

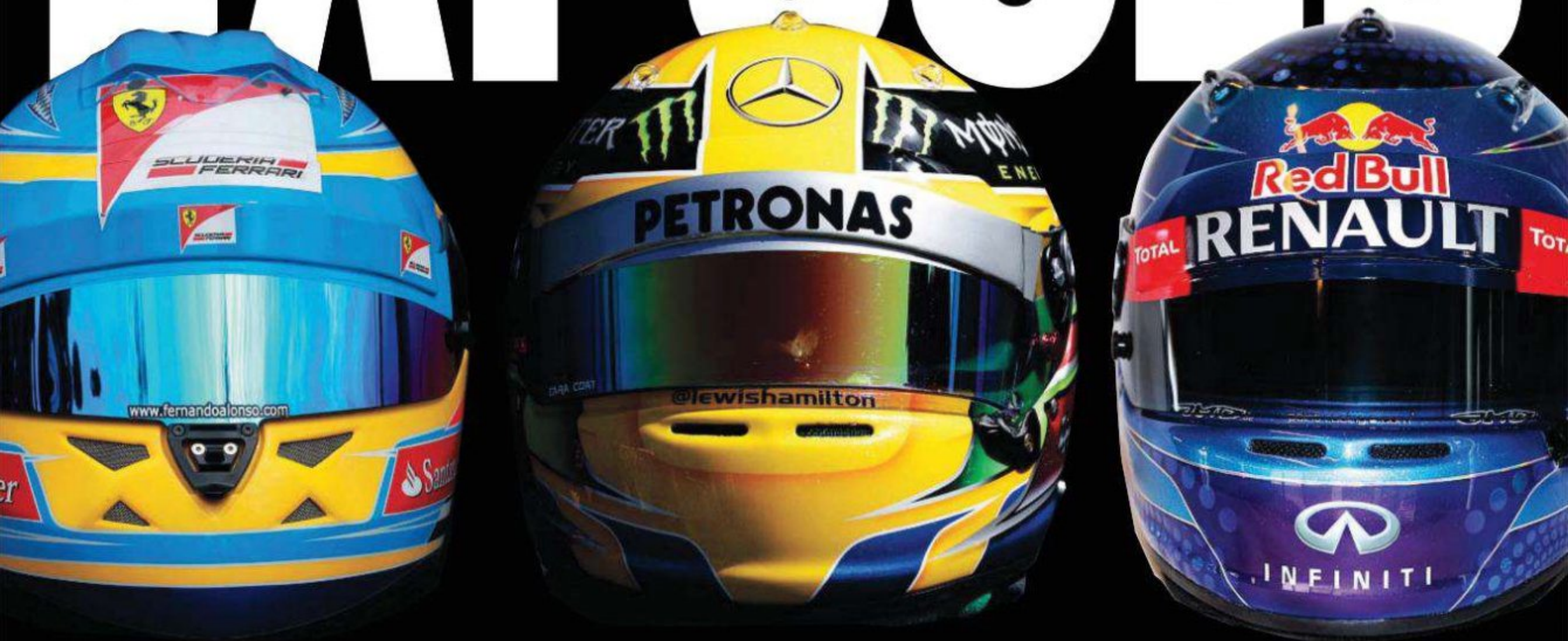
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MARK HUGHES REVEALS KEY TO SPEED OF F1 STARS

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Pole Position

Time for Vettel to face the music at Shanghai

AFTER HIS TEAM-MATE TREACHERY IN MALAYSIA, Sebastian Vettel will face the music in this weekend's Chinese Grand Prix as we surely ask: what happens if the same situation arises again?

I'm with Damon Hill on this — read his outspoken column on [page 23](#) — in that I'd much rather see team-mates battling it out on the track (Red Bull-style) than a procession (Mercedes-style). Nico Rosberg's acceptance of a 'Multi 10-9' order not only said a lot about his psychological make-up compared to Vettel's, but reminded me of a phrase his old team boss Norbert Haug was fond of: "Show me a good loser and I'll show you a loser."

And did I miss the memo that the race order is decided at the final pitstops? I thought it was the chequered flag that finished the racing... I need to know, because I wouldn't want to miss the European F3 race at Silverstone on Sunday morning to watch a processional F1 finish.

Top billing at Silverstone is reserved for the World Endurance Championship opener. Six hours of the world's best sportscars racing around a classic track — that's as unmissable as the next Webber v Vettel face-off.



CHARLES BRADLEY EDITOR
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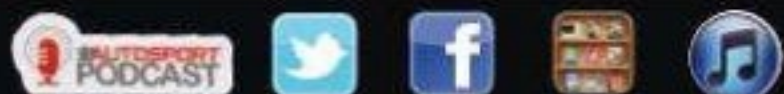


Bamber's week



RAGING BULLS IN A CHINA SHOP?
— LET'S HOPE SO!

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AUTOSPORT



Alonso, Vettel
and Hamilton
compared, [p13](#)

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The best track and TV action in the coming week

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Didier Theys, Watkins Glen 6 Hours, 1998

THE BIG PICTURE

One of the few international motor races to take place in Africa, the World Touring Car Championship's event at Marrakech in Morocco drew huge interest at the weekend

4





This week in F1



Vandoorne
McLaren

Magnussen
McLaren

6

F1 JUNIORS DOMINATE

Members of grand prix team junior programmes dominated last weekend's opening Formula Renault 3.5 round at Monza. McLaren juniors Stoffel Vandoorne and Kevin Magnussen finished first and second in the opening race, but had to be satisfied with taking second billing to Red Bull's Antonio Felix da Costa in the second.

WHO EXACTLY ARE THE F1 JUNIORS?

The big five grand prix teams all have junior drivers competing in single-seater and karting categories around the world.

McLaren

Kevin Magnussen Formula Renault 3.5
Stoffel Vandoorne Formula Renault 3.5
Nyck de Vries Formula Renault Eurocup

Ferrari

Jules Bianchi Formula 1
Raffaele Marciello European Formula 3
Antonio Fuoco Formula Renault ALPS
Lance Stroll Karting

Red Bull

Antonio Felix da Costa Formula Renault 3.5
Carlos Sainz Jr GP3
Daniil Kvyat GP3
Tom Blomqvist European Formula 3
Callan O'Keeffe ADAC Formula Masters
Beitske Visser TBC

Mercedes

Sam Bird GP2

Lotus

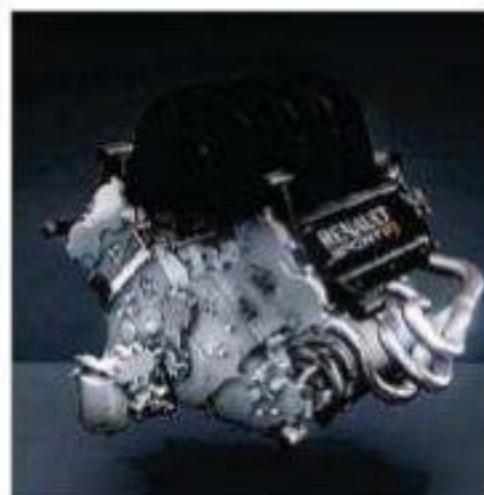
Marco Sorensen Formula Renault 3.5
Marlon Stockinger Formula Renault 3.5
Alex Fontana GP3
Oscar Tunjo Formula Renault Eurocup
Esteban Ocon Formula Renault Eurocup
Alexander Albon Formula Renault Eurocup
Dorian Boccolacci Karting

P52 F1 RENAULT 3.5 REPORT

Extra pre-season test for 2014

A fourth pre-season Formula 1 test is set to be staged in 2014 to allow extra running with the new 1.6-litre turbocharged V6 engines.

Renault Sport F1 deputy managing director Rob White told AUTOSPORT: "We are completely in favour of it. I don't know what the format would be or where it would be, but we're of the assumption that it would be an additional session for all teams and it's not optional as everyone wants and needs it."



FORCE INDIA'S WHEELNUT FIX

Force India has fixed the problems with the retained wheelnuts that ruined its Malaysian Grand Prix, according to team principal Vijay Mallya. "We've had three weeks to understand what went wrong and have worked hard to fix the root cause of the problem," he said of the issue, which forced both cars out at Sepang.



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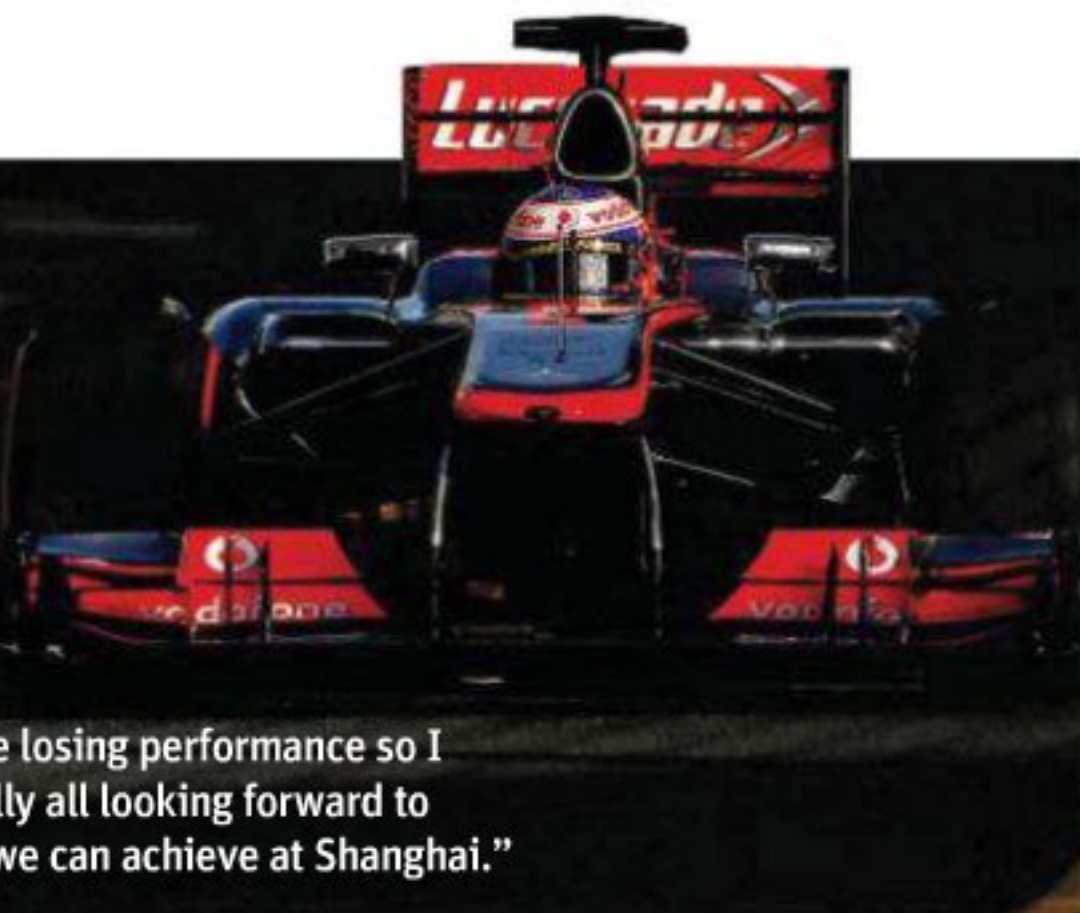
Da Costa Red Bull



BUTTON: A 'NEW START'

Jenson Button is confident McLaren's season can start in earnest at this weekend's Chinese Grand Prix. McLaren has endured a dismal season, with best results of ninth for Button and Sergio Perez in the Australian and Malaysian grands prix respectively. The team is due to trial a raft of upgrades designed to troubleshoot its uncompetitive McLaren MP4-28 and allow it to run with less 'peaky' aerodynamic performance.

"The Chinese GP almost feels like something of a reboot of the start of my season," said Button. "We know where we're losing performance so I think we're actually all looking forward to seeing just what we can achieve at Shanghai."



MERC PLAYS DOWN CHINA REPEAT

Mercedes is not predicting a repeat of its 2012 Chinese Grand Prix victory this weekend, even though it has started the season well. Merc motorsport boss Toto Wolff said: "Yesterday's home runs don't win today's games. We start again from zero and need to work hard to adapt the car to suit the circuit and tyre compounds we have available. Then we will see where we stand."



50

Only 10 drivers have led 50 world championship grands prix, and Sebastian Vettel and Lewis Hamilton are both on 49 heading to China this weekend... The top 10 are:

Driver	Races led
Michael Schumacher	142
Ayrton Senna	86
Alain Prost	84
Fernando Alonso	79
David Coulthard	62
Kimi Raikkonen	59
Nelson Piquet	58
Nigel Mansell	55
Jackie Stewart	51
Rubens Barrichello	51



One thing that doesn't change at all is that the best teams will always be the most successful. So there is no point for anybody to complain because this will always quite rightly be the case, whatever you do with the regulations

Pirelli ambassador Jean Alesi points out that the current tyre formula is no lottery

Lotus not interested in using team orders



Lotus team principal Eric Boullier believes it is too early to impose team orders. In Malaysia, the team did not prevent Romain Grosjean beating team-mate Kimi Raikkonen. "We should not have team orders so early in the season, not while the championship is at such an early stage," he said amid the fallout from the Red Bull orders row.

