obstacle course only to find himself directed into the pitlane by officials, handing the place to Bob Berridge, like Austin making his Monaco debut

in a Surtees. Both had been overtaken earlier by the Embassy Lola T370 of Mauro Pane, who was surprised and delighted to claim the final podium place.

After more than 12 months away from racing, Duncan Dayton returned to the cockpit of the Brabham BT33 with which he had won on his past three visits to Monaco. A fourth victory looked unlikely from the back of the grid after problems in qualifying, but he was helped by Joaquin Folch (McLaren M19C) jumping the start and colliding with Frank Sytner's newly restored March 721G, eliminating both on the spot and bringing out the safety car.

From pole position (inherited from Roger Wills' ex-Chris Amon March 701 after it had tripped over Cengiz Artam's ex-John Love 701 in qualifying), Andrew Smith's ex-Jackie Stewart, Spanish GP-winning 701 led superbly. That was until he glanced the barrier along Beau



Dayton scored another victory in Brabham BT33



Barker was top F3 ace



Lyons beat the rain and Verdon-Roe to take win

Rivage and incurred a puncture, necessitating a pitstop. The Scot recovered to finish third but the race was Dayton's, his 11th win in total at Monaco, ahead of fellow American Michael Fitzgerald (March 711).

An entry of 49 two-litre F3 cars necessitated two qualifying heats. The presentation of the cars, many with illustrious histories in their earliest days, was superb and a great credit to all concerned.



Buncombe dominated

Porsche Carrera Cup racer Ben Barker put Peter Hiscox's unfashionable Lola T670 cat among all the exotic Martini and Ralt pigeons by winning his heat with relative ease from pole and then repeating the feat in the final, which was stopped under the safety car when the rains came.

Ex-F1 driver Paolo Barilla (Martini MK34) and sometime motorcycle racer Matteo Marzotto (Ralt RT3) traded first place in their heat and second behind Barker in the final. Marzotto, whose uncle Vittorio won the 1952 Monaco Grand Prix, impressed mightily on his first weekend of racing cars as he clinched the runner-up spot.

David Shaw (ex-Nelson Piquet Ralt RT1) took fifth in the final, behind best of the locals Marc Faggionato, while sixth-placed Grant Tromans (ex-Michel Ferte Martini MK39) led a long line of battling cars. Among them was Eje Elgh's Chevron B38, the Swede returning to racing for the first time since 1994 in the very same car with which he came second to Derek Daly's B38 in the 1977 British championship. Elgh came home eighth.

Roger Wills (ex-Bruce McLaren Cooper T51) took

on habitual winner Duncan Dayton's Lotus 16 in the pre-1961 GP car race, with Gary Pearson a little way back in his Dutch GP-winning BRM P25. After an intense tussle with the Cooper always just in front, Dayton spun at St Devote and retired, leaving New Zealander Wills to stand on the top of the podium and listen to the British (sic) national anthem! Barrie Baxter brought his rear-engined BRM P48 home third after a good drive.

Looking like Jim Clark, Andy Middlehurst took an unchallenged win with the Lotus 25 in the 1.5-litre F1 race, finishing comfortably clear of Sid Hoole's Cooper T66, which had to contend for much of the race with Paul Drayson (Lotus-BRM 24) until Drayson clobbered the barrier at the hotel hairpin and fell back.

An unusually light sportscar entry had no answer to Alex Buncombe's virtuoso performance in the Jaguar Heritage Racing C-type. Previous double-winner John Ure brought Peter Mann's Frazer-Nash Le Mans Replica home second, half a minute adrift of Buncombe but clear of the C-type of Carlos Monteverde.

● Ian Titchmarsh

PRE-1952 GP CARS & VOITURETTES MONACO, MAY 11-13

Bronson and Dowling star in race of ERAs

FOR ANYONE WHO has witnessed every race at the Monaco Historique since the series began in 1997, this was one of the classic duels, right up there with the Martin Stretton/Nigel Corner battle of 2000.

It all began in practice when Paddins Dowling (ex-Peter Whitehead/Nick Mason ERA R10B) set a time that stunned pre-race favourite Julian Bronson, on a hat-trick with 'Mac' Hulbert's R4D. In the second session Bronson rose to the challenge, took R4D by the scruff of the neck, and secured pole.

Come the race, the pair left the rest of a quality field way behind, Bronson just scratching into St Devote ahead of his Irish rival. For the next 20 minutes Dowling never eased up, trying just about every line on just about every corner to find a way through, R10B juddering its whole frame

under heavy braking into Mirabeau and the chicane, a tendency that lost Dowling a couple of lengths at one point.

He fought back, helped by some bad baulking of Bronson by Alfa driver Ed Davies, so that they started the last lap nose-to-tail. Bronson held on to take the flag just 0.7s ahead, setting the fastest lap just 0.002s over the magic two-minute mark.

Best of the rest, Michael Gans in ERA R1B, was over 45s adrift.

RESULTS (10 LAPS)

1 Julian Bronson (ERA R4D); 2 Paddins Dowling (ERA R10B) +0.736s; 3 Michael Gans (ERA R1B); 4 Ian Landy (ERA R6B); 5 Frank Stippler (Maserati 8CM); 6 Willi Balz (Maserati 6CM). CW Jurg Konig (Bugatti T37A); Ralf Emmerling (Riley Nine Brooklands); Julia de Baldanza (Bugatti T35B); Ed Davies (Alfa Romeo 8C Monza); Dowling; Tom Dark (Bugatti T59/50BIII). FL Bronson 2m00.002s (62.26mph).

Bronson won after titanic ERA duel



Middlehurst leads the 1.5-litre F1 pack at start

FORMULA 1 1973-1978 (14 LAPS)

1 Michael Lyons (Hesketh-Cosworth 308E); 2 Bobby Verdon-Roe (McLaren-Cosworth M26) +50.240s; 3 Mauro Pane (Lola-Cosworth T370); 4 Bob Berridge (Surtees-Cosworth TS16); 5 Roger Wills (Tyrrell-Cosworth P34); 6 Chris Drake (Penske-Cosworth PC3). Class winner Mister John of B aka Jean Guittard (Ferrari 312T). Fastest lap Lyons 1m59.140s (62.71mph).

F1 1966-1972 (18 LAPS) 1 Duncan Dayton (Brabham-Cosworth BT33); 2 Michael Fitzgerald (March-Cosworth 711) +25.250s; 3 Andrew Smith (March-Cosworth 701); 4 John Delane (Tyrrell-Cosworth 006); 5 Brad Hoyt (Ferrari 312); 6 Roald Goethe (McLaren-Cosworth M14A). CW Hoyt; Robs Lamplough (BRM P180). FL Smith 1m37.450s (76.67mph).

F3 1974-1984 (10 LAPS) 1 Ben Barker (Lola-Toyota T670); 2 Matteo Marzotto

(Ralt-VW RT3) +1.010s; 3 Paolo Barilla (Martini-Alfa Romeo MK34); 4 Marc Faggionato (MK39); 5 David Shaw (Ralt-Toyota RT1); 6 Grant Tromans (MK39). CW Marzotto. FL Barker 1m40.555s (74.30mph). HEAT 1 (7 LAPS) 1 Barker; 2 Faggionato +6.978s; 3 Shaw; 4 Nathan Kinch (MK34); 5 Stefano Rosina (Osella-Toy FA3); 6 Valerio Leone (March-Toy 783). CW Faggionato. FL Barker 1m41.784s (73.41mph). HEAT 2 (7 LAPS) 1 Barilla; 2 Marzotto +0.731s; 3 Sam Hancock (Ralt-Toy RT1); 4 Tromans; 5 Frederic Lajoux; (M-Toy MK34); 6 Jean-Pierre Eynard-Machet (MK31). CW Hancock. FL Marzotto 1m42.045s (73.22mph).

F1 & F2 1950-1960 (10 LAPS)

1 Roger Wills (Cooper-Climax T51); 2 Gary Pearson (BRM P25) +14.531s; 3 Barrie Baxter (BRM P48); 4 Nick Wigley (Cooper-Maserati T51); 5 Tony Wood (Tec-Mec 415); 6 Eddie McGuire

(Lotus-Climax 16). CW Ian Nuthall (Alfa F2); Pearson; Allan Miles (Cooper-Climax T41). FL Duncan Dayton (Lotus-Climax 16) 1m53.113s (66.05mph).

F1 1961-1965 (12 LAPS)

1 Andy Middlehurst (Lotus-Climax 25); 2 Sid Hoole (Cooper-Climax T66) +9.759s; 3 Paul Drayson (Lotus-BRM 24); 4 John Clark Brabham-Climax BT11; 5 Alan Baillie (Cooper-Ford T71); 6 Dan Collins (Lotus-Climax 21). CW Baillie. FL Middlehurst 1m55.616s (64.62mph).

PRE-1953 SPORTSCARS AND SPORTS-PROTOTYPES (10 LAPS)

1 Alex Buncombe (Jaguar C-type); 2 John Ure (Frazer Nash Le Mans Replica) +30.282s; 3 Carlos Monteverde (C-type); 4 Nick Wigley (Gordini T23S); 5 David Wenman (C-type); 6 Massimiliano Bettati (Allard-Cadillac J2X). CW Carlos de Miguel (OSCA MT4); Ure. FL Buncombe 2m03.291s (60.60mph).

NATIONAL RACES & RESULTS

BRITCAR/AMOC

SNETTERTON/OUTLTON

BEC QUICK RESULTS

→ **Winners** Javier Morcillo/
Manuel Cintrano/Paul White
→ **Fastest Lap** Andy Schulz

"It was like a one-hour qualifying!"

Morcillo had to work for victory



Bailey/Byrne won Intermarque

IN BRIEF



Cunningham took Production Cup win

PRODUCTION CUP

Despite building a 30s lead before his pitstop in the race at Snetterton, Michael Symons (BMW M3) was caught by Mark Cunningham's SEAT Leon. He swapped seats with father Peter mid-race and the SEAT charged past Symons Sr to win.

ALFA ROMEO

While Roger Evans led serenely throughout the Alfa Romeo championship's well-supported race at Snetterton, most eyes were on Anthony George, who claimed second despite starting last on the grid after turbo problems in qualifying.

SMART 4TWO CUP

David Moore continued his dominance of this year's 4TWO Cup with a brace of wins in Norfolk. Jake Jackson chased him home in race one, before battling hard to overcome a Moore's tenacious sister Sarah for runner-up spot in the sequel.

EQUIPE GTS

With an eight-second advantage in qualifying at Oulton, victory for circuit debutant Keith Ahlers was never in doubt. The Morgan Plus 4 SLR ran away and Ahlers lapped his rivals.

GT4 CHALLENGE

Olivier Bouche and Pierre Mantello blitzed the two-hour slog at Oulton. Bouche went 47s clear in 10 laps, before Mantello later took over and won by more than a lap from Chris Kemp and Tiffany Chittenden.

HERITAGE CHALLENGE

With just nine starters and six finishers, Joss Ronchetti had little trouble in winning the combined Heritage GT and Sunbeam Challenge race at Oulton Park.

Ronchetti dominated in his Sunbeam



BRITISH ENDURANCE CHAMPIONSHIP SNETTERTON, MAY 12

Mosler seals win in dramatic final hour

A **HECTIC FINAL HOUR** brought the third round of Britcar's Endurance Championship to a thrilling conclusion.

Having pitted out of sequence, partly in response to a flurry of safety car periods, the Mosler of Javier Morcillo, Manuel Cintrano and Paul White lay second, 1m30s behind Pete Storey's leading Ferrari with less than an hour to go.

Then Morcillo reeled the 458 in with a succession of blistering qualifying-style laps.

The chase looked set for a nailbiting conclusion until, with 15 minutes left

and the deficit just 20s, Storey dived into the pits for a late fuel stop, handing Morcillo's Strata 21 team its second win of the season.

Storey's car stuck in gear when it resumed, dropping him to fourth at the flag. It was still enough for him and Simon Phillips to secure their first Class Two victory.

Second overall went to the Rapier of Mike Millard/Ian Heward, which inherited third from the Lee Mowle/George Murrells Ginetta G55 after it tumbled to 12th when it stopped for an alternator-belt repair.



Morcillo won in the Mosler

Behind them, the Class Three-winning Chevron GR8 of Tommy Field and Nick Jarvis benefited to complete the podium.

● Oliver Timson

RESULTS (3 HOURS - 82 LAPS)

1 Javier Morcillo/Manuel Cintrano/Paul White (Mosler MT900R); 2 Mike Millard/Ian Heward (Rapier), +1m42.806s; 3 Nick Jarvis/Tommy Field (Chevron GR8); 4 Simon

Phillips/Pete Storey (Ferrari 458); 5 Owen O'Neill/Neil Huggins (Marcos Mantis); 6 Richard Adams/David Green/Martin Byford (Lotus Evora). **Class winners** Jarvis/Field; Phillips/Storey; Jacques Duyver/Charlie Hollings (Ferrari F430 Challenge); Kevin Clarke/Wayne Gibson (BMW M3); Lawrence Tomlinson/Ian Stinton (Ginetta G55 GT3). **Fastest lap** Andy Schulz (Ferrari 430) 1m51.656s (95.72mph).

Cartwright hunts down Marrs



FERRARI FORMULA CLASSIC OULTON PARK, MAY 12

Cartwright beats Marrs

IT TOOK YOUNG JAMES Cartwright a couple of laps to recover from a tardy start in the Ferrari Formula Classic race, but once into his stride he reeled in early leader Wayne Marrs and grabbed the lead in a bold move that started when they ran side-by-side through Lodge Corner.

"He's a better starter than I am," said Cartwright of Marrs, but there was an air of inevitability about the way the 24-year-old hunted down his rival.

The decisive moment came when Cartwright ducked back inside on the exit of Old Hall after forcing his rival deep into the bend.

"The car practically does

everything for me," said Cartwright after reeling off the remaining laps, although Marrs never let him get too far away. In turn, Marrs had to keep one eye on third-placed David Tomlin, who was almost within striking distance at the flag.

Despite a misfire, the other Cartwright brother, Ben, bagged fourth.

● Paul Lawrence

RESULTS (10 LAPS) 1 James Cartwright (328GTB); 2 Wayne Marrs (328GTB) +3.358s; 3 David Tomlin (308GTB); 4 Ben Cartwright (328GTB); 5 Tim Walker (328GTB); 6 Chris Butler (328GTB). **CW** Tomlin; **B** Cartwright; **Nick** Whittaker (308GT4). **FL** Tomlin 1m57.499s (82.47mph).

AMOC INTERMARQUE OULTON PARK, MAY 12

Bailey and Byrne take final-lap victory

WAYNE MARRS MUST wonder what he has to do to win an Intermarque race this season after losing victory on the final lap for the second time running. A rear puncture hobbled his Ferrari 355 with a lap to go and gifted victory to the Aston Martin N24 of Jerry Bailey and Steven Byrne.

It was an absorbing 45-minute contest, with Bailey cutting the early pace. In his wake, Marrs wriggled clear of a mighty contest for second as Mike Johnston, up from the back of the grid, forged into contention after a flat battery on the Sunbeam Tiger he was sharing with owner William Smallridge left them last in qualifying. But it was not to last.

"Just after I took over, it lost oil pressure," said Smallridge.

Into the lead after the mandatory stops went

Marrs, but the final blow came when a rear puncture developed with a lap to run. As Marrs struggled home, Byrne swept past and so did Nicholas King in his Aston Martin DB4. In fact, had King not earned a drive-through penalty for pitlane speeding, it could have been a very close finish. "What have I got to do?" said Marrs after crossing the line.

● Paul Lawrence

RESULTS (22 LAPS) 1 Jerry Bailey/Steven Byrne (Aston Martin N24); 2 Nicholas King (Aston Martin DB4) +29.618s; 3 Wayne Marrs (Ferrari 355); 4 Zoe North (Sunbeam Tiger); 5 Tony Greatorex (Porsche 2.7RS); 6 Alan Hudd (Aston Martin GT). **CW** King; **N** King; **G** Greatorex; **S** Sid Sadique (Aston Martin N24); Robert Hollyman (Porsche 944 S2); Tristan Bradfield (Sunbeam Tiger). **FL** Mike Johnston (Sunbeam Tiger) 1m56.138s (83.44mph).



Smith won twice in his Radical

F3 CUP SILVERSTONE, MAY 12-13

Hamilton-Smith hits back after penalty

THE FIRST TWO DRY

F3 Cup races of the season yielded two new winners, including the first overall victory for the newer Cup cars courtesy of Louis Hamilton-Smith.

Hamilton-Smith nearly didn't feature in the opening encounter as he stalled on the formation lap,

but he eventually got going and made a great start.

He grabbed the lead into Copse but then slid wide at Brooklands, allowing poleman Chris Dittmann back through.

Hamilton-Smith later had his hopes dashed by a 10-second penalty for an out-of-position start.



Hamilton-Smith dominated race two

Dittmann took the win after Linton Stutely also got a penalty – for exceeding track limits. Stutely was second, while Hamilton-Smith took Cup honours.

Hamilton-Smith shot into the lead in race two and never looked back. Dittmann was top Trophy runner but could do nothing to catch the leader.

The race came to an abrupt end when fourth-placed Gino Ussi spun at Becketts and got stuck in the middle of the track. Benjamin Harvey claimed fourth behind Jeremy Timms, despite picking up a penalty for exceeding track limits.

The Masters category was won by James Simons in both races. He was kept in

close company by James Ledamun, who finished second on both occasions.
● Stephen Lickorish

RESULTS (23 LAPS) 1 Chris Dittmann (Dallara F301 Renault); 2 Linton Stutely (Dallara F399 Opel) +6.538s; 3 Louis Hamilton-Smith (Dallara F304 Renault); 4 Gino Ussi (Dallara F307 Mercedes); 5 Tristan Cliffe (Dallara F307 Toyota); 6 Mark Harrison (Dallara F306 Mugen Honda). **CW** Hamilton-Smith; James Simons (Dallara F395/6 Mugen Honda). **FL** Hamilton-Smith 53.514s (110.35mph). **RACE 2 (19 LAPS)** 1 Hamilton-Smith; 2 Dittmann +7.525s; 3 Jeremy Timms (Dallara F301 Toyota); 4 Benjamin Harvey (Dallara F307 Mugen Honda); 5 Cliffe; 6 David Scott (Dallara F305 Opel). **CW** Dittmann; Simons. **FL** Hamilton-Smith 53.530s (110.32mph).

IN BRIEF



Moore won race one in his Ford Escort

SALOONS & INTERMARQUE

Matt Moore took the lead at the start in his Escort to win the first race from Bill Cookson's Caterham. He came third in race two despite starting last after missing the call to the assembly area, which meant Cookson won.

RADICAL CLUBMANS CUP

A startline accident in race one couldn't stop Bradley Smith's SR3 from taking two victories. He was aided after Donington double winner Matt Bell had reliability issues. Paul Marsham finished second both times.

PRODUCTION BMW

Mike Tovey won both races in his E30. He was comfortably ahead in race one, but Matthew Parkes finished just a second behind in race two. Ben Winrow recovered from starting last to finish third in race two.

TRACKDAY TROPHY

Jason Dzenis/Robin Welsh took a dominant victory by nearly half a minute in their Peugeot 205, ahead of Andrew Bell/Adrian Walker's Porsche. They were aided by the retirement of Lee McCormack in his Subaru.

MONO 2000/CLASSIC

There was a huge collision in the first race after the backmarkers failed to slow for a safety car, causing the first race to be postponed. When they did eventually race, Malcolm Scott won twice in his Dallara.

MONO 1600/1800/MOTO

Adrian Wright continued his good form from Donington by taking two victories, while main rival Marc Fortune could only manage third in race one before retiring from race two. 1800 honours went to Paul Britten and Ewen Sergison.

Wright (1) took two victories in Mono



GT CUP SILVERSTONE, MAY 12-13

Short completes a hat-trick of wins over a small field

A DISAPPOINTING

field of 12 cars participated in the second round of the 2012 GT Cup.

Martin Short laid down a marker in qualifying by claiming pole by almost a second in his Mosler.

Short eventually took the win: "It's good to get a race win under my belt as I haven't won for over a year. But it's a shame there's not more competition."

In race two points leader Short took a comfortable win from Derek Johnston's Ferrari 458.

Short dominated race three, with Johnston narrowly beating Kevin Riley's Mosler to second.

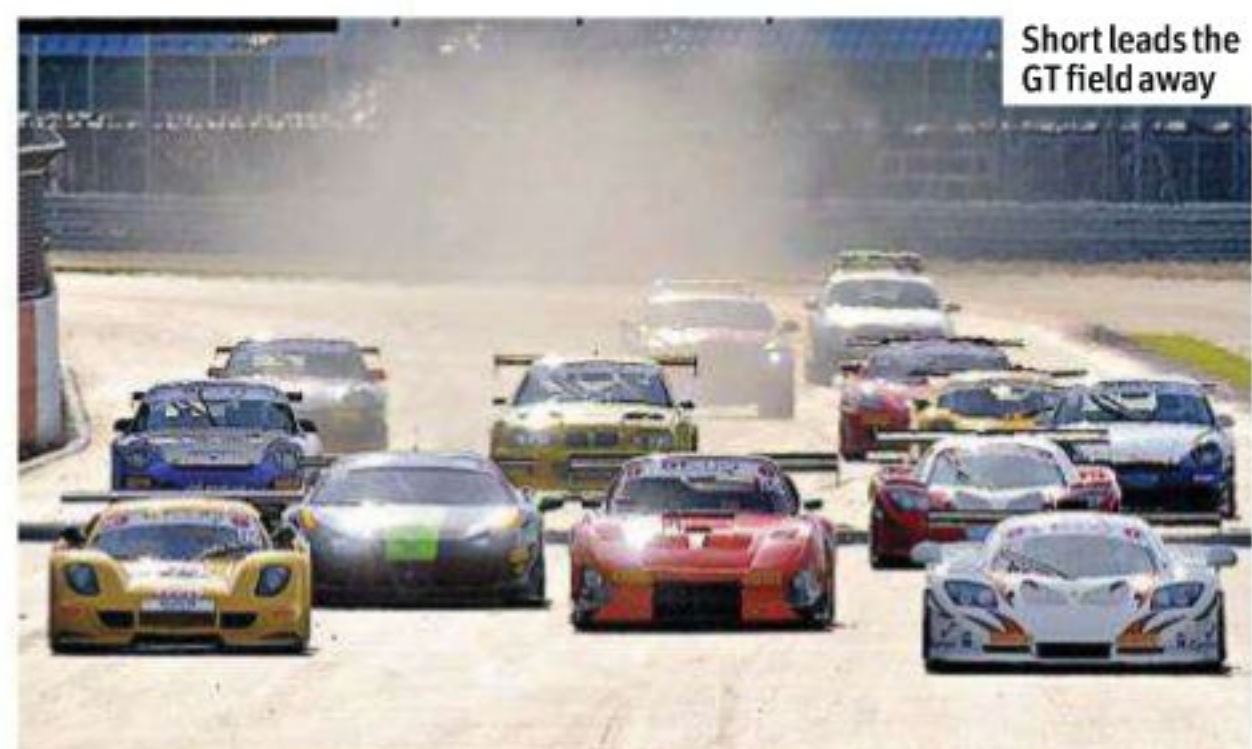
● Stephen Lickorish

RESULTS (ALL 27 LAPS)

RACE 1 1 Martin Short (Mosler Super GT); 2 Derek Johnston (Ferrari 458 GT3) +30.880s; 3 Kevin Riley (Mosler MT900GT); 4 Peter Smallwood (Porsche 997 GT3); 5 Harry Whale (Porsche 997 GT3); 6 Don Grice (BMW M3). **CW** Smallwood; Chris Bentley (Porsche 996). **FL** Short 55.298s (106.79mph).

RACE 2 1 Short; 2 Johnston +2.942s; 3 Grice; 4 Nick Whale (Porsche 997 GT3); 5 Smallwood; 6 Peter Rowbottom (Ferrari 430 Spyder). **CW** Grice; Rowbottom. **FL** Short 55.859s (105.72mph).

RACE 3 1 Short; 2 Johnston +46.362s; 3 Riley; 4 H Whale; 5 Smallwood; 6 Lee Mowle (Ginetta G50). **CW** H Whale; Mowle. **FL** Short 54.230s (108.89mph).



Short leads the GT field away



Seldon Sr began his season with a double

PROJECT 8 SALOONS SILVERSTONE, MAY 12

Seldon Sr wins twice

AFTER MISSING THE opening two rounds, Peter Seldon began his 2012 season in style, taking pole position and two victories.

At the start of race one both he and son Matt made poor getaways, allowing Robert Sadler's similar BMW E36 into the lead. But his advantage was instantly lost at Becketts as he slid wide.

Soon after, Seldon Sr was back in the lead, where he stayed until the chequered flag. Sadler recovered to finish second.

Seldon Sr was slow away in race two, and entered a duel with Karl Cattliff, the pair regularly exchanging first position. But on the penultimate lap Cattliff

dropped back, allowing Seldon Sr to win and Mike Dugdale to take second.

Seldon Jr took third, despite starting last.
● Stephen Lickorish

RESULTS (BOTH 14 LAPS) 1 Peter Seldon (BMW E36 M3); 2 Robert Sadler (BMW E36 M3) +1.328s; 3 Karl Cattliff (BMW E36 M3); 4 John Willcocks (BMW E30 M3); 5 Mike Dugdale (BMW E36 M3); 6 Eliot Dunmore (Toyota Celica Gti). **CW** Willcocks; Dunmore; Colin Stubbs (Rover 216 GTi); Alan Wileman (BMW 320). **FL** P Seldon 1m05.847s (89.68mph).

RACE 2 1 P Seldon; 2 Dugdale +0.788s; 3 Matt Seldon (BMW E34 M5); 4 Cattliff; 5 Willcocks; 6 David Clark (Renault 5 GT). **CW** Willcocks; Clark; Stubbs; Wileman. **FL** P Seldon 1m05.550s (90.09mph).

NATIONAL RACES & RESULTS

BARC
BRANDS HATCH

INTERSTEPS QUICK RESULTS

→ Race 1 **Matt Mason**
→ Race 2 **Matt Parry**
→ Race 3 **Parry**

"We both ended up on the grass! It was mental!"

Mason fought Parry hard in race one



Caudle (7) fought Girling in Production Touring Cars

IN BRIEF



Chappell (1) and Roddison shared wins

MAZDA MAX5

Will Chappell won the first race, after early leader Paul Roddison ran wide at Clearways. Roddison scrapped with Jonathan Halliwell for second, but couldn't wrestle the place from the Bournemouth man. Roddison won the second race after Chappell pulled over with mechanical problems four laps from the end.

CLUBMANS CUP

Paul Gibson decimated the rest of the field in his Nemesis K11. He finished over 20 seconds ahead of closest rival Spencer McCarthy in race one. Gibson lapped everybody in race two, except for his son Daniel (Nemesis) who took the Cup class honours.

CLASSIC FF2000

The first race was dominated by Ian Pearson, who took the lead at the start and effortlessly pulled away from the pack. It looked as if Pearson would do the same in race two, but his engine expired. That left the door open for Scott Temple to take his first win of the season.

CLASSIC FF1600

Stuart Kestenbaum took a dominant victory in his Van Diemen RF79, coming home over five seconds ahead of the Royale of David Brise. Brise was gifted second after Steve Bell and Steve Bradley collided at Clearways. The charging Nigel Lingwood came from 13th to take the final podium spot.

PRE-1990 FF1600

A late spin at Graham Hill Bend nearly robbed Kestenbaum of a dominant victory. Kestenbaum pirouetted in the closing stages, when he was nearly a lap ahead of Steve Bradley, who finished two seconds in arrears.

Kestenbaum nearly threw a win away



INTERSTEPS BRANDS HATCH, MAY 12-13

Mason and Parry star on small grid

IT WAS A CASE OF quality over quantity for InterSteps at Brands Hatch last weekend.

Just nine cars lined up on the grid, but the racing was fabulous.

Matt Parry was the early leader in race one but he missed his braking point at Clearways on lap three of 23 and ran wide into the gravel.

That mistake dropped him to third, with rival Mason pulling away fast at the front.

Two tours later, Parry darted around the outside of Cameron Twynham for second at Paddock.

A safety car period

brought Parry back onto Mason's tail.

He harried Mason for the remainder of the race, attempting to take the lead around the outside at Druids. The pair touched and ended up on the grass but escaped unscathed, with Mason hanging on to win.

The two Matts broke away from the pack in race two, Parry leading from start to finish.

Jack Aitken – who missed qualifying to sit a French exam – came from the back of the grid to grab a fine third.

Parry dominated the third race, pulling away



Mason (1) and Parry clashed in race one

from Mason with ease.

Lasse Halminen was the man on a charge, taking third from Jan Schwitter and going after Mason.

Mason was penalised for some robust defending that caused the duo to touch, with Halminen hitting the barriers on the entry to Druids and causing an early halt.

● Matt Upton

RESULTS (23 LAPS)

1 Matt Mason; 2 Matt Parry +0.437s; 3 Cameron Twynham; 4 Liam Venter; 5 Jack Aitken; 6 Lasse Halminen.

FL Parry 47.473s (91.60mph).

RACE 2 (31 LAPS) 1 Parry; 2 Mason +4.844s; 3 Aitken; 4 Venter; 5 Jan Schwitter; 6 Twynham. **FL** Parry 47.263s (92.00mph).

RACE 3 (19 LAPS) 1 Parry; 2 Schwitter +11.301s; 3 Venter; 4 Aitken; 5 Mason; 6 Nikita Miliakov. **FL** Parry 47.436s (91.67mph).

Wells (1) leads big BMW field away



KUMHO BMW BRANDS HATCH, MAY 12-13

Easy winnings for Wells

COLIN WELLS SAILED to a Kumho BMW double.

The Shrewsbury man got off to a rapid start in the first race, and pulled away as his rivals squabbled behind.

Lawrie Dunster was second early on, but spun at Clearways and fell back.

This left Richard Bacon to claim second ahead of Darren Fielding, with the recovering Dunster fifth.

Wells again disappeared into the distance in race two, finishing 15 seconds clear of Bacon.

Dunster passed Fielding and James Card for third, but ran wide at Graham Hill Bend on lap 14 of 23.

He managed to reclaim fourth from Fielding, but couldn't get close enough to do anything about Card.

● Matt Upton

RESULTS (BOTH 23 LAPS)

1 Colin Wells (BMW M3); 2 Richard Bacon (BMW E46 M3) +4.227s; 3 Darren Fielding (M3); 4 James Card (E46 M3); 5 Lawrie Dunster (E46 M3); 6 Mark Smith (BMW E90 M3). **Class winners** Fielding; Stephen Pearson (M3); Matthew Fielding (BMW 318 Coupe); John Jones (BMW 328is). **FL** Wells 52.694s (82.52mph). **RACE 2**

1 Wells; 2 Bacon +15.878s; 3 Card; 4 Dunster; 5 D Fielding; 6 Smith. **CW** D Fielding; Pearson; M Fielding; Jones. **FL** Wells 52.779 (82.39mph).

PRODUCTION TOURING CARS BRANDS HATCH, MAY 12-13

Clutch problems cost Caudle a double win

JOSEPH GIRLING WON two of the three races at Brands, but only after trouble befell former Mini Challenge champion Luke Caudle.

Girling's Astra led race one early on, followed by the SEATs of Gary Duckman and Caudle.

Caudle finally got the better of Duckman on lap seven of 23, pulling off a brilliant late-braking manoeuvre around the outside at Druids. He performed a similar move on Girling to seize the initiative two laps later.

Duckman then nipped up the inside of the Astra at Surtees to make it a SEAT one-two.

It looked as if Caudle was going to make it a brace in race two, but it wasn't to be. With two laps to go the clutch pipe on his Leon slipped off, gifting the win to Girling.

"It was a lot of effort for nothing", said a

distraught Caudle.

Maurice Hayden's Renault Megane seized the initiative at the start of the reversed-grid race.

He admirably held on until Girling went by at Paddock on lap 11 of 19.

The Yorkshireman went on to win, with Duckman and Caudle in hot pursuit.

● Matt Upton

RESULTS (23 LAPS)

1 Luke Caudle (SEAT Leon); 2 Gary Duckman (Leon) +3.371s; 3 Joseph Girling (Vauxhall Astra); 4 Maurice Hayden (Renault Megane); 5 Steve Johnson (Vauxhall Astra VXR); 6 Antony Williams (Megane). **CW** Sarah Franklin (Abarth 695). **FL** Caudle 52.777s (82.39mph).