HORNER CALLS FOR STABLE REGULATIONS

Red Bull team principal Christian Horner has reiterated his team's belief that budget caps and resource-restriction measures are not the best way to keep costs down in Formula 1. "The best way to control costs is through stable regulations," said Horner ahead of the costly introduction of new 1.6-litre turbocharged V6 engines next year.

CATERHAM TARGETS BIG STEP IN BARCA

Caterham will be able to take the fight to Marussia after starting the season behind its rival team, according to F1 rookie Giedo van der Garde. He cites a major upgrade planned for May's Spanish Grand Prix as the root of his confidence. "We know in Barcelona an upgrade is coming," he said. "We can make a good step. Marussia has a little advantage but hopefully we can fight them."



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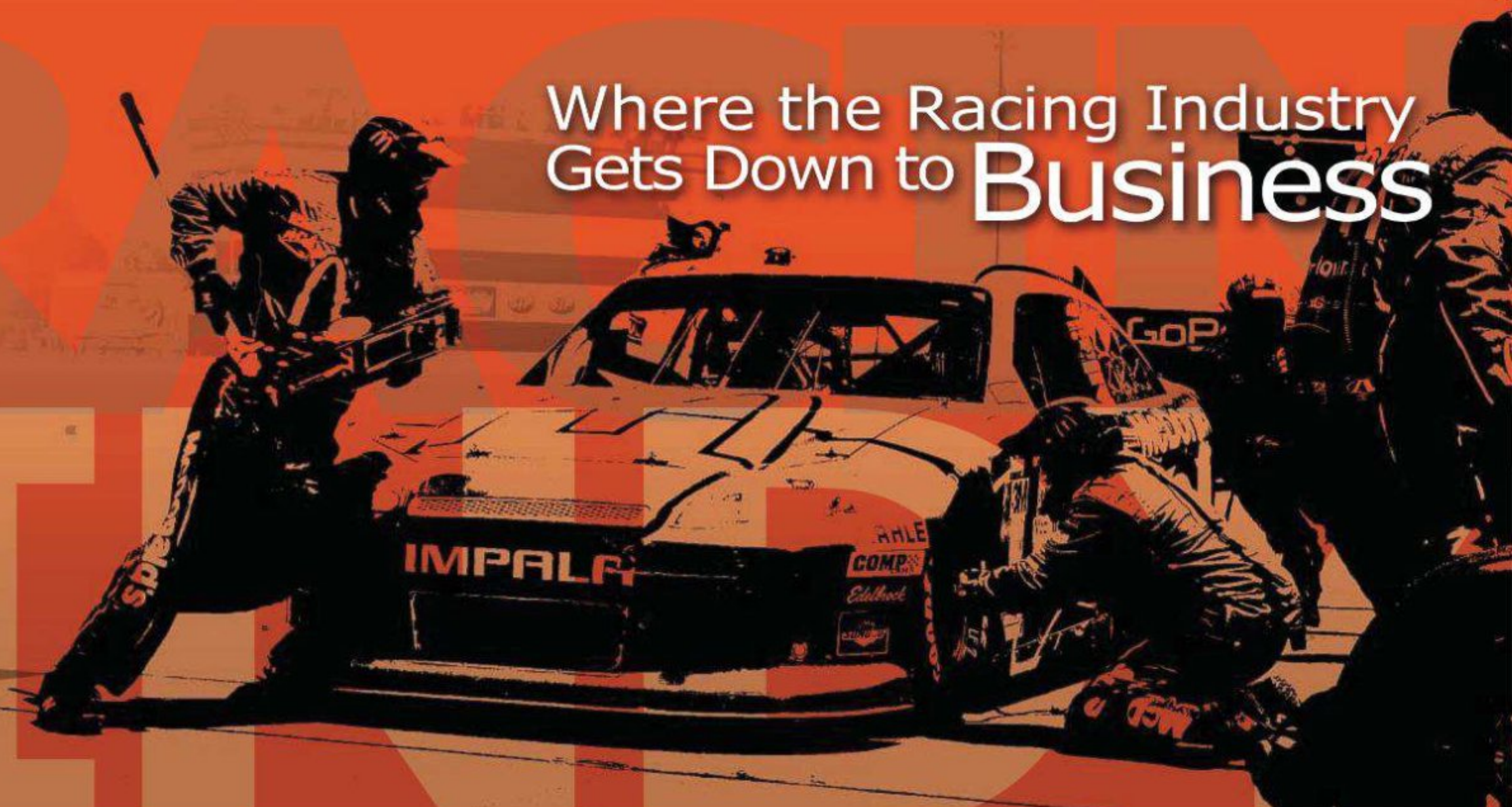
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Mark Hughes

MPH



Jules Bianchi has defied expectations by being the most impressive F1 rookie. But wait until Williams gives Valtteri Bottas a decent car

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT+

Interesting, wasn't it, that Jules Bianchi made such a big rookie impression in the first couple of races when pre-season most were expecting Valtteri Bottas to be the new guy making waves. It shows the importance of being behind the wheel of a car that can at least be well balanced, even if it lacks downforce.

Without balance, a driver can do nothing. With it, he can express himself and Bianchi has been just bursting to express himself on track where he has been smoothly committed, totally composed and impressively quick.

Bianchi's career to date is quite an interesting case study, in that he looked destined for very great things indeed during his karting years, translated that form convincingly in his move to cars by taking the 2007 French Formula Renault title and a couple of years later the Euro F3 crown. At that time his reputation was hot, he already had informal links with Ferrari, and was even considered for the stand-in drive for the injured Felipe Massa – the slot that eventually went to Giancarlo Fisichella. Given how badly Fisi – a driver who had just set pole in a Force India at Spa – fared there in what was a complex and difficult car to drive, it's probably just as well Bianchi didn't get the opportunity.

something about the pressure of expectation that was causing Jules to choke?

Instead, he spent last year as Force India's reserve, putting in a few Friday appearances and generally impressing that team. A 2013 race seat there looked a possibility, but in his time in the cockpit he failed to make himself impossible to pass over in favour of a returning Adrian Sutil. Again, he seemed to tighten up when there was a real opportunity there to be grasped.

So having been close first to a Ferrari drive, then having to lower his sights to Force India, and then not even getting that, a Marussia drive might have seemed just the playing out of the fortunes of a guy not destined to make it big in F1; all that latent talent displayed early in his career somehow not fully accessible when the pressure was on – like so many other drivers before.

But then, what do you know? A brace of absolutely sparkling performances for the underdog team, hassling the struggling Williamses, looking quite outstanding in the wet and generally not putting a foot wrong. It's as if he's finally been able to access his best stuff on demand. Should he continue with more of the same for the rest of the season it's quite feasible that the great F1 career that looked like it might be slipping

“Bursting to express himself, Bianchi's been committed, composed and impressively quick”

But as he moved into GP2, still with the crack ART squad with which he'd won the F3 title, he seemed to stumble. He was competitive, obviously, but the extra spark that had characterised him to date wasn't readily visible. Two years spent in the category yielded no better than third in the championship and even a sideways move into Formula Renault 3.5 failed to garner another title – though by the closest of margins.

In the meantime he had driven for Ferrari in the 2011 young driver tests in Abu Dhabi. The team was impressed by his feedback and consistency, his race stint simulations comparing favourably with what Massa had done in the race there. Yet each time they sent him out on fresh tyres and a low fuel load, he failed to deliver. One sensed that had Bianchi produced the big qualifying-style laps on demand, Massa might not have been in the Ferrari cockpit last year. Was there

away could be back on course.

Meanwhile, we keenly await a properly functioning Williams FW35. While this might leave Bianchi ploughing a lonely furrow, it would give Bottas the opportunity to display the sort of form that has had team members raving for the last couple of years. Then there's Esteban Gutierrez; when the track was at all damp in both Melbourne and Sepang, there were flashes of real speed from the second Sauber.

Coming into the season, Bottas looked an absolute certainty for the unofficial crown of rookie of the year. Now it looks like he may have some real competition. It's hugely important that F1 keeps the new blood flowing now that the manufacturer young driver programmes have largely gone – and with that in mind, recall that Gutierrez was last year outshone by his GP2 team-mate James Calado...

This week in motorsport

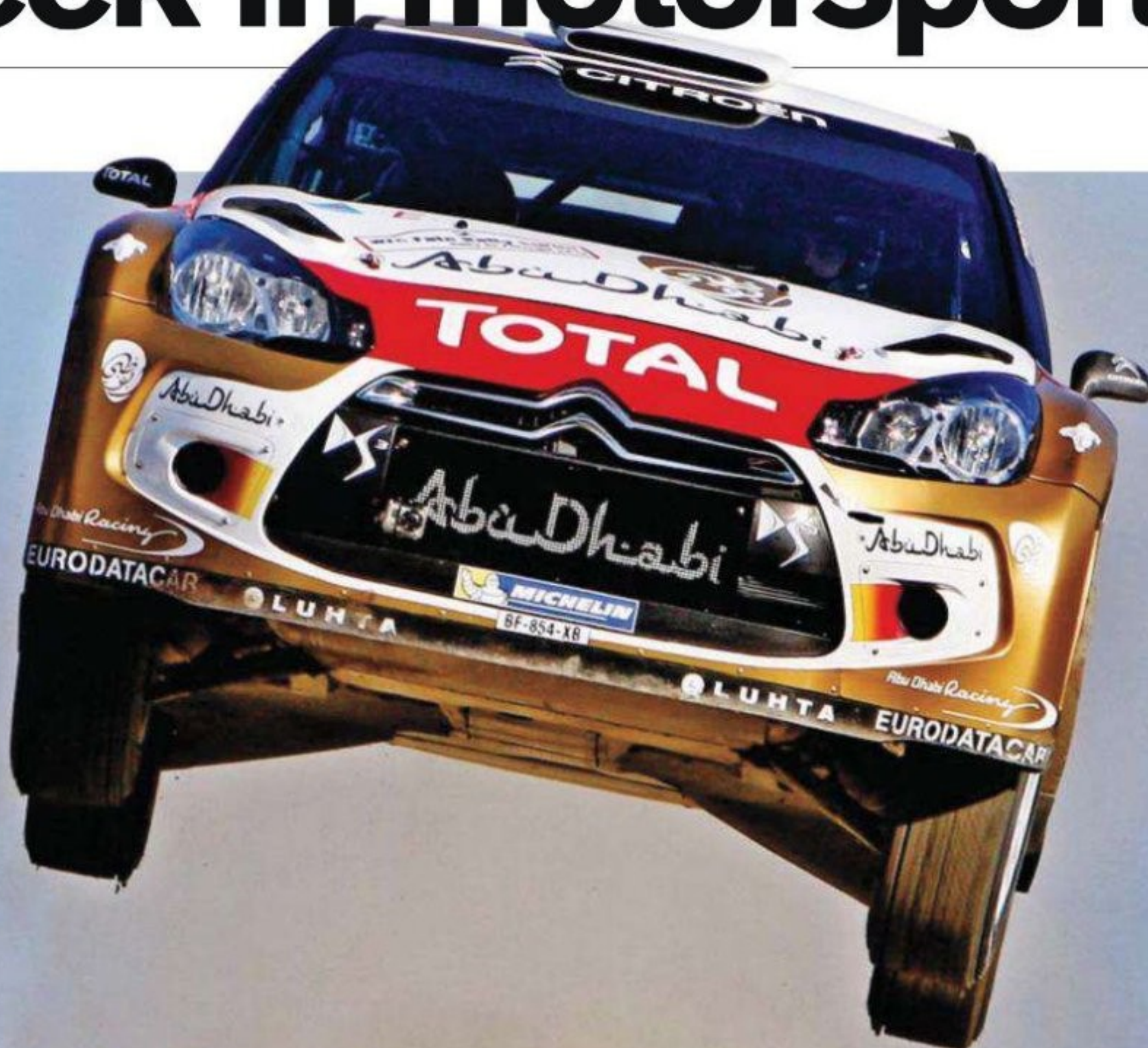
SORDO WINS WARM-UP FOR PORTUGAL

Dani Sordo prepared for this weekend's Rally of Portugal by winning the annual Fafe Rally Sprint event in the north of the country last Saturday.

The Spaniard, in a factory Citroen DS3 WRC, beat M-Sport Ford driver Mads Ostberg by 1.0s, with Martin Prokop outpacing Andreas Mikkelsen for third after Volkswagen's new recruit spun on his second run over the 3.9-mile section of the Lameirinha stage.

"After difficult rallies in Sweden and Mexico this is good for us," said Sordo.

Robert Kubica was fifth in his DS3 RRC on his first competitive run on gravel.



SCHEIDER'S NEW PAINT JOB

This is the livery with which Timo Scheider will race in the DTM this year. The two-time series champion

was in action in his Audi RS5 this week at Hockenheim during four days of official pre-season testing.



Crash stalls WRC2 frontrunner

WRC2 title contender Yazeed Al-Rajhi will be out of action until Rally Finland in August after undergoing spinal

surgery last week. The Saudi fractured two vertebrae in a crash on the Ha'il Rally in his homeland last month.

Rain forces African delays

All of last Friday's Auto GP and World Touring Car sessions were cancelled due to heavy rain flooding the Marrakech circuit.

The remainder of the timetable was condensed to incorporate some of the lost running time into Saturday and Sunday.



COLLARD BACK TO ELMS

Three-time European Le Mans Series champion Emmanuel Collard is returning in the GTE class after a year away.