RACE 2 (23 LAPS) 1 Girling; 2 Hayden +19.330s; 3 Johnson; 4 Williams; 5 Franklin; 6 Duckman. **CW** Franklin. **FL** Girling 52.944s (82.13mph). **RACE 3 (19 LAPS) 1 Girling;** 2 Duckman; 3 Caudle; 4 Hayden; 5 Johnson; 6 Williams. **CW** Franklin. **FL** Duckman 52.879s (82.23mph).



ITCC BISHOPSCOURT, MAY 12-13

Whelan's Peugeot wins Bimmer battle

IRISH TOURING CARS provided the headline action as car racing returned to Bishopscourt last Sunday.

They held two races, both of which fell to the rapid Peugeot 306 of the very experienced John Whelan, but he had to work for his laurels with Philip Brennan's BMW M3 right

on his case throughout.

A broken driveshaft during qualifying meant that the Peugeot was forced to start race one from the middle of the pack, but a lightning start put him among the leaders as the 19-strong field dived into Turn 1 for the first time.

A lap later and it had

become a two-car race, the red BMW leading initially with the Peugeot snapping at its heels.

Even when Whelan squeezed through a couple of laps later, Brennan stayed with him, nipping ahead on occasion until, barely a lap from the finish, the German machine slowed to a halt.

This left Gareth Hayden's Honda Integra to take the runner-up spot ahead of the similar cars of Robert Savage and Eric Carroll.

The Franco-German battle was resumed in race two though, and this time the BMW stayed the course and remained in the hunt all the way.

Whelan was not to be denied, however, and when Brennan was held up by

lapped traffic towards the end, the Peugeot eased away to take victory by just over three seconds.

Paul O'Brien's well-driven VW Scirocco took the third podium place from a squad of squabbling Hondas.

● Richard Young

RESULTS (BOTH 12 LAPS)

1 John Whelan (2.0 Peugeot 306 XSI); Gareth Hayden (1.8 Honda Integra) +22.345s; 3 Robert Savage (1.8 Honda Integra); 4 Eric Carroll (1.8 Honda Integra); 5 Paul O'Brien (1.9 VW Scirocco); 6 Robert Butler (1.8 Honda Integra) **FL** Whelan 1m16.018s (86.38mph).

RACE 2 1 Whelan; 2 Phillip Brennan (3.0 BMW M3) +3.521s; 3 O'Brien; 4 Savage; 5 Brian Sexton (2.0 Nissan Almera); 6 Ciaran Timmons (2.0 Peugeot 307) **FL** Whelan 1m15.641s (86.81mph).



FORMULA SHEANE BISHOPSCOURT, MAY 12-13

Sheane takes two wins but newcomer Swail is the star

THE FORMULA SHEANE brigade provided plenty of excitement in their three Bishopscourt appearances.

Tristin Quinn gained the upper hand in the first encounter after early leader Tim Swail, having only his second-ever race, had a couple of lurid moments following a mighty start.

Swail recovered to take the runner-up spot from Kevin Sheane.

The trio were at it again in race two and Quinn again led most of the way, but blew his engine two laps from home, leaving Sheane to win from David Parks while Swail placed third.

Sheane did it again in the third race, despite the best

efforts of Swail, who recovered from an early adventure to claim second from Parks. Further consolation came in the form of a well-deserved driver of the day award.

● Richard Young

RESULTS (12 LAPS)

1 Tristin Quinn; 2 Tim Swail +10.226s; 3 Kevin Sheane; 4 David Parks; 5 Robbie Allen; 6 John Linnane. **FL** Quinn 1m13.109s (89.92mph).

RACE 2 (13 LAPS)

1 Sheane; 2 Parks +8.074s; 3 Swail; 4 Allen; 5 Mark Keenan; 6 Dan Mulligan. **FL** Sheane 1m12.731s (90.28mph).

RACE 3 (12 LAPS)

1 Sheane; 2 Swail +1.013s; 3 Parks; 4 Allen; 5 Mulligan; 6 Eoin Crowley. **FL** Swail 1m13.300s (89.58mph).



IRISH FORMULA VEE BISHOPSCOURT, MAY 12-13

Lee's victory in new era

RAY MOORE HAS BEEN 'the man' in Irish Formula Vee for some years, but Lee Newsome has been on the rise in recent times.

After 12 close-fought laps it was Newsome's green Sheane that led Moore's black Leystone across the line when it mattered to become the first Bishopscourt winner of the modern era.

Adam Macauley stayed with the battling pair throughout, earning fastest lap into the bargain.

Moore really got his head down in the second race to lead all the way, although the winning margin was just 0.8 seconds after 12

more laps of racing.

Macauley again took third spot, but it was Newsome who got his name into the record books with fastest lap.

● Richard Young

RESULTS (BOTH 12 LAPS)

1 Lee Newsome (Sheane FV93); 2 Ray Moore (Leystone JH004) +1.001s; 3 Adam Macauley (Sheane FV01); 4 John Downey (Leystone JH004); 5 Kevin Grogan (Leystone JH004); 6 Trevor Delaney (Sheane FV99). **FL** Macauley 1m17.825s (84.37mph). **RACE 2 1 Moore**; 2 Newsome +0.821s; 3 Macauley; 4 Ian Campbell (Sheane FV03); 5 Robert Casey (Sheane FV 99); 6 Downey. **FL** Newsome 1m17.263s (84.99mph).

IN BRIEF



Northern Irish Sevens fought epic duel

SPORTSCARS

Three combined affairs for Strykers, N.I. Sevens and Legends provided great variety and a titanic battle for the lead between Ryan Magennis and Alan Davidson in their GMS Hondas. The first encounter went to Magennis, the second (which finished behind the safety car) fell to Davidson, who was also victorious in the finale. The Stryker winners were Alan Watkins (twice) and Dave Griffin, while Niki Meredith beat Bob King 2-1 among the Legends.

FORMULA LIBRE

Eamon Matheson's E5 topped the results when it lasted, beating Martin Daly's Formula Renault Tatuus in the second race by just over a second. Daly took the other two when the turbo machine came to a halt. David Nicholl, Henry Campbell and John Stewart took a win each in a small FF1600 field.

IRISH GLOBAL LIGHTS

Peter 'Mad Max' Drennan took two wins, but neither was certain until the final corner, with teenage sensation Sean Doyle, 'Global Godfather' Alan Byrne, Keith Dawson and Ben Conway all in the mix. The rains came in time for race three, which Paul Fitzpatrick won.

SALOONS/PUNTO ABARTH

Greer Wray's rhubarb and custard liveried Vauxhall Vectra took two victories, just ahead of Donal O'Neill's SEAT Cupra. Behind, Alastair Kellett and Gary Miller led the Punto Abarth brigade in a spectacular series of battles that never relented. In the third (wet) race the Abarths fought for second overall behind O'Neill, while the Vectra slithered around at the back on slicks.

Lurid Vectra of Wray won saloon races





MA5DA MX5 Mk3 CUP ANGLESEY, MAY 12-13

Palmer takes MX5 treble, but doesn't actually know it

CHRISSY PALMER

claimed three more Ma5da MX5 Cup victories at Anglesey to take his 2012 tally to six from nine rounds, but the race that gave him most satisfaction was the one he was not even sure he'd won.

"I don't care if I came second because that was so much fun," said the Formula Ford Festival winner, who had crossed the line side by side with Luke Herbert, with neither driver sure who had won when they were in parc ferme. Only when the printed results came out did realisation dawn on Herbert that he had lost out by six-thousandths of a second to Palmer, despite his advantageously-

positioned transponder.

Sunday morning's races were utterly dominated by Palmer, who had won twice at Silverstone and once at Snetterton before his first sight of the Welsh track. He led from Turn 11 (quirkily, the first corner of the lap as the normal startline was out of use) to the chequered flag.

Jordan Stilp's challenge for the first two races had faded on lap three of the opener when problems selecting a gear (he got through three 'boxes in the weekend) caused him to go off at the hairpin when running second. Paul Sheard and Herbert scrapped before completing the podium in both races.

The reversed-grid finale



Palmer (middle) won great scrap

delivered great action. Palmer started eighth but picked rivals off at Seamans on three successive laps, grabbing the lead from Stilp on the third lap. Stilp slipstreamed back through at School with a lap and a half to go, but that left the leaders three-wide through Rocket. Stilp was shuffled

back to third, but from nowhere Herbert emerged from the final hairpin in the lead, only to miss out on the drag to the line. Adam Gore completed a hat-trick of fourth positions.

● Ian Sowman

RESULTS (ALL 9 LAPS)

1 Chrissy Palmer; 2 Paul Sheard

+4.929s; 3 Luke Herbert; 4 Adam Gore; 5 Matthew Davies; 6 Jordan Stilp. **Fastest lap** Sheard 1m43.760s (72.85mph).

RACE 2 1 Palmer; 2 Sheard +5.267s; 3 Herbert; 4 Gore; 5 Stilp; 6 Davies.

FL Palmer 1m44.259s (72.51mph).

RACE 3 1 Palmer; 2 Herbert +0.006s; 3 Stilp; 4 Gore; 5 Sheard; 6 Davies. FL Herbert 1m44.302s (72.48mph).



Murphy leads newer cars of Winn and Short

NATIONAL POST-1989 FF1600 ANGLESEY, MAY 12-13

Murphy beats spinning Winn for three victories

JOHN MURPHY CLOSED the gap to Neil Winn at the top of the table with a treble. The Liverpoolian put his Van Diemen RF90 – a machine older than anything else in the 12-car field – on pole position and did little in the way of looking back.

A largely turgid opener was notable only for round-one winner Luke Cooper getting a touch from behind as he braked late for Rocket, sending him clattering into Jay Wheals. After early

place swaps, second was resolved in favour of Winn.

Sunday's first race was livelier. Murphy was unable to escape from Winn and Martin Short, but Winn then spun at Peel. David McArthur overtook Short for second there a lap later.

McArthur reeled Murphy in and looked for all the world like a man poised to make an unsuccessful final-lap bid for the lead, which he duly did, spinning back to third at Rocket.

In the finale, Winn tried to oust Murphy at Rocket on each of the last two laps, outbraking himself twice.

● Ian Sowman

RESULTS (ALL 13 LAPS)

1 John Murphy (Van Diemen RF90); 2 Neil Winn (Van Diemen LA10) +1.975s; 3 Martin Short (Van Diemen JL012K); 4 David McArthur (LA10); 5 Jamie Jardine (Ray GR11); 6 Tom McArthur (LA10). Class winner Winn. **FL** Murphy 1m34.968s (79.60mph). **RACE 2 1 Murphy; 2 Short +0.381s; 3 D McArthur; 4 Jardine; 5 Neil McArthur (LA10); 6 Winn. CW** Short. **FL** Short 1m34.093s (80.34mph). **RACE 3 1 Murphy; 2 Winn +1.337s; 3 Short; 4 D McArthur; 5 Luke Cooper (Swift SC10); 6 N McArthur. CW** Winn. **FL** Winn 1m34.793s (79.75mph).

FORMULA JEDI ANGLESEY, MAY 12-13

Trouble for Mitcham

"FOR THE FIRST 18 minutes that was a perfect race," reflected reigning Formula Jedi champion Richard Mitcham as he prepared to load up his engineless car ready to return home halfway through the Anglesey meeting.

The Bostonian had been comfortably heading the field in round three of the Jedi campaign when he sensed a problem two laps from the end and tried to nurse the car home.

"With hindsight I should have turned it off straight away," he said, after a water pipe came off, damaging the engine.

Mitcham had led from Dan Clowes initially, but Andrew Dunn had wrested second from him at the hairpin on lap six of 15, and then again on lap nine, to become the prime beneficiary of Mitcham's troubles.

Andy Ward made it up to third – which became second upon Mitcham's misfortune – two laps later, with Matthew Bett completing the podium after Clowes retired.

Bett was the revelation of the second race, starting from pole and keeping Dunn at bay until the eighth lap, and he immediately retaliated with a brave move at Church. Dunn cemented victory at the hairpin a lap later, with Bett finishing ahead of Clowes.

● Ian Sowman

RESULTS (15 LAPS)

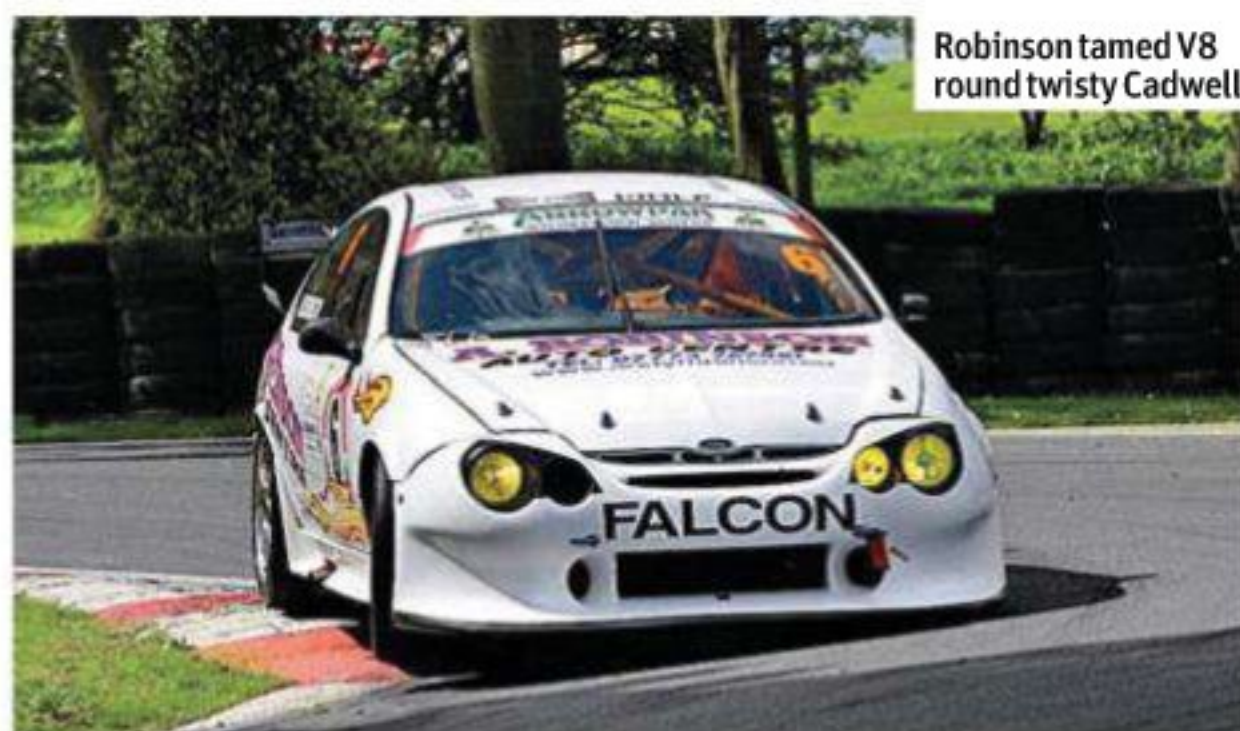
1 Andrew Dunn; 2 Andy Ward +0.646s; 3 Matthew Bett; 4 Richard Mitcham; 5 Barry Armstrong; 6 Michael Watton. CW Watton. **FL** Mitcham 1m23.905s (90.10mph). **RACE 2 (14 LAPS) 1 Dunn; 2 Bett +1.078s; 3 Dan Clowes; 4 Paul Butcher; 5 Armstrong; 6 Lee Morgan. FL** Dunn 1m24.355s (89.62mph).



Sports 2000 Pinto field tackles the challenge of Cadwell

EURO SALOONS & SPORTSCARS CADWELL PARK, MAY 13

Robinson's Falcon defeats BMW hordes



Robinson tamed V8 round twisty Cadwell

ANDY ROBINSON helped himself to a brace of clear-cut lights-to-flag victories from pole in his mighty seven-litre Ford Falcon as he threaded it through the tight confines of Cadwell Park.

First time out, with Vaughan Fletcher's very swift Subaru Impreza failing to make the grid due to electrical problems, it

was left to the BMWs of Garrie Whittaker, Dennis Crompton and Kevin Wendt to take the fight to Robinson.

In the early stages of the race Robinson romped clear of the field, but second-placed Whittaker slowly started to reel him in. "I had a little breather in the middle, but saw Garrie coming

and responded to that," admitted Robinson.

Whittaker had to settle for second, well clear of Crompton and Wendt. At the bottom end of the top six, Doug Ellwood managed to squeeze his Marcos Mantis past Ilsa Cox's SEAT on the final lap.

The second race had to be restarted after David Thomas's Renault Clio had made hefty contact with the tyrewall exiting Charlies. Robinson sprinted away from the rest of the field, and the refuelled Fletcher Subaru started a charge after lining up at the back of the grid. By lap five he was up to third and snatched second from Crompton at Coppice three tours later.

With Fletcher securing second the race concluded

with an excellent BMW battle between Crompton and Whittaker for the final podium position. The experienced Whittaker tried all he knew, but his efforts were not rewarded and he finished fourth.

● Graham Read

RESULTS (13 LAPS)

1 Andy Robinson (Ford Falcon); 2 Garrie Whittaker (BMW E36 M3) +2.415s; 3 Dennis Crompton (BMW M3); 4 Kevin Wendt (BMW E46 M3); 5 Doug Ellwood (Marcos Mantis); 6 Ilsa Cox (SEAT Leon Supra). **CW** Whittaker; Crompton; Wendt. **FL** Whittaker 1m32.437s (84.63mph) **record**.

RACE 2 (10 LAPS) 1 Robinson;

2 Vaughan Fletcher (Subaru Impreza) +22.760s; 3 Crompton; 4 Whittaker; 5 Cox; 6 Wendt. **CW** Crompton; Whittaker; Cox; Chris Boon (Honda Civic Type R). **FL** Robinson 1m33.283s (83.86mph).

IN BRIEF



Roche continued his winning form

MA5DA MX5 Mk1s

Tom Roche and Adam Gore – who didn't go head-to-head – each took two wins at Anglesey, with Welshman Roche still unbeaten as he looks to retain his title. Brian Chandler won the other race.

PRE-1990 FF1600

Stuart Jones came within 0.129s of a clean sweep of all three Anglesey races. He spun at the hairpin in the early stages of the finale but recovered to take the lead at the start of the final lap. Nigel Dolan got back in front at the final corner, however.

FORD XR CHALLENGE

John-Ifan Jones won the first two Anglesey races comfortably in his Escort, but the reversed-grid finale left him with an awful lot to do. XR3i man Phil Wright was ahead when the red flags flew, Jones's car having ignited.

COCKSHOOT CUP

Gary Wetton (LE500) headed the early laps at Anglesey but, as per the form book, David Coulthard (ZR) took the lead by the start of lap four. He headed a three-lap restart after Ashley Woodward's ZS assaulted the Anglesey pitwall.

MIGHTY MINIS

Defending champion Chris Slade worked hard for his victory in the first Cadwell encounter, resisting the challenges of Adrian Tuckley and David Marcussen. Later the tables were turned as Tuckley got the better of Slade and Marcussen.

SPORTS 2000

Mike Jenvey took the Duratec honours in his Jenvey-Gunn TS6 at Cadwell, although it took him 12 laps to overcome early leader Patrick Sherrington. Paul Streat extended his Pinto points lead in his Swift DB2 after a race-long battle with Alaric Gordon.

Jenvey won the Duratec encounter



BRSCC PORSCHES CADWELL PARK, MAY 13

Taylor charge can't prevent Porsche double for Stylin

RICHARD STYRIN WON twice in his Boxster, but he had to work far harder for the second trophy.

First time out, the Leeds-based driver claimed a dominant victory from pole, reaching the chequered flag over six seconds clear of best of the rest, Gerry Taylor. Behind the leading duo there was an excellent scrap for the final podium position between Richard Sykes and David Bearman, with Sykes just edging it.

Subsequently, Stylin again made the most of his pole position to lead Sykes through Coppice for the first time, before Taylor

quickly passed Sykes.

For lap after lap Taylor pressured Stylin, but was unable to find a way past. Sykes again held off Bearman for third.

● Graham Read

RESULTS (BOTH 12 LAPS)

1 Richard Stylin (Boxster); 2 Gerry Taylor (Boxster) +6.609s; 3 Richard Sykes (Boxster); 4 David Bearman (Boxster); 5 Adam Croft (Boxster); 6 Steven Boyles (Boxster). **CW** Stephen Potts (Boxster); Alastair Kirkham (924). **FL** Stylin 1m41.451s (77.11mph). **RACE 2** **1 Stylin;** 2 Taylor +0.475s; 3 Sykes; 4 Bearman; 5 Croft; 6 Boyles. **CW** Potts; Kirkham. **FL** Stylin 1m40.727s (77.66mph) **record**.



Stylin was the top Porsche driver



The Mini racers once again put on a great show

SUPER MIGHTY MINIS CADWELL PARK, MAY 13

Mini honours shared

A BRACE OF TYPICALLY entertaining Super Mighty Mini encounters resulted in wins for Chris Morgan and Gary Patterson.

Morgan won the opening contest after lining up second on the grid. An excellent start enabled him to lead the squabbling pack for the first seven laps of 11 before Patterson got ahead of him at Coppice. Morgan struck back on the final lap at Park, leaving Patterson and 2011 champion Elliot Stafford as his podium companions.

When the lights went out at the start of the second race, poleman

Morgan made a worse getaway than Patterson and the pattern of the race was established. Morgan kept Patterson honest, but had to settle for runner-up honours. Stafford tracked them, comfortably clear of Neven Kirkpatrick.

● Graham Read

RESULTS (BOTH 11 LAPS)

1 Chris Morgan; 2 Gary Patterson +0.393s; 3 Elliot Stafford; 4 Neil Slark; 5 David Kirkpatrick; 6 Neven Kirkpatrick. **FL** Patterson 1m50.494s (70.80mph). **RACE 2** **1 Patterson;** 2 Morgan +0.381s; 3 Stafford; 4 N Kirkpatrick; 5 Patrick Ford; 6 Slark. **FL** Morgan 1m50.220s (70.97mph).

NATIONAL RACES & RESULTS

BRC/BHC

KNOCKHILL/BARBON/HAREWOOD

BRC QUICK RESULTS

→ Supercar **Julian Godfrey**
→ Points leader **Godfrey**

"It was almost perfect"

Godfrey had a good day in Scotland



Tony Wiltshire had this off at Barbon

BRITISH RALLYCROSS KNOCKHILL, MAY 13

Godfrey makes a point with dominant display

JULIAN GODFREY

made winning look easy at Knockhill on a day when taming the most difficult track in British Rallycross was a real challenge.

It came eight months after Godfrey claimed his first event win – and the British crown – in pouring rain at the Scottish venue.

This time the day was dry, but mastering changing track conditions, as well as dealing with dust and the setting sun late in the day, presented new difficulties.

With a point available for the fastest time in practice, and just four laps to assess conditions and set it, there was no time to waste.

Godfrey demolished his rivals by being more than two seconds faster over a single lap. It set the

tone for the day.

His Fiesta was fastest in all three heats and he gained a bonus point for the fastest time of the day along the way, but was beaten away from pole at the start of the final. "The sun was setting and shining on the starting lights so I couldn't see them," he said. "I waited for Steve [Hill, who was alongside in his Mitsubishi] to move and then went. I did the Joker Lap on the first lap and pushed as hard as I could, but with the sun and the dust it was difficult."

"I hit the bank in the second corner on the third lap but got away with it, and then when Steve went into the Joker [section] on the last lap I got past him – it was almost perfect."



Godfrey was on fine form at Knockhill

Ollie O'Donovan had a quiet run to third and lost the points lead to Godfrey, while Pat Doran fended off Andy Grant and Simon Horton to land fourth in his new Citroen DS3, which looked scary on its debut but clearly has potential.

The Joker section played a decisive role in the Supernational A final too, James Bird making his pass

through on the last lap, by which time Ash Simpson had cut enough out of his lead to snatch the win.

● Tim Whittington

RESULTS – SUPERCAR A FINAL

(5 LAPS) 1 Julian Godfrey (Ford Fiesta VI); 2 Steve Hill (Mitsubishi Lancer E10) +2.3s; 3 Ollie O'Donovan (Ford Focus); 4 Pat Doran (Citroen DS3); 5 Andy Grant (Ford Focus); 6 Simon Horton

(Subaru Impreza).

SUPERNATIONAL (5 LAPS)

1 Ash Simpson (Lotus Exige); 2 James Bird (Renault ClioSport V6) +1.0s; 3 Michael Boak (Audi TT TDi); 4 Gary Dixon (Vauxhall Astra E GTE); 5 Malcolm Boyd (Toyota MR2 turbo); 6 Allan Tapscott (Vauxhall Corsa C rwd).

SUPERCAR POINTS

1 Godfrey, 48; 2 O'Donovan, 47; 3 Hill, 42; 4 Doran, 41; 5 Andy Scott, 29; 6 Grant 25.



Scott Moran was in peerless form

BRITISH HILLCLIMB CHAMPIONSHIP BARBON MANOR/HAREWOOD, MAY 12-13

Moran's perfect score puts him back in command

A LONG WEEKEND FOR

British Hillclimbers was dominated by Scott Moran, who took a maximum 40 points from the Barbon Manor/Harewood double-header.

Trevor Willis kept up his always-the-bridesmaid role with a trio of second places

plus a third at Harewood, while Lee Adams and Roger Moran were equal third highest of the scorers.

Adams scored well against what ought to be quicker opponents, while as Raptor team-mate Jos Goodyear continued his best-ever start to a season

by scoring three top-sixes.

Previous points leader Wallace Menzies (DJ-Cosworth Firestorm) had a difficult weekend.

He scored zero in Barbon's opening run-off with a mistake at the final hairpin, then took fifth later.

On Sunday he was excluded by the judge of fact for running wide at the unique Harewood finish line in the first stanza. Later he suffered a misfire and finished slowest.

Richard Spedding was

next best of the 1600s, behind the Raptor duo.

Harewood big-car specialist Oliver Tomlin made his seasonal debut in Yorkshire and took a satisfactory five points.

The latest Gould (the

motorcycle-powered supercharged GR59) made its first run-off appearance and scored at Barbon in the hands of Simon Moyse, who hasn't competed regularly for five seasons.

● Eddie Walder

BARBON MANOR

ROUND 3 1 Scott Moran (3.5 Gould-NME GR61X) 20.78s; 2 Trevor Willis (3.2 OMS-Powertec) 20.82s; 3 Lee Adams (1.6 GWR Raptor Extreme) 21.24s; 4 Roger Moran (3.5 Gould-NME GR61X) 21.30s; 5 Jos Goodyear (1.6 GWR Raptor Extreme) 21.60s; 6 Alastair Crawford (2.8 Gould-NME GR55) 21.98s; 7 Simon Moyse (1.3s Gould-Suzuki GR59) 22.34s; 8 Will Hall (3.5 Force-Nissan WH) 22.36s; 9 Richard Spedding (1.6 Force-Suzuki PC) 22.69s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 22.76s; 11 Lee Griffiths (1.6 OMS-Suzuki 25) 23.45s; 12 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 27.06s

ROUND 4 1 S Moran 20.51s BTD; 2 Willis 20.65s; 3 R Moran 21.07s; 4 Adams 21.17s; 5 Menzies 21.57s; 6 Bradburn 21.58s; 7 Tom New (Gould-Judd GR55) 21.68s; 8 Hall 21.75s; 9 Crawford 21.79s; 10 Goodyear 21.81s; 11 David Uren (1.6 Force-Suzuki PC) 22.14s; 12 Spedding 22.29s

Class winners Simon Butterworth (3.2 Porsche Boxster) 28.88s; Allan Warburton (1.8 Caterham) 26.19s; Andrew Russell (1.1 Ginetta G15) 29.17s; Paul Webster (2.0 Mazda MX5) 28.87s; Geoff Twemlow (2.0t Subaru Impreza) 27.14s; Peter Herbert (1.4 Westfield-Cosworth BDH) 26.76s; Simon Fidoe (1.1 Empire-Suzuki) 23.39s; Adams

21.31s **class record**; Moyse 22.64s; Willis 20.76s **class record**

HAREWOOD

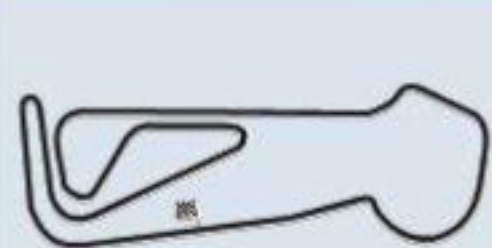
ROUND 5 1 S Moran 49.68s; 2 Adams 50.37s; 3 Willis 50.49s; 4 R Moran 50.92s; 5 Goodyear 51.06s; 6 New 51.55s; 7 Spedding 51.78s; 8 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 51.83s; 9 Bradburn 52.01s; 10 Alex Summers (1.3s DJ-Suzuki Firehawk) 52.12s; 11 Hall 52.73s; Menzies excluded.

ROUND 6 1 S Moran 49.38s BTD; 2 Willis 49.51s; 3 R Moran 50.11s; 4 Goodyear 50.27s; 5 Adams 50.32s; 6 New 51.02s; 7 Spedding 51.23s; 8 Tomlin 51.44s; 9 Summers 51.62s; 10 Hall 51.93s; 11 Mark Coley (2.5 Gould-Cosworth GR55) 52.89s; 12 Menzies 55.76s

CW Sarah Bosworth (1.8 Lotus Elise) 64.93s; Andrew Birkitt (2.0 Ford Escort Mexico) 73.57s; Robin Johnson (1.4 Austin Healey Progeye) 69.26s; David Paterson (1.6 Peugeot 106) 66.35s; Twemlow 68.54s; Les Mutch (2.5 Dax Rush Rover KV6) 57.24s **class record**; Graham Wynn OBE (1.6 Force-Suzuki LM001) 55.27s; Mike Manning (2.0t Ford Puma Cosworth) 59.37s; Fidoe 54.93s; Adams 50.70s **class record**; Summers 52.39s; S Moran 50.01s

POINTS 1 S Moran, 57; 2 Willis & R Moran, 44; 4 Adams, 40; 5 Goodyear, 25; 6 Menzies, 23; 7 New, 18; 8 Spedding, 16; 9 Hall, 14; 10 Summers, 13.

SPORTS EXTRA RESULTS ROUND-UP



Snetterton 300



Oulton Park International



Silverstone National



Brands Hatch Indy



Bishopscourt



Anglesey International



Cadwell Park

Bewinged GTV of Evans won Snett Alfa race by half a minute



SNETTERTON 300
BRITCAR, MAY 12

PRODUCTION CUP (42 LAPS)

1 Peter Cunningham/Mark Cunningham (SEAT Leon Supercopa); 2 Michael Symons (BMW M3) +26.339s; 3 Dave Cox/Jason Cox (M3); 4 Paul Black/Clive Bailie (Leon Supercopa); 5 Adam Hayes/Mark Ratcliffe (M3); 6 Nigel Ainge/Mike Jordan (Honda Accord). **Class winners** Black/Bailie; Simon Mason/Rory Bryant (Ginetta G40). **Fastest lap** M Cunningham 2m02.144s (87.50mph).

ALFA ROMEO (10 LAPS) 1 Roger Evans (GTV); 2 Anthony George (156) +30.466s; 3 Bryan Shrubbs (33); 4 Guy Hale (147 GTA); 5 Ray Foley (GTV); 6 Robin Eyre-Maunsell (75). **CW** Shrubbs; Foley; Eyre-Maunsell; Neil Smith (147 20); Barry McMahon (Punto). **FL** George 2m07.712s (83.68mph).

4TWO CUP (BOTH 8 LAPS)

1 David Moore; 2 Jake Jackson +16.15s; 3 Sarah Moore; 4 Howard Kayman; 5 Simon Horribin; 6 David Nash. **CW** Rob Baker. **FL** Jackson 2m32.109s (70.26mph).

RACE 2 1 D Moore; 2 Jackson +0.795s; 3 S Moore; 4 Horribin; 5 Kayman; 6 Nash. **CW** Baker. **FL** Jackson 2m31.492s (70.55mph).

OULTON PARK
AMOC, MAY 12

EQUIPE GTS (15 LAPS)

1 Keith Ahlers (Morgan Plus 4 SLR); 2 Robert Rawe (Austin Healey) +2m48.719s; 3 Mark Hobble (Morgan Plus 4); 4 Graham Coles (MGA); 5 Richard McKoen (Triumph TR4A); 6 Nick Wilkins (MGA). **CW** Coles; Stuart Downward (Lancia Fulvia).

FL Ahlers 2m05.547s (77.19mph).

AMR GT4 CHALLENGE (62 LAPS)

1 Pierre Mantello/Olivier Bouche; 2 Chris Kemp/Tiffany Chittenden -1lap; 3 Mike Brown/Paul Cripps/David West; 4 Sid Sadique/Paul Whight; 5 Richard Taffinder/Tim Eakin; 6 Kenneth Greenburg/Andreas Kramer. **FL** Mantello/Bouche 1m47.743s (89.94mph).