The Frenchman will drive a Porsche 911 GT3-RSR for ProSpeed Competition alongside amateur Francois Perrodo, who has also raced as 'Francois Glenmore'.

The deal marks a return to ProSpeed for Collard, who drove with the Belgian squad in FIA GT in 2008-09.

Collard will also race in the VLN on the Nurburgring-Nordschleife this year and will share a Haribo Porsche in the Blancpain Endurance Series with former ProSpeed team-mate Richard Westbrook.

For all the breaking news, visit AUTOSPORT.COM

HVM STATUS QUITS WEC

The HVM Status GP team has withdrawn its LMP2 entry for the World Endurance Championship ahead of this weekend's opening round at Silverstone.

Single-seater teams HVM and Status, which joined forces over the winter, opted out of the series last week after failing to find sufficient budget to contest the WEC with a Lola-Judd/BMW. Status hopes to return for the Le Mans 24 Hours and other Le Mans-rules events in what would be its second year in sportscars.

LMP2 champion team Starworks and Gulf Racing Middle East will both miss Silverstone, although the latter squad will be on the grid for round two at Spa.



KALISZ/LAT



GRUFFITHS/FP3

FUMANELLI TOPS GP3 TEST

David Fumanelli was fastest in the final pre-season GP3 test of 2013 at Silverstone last week. The Trident Racing driver was

0.6s clear of the field. Manor's Tio Ellinas, who was quickest on day one, was second overall with ART's Facu Regalia third.

LEWIS MAKES F3 RETURN

American Michael Lewis will return to the Formula 3 European Championship at Silverstone this weekend, having taken the Mücke Motorsport seat occupied by DTM-bound Pascal Wehrlein at the German team.

EuroInternational will again run just one car for Tom Blomqvist while Romeo Ferraris trims to a single entry for Gary Thompson as Michela Cerruti is on Blancpain Endurance Series duty at Monza.

In brief

F3 FOR BERNSTORFF

Emil Bernstorff will race in German F3 this year with Team Motopark. The 19-year-old Briton will partner Marvin Kirchofer and Artem Markelov.

GIANCARLO MARTINI

Giancarlo Martini, a podium finisher in European Formula 2 in the late 1970s, died late last month aged 65. Martini, who took Giancarlo Minardi's first racing title in Formula Italia in 1973, was also the uncle of Formula 1 racer Pierluigi.

RICCI MISSES OUT

Giacomo Ricci missed last weekend's Marrakech Auto GP round as MLR71 reduced its efforts to one car for team boss Michele la Rosa. Ricci holds a management role with the outfit.

GP3 TO VALENCIA

The second round of the GP3 Series will take place at Valencia on June 14-15. The date had originally been left blank after the European Grand Prix, which the series was scheduled to support, was cancelled.

CHANDHOK'S BACK

Ex-Formula 1 driver Karun Chandhok will return to the Le Mans 24 Hours with the Murphy Prototypes LMP2 squad. The Indian, who finished sixth last year with JRM Racing, will share the Irish entrant's ORECA-Nissan 03 with Brendon Hartley and Mark Patterson.

Jarvis gets Blancpain deal

Audi driver Oliver Jarvis has joined the roster of star names in the Blancpain Endurance Series this season.

The Sebring 12 Hours winner has been placed with Phoenix Racing for the five-race series with the Spa 24 Hours at its heart. He previously raced in the DTM with Phoenix in 2008-09, and will now share one of its Audi R8 LMS ultras with reigning champion Christopher Haase and Harold Primat.

Jarvis will take his place on the 62-car grid at Monza alongside drivers such as Stephane Ortelli, Markus Winkelhock, Alvaro Parente and Adam Carroll.



Rossiter's Super Formula debut

James Rossiter will make his Super Formula debut at Suzuka this weekend with TOM'S. The 29-year-old Briton, who raced for the team in Super GT at Okayama last weekend, is substituting for regular Andre Lotterer, who is on World Endurance Championship duty with Audi at Silverstone.

Lotterer's fellow Audi driver Loic Duval will be replaced at Team LeMans for Suzuka by Andrea Caldarelli, while IndyCar racer Takuma Sato will tackle selected races with Team Mugen.

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DECIPHERING THE STYLES OF THE SUPERSTARS

The three best drivers in Formula 1 go about their business in very different ways that, for the untrained viewer, is impossible to spot.

MARK HUGHES reveals what his expert eye tells us about them

Fernando Alonso, Sebastian Vettel and Lewis Hamilton: by general consensus the best three drivers in F1. Yet, fascinatingly, they each have very different ways of doing what they do behind the wheel. There has always been variation in driving styles between even the top guys, but in this control-tyre/tightly regulated age, those differences may be having more impact than ever upon the development direction teams are following with their cars. What the drivers are trying to achieve is the most efficient trade-off of workload between the four contact patches, manipulating the weight between them through

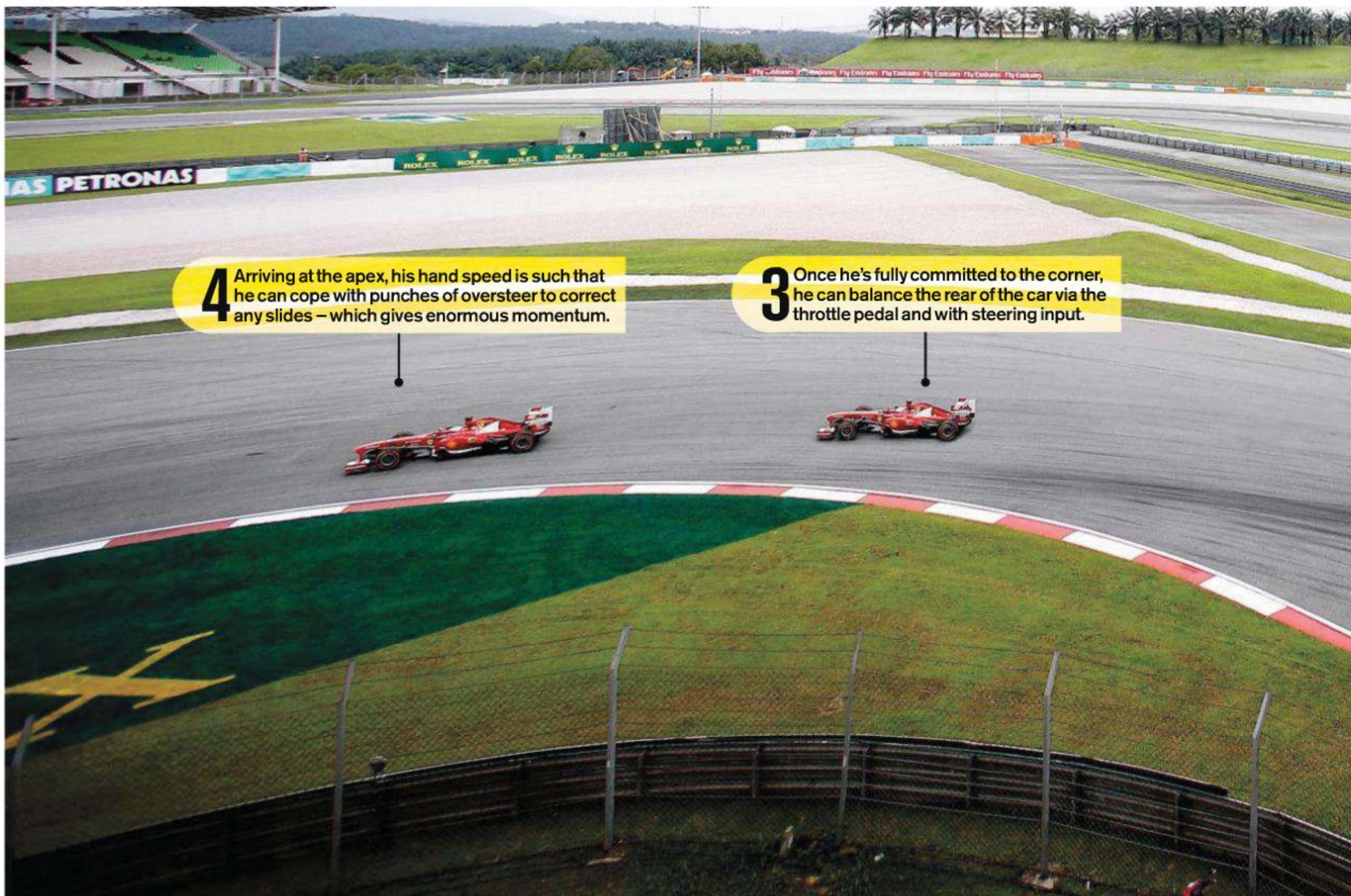
the various phases of the corner. The way each driver is hard-wired in terms of how he senses lateral accelerations – and what cues he uses – determine how they do this.

As a generality the differences come mainly in slow-speed turns, when the downforce is not great. Higher-speed bends tend to impose a much more uniform technique, one not open for manipulation or negotiation, with everything subservient to aerodynamic downforce.

The stubborn traits of control tyres, how drivers and teams can no longer develop the rubber around the car or technique, has opened up opportunities for drivers to develop their slow-corner techniques in partnership with their vehicle dynamicists. ▶

Timelapse photography shows Alonso, Hamilton and Vettel working their magic at Sepang's Turn 9. Check out Vettel's extremely early turn-in, which he counters by rotating the car into the apex.



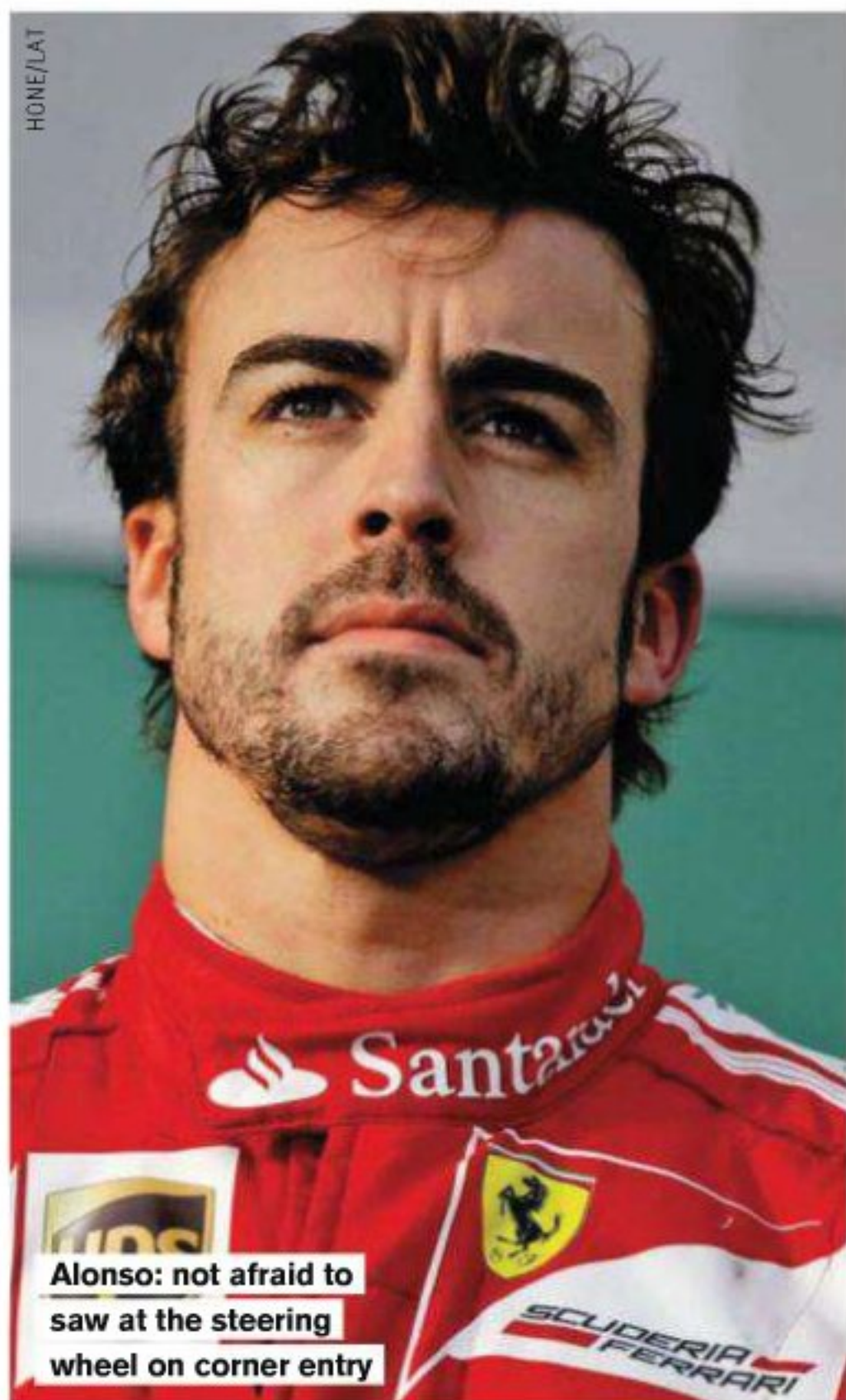


4 Arriving at the apex, his hand speed is such that he can cope with punches of oversteer to correct any slides – which gives enormous momentum.

3 Once he's fully committed to the corner, he can balance the rear of the car via the throttle pedal and with steering input.



FERNANDO ALONSO MAKING UNDERSTEER INTERESTING



Fernando is medium-hard on the brakes and with a bit of overlap between braking and cornering. Then as he's coming fully off the brakes he applies a lot of lock very quickly, initially partly stalling the front tyre to give a sort of false understeer. Occasionally the front will bite better than he anticipates and with so much lock on that can induce the rear into suddenly stepping out – and it's then you see him applying punches of oversteer to which he's very attuned, as if he's half-expecting it. More usually the understeer stays through most of the corner and the balance is maintained with more or less throttle.

It's a less extreme version of the technique that was very evident in the rearward-heavy Renaults of 2003-'06. But it wasn't invented for those cars, they simply allowed him to amplify it to good effect. "I've always driven like that – ever since karts," he said back in 2003.

It's a technique that allows him to take in enormous momentum, making the car very alive but without the hazard of too much oversteer. It lends itself to great repeatability, but puts a slightly low ceiling on ultimate peak grip. But it's consistent, makes the car malleable in that crucial, early part of the corner and it keeps strain off the delicate rear tyres. It's a great fighting technique, working over a wide variety of lines and grip levels as he uses the throttle to fine-hone the car's placement.

It's a bullying technique, dominating the car

rather than going with its flow in the way, for example, Kimi Raikkonen would. It's quite similar, in fact, to how Felipe Massa drives but is less aggressive on the brakes, slightly earlier and therefore more consistent, with fewer line-altering lock-ups. It was a technique that allowed Alonso to minimise the penalty of the trait of 2010 and '11 Ferraris not bringing their front tyres up to temperature quickly enough.

Because he doesn't actually need the ultimate front grip; so long as he gets some sort of turn-in he's manipulating the angle with brakes and throttle, almost rally-style. It's a long way removed from the minimal-input neutrality Michael Schumacher used to stretch the Ferrari elastic in the tyre-war days, but in the Pirelli era Alonso's more physical technique is probably more effective. Michael was still trying to drive his way in the control-tyre era, using steering lock only grudgingly on his Mercedes, his brain hard-wired to feel that steering lock equalled momentum loss. But when the tyre cannot support the momentum, the car refuses to adopt a stance of sliding neutrality after just the slightest hint of steering lock. Thus the Alonso method is much more adaptable.

With the higher grip of the 2013 Pirellis it's going to be interesting to see if that still applies. If it does not, expect Alonso to adapt, just as he did when going from Michelins to Bridgestones in 2007 – though it took him a few races. ▶

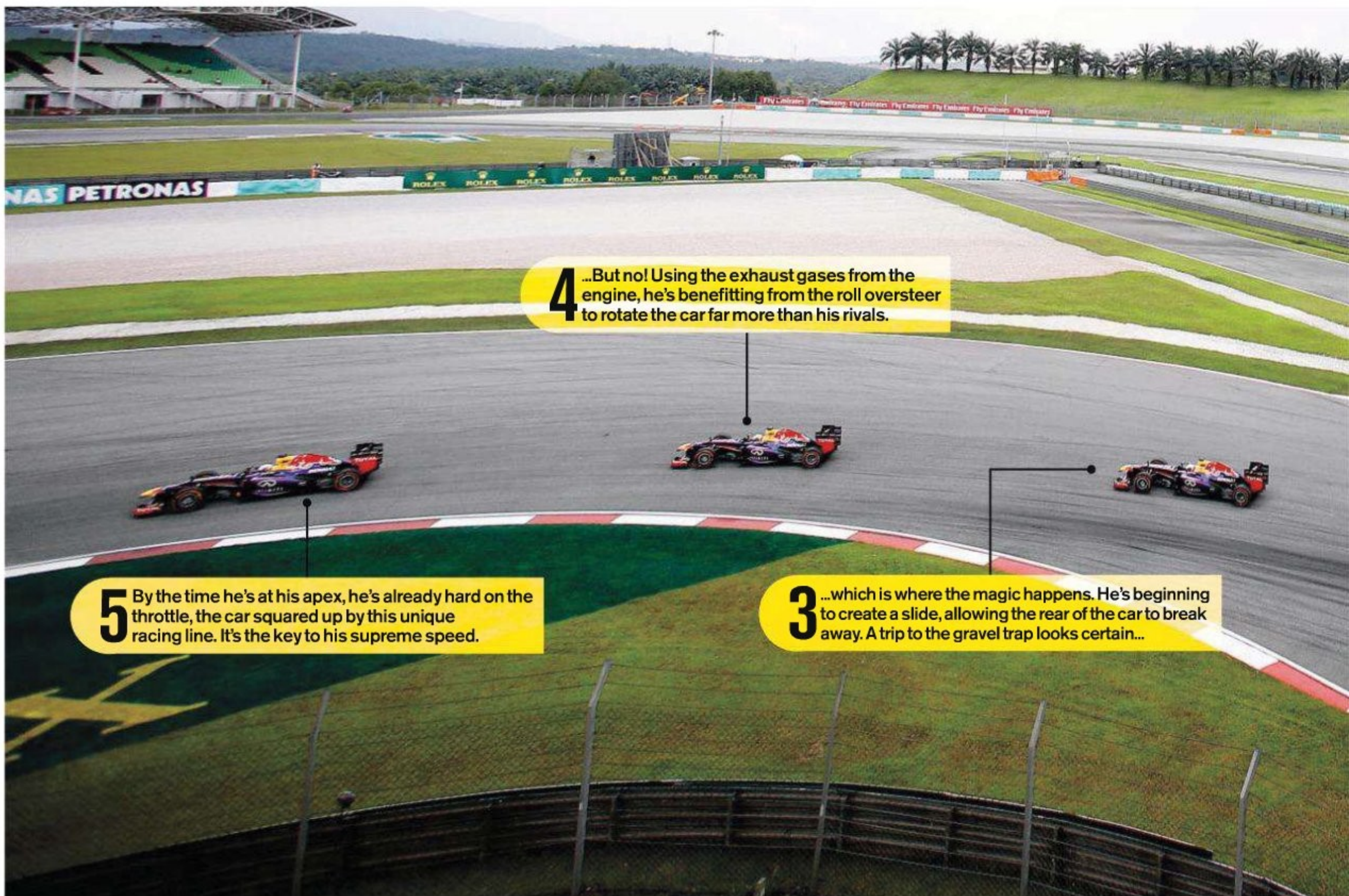


DUNBAR/LAT

15



COATES/LAT



4 ...But not! Using the exhaust gases from the engine, he's benefitting from the roll oversteer to rotate the car far more than his rivals.

5 By the time he's at his apex, he's already hard on the throttle, the car squared up by this unique racing line. It's the key to his supreme speed.

3 ...which is where the magic happens. He's beginning to create a slide, allowing the rear of the car to break away. A trip to the gravel trap looks certain...

16



SEBASTIAN VETTEL THE TURN-IN 'ROTATION-MEISTER'



Vettel: he has the tricks and knows how to use them

Like Alonso, Vettel is medium-hard on the brakes but less brutal with the initial steering. He prefers the car to be quite nervous and pointy on entry and is ready to remove some of the initial lock once the front has gripped and caused the rear to step out. He has a great feel for pivoting the car in this way to quicken its direction change.

With the Red Bull's exhaust-enhanced rear downforce he was the first to develop a counter-intuitive technique of taking what would normally be excessive speed in, getting the front in and then using the resultant oversteer to get him the direction change early in the corner.

Conventionally, this would be counter-productive; the slide would continue after you'd got the direction change, losing you momentum and more than losing what you'd just gained. But with exhaust-enhanced downforce like he had in 2011, he would at this point get back hard on the throttle and have the exhaust gas do its stuff by nailing the back end. So he'd get to have his cake and eat it.

It's a very unnatural thing to do – with the tail threatening to slide too far, the last thing you feel you want to do is stand on the gas. But Seb proved brilliantly adept at it. When the 2012 regulations took most of the blown-diffuser effect away, the Red Bull initially was merely competitive – and into the bargain Vettel's superiority over team-mate Mark Webber

evaporated. But into the last third of the season Red Bull had not only got a significant chunk of exhaust-derived downforce back via re-shaping of the rear bodywork, but had also introduced a tweak in the rear suspension that gave the car a roll-oversteer characteristic into slow turns.

This got Seb back his quick direction change – and now with enough exhaust-enhanced rear downforce to tame that slide once he got back on the throttle. It loosely replicated the behaviour of the 2011 car, enough to allow Seb back what he termed "my tricks". Watching the RB9 in action at Barcelona testing through the slow section at the end of the lap it's very clear that the trait has been retained, maybe even enhanced.

The car positively rotates around itself as the rear rolls, nice and early into the corner, getting the car perfectly lined up with the apex and enabling the steering lock to be removed as he nails the throttle. It's a beautiful case study of technology and technique developing together.

How much the impetus has come from Adrian Newey and the Red Bull vehicle dynamicists and how much from Vettel isn't clear, but it isn't important. It's almost certainly been an organic development, a direction to follow that has allowed the driver to take full advantage of his strengths and perhaps leading the engineers in a direction they wouldn't have otherwise thought to go. Why, after all, would you ordinarily want to introduce roll-oversteer into a car? ►



2 At this phase of the corner, Seb is carrying in far more speed than his contemporaries. In their cars, he would simply be heading for an accident...

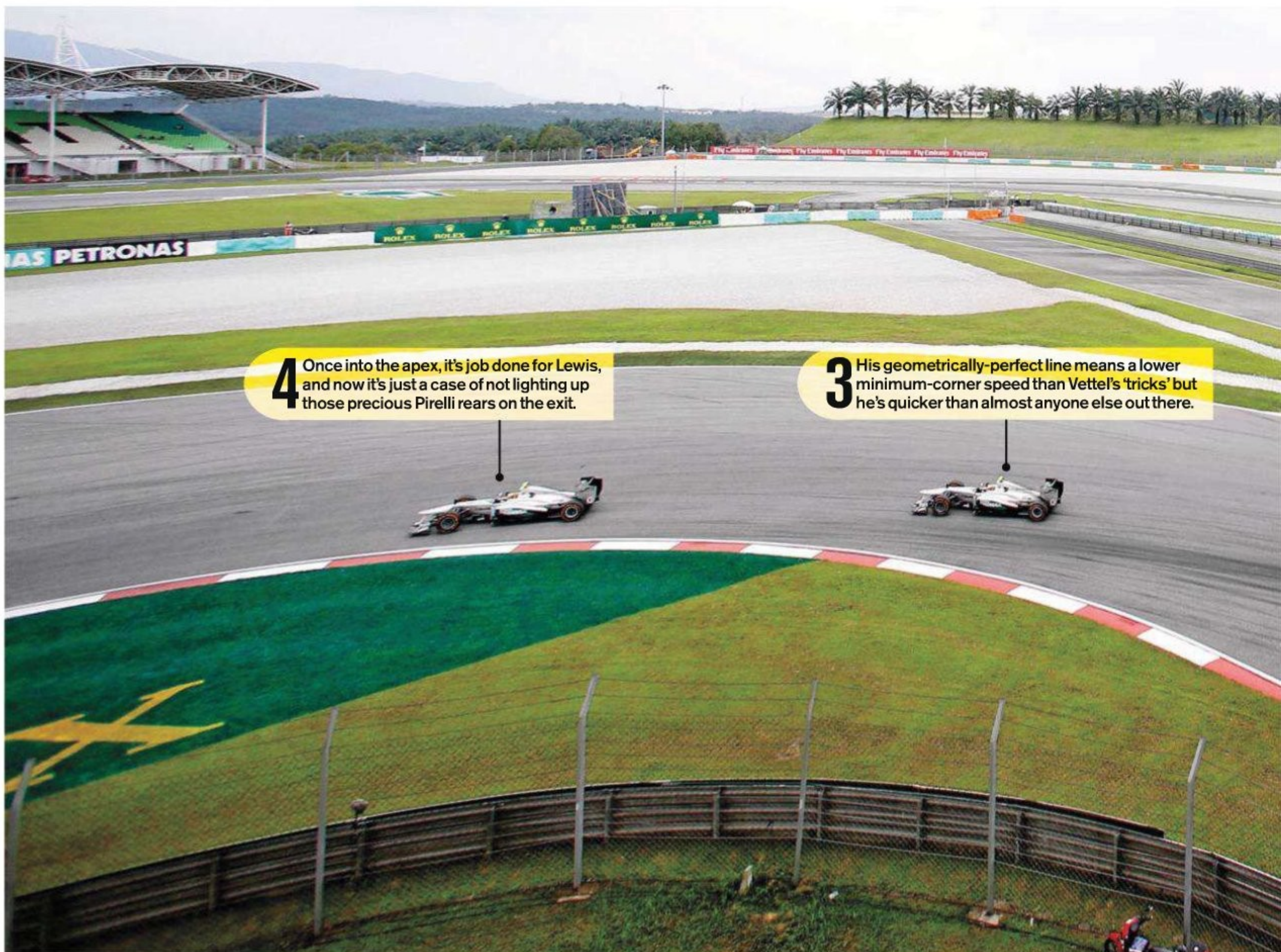
1 As we saw with Alonso, Vettel is medium-hard on the brakes but far less savage with his initial steering input.