HERITAGE GT/SUNBEAMS (16 LAPS)

1 Joss Ronchetti (Talbot Sunbeam Lotus); 2 Zoe North (Sunbeam Tiger) +1m10.732s; 3 Ken Culverwell (Mamba Lotus 23); 4 Chris Draycott (Sunbeam Alpine); 5 Paul Clayson (Tiger); 6 Stephen Chapman (Alpine Harrington). **FL** John Dickson (RAM Cobra) 1m52.569s (86.09mph).

PRE-WAR SPORTS (8 LAPS)

1 Clive Morley (Bentley 3/4.5); 2 John Waterson (Lagonda Rapier) +16.670s; 3 Richard Reay-Smith (Lagonda LG45); 4 Paul Wright (Aston Martin Ulster); 5 Richard Hudson (Bentley two-seater); 6 Mike Inglis (Austin 7 Ulster Special). **FL** Waterson 2m21.126s (68.67mph).

SILVERSTONE
MSVR MAY 12-13

QUAIFE MOTORSPORT NEWS

SALOONS & INTERMARQUE

(BOTH 14 LAPS) 1 Matt Moore (RSR Escort); 2 Bill Cookson (Caterham 7) +0.776s; 3 Keith White (BMW Z4); 4 Richard Smith (Vauxhall Tigra); 5 Jeff Simpson (Vauxhall Tigra); 6 Mick Robertson (VW Corrado). **CW** White; Simpson; Ashley Hargreaves (Peugeot 306); Paul Eve (Ford Sierra Sapphire); Nigel Owen (Caterham R300); Gavin Thomson (Peugeot 205); Nick Proudlock (Ford Escort); Brett Lindsey (Ford Fiesta ST). **FL** White 1m00.596s (97.45mph).

RACE 2 1 Cookson; 2 White +1.173s; 3 Moore; 4 Simpson; 5 Robertson; 6 Daniel Smith (Peugeot 206). **CW** White; Simpson; Hargreaves; Eve; Thomson; John Chaisey (Caterham 7); Owen; Proudlock; Vic Hope (Honda Civic Type R). **FL** Moore 1m00.347s (97.85mph).

RADICAL CLUBMAN'S CUP (17 LAPS) 1 Bradley Smith (SR3); 2 Paul Marsham (SR3) +29.592s; 3 Mark Abbott (PR6); 4 Andy Cummings (SR3); 5 Brian Murphy (PR6); 6 Ben Dimmack (PR6). **CW** M Abbott. **FL** Smith 55.239s (106.90mph).

RACE 2 (22 LAPS) 1 Smith; 2 Marsham +26.059s; 3 Dimmack; 4 Murphy; 5 Phil Abbott (SR3); 6 Bill Henderson (PR6). **CW** Dimmack. **FL** Smith 55.222s (106.94mph).

PRODUCTION BMW (BOTH 13 LAPS)

1 Mike Tovey (320i); 2 Stuart Waite (320i) +6.428s; 3 Matthew Parkes (320i); 4 Simon Glenn (320i); 5 Alex Green (320i); 6 Jack Gabriel (320i). **FL** Gabriel 1m13.223s (80.65mph).

RACE 2 1 Tovey; 2 Parkes +0.890s; 3 Ben Winrow (320i); 4 Glenn; 5 Waite; 6 Green. **FL** Winrow 1m13.049s (80.84mph).

CLUB MSV TRACKDAY TROPHY

(37 LAPS) 1 Jason Dzenis/Robin Welsh (Peugeot 205); 2 Andrew Ball/Adrian Walker (Porsche 968) +28.850s; 3 Mark Nenadic (Renault Clio); 4 Darren Goes (Audi S3); 5 Richard Preece/James Reed (Ginetta G20); 6 Ray Honeybone (Renault Clio). **CW** Ball/Walker; Chris Slaton/Andrew Stacey (Peugeot 306 Rallye); Ben Roberts/John Chambers (Mazda MX5). **FL** Dzenis/Welsh 1m07.814s (87.08mph).

MONO 1600/1800/MOTO (14 LAPS)

1 Adrian Wright (GEM AW3); 2 Geoff Fern (JKS TFR 11) +1.725s; 3 Marc Fortune (Jedi Mk6); 4 Jason Timms (Spreads RMO7); 5 Christian Parker (Seward F1010); 6 Dan Levy (Jedi Mk4). **CW** Paul Britten (Van Diemen RF00); Nigel Davers (Van Diemen RF89). **FL** Wright 57.018s (103.57mph). **RACE 2 (15 LAPS)** 1 Wright; 2 Timms +2.328s; 3 Dax Ward (Jedi Mk6);

4 Parker; 5 Ewen Sergison (Swift SC99Z); 6 Britten. **CW** Sergison; Mat Jordan (Van Diemen Formula Vauxhall Junior). **FL** Ward 58.074s (101.68mph).

MONO 2000/CLASSIC (16 LAPS)

1 Malcolm Scott (Dallara F398); 2 Robbie Watts (Lola F106/03); 3 Anton Spires (Tatuus FRenault); 4 Tony Bishop (F398); 5 Jared Wood (Vauxhall Lotus Mk2); 6 Richard Purcell (Dallara F301). **CW** Wood. **FL** Scott 56.550s (104.42mph).

RACE 2 (13 LAPS) 1 Scott; 2 Bishop +11.023s; 3 Jim Blockley (Ralt RT3); 4 Spires; 5 Falco Wauer (Mygale); 6 Antonio Impieri (Tatuus FRenault). **CW** Blockley. **FL** Scott 56.587s (104.36mph).

VAG TROPHY (BOTH 14 LAPS)

1 Daniel Rose (SEAT Leon Cupra R); 2 Chris Levett (VW Golf GTI Mk6) +76.28s; 3 Ken Lark (VW Corrado VR6); 4 Paul Taylor (Golf R32 Mk5); 5 Barrie Culley (VW Vento VR6); 6 Len Simpson (Vento VR6). **CW** Tony Taylor (Golf VR6 Mk3). **FL** Rose 1m05.802s (89.74mph).

RACE 2 1 Rose; 2 Joe McMillan (Leon Cupra R Mk2) +16.15s; 3 Simpson; 4 James Bradley Silverstone (VW Beetle RSD); 5 Martyn Culley (Beetle RSD); 6 Simon Tomlinson (Golf GTI Mk5). **CW** T Taylor. **FL** Rose 1m05.847s (89.68mph).

GOLF GTI Mk2 (BOTH 13 LAPS)

1 Jamie Martin; 2 Kevin Glover +70.63s; 3 Henry Wright; 4 Colin Hays; 5 Peter Milne; 6 Josh Johnson. **CW** Alex Harris. **FL** Martin 1m11.173s (82.97mph).

RACE 2 1 Martin; 2 Wright +10.006s; 3 John Mawdsley; 4 Johnson; 5 Darren Bedford; 6 Milne. **CW** Harris. **FL** Martin 1m10.965s (83.21mph).

BRANDS HATCH
BARC, MAY 12-13

MAZDA MAXS (21 LAPS)

1 Will Chappell; 2 Paul Roddison +10.775s; 3 Jonathan Halliwell; 4 Jeremy Shipley; 5 Bafel Ahmed; 6 Robert Chilcott. **CW** Roddison. **FL** Chappell 57.184s (76.04mph). **RACE 2 (21 LAPS)** 1 Roddison; 2 Halliwell +0.518s; 3 Shipley; 4 Ahmed; 5 Chilcott; 6 Alan Robinson. **CW** Chris Bexon. **FL** Chappell 57.141s (76.10mph).

CLUBMANS CUP (20 LAPS) 1 Paul Gibson (Nemesis K11); 2 Spencer McCarthy (Mallock Mk20B) +26.384s; 3 Ian Crombie (Mallock Mk28B Proto); 4 Daniel Gibson (Nemesis K11); 5 Marcus Bicknell (Mallock Mk35 EB Honda S2000); 6 Alex Champkin (Vision V84). **CW** D Gibson. **FL** P Gibson 47.125s (92.27mph). **RACE 2 (20 LAPS)**

1 P Gibson; 2 D Gibson +48.542s; 3 Michelle Hayward (Mallock Mk27); 4 Champkin; 5 Jason Money (Mallock Mk26); 6 Barry Webb (Mallock Mk23B). **CW** D Gibson. **FL** P Gibson 47.161s (92.20mph).

CLASSIC FF2000 (15 LAPS)

1 Ian Pearson (Van Diemen RF83); 2 Scott Temple (Van Diemen RF82) +7.724s; 3 Tom Pope (Van Diemen RF82); 4 Richard Wallington (Van Diemen RF83); 5 Jon Finch (Van Diemen RF82); 6 Phil Hart (Van Diemen RF82). **FL** Pearson 49.318s (88.17mph). **RACE 2 (24 LAPS)** 1 Temple; 2 Wallington +1.851s; 3 Paul Burt (Van Diemen RF82); 4 Pope; 5 Finch; 6 Hart. **FL** Pearson 49.548s (87.76mph).

CLASSIC FF1600 (17 LAPS) 1 Stuart Kestenbaum (Van Diemen RF79); 2 David Brise (Royale RF1) +5.713s; 3 Nigel Lingwood (Van Diemen RF83); 4 Mark Grant (PRS RH01); 5 Dave Lowe (Lotus); 6 Steve Pearce (Van Diemen RF78). **CW** Lowe. **FL** Lingwood 52.519s (82.80mph).

PRE-90 FF1600 (23 LAPS) 1 Stuart Kestenbaum (Van Diemen RF79);

2 Steve Bradley (Van Diemen RF80) +2.490s; 3 Ian Jeary (Elden Mk8); 4 Martyn McGryllen (Van Diemen RF80); 5 Terry Durdin (Crossle 25F); 6 Calum Frost (MRE). **FL** Kestenbaum 52.804s (82.35mph).

BISHOPSCOURT
LMC, MAY 12-13

NORTHERN IRISH SEVENS/STRYKER SPORTS CARS/LEGENDS (12 LAPS)

1 Ryan Magennis (1.0 GMS Honda); 2 Alan Davidson (1.0 GMS Honda) +0.149s; 3 Trevor Allen (1.0 Stryker Honda); 4 Graham Moore (1.0 Westfield Honda); 5 Alan Watkins (1.8 Stryker Ford); 6 Bill Griffin (1.8 Stryker Ford). **CW** Watkins; Niki Meredith (1.2 Legend). **FL** Davidson 1m17.186s (85.07mph). **RACE 2 (7 LAPS)** 1 Davidson; 2 Magennis +1.706s; 3 Allen; 4 Jack Boal (1.0 Locost Honda); 5 Wesley McCreary (1.0 MK Indy Honda); 6 Watkins.

CW Watkins; Bobby King (1.2 Legend). **FL** Davidson 1m18.026s (84.16mph). **RACE 3 (12 LAPS)** 1 Davidson; 2 Magennis +0.231s; 3 Allen; 4 Boal; 5 Dave Griffin (1.8 Stryker Ford); 6 Watkins.

CW Griffin; Meredith. **FL** Davidson 1m17.563s (84.66mph). **FORMULA LIBRE/FF1600 (ALL 13 LAPS)** **RACE 1** 1 Martin Daly (2.0 Tatuus Renault); 2 Jonathan Deaker (2.0 Tatuus Renault) +15.961s; 3 Geoffrey Moffett (2.0 Van Diemen F1r1); 4 David Nicholl (1.6 Reynard FF89); 5 Henry Campbell (1.6 Reynard FF83); 6 Brendan Duggan (1.6 Van Diemen RF84). **CW** Nicholl. **FL** Daly 1m09.408s (94.61mph). **RACE 2** 1 Eamon Matheson (1.3t E5 Suzuki); 2 Daly +1.020s; 3 Deaker; 4 Moffett; 5 Campbell; 6 Nicholl.

CW Campbell. **FL** Matheson 1m09.963s (93.86mph). **RACE 3** 1 Daly; 2 Deaker +1.735s; 3 Stanley Watson (2.0 Van Diemen F1r1); 4 John Stewart (Reynard FF84); 5 Campbell; 6 Moffett. **CW** Stewart. **FL** Daly 1m10.470s (93.16mph).

GLOBAL GT LIGHT (12 LAPS) 1 Peter Drennan; 2 Alan Byrne +0.138s; 3 Keith Dawson; 4 Ben Conway; 5 Sean Doyle; 6 Paul Fitzpatrick. **FL** Byrne 1m13.482s (89.36mph). **RACE 2 (12 LAPS)** 1 Drennan; 2 Doyle +0.165s; 3 Conway; 4 Byrne; 5 Dawson; 6 Mark Braden. **FL** Byrne 1m13.868s (88.89mph). **RACE 3 (9 LAPS)**

1 Fitzpatrick; 2 Drennan +1.093s; 3 Dawson; 4 Byrne; 5 Braden; 6 Derek Hogan. **FL** Drennan 1m23.011s (79.10mph). **NI SALOONS/FIAT PUNTO ABARTH (12 LAPS)** 1 Greer Wray (3.2 Vauxhall Vectra); 2 Donal O'Neill (1.8t SEAT Cupra) +0.438s; 3 Alastair Kellett (1.8 Fiat Punto Abarth); 4 Gary Miller (1.8 Fiat Punto Abarth); 5 Barry John McHenry (1.8 Fiat Punto Abarth); 6 Gordon Kellett (1.8 Fiat Punto Abarth). **CW** A Kellett. **FL** O'Neill 1m19.216s (82.89mph). **RACE 2 (11 LAPS)**

1 Wray; 2 O'Neill +0.603s; 3 Peter Carvill (1.8t SEAT Cupra); 4 Miller; 5 A Kellett; 6 G Kellett. **CW** Miller. **FL** Wray 1m19.049s (83.07mph). **RACE 3 (11 LAPS)** 1 O'Neill; 2 Miller +1.300s; 3 A Kellett; 4 McHenry; 5 G Kellett; 6 Paul Copeland (1.8 Fiat Punto Abarth). **CW** Miller. **FL** O'Neill 1m26.595s (75.83mph).

ANGLESEY
BRSCC, MAY 12-13

MASDA MX5 Mk1 (ALL 11 LAPS)

1 Brian Chandler; 2 Ben Short +1.337s; 3 Carl Powell; 4 Richard Lambert; 5 Simon Goddard; 6 Chris Lovett. **FL** Goddard 1m49.404s (69.10mph). **RACE 2** 1 Adam Gore; 2 James Blake-Baldwin +5.379s; 3 Rhys Jenkins; 4 Ed Gay; 5 Matthew Lambert; 6 Alan Henderson. **FL** Gore 1m48.884s (69.43mph).

RACE 3 1 Tom Roche; 2 Chandler +6.078s; 3 Goddard; 4 Charlie Charman; 5 Alex Preston; 6 Richard Lambert. **FL** Roche 1m49.581s (68.98mph).

RACE 4 1 Gore; 2 Scott Leach +13.452s; 3 Short; 4 Henderson; 5 M Lambert; 6 Paul Bishop. **FL** Gore 1m49.820s (68.83mph).

RACE 5 1 Roche; 2 Blake-Baldwin +0.177s; 3 Jenkins; 4 Gay; 5 Preston; 6 Charman. **FL** Jenkins & Blake-Baldwin 1m49.623s (68.96mph).

NORTHERN PRE-1990 FF1600

(13 LAPS) 1 Stuart Jones (Reynard 89FF); 2 Nigel Dolan (Van Diemen RF86) +1.037s; 3 Ian Parkington (Reynard 84FF); 4 John Farrell (Merlyn Mk20); 5 Christopher Stones (Van Diemen RF86); 6 John Wilkinson (Van Diemen RF86). **CW** Dolan; Farrell. **FL** Dolan 1m36.256s (78.54mph). **RACE 2 (9 LAPS)** 1 Jones; 2 Dolan +4.879s; 3 Colin Williams (PRS RH01); 4 Farrell; 5 Parkington; 6 Wilkinson. **CW** Dolan; Williams.

FL Jones 1m36.331s (78.47mph). **RACE 3 (13 LAPS)** 1 Dolan; 2 Jones +0.129s; 3 Parkington; 4 Williams; 5 Andrew Thomas (Reynard 89FF); 6 Farrell. **CW** Jones; Williams.