DUNBAR/LAT



Look at the attitude of his left-rear as he pivots RB9 mid-corner

THOMPSON/GETTY

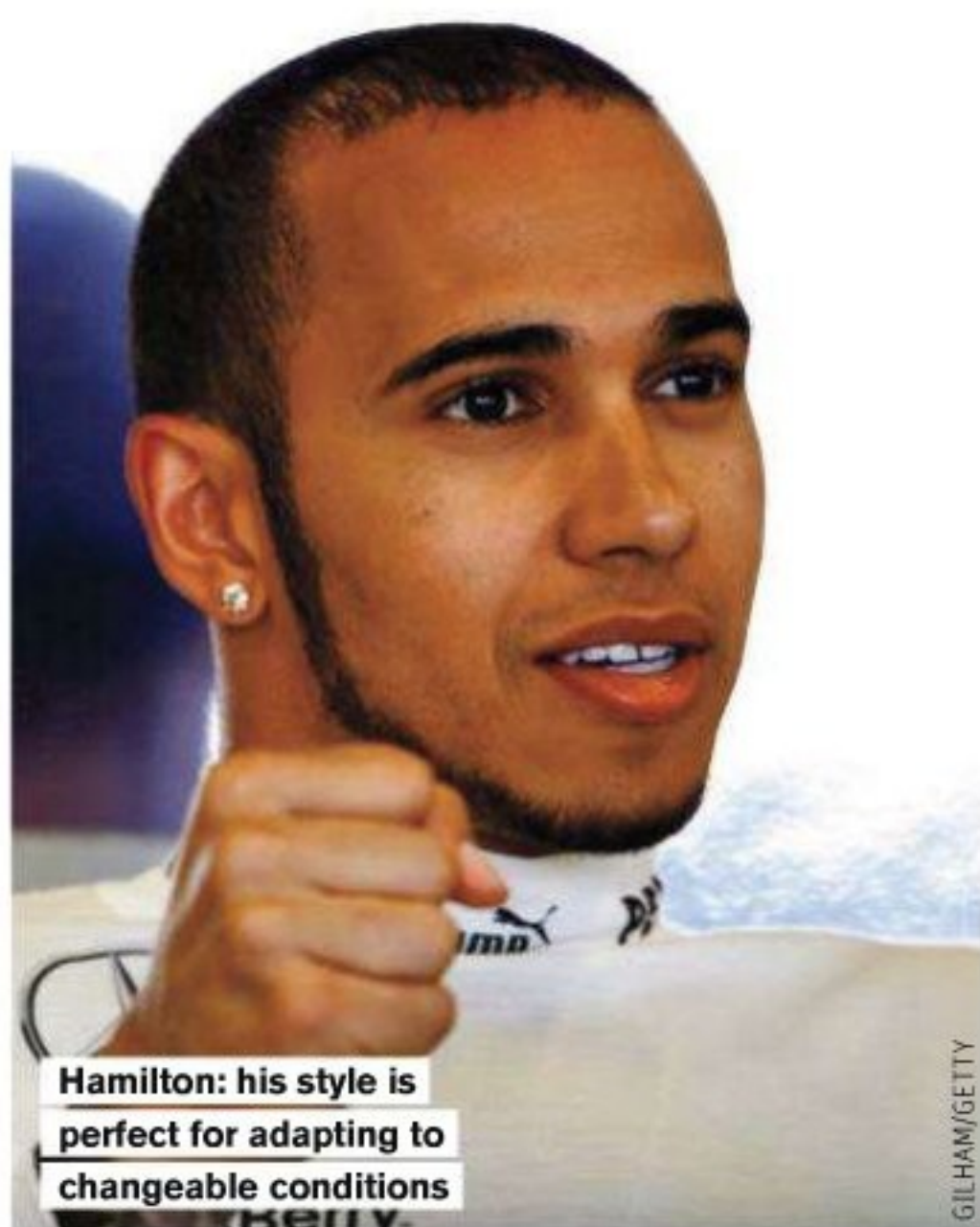


4 Once into the apex, it's job done for Lewis, and now it's just a case of not lighting up those precious Pirelli rears on the exit.

3 His geometrically-perfect line means a lower minimum-corner speed than Vettel's 'tricks' but he's quicker than almost anyone else out there.



LEWIS HAMILTON LAST OF THE LATE BRAKERS



Hamilton: his style is perfect for adapting to changeable conditions

GILHAM/GETTY

Lewis is a traditional late-braking, oversteer-loving driver in the lineage of Jochen Rindt, Ronnie Peterson, Keke Rosberg and Mika Hakkinen. He has a fantastic feel for how to modulate the brake pedal as the downforce bleeds away, reducing the pressure so as to keep the wheels just on the point of locking after a very heavy and late initial application when the car is smothered in aerodynamic grip.

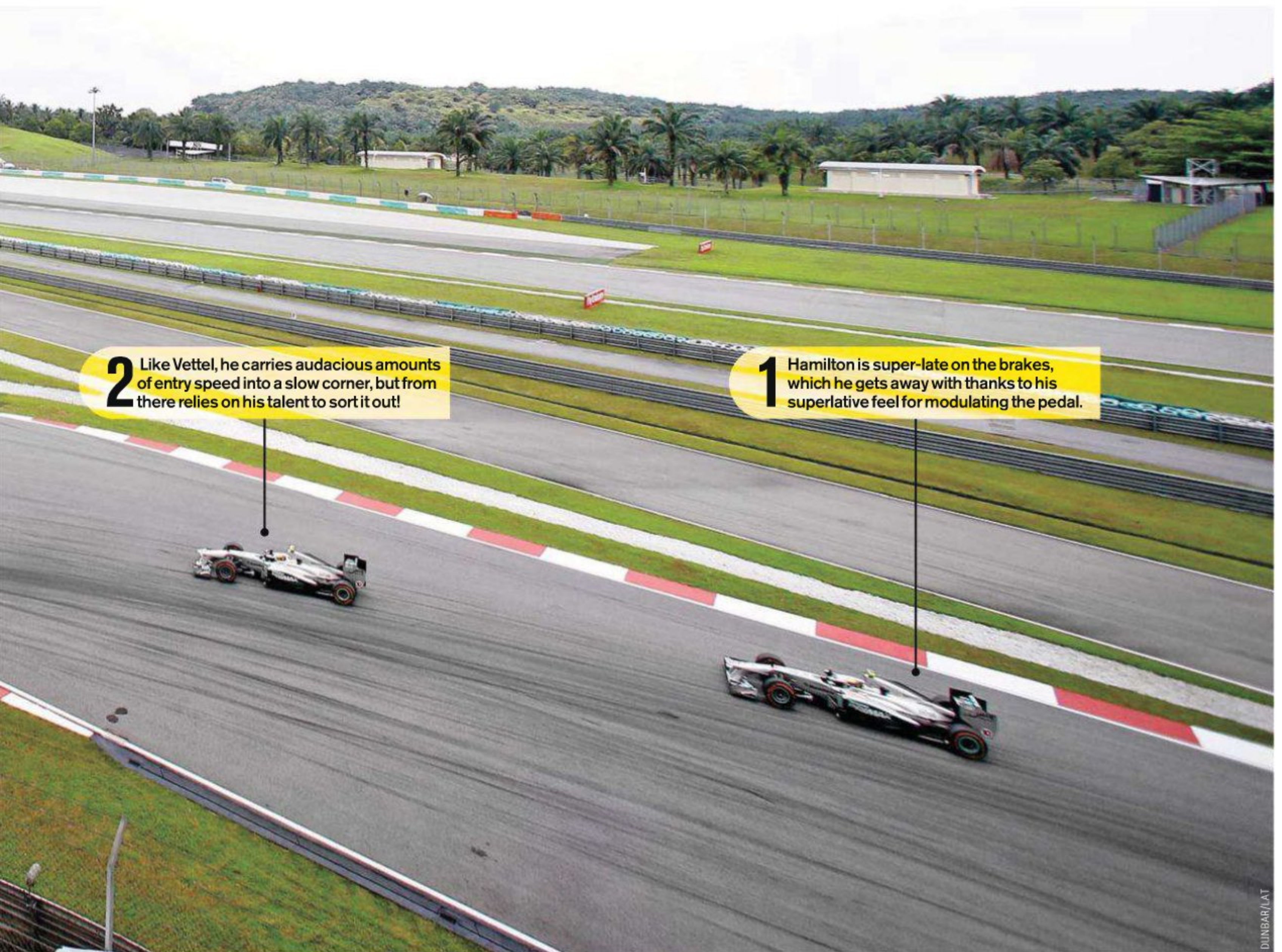
Hamilton demands a lot of braking power. He will then take a geometrically perfect line, usually visibly later than Alonso into a slow corner, and will carry an audacious entry speed as he turns in, too much for the rear end to stay in line. But without the same degree of exhaust-type downforce as the Red Bull, typically that rear-end slide lasts longer and consumes more time than Vettel's, forcing a lower mid-corner minimum speed. But his exquisite feel minimises the downsides of that; he's onto it early and can carry way more momentum than anyone else in an oversteering state in a conventional car.

He's very much a reactive driver in the sense that he's prepared to deal with whatever consequences the car throws at him after he's

pointed it at the apex, not needing to build up to find a particular groove and rhythm.

He's not dealing with the last finger-tip sensations of tyre grip through steering feel, but simply reacting to what the car does, confident that he can invariably deal with it. Although Paddy Lowe at the time reckoned Lewis's ease with oversteer would probably lead McLaren down a development path of more aggressively pointy cars, not needing to have them as stable as with previous drivers, it didn't really pan out that way. The arrival of Jenson Button maybe had something to do with this. Certainly there were traits about the 2010 car that Button didn't care for and it was notable that he was much happier with the general neutrality of the 2011 and '12 cars.

Hamilton meanwhile simply adapted to what he was given – and that's the beauty of his preferred technique; it's fantastically adaptable for all handling traits, tyre behaviour, grip levels and weather conditions. Only in changeable conditions, with grip varying from one corner to the next lap by lap – such as we saw for a time in Brazil last year – did Button's finer-honed feel allow him to be faster. ☼



2 Like Vettel, he carries audacious amounts of entry speed into a slow corner, but from there relies on his talent to sort it out!

1 Hamilton is super-late on the brakes, which he gets away with thanks to his superlative feel for modulating the pedal.



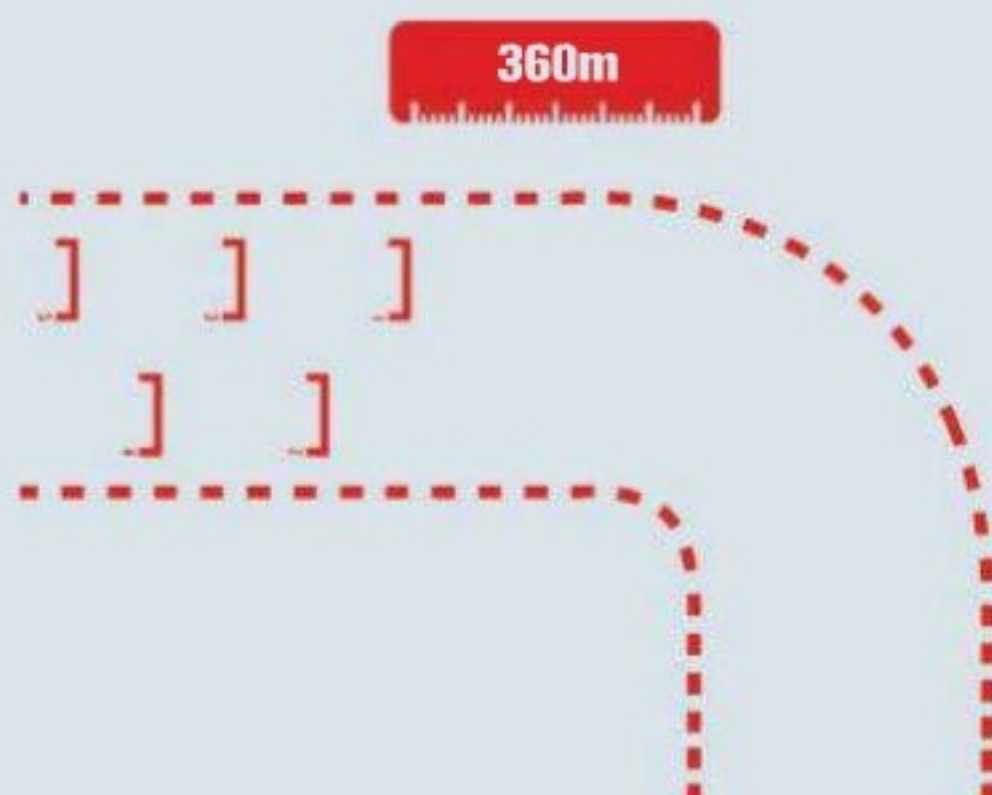
Hamilton's brilliant feel means he can carry a lock-up without hurting the tyre