FL Jones 1m36.241s (78.55mph). **FORD XR CHALLENGE (11 LAPS)** 1 John-Ian Jones (XR3i); 2 Phil Wright (XR3i) +8.060s; 3 Steve Poole (XR2); 4 Michael Heath (XR2); 5 Craig Brookfield (XR2); 6 Tony Rudd (XR2). **CW** Poole. **FL** Jones 1m49.266s (69.18mph).

RACE 2 (11 LAPS) 1 Jones; 2 Wright +5.571s; 3 Poole; 4 Lee Bowron (XR3i); 5 Brookfield; 6 Rudd. **CW** Poole. **FL** Jones 1m50.087s (68.67mph). **RACE 3 (7 LAPS)** 1 Wright; 2 Heath +6.863s; 3 Brookfield; 4 Poole; 5 Lee Shropshire (XR2); 6 Ralph Fernihough (XR2). **CW** Heath. **FL** Wright 1m50.431s (68.45mph).

MG COCKSHOOT CUP (3 LAPS) 1 David Coulthard (ZR); 2 Gary Wetton (LE500) +3.148s; 3 Sean Peters (Midget); 4 David Morrison (Midget); 5 Stephen McKie (B); 6 Helen Waddington (ZR). **CW** Wetton; Ian Wright (Midget). **FL** Coulthard 1m43.348s (73.15mph).

MASDA MXISOR (9 LAPS) 1 Kevin Dengate (MX150R); 2 Adam Gore (MX5) +31.171s; 3 James Blake-Baldwin (MX5); 4 Matthew Lambert (MX5); 5 Simon Goddard (MX5); 6 Alan Henderson (MX5). **CW** Gore. **FL** Dengate 1m44.649s (72.24mph). **RACE 2 (11 LAPS)**

1 Dengate; 2 Jonathan Blake (MX150R) +3.499s; 3 Gore; 4 Goddard; 5 Brian Chandler (MX5); 6 M Lambert. **CW** Gore. **FL** Dengate 1m44.831s (72.11mph).

CADWELL PARK
BRSCC, MAY 13

MIGHTY MINIS (BOTH 10 LAPS)

1 Chris Slade; 2 Adrian Tuckley +10.00s; 3 David Marcussen; 4 Kelvin Fletcher; 5 Dan Palmer; 6 Wesley Dunford. **FL** Marcussen 1m58.371s (66.09mph). **RACE 2** 1 Tuckley; 2 Slade +0.592s; 3 Marcussen; 4 Kit Stevens; 5 Fletcher; 6 Palmer. **FL** Slade 1m58.472s (66.03mph). **SPORTS 2000 DURATEC (21 LAPS)**

1 Mike Jenvey (Jenvey-Gunn TS6); 2 Patrick Sherrington (MCR Sportscar) +1.949s; 3 Robert Oldershaw (Gunn TS11); 4 Anders Fredricsson (Lola T87/90); 5 Nick Bates (Lola B07/90); 6 Harry Chapman (Lola TMS). **CW** Mike Turner (MCR Sportscar). **FL** Jenvey 1m24.817s (92.23mph) record. **SPORTS 2000 PINTO (16 LAPS)** 1 Paul Street (Swift DB2); 2 Alaric Gordon (Carbir CS2) +1.224s; 3 Damian Griffin (Lola T598); 4 Peter Needham (Tiga SC82); 5 Colin Feyerabend (Lola T90/90); 6 Mike Johns (Royale S2000M). **CW** Griffin; Needham. **FL** Griffin 1m34.203s (83.04mph) record.

TOMLINSON: KIDS THE KEY TO GINETTA PLANS

Ginetta chief Lawrence Tomlinson has some forthright views on UK motor racing. He spoke to KEVIN TURNER

Since taking control of Ginetta six years ago, Lawrence Tomlinson has become a big player on the UK motorsport scene. Not only has the ex-club racer launched three new models, he has also got two Ginetta championships onto the prestigious British Touring Car bill.

One of those is Ginetta Junior, for 14 to 17-year-olds, which gives Tomlinson an interest in the grassroots level of the sport – and he has some strong opinions.

He feels, for example, that having the 750 Motor Club's Saxmax championship, the BRSCC's new Fiesta Junior series, and InterSteps – as well as Ginetta Junior – means there are too many series aimed at young drivers.

"You've got Fiesta Juniors competing with Saxmax – it would be better to have one front-wheel-drive series," he says for starters.

"Why would you let Fiestas come in when you have Saxos?"

Unsurprisingly, Tomlinson feels his higher-profile series is the best, and believes the existence of the Ginetta Challenge and GT Supercup means his Junior graduates are more likely to stay in the sport.

"With junior series it is unique because you lose them as they get older," he says. "There is a natural progression with Ginettas – you can take the G40 Junior and race it in a senior series just by taking the restrictor plate out and changing the cams.

"People have tended to skip that and go from Juniors to G50s. I think it's because they want to stay on the

TOCA package, it's what they know and what their sponsors know.

"We've got a very sensible formula for junior drivers. I think the MSA should stop certain series and I'd like to see more of a structure around junior racing."

Tomlinson also feels the exposure Ginetta Junior drivers get will help them when they climb the ranks.

"You get off the podium and you're interviewed live on TV," he says. "Where else can you get that? We're nurturing British talent and I genuinely think you could get a Jenson Button or Lewis Hamilton come through us."

But is that really the best way? Drivers like Hamilton and Button have reached the top via high-level karting and then single-seaters. Should 14-year-olds not stay in karting rather than risk more expensive damage bills racing what are essentially small GT cars?



Tomlinson doesn't think so: "The typical guy who is coming to us has done six years of karting – what more are they going to learn? If you're going to go into cars I think you're better off in Ginetta Juniors.

"You're learning the circuits and understanding the procedures. It gives you an advantage and a clear example of that is Seb Morris [winning] in Formula Renault BARC this year. Karting is fantastic for control, but you've got more complexities with cars."

There's also the issue of safety – some Junior races can be rather fraught – but that is something Tomlinson feels strongly about too (see panel, right).

"I've got four kids and I would genuinely prefer they were in a Ginetta Junior than a kart," he says. "Ginetta Juniors are 10 seconds or so slower than a G50. When you go somewhere like

Silverstone, it's pretty hard for them to hit anything. There's a huge margin and they're strapped into the car."

It's not just about potential F1 drivers, of course. With chances in top-level single-seaters becoming ever harder to come by (without millions of pounds to fund them), increasing numbers of youngsters are turning to sportscars or touring cars.

Tomlinson has links to both. He helped former Ginetta Junior and G50 champion Nigel Moore to Le Mans, funded 2011 GT Supercup champion Adam Morgan into the BTCC, and is hoping to take his latest G55 model up the GT ladder.

"If you look at F1 today, a sportscar career seems attractive to young drivers," he adds. "You can make a pretty good living driving sportscars and you can go on until you're 50 or so."

Tomlinson's decision not to award a BTCC drive to the 2012 GT Supercup champion, after doing so for Morgan, could be seen as a move away from the tin-top route, but the man himself says he just likes trying different things.

"I randomly decided to offer the touring car prize," he says. "There was no strategy. I thought it was an interesting thing to do. If you look at the speed of the G55 it is similar to the BTCC. It's good training.

"We're bringing people into motorsport who might not necessarily have come. If you look at the touring car package, 50 per cent of the drivers are driving, or have driven, Ginettas. At some point the BTCC old guard will change and you'll see more people who have come through Ginettas."



Tomlinson says Ginetta Junior is a good learning ground



A VERY SAD LESSON



Cobra replica racers pictured in previous race

LAWRENCE TOMLINSON WAS AN INEXPERIENCED CLUB RACER when he went to Cadwell Park to drive his Ginetta in the 750 Motor Club's Sports Racing and GT Challenge in 2002.

He found himself in a fight with the more powerful Cobra clones of Tony Clinkard and Stefan Gilboy, and was given a harsh demonstration of the dangers of the sport when the two clashed approaching the fast Coppice left-hander. In the ensuing crash, both were killed and the meeting was abandoned. "I really had no idea about racing," recalls Tomlinson. "It was just to get another tick on my licence so I could go to Spa and race a historic.

"I got a fantastic start and then got mobbed by all the fast cars. I wanted to stay out of it and then I lost fourth gear. But I could press one of the Cobras and hounded him.

"I decided to settle back, but then I was passed by another Cobra and I sat behind them.

"They came together near the start-finish line. It was a huge crash and it happened in front of me; it was like in slow motion. I drove through the wreckage and it was quite clear one was dead and the other didn't look good.

"It was horrific because I knew a lot of the guys on the grid were mates. From that point on, and being a mechanical engineer, I've always looked at it from the point of view that the cars *will* crash, rather than they *might*, so we're continuously developing safety."



Ginetta graduates Wrathall (leading) and Morgan in the BTCC



Tomlinson feels BRSCC Fiesta Junior is a step too far

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week

Teams united to battle Williams garage blaze



Formula 1's true sporting spirit

Few can deny the satisfaction of seeing Williams on the top step of the podium again. Maldonado's surprise victory seemed to be warmly received by the whole paddock, but the fire in the Williams garage after the race was a reminder of the persistent dangers of motorsport.

That it was dealt with so swiftly by members of all teams showed unity, selflessness and courage. The teams rightly battle hard on the track, but Sunday afternoon in Spain was a demonstration of true sport, both during and after the race, and it is why I am proud to support motorsport at all levels.

Nigel Day, Witney, Oxon

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. HAMILTON LOSES SPANISH GP POLE
2. McLAREN SET TO SWITCH TO HIGHER NOSE
3. BUTTON QUICKEST IN PRACTICE TWO
4. DAMON HILL TO MAKE RACING RETURN
5. SCHUMACHER RENEWS PIRELLI ATTACK

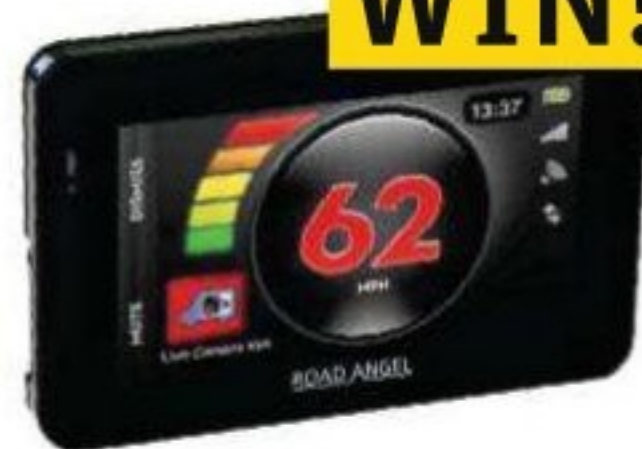
AUTOSPORT.COM PLUS

TOP STORY ONLINE

THE DAY WE LOST GILLES

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

Five races – five winners. Is it exciting? The WWE aspect of F1

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

EDITORIAL CONTACT mail@autosport.com

The Pirelli tyres are

awesome. F1 purists respect the expansion of skill and discipline they bring to the competition.

The Pirellis have returned the huge spectrum of performance needed to win. They require the best strategy, precision driving, perfect crew work, perfect set-up to get you both a great grid position and durability in the race, and car design which distributes the forces perfectly to wring all the grip out of the tyre for the longest time.

They challenge everyone

to the max, and the exciting qualifying, great racing and wild races are the result of the difficulty in solving the tyre mystery.

Johnnie Crean
Hawaii

Another cracker in Spain.

It is clear now that Pirelli is bringing 'rain' to every GP.

It wasn't that long ago that F1 people were muttering about having sprinklers installed at tracks for random soakings.

Rain, always the great equaliser of car performance, is sometimes described as a

lottery. Mark Webber commented ruefully that "the tables have turned". Which is great, as this unpredictability and focus on the driver being the ultimate controller of car performance in 2012 is exactly what we want in F1.

Paul Irwin
Bexleyheath

What's most shocking about

the fire in the Williams pit was the lack of preparedness by the circuit.

No fire tender with foam on standby, instead they had to rely on team members to put out the fire and track-side

marshals delivering extinguishers by truck! If it wasn't for these individuals' bravery, who knows what tragedy could have occurred.

Martin Brennan
By email

It was with astonishment that I heard the penalty given to Lewis Hamilton. This surely was a team error not a driver error, therefore the team should have been punished; the mechanism is there to remove points from the constructors' championship.

Jim Watters
West Knighton

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

CHEVROLET WTCC MERCHANDISE

From £14.99 (autosport.com/shop)

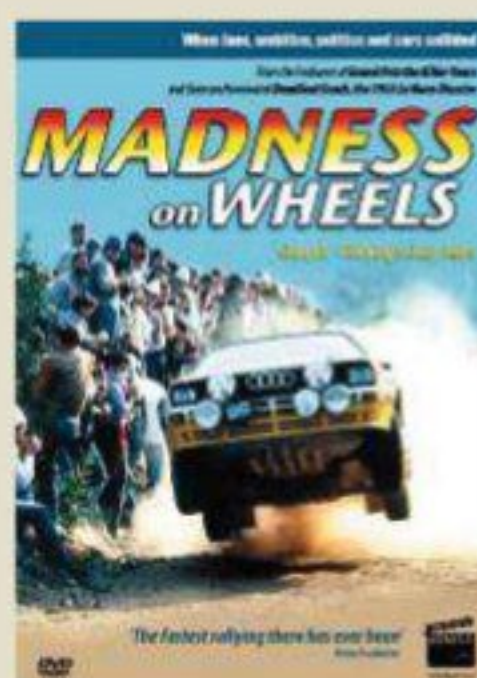
If the Chevrolet World Touring Team clobber is as successful as the Ray Mallock-run Cruze tin-tops, then watch out all other official merchandise. If you're a fan of Rob Huff, Yvan Muller or Alain Menu – and want everyone to know – check out this little lot: team cap (£14.99), team T-shirt (£19.99), team polo (£29.99), team sweat (£49.99), team shirt (£54.99) and team jacket (£109.99).



MARCO SIMONCELLI PRINT

£75
(autosport.com/shop)

This original artwork by Colin Carter is a tribute to Gresini MotoGP ace Marco Simoncelli, who was killed in the opening few laps of last October's Malaysian GP at Sepang. The giclee print of the Italian flat-out on the #58 Honda measures 90 x 70 cm and is limited to 850 prints. The frame is not included.



MADNESS ON WHEELS DVD

£24.90 (52 mins)
(rallywebshop.com)

An incredible film from an incredible era of world rallying, this is a thorough account of the Group B era, including the glorious highs and the shocking lows. The in-depth analysis includes Joaquim Santos's Portugal crash, with eye-witness accounts and an interview with his co-driver Miguel Oliveira.



BUTTON 1:43 McLAREN

£59.99
(autosport.com/shop)

Spark's 1:43-scale McLaren MP4-26 model replicates the car used by Jenson Button to win the 2011 Hungarian GP. It's a poignant model and the perfect collector's piece as the race marked the 2009 world champion's 200th start since 2000 and the fifth anniversary of his first grand prix win.

HOT ON THE WEB THIS WEEK

YOUTUBE: VILLENEUVE DRIVES HIS DAD'S FERRARI 312T4



SEARCH FOR: Jacques Villeneuve drive his father's car (3:46)

Watched over by Ferrari president Luca di Montezemelo and current drivers Fernando Alonso and Felipe Massa, Jacques Villeneuve drives his father Gilles's 1979 312T4 around Fiorano on the 30th anniversary of his death in 1982.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK (BRSCC)

19-20 May

Admission: £10 (Saturday)
£20 (Sunday)

Tel: 01332 810048

The Superstars International Series comes to the UK and stars ex-F1 drivers Johnny Herbert and Vitantonio Liuzzi.

CROFT (DDMC)

19-20 May

Admission: £12

Tel: 01325 721815

Croft hosts the Northern Saloon and Sports Car Championship and Saker Challenge on both days and the VW Fun Cup on Saturday evening.

LYDDEN (SEMSEC)

19 May

Admission: £12

(Under 12s free)

Tel: 01304 830557

Double headers dominate Saturday at Lydden with the Saloon and Sports Car Championship heading the bill.

OULTON PARK (BARC)

19 May

Admission: £13

Tel: 01829 760301

ROCKINGHAM (BARC)

19-20 May

Admission: £13

Tel: 01829 760301

Sports Saloons, 125cc Karts, MG Owners' Club, Honda V-Tec, Chevron GR8, Crossle 9S and Spirit of the 60s sportscars make up the schedule at the Northamptonshire venue.

SNETTERTON (MSVR)

19-20 May

Admission: Free

Tel: 0871 5084722

The BeNeLux Race Car Championship comes to Snetterton for the UK round of its championship.

SILVERSTONE (HSCC)

19-20 May

Admission: £9

Tel: 0844 3728200



New DTM battlers head to Brands Hatch

BRANDS HATCH DTM (MSVR)

May 19-20

Admission: £15 (Saturday)
£35 (Sunday)

Tel: 01474 872331

The DTM returns to Brands Hatch and McLaren test driver Gary Paffett leads for Mercedes with fellow Brit Jamie Green in second. BMW has returned after 20 years away, Bruno

Spengler taking victory in the second round at Lausitz. Former F1 drivers David Coulthard and Ralf Schumacher also feature. Fellow ex-F1 driver Damon Hill will make his racing return in the DTM supporting Volkswagen Scirocco Cup on Saturday, and there's European F3 action too.

Porsche is always a favourite at 'Ring 24



NURBURGRING 24 HOURS

ADAC Zurich 24 hour race

May 19-20

www.nuerburgring.de

The Nurburgring 24 Hours attracts over 220,000 fans to the legendary Nordschleife. The 2012 editions of the German enduro again caters for sportscars and tin-tops of all shapes and sizes – and levels of ability. Support comes in the shape of two races for the burgeoning British GT Championship.

WTCC

Rd 6/12

Salzburgring, Austria

May 20

www.fiawtcc.com

NASCAR SPRINT CUP

Non-points All-Star race

Charlotte, USA

May 19

www.nascar.com

NASCAR NATIONWIDE

Rd 10/33

Iowa, USA

May 20

www.nascar.com

NASCAR TRUCK SERIES

Rd 5/22

Charlotte, USA

May 18

www.nascar.com

V8 SUPERCARS AUSTRALIA

Rd 5/15

Phillip Island, Australia

May 19-20

www.v8supercars.com.au

Television

THURSDAY MAY 17

1240-1445 [Motors TV](#)
European F3: Pau replay
1445-1650 [Motors TV](#)
Grand-Am: New Jersey highlights
1650-1855 [Motors TV](#)
ALMS: Laguna Seca highlights
2100-2230 [Sky Sports F1](#)
Spanish GP Highlights

FRIDAY MAY 18

1310-1515 [Motors TV](#)
NASCAR Nationwide: Darlington
1900-2000 [Sky Sports F1](#)
Legends: John Surtees
2100-2230 [Sky Sports F1](#)
Formula 1 season review 2006

SATURDAY MAY 19

0100-0200 [1500-1600](#),
2000-2100 [Sky Sports F1](#)
The F1 Show
1100-1450 [Sky Sports F1](#)
Spanish GP replay
1340-1515 [Motors TV](#)
GP3: Barcelona highlights
1500-1600 [ESPN](#)
ALMS: Laguna Seca highlights
1515-1620 [Motors TV](#)
British F3: Pau highlights
1600-1700 [ESPN](#)
Grand-Am: New Jersey highlights
1720-1750 [Motors TV](#)
Mobil 1: The Grid
2000-2030 [Eurosport 2](#)
WTCC qualifying: Salzburgring

0030-0430 Premier Sports LIVE

NASCAR Sprint Cup:
Charlotte All-Star race

SUNDAY MAY 20

0745-0815 [Eurosport LIVE](#)
WTCC warm-up: Salzburgring
0900-0940 [Sky Sports F1](#)
1982 Monaco GP
0940-1020 [Sky Sports F1](#)
1983 Monaco GP
1005-1110 [Motors TV LIVE](#)
Superstars: Donington race 1
1020-2250 [Sky Sports F1](#)
Back-to-back replays of the
2007-2011 Monaco GPs
1155-1250 [Motors TV](#)
VW Scirocco Cup: Brands Hatch
1200-1415 [Eurosport LIVE](#)
WTCC races 1 & 2: Salzburgring
1245-1430 [ESPN LIVE](#)
DTM: Brands Hatch Live
1510-1600 [Motors TV LIVE](#)
Superstars: Donington race 2
2100-2340 [Motors TV](#)
NASCAR Nationwide: Iowa

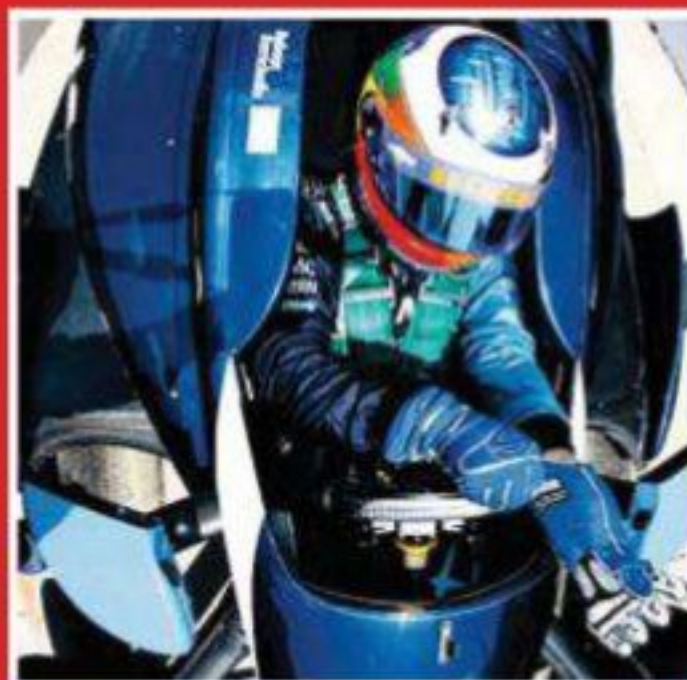
MONDAY MAY 21

1600-1715 [ESPN Classic](#)
Driven: Graham Hill
1900-2000 [Sky Sports 2](#)
NASCAR Sprint Cup: Charlotte

Online

AUTOSPORT.COM PLUS

Coming up in our premium web content this week



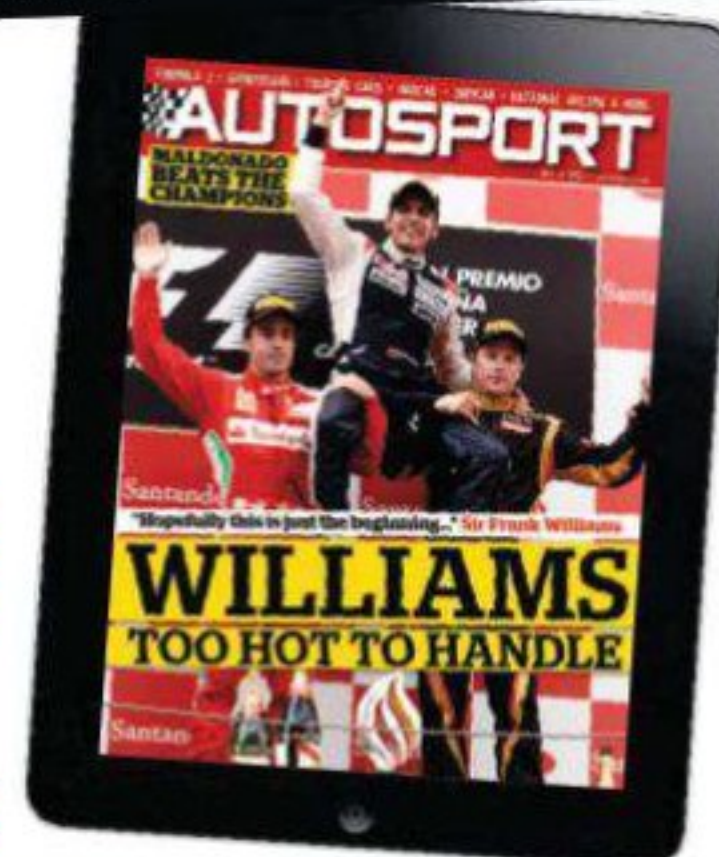
BARRICHELLO IN INDYCARS

On AUTOSPORT Plus this week, find out what Rubens Barrichello has made of his first three months in IndyCar with our US editor Mark Glendenning. Plus read Toby Moody's exclusive chat with MotoGP head honcho Carmelo Ezpeleta as he delves into the murky depths of the CRT versus prototype motorbike debate.

ON THE iPad THIS WEEK

VIDEO

- **ON-BOARD LAP FROM PAU F3 WITH SAINZ JR**
- **JAMES CALADO'S EXCLUSIVE BLOG**
- **CARROLL SHELBY TRIBUTE**



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Thankfully the Williams garage fire was contained



FOR A SPLIT-SECOND, two words sprung into my mind on Sunday, 90-or-so minutes after the finish of the Spanish Grand Prix at Barcelona: Bradford City.

Sky Sports switched from a live paddock interview to an ominous pall of smoke, billowing out of the Williams garage, for a couple of horrifying moments it felt it might develop like that dreadful day in May 1985 – one of British football's worst stadium tragedies. A live TV broadcast from what should have been a joyous celebration, that instead looked like it had the potential for carnage.

Thankfully, there was

no loss of life, no-one emerging from the smoke engulfed in flames like that terrible day in Yorkshire, when a title-winning celebration game ended with 56 dead, God rest their souls. Everyone who saw those scenes on TV will live with it forever.

Television can be a powerful, and quite frightening, medium when an unexpected disaster unfolds live. Pitlane reporter Ted Kravitz was interviewing Alex Wurz at the time of the explosion just a few yards away, and one of his cameramen, Dave Stanford, then grabbed one of the Williams

mechanics from the flames. There's an amazing photo doing the rounds on the internet; that bloke deserves a gallantry medal.

Kravitz handled the situation well, giving a running commentary of the chaotic scene in front of him and quickly paying tribute to the way personnel from rival teams descended on the garage to help fight the fire. "What a horrible end to a brilliant day's racing," he summed-up

appositely on the hoof.

The BBC had the back of the garage covered with its cameras, giving a bizarre panorama if you were watching both on split-screen. If anything, the huge column of smoke from that side looked more scary than the open-ended front, and I don't blame Jake Humphrey, DC, EJ and Gary Anderson for not wishing to get too close.

A nasty moment handled well by all.
Revved Up

"Television can be a powerful, and quite frightening, medium when an unexpected disaster unfolds live"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Barcelona to Corsica, via Sitges

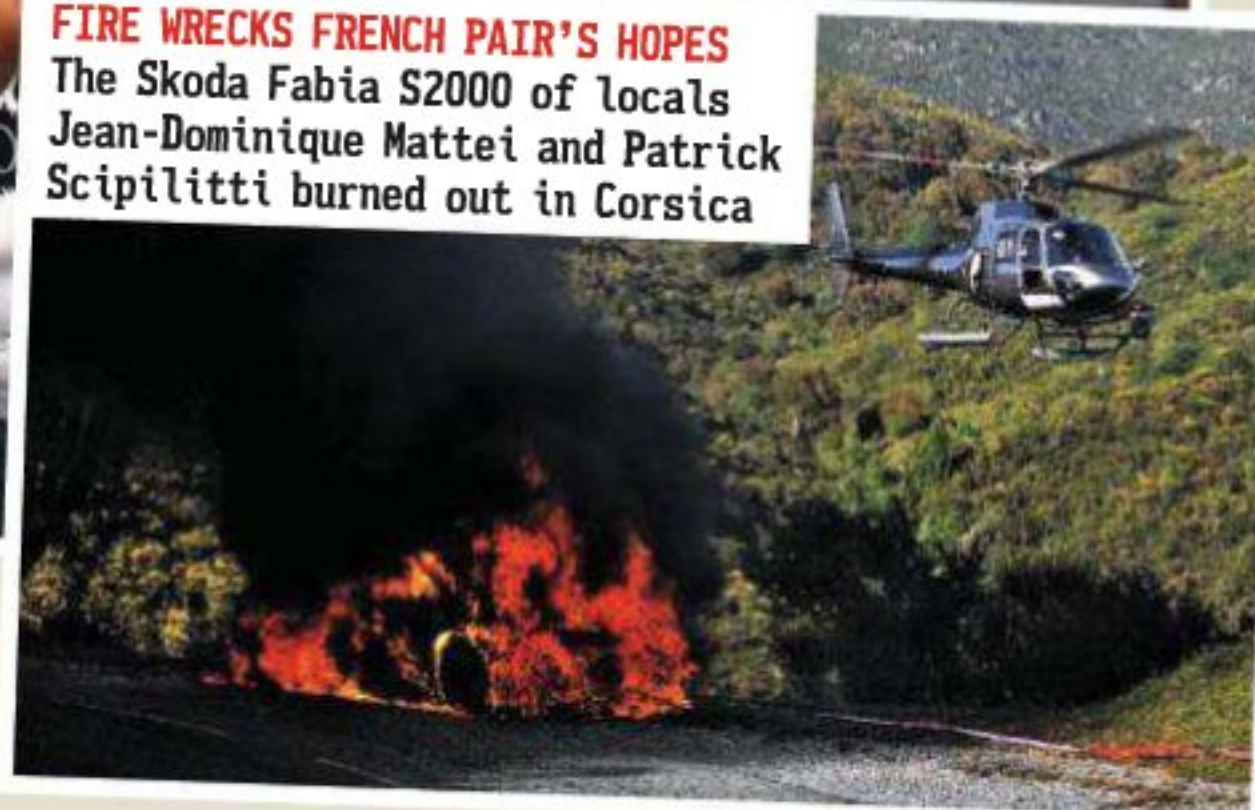


GO FASTER PASTOR!

Spanish GP hero Pastor Maldonado carries his 12-year-old cousin Manuel to safety following the post-race fire in the Williams garage

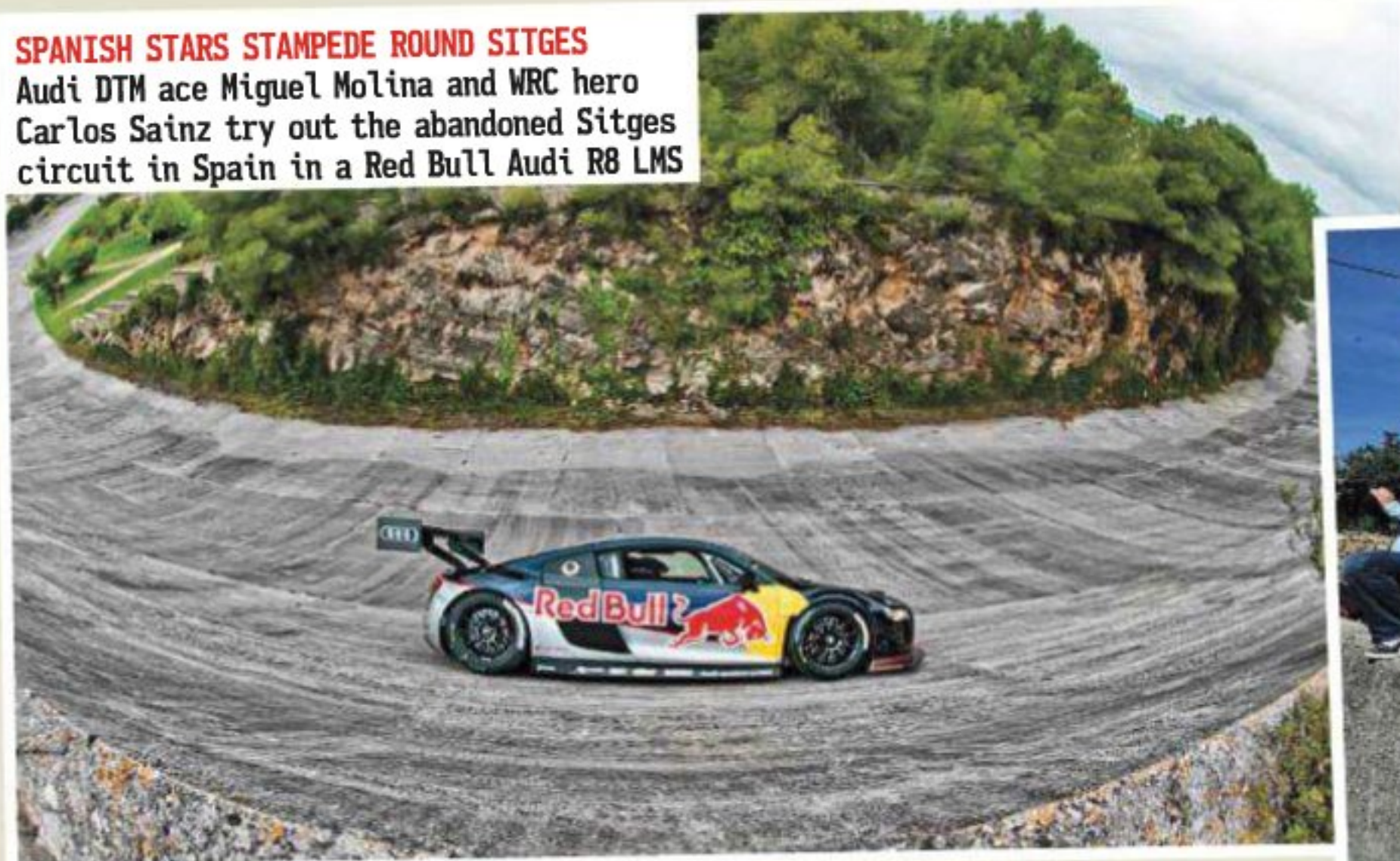
FIRE WRECKS FRENCH PAIR'S HOPES

The Skoda Fabia S2000 of locals Jean-Dominique Mattei and Patrick Scipilitti burned out in Corsica