CHINESE GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS** **F1** HD

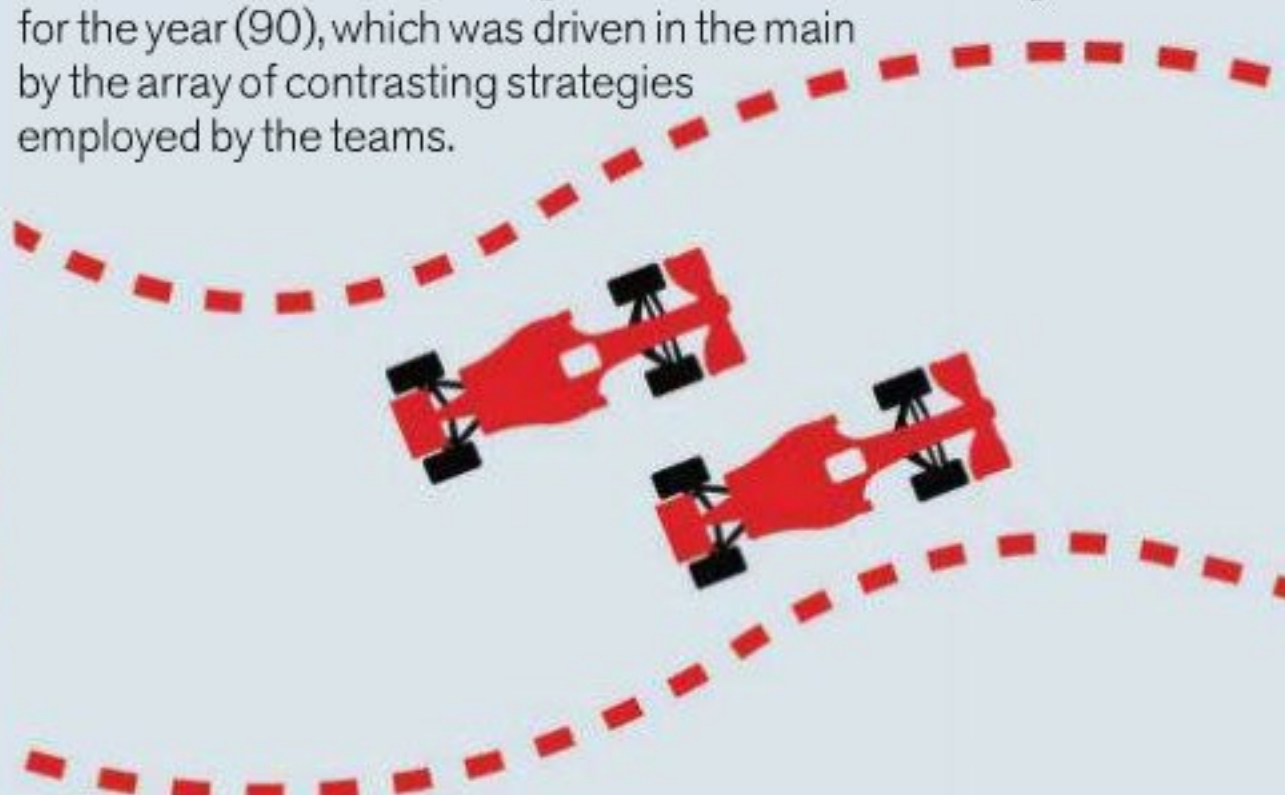
FIRST CORNER



It's a 360m short haul from the first grid slot to the apex of Turn 1, which marks the start of a long, tightening right-hand corner, prefixed by a short braking zone.

OVERTAKING STATS

The 2012 Chinese GP was positively packed with passes behind Nico Rosberg's dominant journey to his debut win, so much so that the race recorded the second highest number of overtaking manoeuvres for the year (90), which was driven in the main by the array of contrasting strategies employed by the teams.



FULL THROTTLE



56%

It's full throttle for 56 per cent of the Shanghai lap, a good proportion of which is used on the 1,397m back straight between Turns 13 and 14.

PITLANE

Shanghai's 382m pitlane is one of the few physical elements of the circuit that's just average. It's only the 13th longest on the 2013 grand prix calendar.



SHANGHAI

Pitlane length	382m
Length rank	13th longest
Pitlane loss	24 seconds



MELBOURNE

SILVERSTONE

SAFETY CARS

With six deployments in the nine Chinese GPs, the race has an average safety car appearance ratio of 0.7, ranking it in the top third of circuits for interventions.



USA/INDIA

SINGAPORE

FUEL PENALTY



At 2.7kg of fuel burned per lap, Shanghai is a mid-table circuit for consumption, with every 10kg of fuel costing the driver 0.3s per lap. Both of these factors are average for the season.

GEAR CHANGES

At just 46 gear selections per lap, or around 2,576 changes over the course of the 56-lap race, Shanghai represents an easy Sunday afternoon in the gearshift department, and by a margin of some 45 per cent over the most demanding tracks of the season.



SHANGHAI

Circuit Length	3.387 miles
Race Laps	56
Race Distance	189.56 miles
Lap Record	Michael Schumacher 1m32.238s (2004)
Corners	16 (7 left, 9 right)
Circuit Direction	Clockwise
Corners <62mph	5 (Turn 2,3,6,11,15)
Corners >155mph	2 (Turn 5,7)

WEATHER



MONTHLY AVERAGES

Rainfall	2.3mm
Min temp	11C
Max temp	18C

Shanghai has a humid subtropical climate with four distinct seasons – currently mid-spring – with the clearest weather impact likely to be the low ambient temperatures and the affect this has on tyre performance.

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS** **F1** HD

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0800 Sky Sports F1
LIVE Drivers' Press Conference

FRIDAY

0245 Sky Sports F1
LIVE Free Practice 1
0645 Sky Sports F1
LIVE Free Practice 2

0900 Sky Sports F1
LIVE Team Principals' Press Conference
1100 Sky Sports F1
LIVE The F1 Show

SATURDAY

0345 Sky Sports F1
LIVE Free Practice 3
0600 Sky Sports F1
LIVE Qualifying

SUNDAY

0630 Sky Sports F1
LIVE Chinese GP
1130 Sky Sports F1 NEW
F1 Legends: Tony Brooks

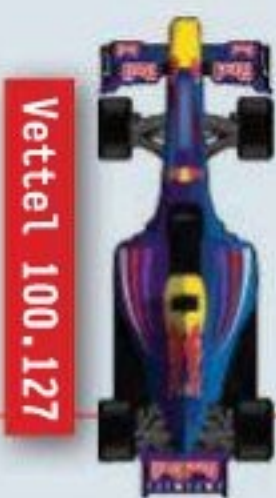
ALL WEEK

Classic Chinese GP races shown throughout the week as a build-up to 2013 race.

100%

GRAND PRIX SUPERGRID

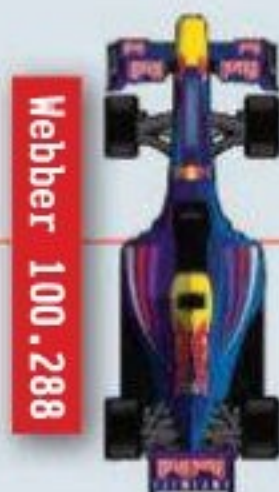
AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the two races of 2013 compared with the theoretical absolute pace, which is expressed as 100.



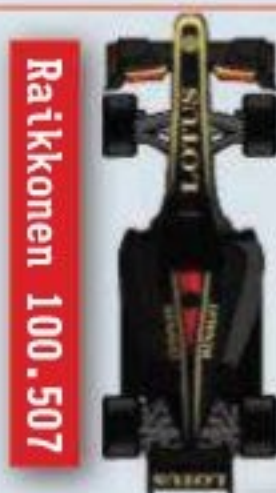
Vettel 100.127



Rosberg 100.241



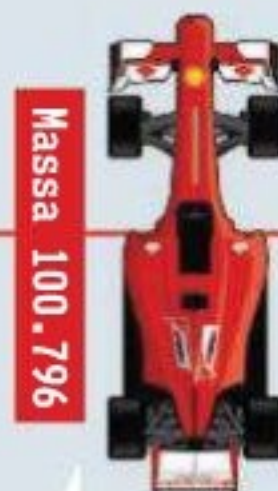
Webber 100.288



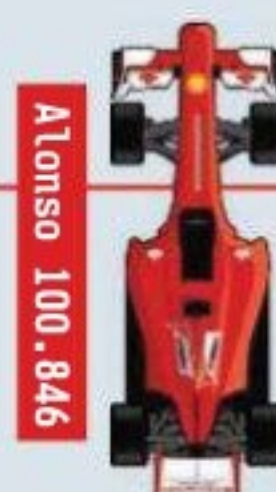
Raikkonen 100.507



Hamilton 100.673



Massa 100.796

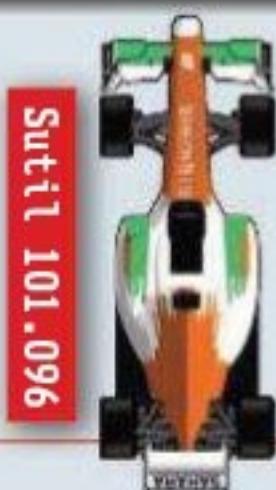


Alonso 100.846

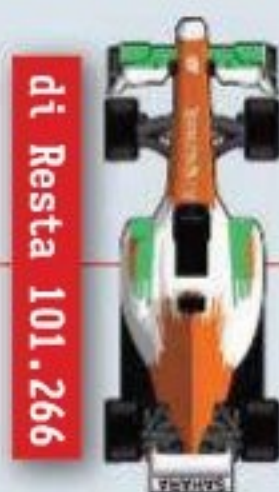


Grosjean 100.977

Nico Rosberg is even closer to the ultimate pace than he was after his Shanghai victory of last year. He must be considered a contender going into this weekend's race.



Sutil 101.096



di Resta 101.266

"Fernando, Felipe is faster than you." Helped by his prodigious speed of late, Massa has moved ahead of Alonso on the intra-Ferrari speed chart.

102%



Button 101.717



Ricciardo 101.923



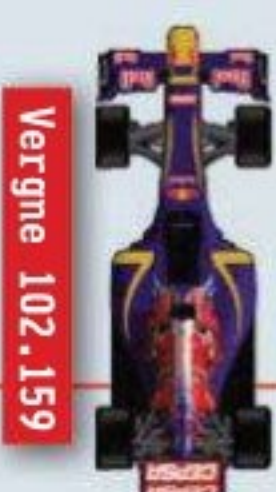
Hulkenberg 102.104



Gutierrez 102.143



Perez 102.146



Vergne 102.159



Maldonado 102.321

Bottas has struggled over his opening grand prix weekends, and is not only well adrift of Maldonado, he's not that far clear of Bianchi.

103%



Bottas 102.932



Bianchi 103.371

This is not far away from being the closest that one of the 'new' teams has got to the ultimate pace since they arrived in 2010.

AND THE REST...

Just three cars languish off our supergrid line-up, led by Charles Pic (Caterham), ahead of Max Chilton's Marussia and the second Caterham of Giedo van der Garde.

Pic (Caterham)	103.936
Chilton (Marussia)	104.541
Van der Garde (Caterham)	105.717

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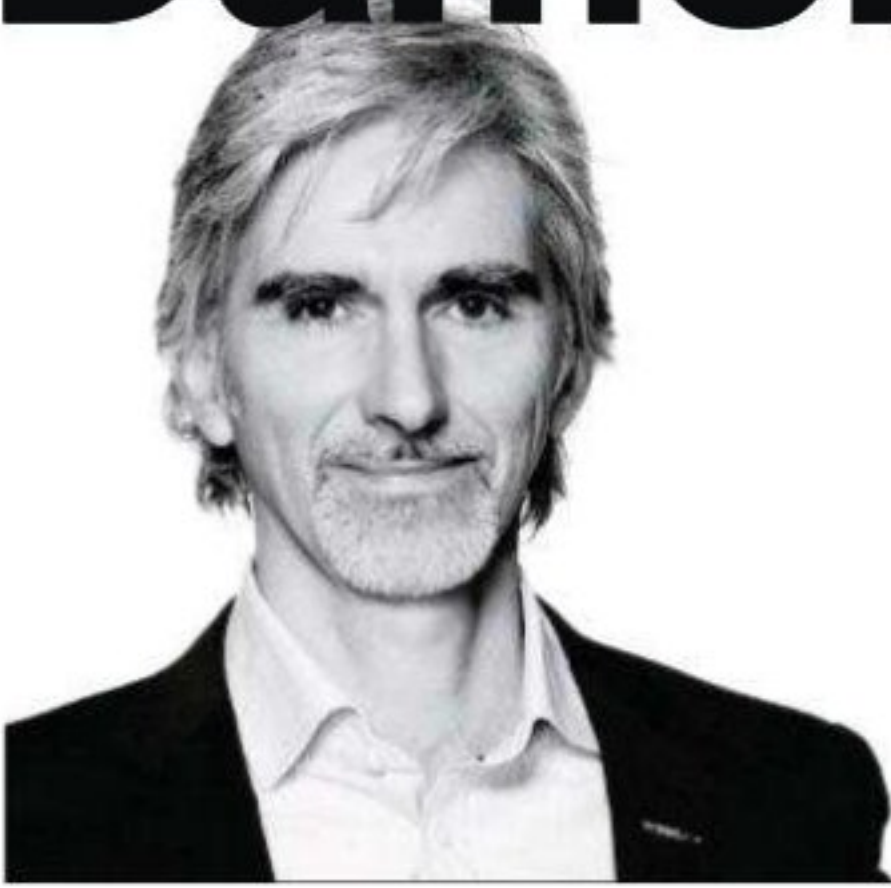
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Damon Hill

The inside line



The 1996 world champion and Sky Sports F1 analyst gives his unique take on this season's big story: the Red Bull team-orders brouhaha

You have to love Formula 1. Only two races into the championship and we've got a controversy that's had everyone worked up into a lather of indignation and outrage, mixed in with a bit of bafflement and confusion. It's at times like these that journalists drill down into their poetic and literary reservoir, gushing geysers of foaming wisdom and start quoting Shakespeare, Churchill, Socrates, Marcus Aurelius, to name just a few. And where does it get us?