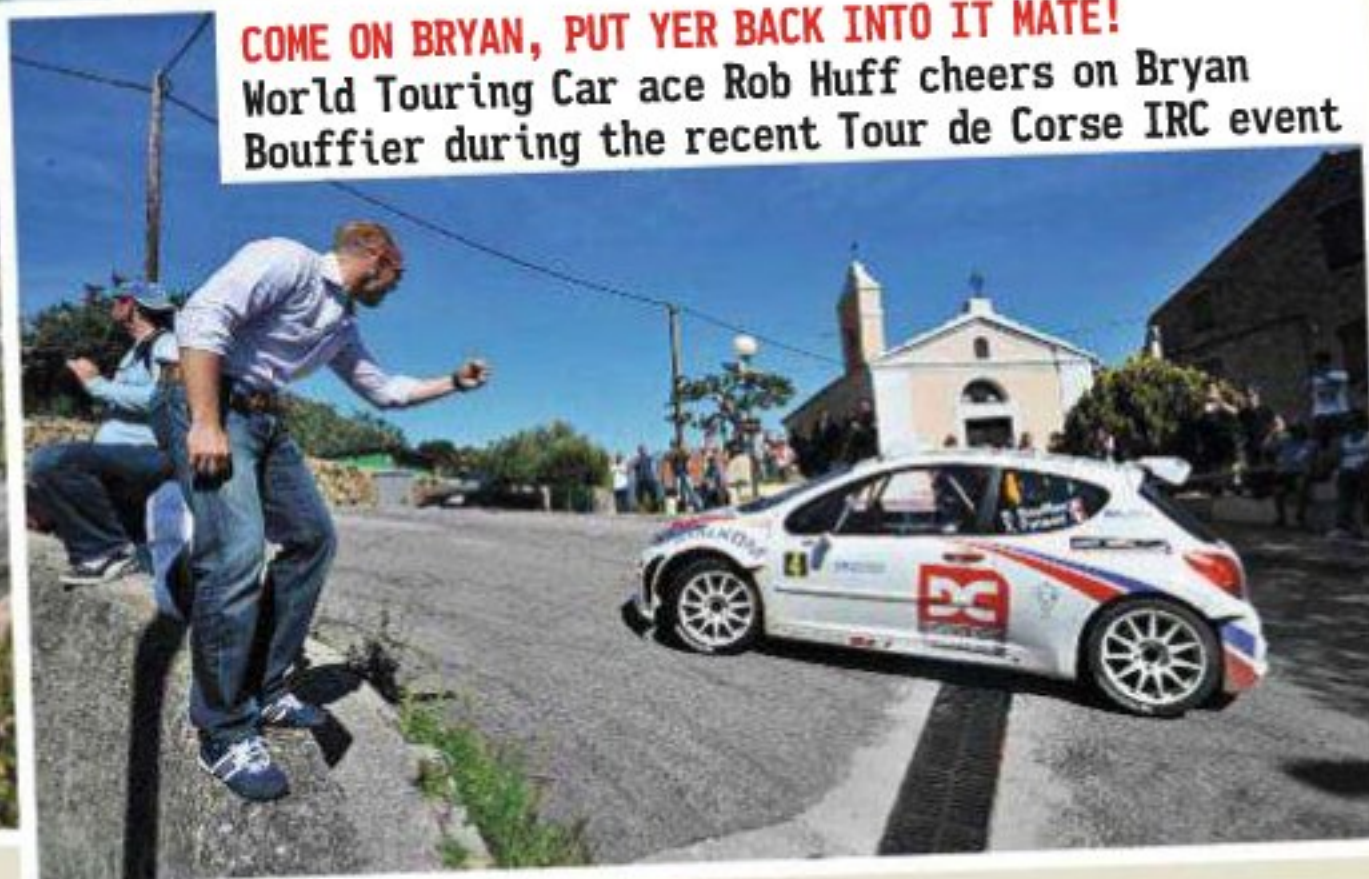
SPANISH STARS STAMPEDE ROUND SITGES

Audi DTM ace Miguel Molina and WRC hero Carlos Sainz try out the abandoned Sitges circuit in Spain in a Red Bull Audi R8 LMS



COME ON BRYAN, PUT YER BACK INTO IT MATE!

World Touring Car ace Rob Huff cheers on Bryan Bouffier during the recent Tour de Corse IRC event

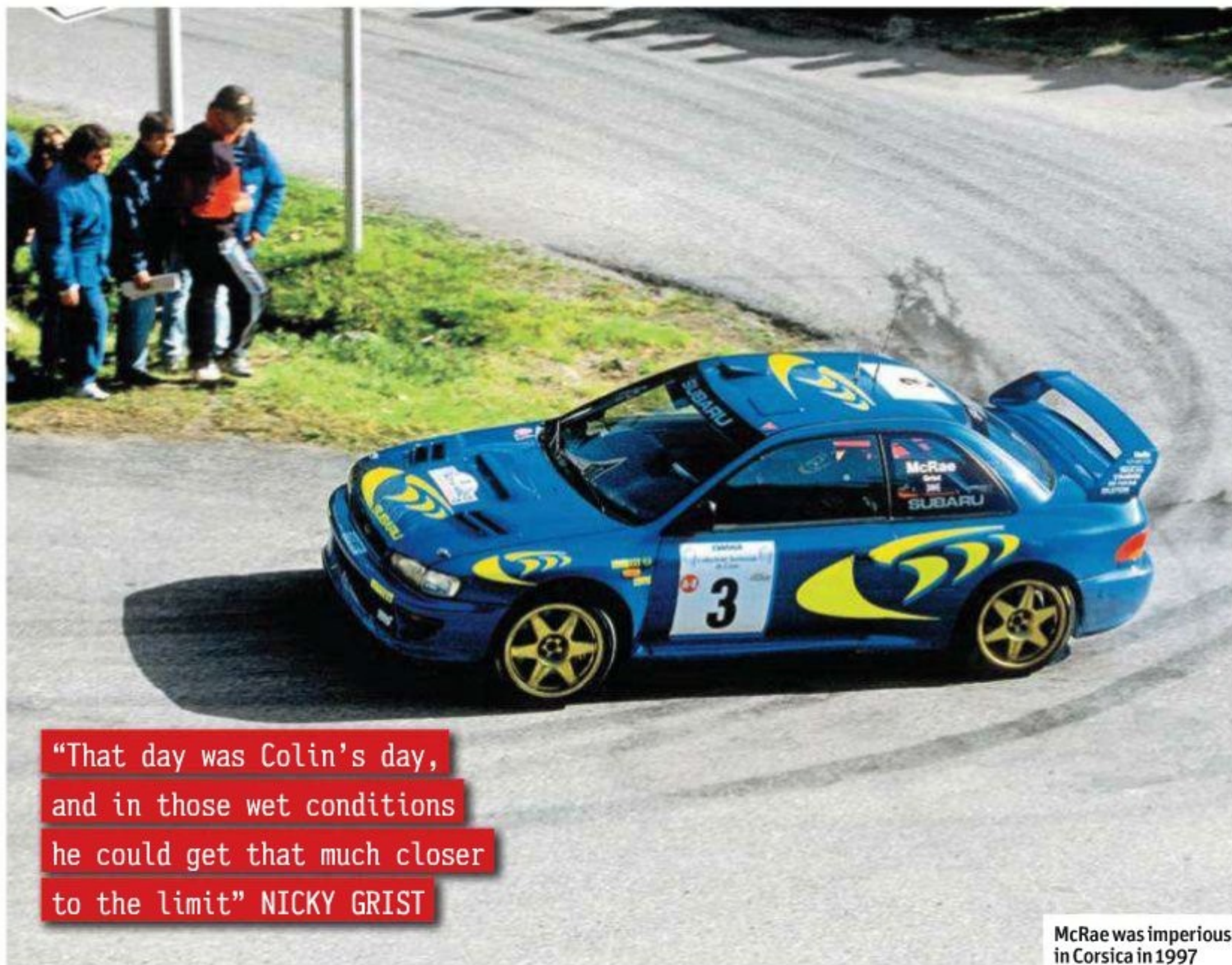


PICS: ETHERINGTON/LAT, LESSMAN/REBULL

NEXT WEEK FULL INDIANAPOLIS 500 PREVIEW
WHY 2012 COULD BE A CLASSIC **DON'T MISS IT!**

FROM THE ARCHIVE

Colin McRae wins Tour de Corse, May 1997



"That day was Colin's day, and in those wet conditions he could get that much closer to the limit" NICKY GRIST

McRae was imperious in Corsica in 1997

"I LOOKED ACROSS AT CARLOS [SAINZ] AND SAW THAT he was looking a bit down. When he's like that I know he's vulnerable..."

To date, Colin McRae is still the only Briton to have triumphed in the Tour de Corse. His 1997 victory had not always appeared likely though – at least, not since an errant tyre choice on the seventh stage lost him a chunk of time and left him hanging on to seventh.

A string of fastest times on day two drew him ever closer to the leaders, and when the aggressive two-wheel-drive Peugeot 306 Maxis struggled on the final day, he was up into second. One stage remained, however, and on the 34km run from Propriano to Ajaccio he still had a seven-second deficit to Carlos Sainz to make up.

What resulted was one of his finest drives. As rain began to fall, conditions that suited his Subaru's Pirellis rather than Sainz's Michelin-shod Ford, he began to eat into the Spaniard's advantage. With 10km to go, they were level. At the end, the swing was complete: the deficit transformed into an eight second victory.

"We were on catch-up scenario," McRae's long time co-pilot Nicky Grist recalls. "We'd lost about 30s, and we had met the dreaded Makinen cows – luckily about 200m past the crest Tommi did."

"We'd had a hell of a good second day though, and when we came into Propriano, with one stage to go, we were seven seconds behind. It was going to be a last-stage dash, and then it started to spit... and we knew the Pirellis were good in the wet."

"Colin drove an absolute blinder, like a man possessed. As the rain fell he just pushed so incredibly hard. I could feel how much he was on the limit, but everything felt good. There was never an 'Oh my God!' moment. Colin just had that knack of being able to take a few extra seconds when other people were absolutely on the ragged edge."

"I think some of it was Colin wasn't afraid of the car stepping out. The finer aspects of Tarmac rallying are keeping it smooth, but on this event, with the mixed surfaces – gravel and dirt – it just worked for him. That aggressive streak, of never giving up – the same streak that I think cost him many victories and possibly titles – worked so well."

"That day was his day, and in those wet conditions he could get that much closer to the limit. It just worked perfectly for us. Although incredibly fast, it also felt incredibly smooth. Some of my memories of that rally are a bit sketchy, but I will never forget that last-stage dash. It was one of his greatest drives."

THIS WEEK IN...



MAY 17 1963

RACING GREEN ADORNED THE

cover of AUTOSPORT this week in 1963 in celebration of Jim Clark's dominant victory in the International Trophy Race at Silverstone.

A crowd of over 100,000, as well as HRH Princess Margaret, flocked to the British circuit for the BRDC's *Daily Express* meeting – which was at the time among the most prestigious events in the country.

After several support races – which included a victory for Graham Hill's Jaguar E-type in the GT event – Clark proceeded to dominate the International Trophy Race. In a field including Hill, John Surtees, Innes Ireland and Bruce McLaren, he led 49 of the 52 laps, averaged over 108mph and eventually established a winning margin – over McLaren – of 24.8 seconds.



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ERIC VAN DE POELE

■ Spa 24 Hours, Spa-Francorchamps ■ August 1-2 1987 ■ BMW M3 ■ Victory amid travel chaos



Van de Poele shared the winning BMW M3

I HAD TO REALLY CONVINCE

BMW to let me do the Spa 24 Hours in 1987. It was on the same weekend as the DTM race at Wunstorf – 250 miles away – but they eventually agreed.

I did practice and qualifying at Spa on the Wednesday and Thursday and then got a helicopter to take me to Wunstorf, where I did DTM qualifying. I was third on Friday, but not happy, so I did Saturday morning too. I'd timed the lap on my watch in the car, and I was happy, but there was no chance to find out where I was because I had to go back to Spa in the helicopter.

As I stepped onto the Tarmac at Spa, I found out I'd got pole, so I was happy, but by the time I came to leave Spa – after two double stints during the night (seven hours in total) I was really tired. The big problem was that it was raining and there was no chance for the helicopter, so we had to go to Liege and fly a small plane over to Germany. It was really tight.

There was nobody from BMW waiting for us at the airport so we had to get a taxi, and the girl

"We got to the motorway junction at Spa and the police said, 'There's a race going on, you can't go there'. I said, 'I know, I've just won' and ignored them"

driving was amazing. I was sure we'd be late, but when we arrived the cars were still on the pre-grid – including mine.

I leapt out of the taxi – helmet already on – ran across the pitlane and onto the track. "I'm here," I shouted as I barged past my mechanics. I'd just fastened

my seatbelts when we got the instruction to go for the warm-up lap; it was that close. I finished third in the race, and took the championship lead, but I knew Spa was still going on, so I decided to get back.

It was still raining, so it was back to the airport, the plane

and Liege. We got there five minutes after the finish, and we had to find out who had won.

A little guy with a hat on came to the plane. "Who won at Spa, who won at Spa?" I asked him.

"Erm, it was a BMW," he said. I said, "Martin? Theys?" (my co-drivers). "No," he said. So I listed the other drivers: Giroix, Sala, Ratzenberger... Every time: "No". My wife turned around and said, "Van de Poele?"

"Yes," he said. What a crazy way to find out you've won.

We got in the car and made for Spa. When we got to the motorway junction at Spa, the police were there and said, "Stop. There's a race going on. You can't go there." I said, "I know. I've just won." They told me to go away, but I ignored them and just drove past. Soon I had a motorbike chasing me! I arrived at the top of Eau Rouge and started running through the crowds to get to the podium, probably looking really stupid. But I was too late.

I'm still trying to make up for it by winning again! ❄️
Eric van de Poele was talking to Jamie O'Leary

IN PROFILE



BELGIAN ERIC VAN DE POELE IS the most successful driver in the Spa 24 Hours, with five wins. The 1985 Belgian and Benelux FFord champion, he joined BMW two years later and won the DTM at his first attempt. After winning in the ETCC, he switched back to single-seaters and was the FIA F3000 runner-up in '90. After five GPs for Modena, Brabham and Fondmetal in 1991-92, he moved to sportscars and won the Sebring 12 Hours twice as well as Petit Le Mans.

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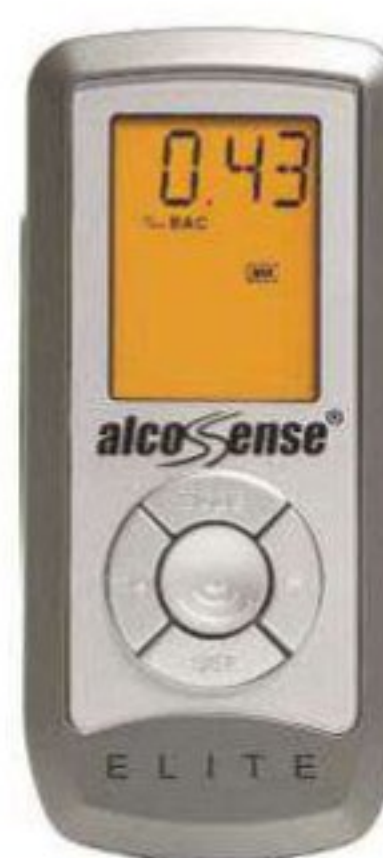
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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



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