Precisely nowhere is my guess. Otherwise we would have this sportsmanship thing cracked by now. You see, the problem is there's a new one born every second, and these child prodigies think they have the answer to it all. Who can blame them? In F1 terms, where winning is all that counts, they do! It must be mighty strong medicine to win three consecutive world championships by the age of 25. Everybody loves a winner, so everybody loves Sebastian Vettel. No?

Of course we do. He's a very impressive young man by all accounts. He just can't help forgetting it's not all about him – because, for the last three years, it has been! So do I blame him? No. He's been encouraged to think in those terms by history because, if you look at the record books, nine times

a race, too. Not a demonstration of pitwall power.

The only time a driver should be morally obliged to help his team-mate is if he is out of the championship, but his team-mate can still win. He could make himself very unpopular if he chooses to be selfish then. But it has been known!

It was my great misfortune to be a pundit the year Michael Schumacher won every flippin' race. Oh my God! Dull, dull, dull. And then something happened: his team-mate Rubens handed him the Austrian GP... in a doggy bag. I have never been so ashamed of this sport as I was then. I don't think I watched a race after that season until I became BRDC president. The fans had been duped. They thought this was a real race. People don't forget things like that quickly. It takes about two weeks. Until the next race! Then, off we go again!

OK, three weeks. And here we are, in China. A chance to see those colourful Red Bull brothers hug and make up and put on a display of synchronised Pirelli 'potty-putty' management. Or shall we just let them do what they like? They are professionals after all. They surely know how to set up their cars and drive within the limits of the tyres? Don't they? Must do. How much do they pay them?

“Mark, were you born yesterday? You should have known he'd do something like that”

out of 10 it pays to be bloody selfish in this sport. You simply cannot expect your 'team-mate' (what a misnomer that is!) to play the game when it comes to the crunch.

Really, Mark, were you born yesterday? You should have known he'd do something like that. Leopards and spots etc. Slightly naive, I fear. Thought experiment: how would you have felt if you were behind Seb and they had radioed 'Multi-12'? Pretty peeved, I venture to suggest. Just ask Nico Rosberg.

The path of the righteous is beset on all sides by the 'other bloke' in the team. Nightmare for team bosses, but hard cheese, I say. You know the deal: you build the cars, they race them. If you want 'employees' driving for you, then get some. These guys are supposed to be racing drivers. We want drivers who race one another because, crazy though it may seem, we want to see racing. Oh, and by the way, we tell the rest of the planet that they are going to see

I reckon they can do it. How about you?

Like Kimi says, just leave them alone; they know what they're doing. After all, they are actually the most skilful and highly competitive drivers in the world, or this is not a Formula 1 worth the name. I think they know how to look after themselves.

And if they balls it up too often, who do you think will pay the greatest price? The team? Not on your life. The team will just get another driver who can give them the best service for a reasonable fee. When you are a driver, you're only part of the team for as long as you deliver, and what they want above all is a winning driver... and one who comes just behind him.

Well, I've never been to Shanghai before. Shall I take a warm jumper or my nuclear fallout suit, just in case these boys can't sort things out peacefully? Come on... I mean Seb and Mark! ☺



CHINESE GP PREVIEW

DRS: F1's most important overtaking tool

GARY ANDERSON explains why the drag reduction system will play a key role at the Shanghai circuit

This year, the regulations have changed to prevent the free use of DRS throughout the lap in qualifying and practice, meaning that it can only be activated in the designated zones.

While that change reduces the influence of the DRS in terms of the amount you can gain in a qualifying lap by opening the slot in the rear wing on every straight and even in some gentler turns, it remains an important tool. It is particularly useful at a track such as Shanghai, which has the second longest straight in Formula 1 between Turns 13 and 14.

The new ruling has made it easier to work out how to approach car set-up. Previously, there was a trade-off in terms of how you set your gear ratios, etc because of the balance between using the DRS to boost acceleration out of corners versus chasing outright top speed.

The location of the DRS zones on the back and start/finish straights in China means that the main gains to be had are in a combination of increasing top speed and getting to that top speed quicker.

However, you have to be careful about limiting yourself. The engines are restricted to 18,000rpm, and if

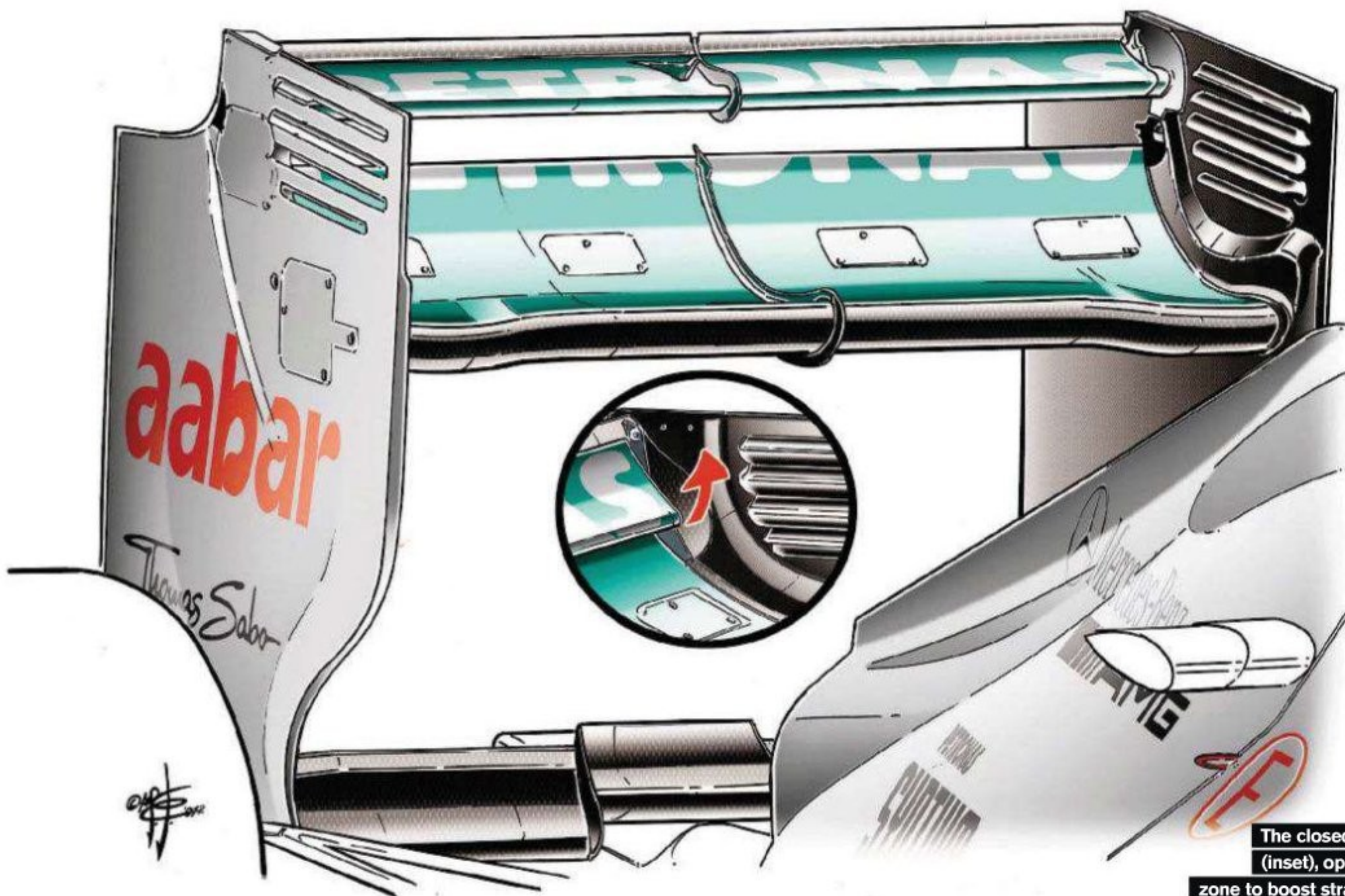
you gear the car to hit maximum revs in the activation zone, with the wing open in qualifying when you are on low fuel, you will inevitably compromise the performance of the car on the same straight when the DRS isn't activated in the race and on a high fuel load.

How much you can utilise the DRS during the race is largely out of your hands. If you expect to be at the front, there won't be many occasions when you can activate it, which can only happen when you are within one second of the car in front. The only times when you can will be when clearing traffic after dropping

back with a pitstop or when you encounter backmarkers, because being within a second of lapped cars also allows it to be activated.

The DRS has an influence on strategy, too. In China, passing was not too difficult even before the DRS rules came in, and we have seen a lot of overtaking in the past two years.

This means a team can expect not to waste too much time stuck behind slower cars and should also avoid being in the turbulent air of a rival for too long, which can have a hugely detrimental effect on tyre life. This is particularly true at Shanghai, which is hard on front rubber.



The closed rear wing slot (inset), opens in the DRS zone to boost straightline speed

THE CIRCUIT BRIEF



RUBENS BARRICHELLO
Inaugural
Chinese GP winner

Shanghai is one of the most technical tracks on the calendar. It's quite long, so there are lots of different corners to think about, and getting the right balance is always a challenge.

It's an enjoyable circuit to drive because of the different challenge,

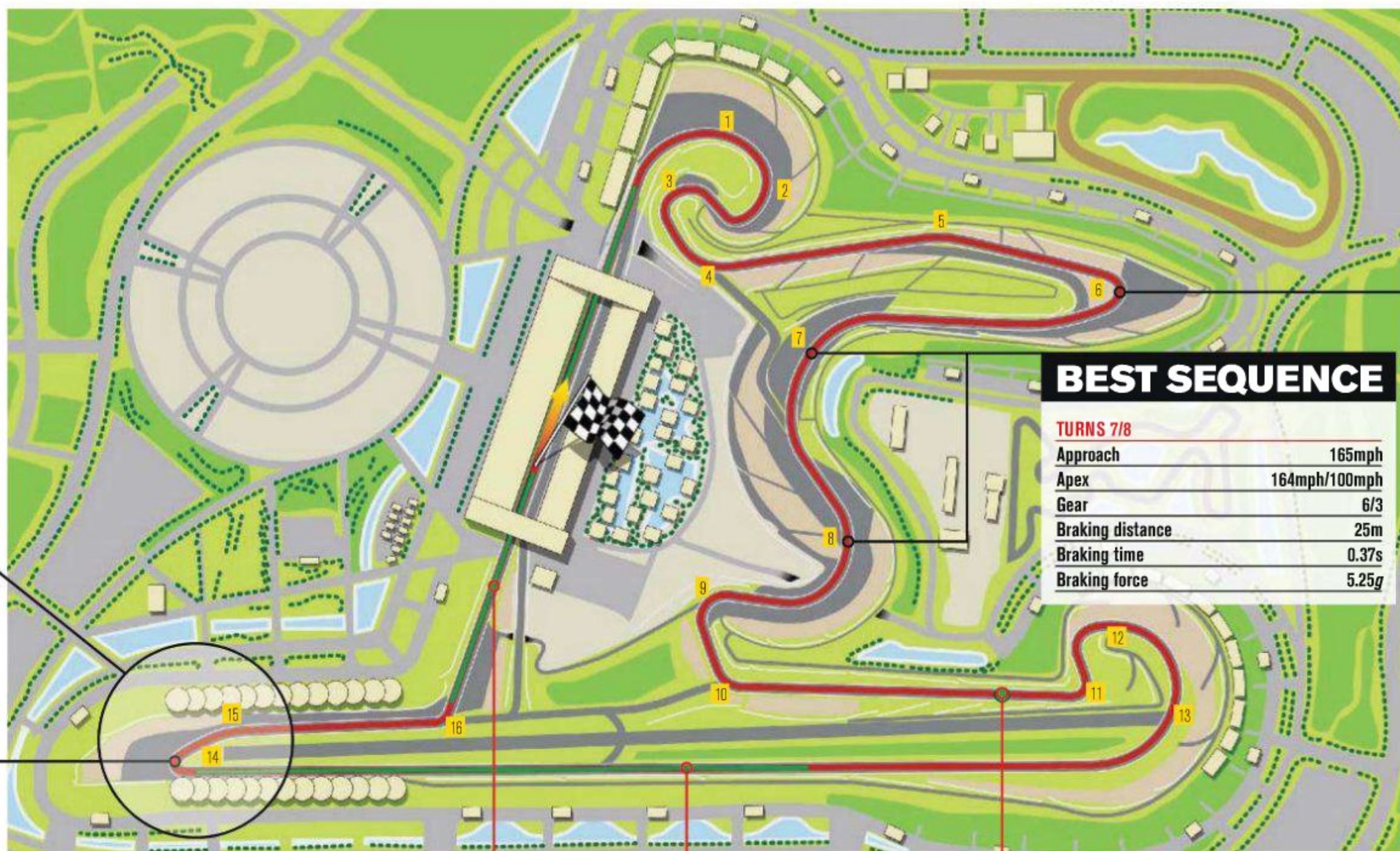
and with the long back straight the possibilities for overtaking are quite high. You have to drive on the limit throughout the lap. There's nowhere to relax.

Turn 13 is the most important both for lap time and creating an overtaking opportunity into Turn 14. You have to

maximise the acceleration through the corner. It's banked, so there's a lot of *g*-force, and every time you go around there it's important to get it right. There are other places where overtaking can happen, but 98 per cent of the time it is going to happen into Turn 14.



DRS is active on long back straight



BEST SEQUENCE

TURNS 7/8

Approach	165mph
Apex	164mph/100mph
Gear	6/3
Braking distance	25m
Braking time	0.37s
Braking force	5.25g

PASSING SPOT

TURN 14

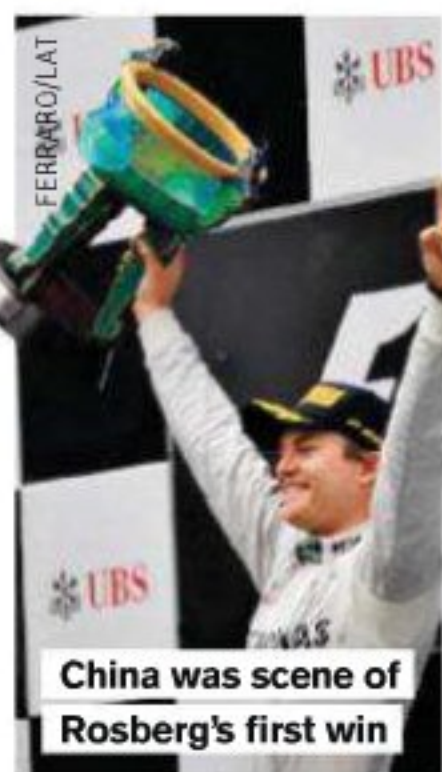
Approach	194mph
Apex	40mph
Gear	1
Braking distance	123m
Braking time	2.98s
Braking force	6.41g

Turn 14 is the best place to overtake



THE STORY OF 2012

A landmark victory for Nico Rosberg, at his 111th attempt, as Mercedes claimed its first grand prix victory as the Silver Arrows since 1955. From his first ever pole, Rosberg led the majority of the race to score a convincing 20s victory over the McLarens of Jenson Button and Lewis Hamilton. However, a pitstop fumble for Button cost him any chance of overhauling the Mercedes driver.



China was scene of Rosberg's first win

POTENTIAL FLASHPOINT

Get Turn 6 wrong and rivals will pounce



TURN 6

Approach	185mph	Braking distance	100m
Apex	51mph	Braking time	2.37s
Gear	2	Braking force	5.49g

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Fifteen questions for **Andy Wallace**

Q What does success feel like?

A The polar opposite of losing.

Who has been your fiercest rival?

Maurizio Sandro Sala. I had a season-long battle with him on my way to winning the British Formula 3 Championship in 1986. He was extremely quick and tough to beat, and we spent a lot of races wheel-to-wheel.

Who was your childhood hero?

Jochen Rindt. Unfortunately he was killed at Monza in 1970 when I was just nine-years-old.

When were you happiest?

Apart from my ever-expanding bald patch and never-ending battle with nose hair, I'd say now!

Which living person do you most admire and why?

Kimi Raikkonen. He's without doubt one of the best drivers in the world. You never know what he's going to come out with next, but you're not left wondering what he really thinks.

What has been your most embarrassing moment?

Crashing into the catch fencing at Woodcote corner at Silverstone on the warm-up lap in FFord in 1981, and knocking myself out, is right up there. I would have won that race...

What is your most treasured possession?

I'm not much into possessions, but the Le Mans 24 Hours trophies do look rather nice on the shelf in my office.



Who would play you in the film of your life?

I doubt they'll make one!

What is your favourite smell?

Petrol, of course. But not so much when you're upside-down and the other smell that hits you is hot turbochargers!

What is your guiltiest pleasure?

A nice glass of wine.

To whom would you like to say sorry and why?

I should probably say sorry to Gerrit van Kouwen for using the back of his car as a brake on the last lap of one of the heats of the Formula Ford Festival in 1983. My foot slipped, honest. Sorry mate!

What does success feel like?

The polar opposite of losing.

What has been your biggest disappointment?

Losing the lead, and certain victory, in the 2004 Daytona 24 Hours inside the final 15 minutes due to a mechanical failure. Then there was Le Mans in 1995: losing the lead with two hours to go due to clutch failure...

If you could edit your past, what would you change?

I would imagine most people would like to be able to edit certain parts of their lives. But, to be quite honest, I think mine's just fine the way it is, so far.

How do you relax?

See my earlier answer about a glass of wine. I also find a nice long drive relaxing (but not at the same time, you understand).

When was the last time you cried?

That would have been the occasion when I got my man bits caught in the crutch strap during a driver-change pitstop.



ANDY WALLACE CV

Born Oxford

Age 52

1990, '97 & '99 Daytona 24 Hours winner

1999 Petit Le Mans winner
1998 Professional Sportscar Racing GT1 champion

1992 & '93 Sebring 12 Hours winner

1988 Le Mans 24 Hours winner

1986 British F3 champion and Macau GP winner

1986 AUTOSPORT National Racing Driver of the year

1980 Pre '74 FF1600 champion

Ferrari closer – but is it enough?

Its 2013 car is fundamentally better than its predecessor, but is Ferrari's F138 fast enough to beat Red Bull? **EDD STRAW** investigates

Amid Lotus's sensational Melbourne win and the Red Bull team orders row, Ferrari has had a relatively low-profile start to the season.

Superficially, the Scuderia has made a promising opening to its campaign. In Australia, Fernando Alonso beat Sebastian Vettel in a straight fight and only lost out to Kimi Raikkonen thanks to the Lotus making just two pitstops. In Malaysia, the Spaniard suggested he might also have been able to fight for victory but for tapping Vettel's car at Turn 2 and his subsequent front wing collapse and early bath.

Are things really so rosy, though? Ferrari is strong and certainly far better off than it was at the equivalent stage last year. However, given the exceptional circumstances of 2012, when consistently high scoring allowed Alonso to pull out a big championship lead driving a car that struggled to make Q3 early in the season, this might not be good enough.

"We had a good car, and I don't think we were too far from Red Bull's pace in the race," said Alonso after his retirement in Malaysia. "They didn't have all the aces this weekend. No one was especially quick, so I think we could really have fought for the win.

"We are still missing some pace, but we have three weeks now to work and bring in some new parts. Everyone will do [the same], but hopefully we can take a bigger step than the others."

The second half of what Alonso said is the pertinent part. Glance at the performance of the Ferrari over the final four races of 2012 compared to the first two of 2013 (see panel right), and it has barely changed. This is a far more relevant yardstick than measuring Ferrari against its form at this point last year.

The F138 is certainly a better car than the F2012, particularly the packaging of the sidepods, but its pace relative to the frontrunners is near-identical, suggesting that the same technological limitations that held it back last year could inhibit it this time around. Certainly, Felipe Massa, who finished in fifth place in Malaysia after losing time thanks to graining on the intermediate rubber early on, disagreed with his team-mate.

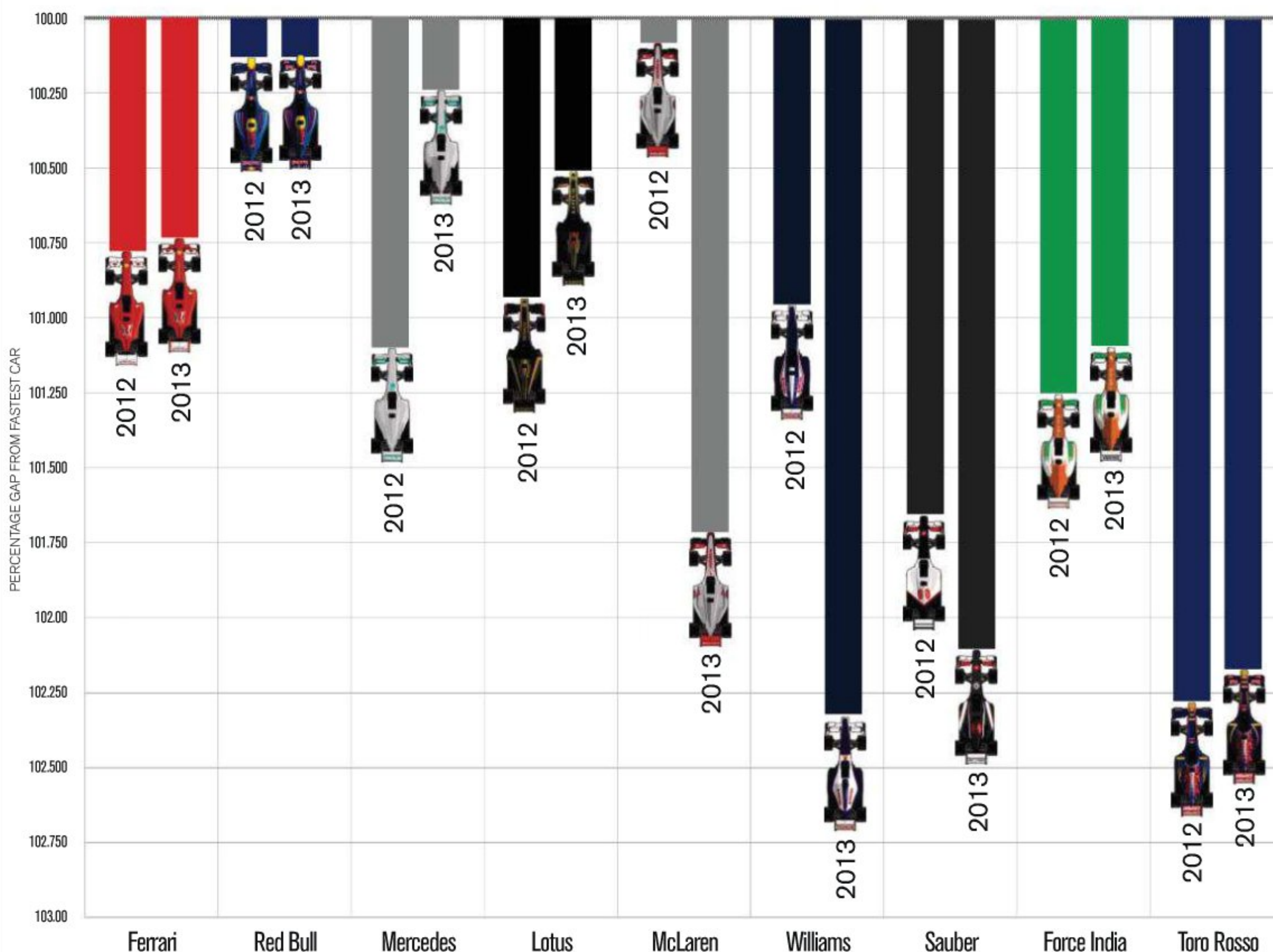
"I don't think we had a car to win," said Massa. "Fernando did two laps, he didn't do the race. We have a competitive car to fight for the podium. There has been great work on the car from last year to this year, but there is a lot to do to make the evolution right and to make it more and more competitive. But if we carry on in this direction, the chance

Alonso headed home Vettel in the Australian Grand Prix

THE RACE FOR PACE – END OF 2012 v START OF '13

A glance at the data shows that, save for the dramatic drop-off by McLaren thanks to its troublesome MP4-28, the competitive picture among the top teams hasn't changed dramatically since the end of last year. The graph below plots the raw pace of each car, on average, during the final four races of 2012 compared to the first two of this year. This is calculated by taking the fastest individual laps of each car over a weekend, expressed as a percentage of the quickest machine.

Most striking is the similarity in performance of Red Bull, which is, on average, just one-thousandth of one per cent better off than it was last year, and Ferrari, which is less than half of one per cent stronger. This is a relative performance index, so it doesn't indicate that the teams have made no progress, merely that both are in a similar position relative to each other and to the outright pace. Lotus has taken a relative step forward worth around four-tenths of a second per lap on a hypothetical 1m40s lap, while Mercedes is the biggest improver with a step of more than eight-tenths.



to win races and even fight for the championship is there.”

This will make what happens in the next two races hugely significant for Ferrari. As well as being able to assess the effectiveness of its upgrades, we should finally get a clear indication of its pace bearing in mind that both Australia and Malaysia were affected by adverse weather conditions.

After two consecutive pole positions, there appears little doubt the Red Bull is the fastest car on underlying performance, and the gap over the past two races, which equates to around seven-tenths per lap, needs to close.

Most likely, given a totally dry qualifying session, Ferrari will be closer, but it will be difficult to

outdevelop Red Bull from there. While the upcoming races are likely to be unpredictable as teams work to get on top of the 2013-specification Pirelli rubber, the underlying performance of each car will become increasingly significant as the season progresses. Just as happened last year, Alonso could face an uphill battle to win his elusive third drivers' title.

Team principal Stefano Domenicali has hinted the true competitive picture has not emerged so far. The car has yet to win a race, but he is certain it will be in the title hunt.

“Our car will perform better at certain tracks,” he said. “Red Bull look the strongest at the moment, and Mercedes and Lotus also look



very competitive. But we will be there, no doubt.”

Aerodynamic tweaks are expected in China this weekend. The F138 appears at a slight disadvantage in terms of grip at the rear, and detail changes are also expected in the exhaust/diffuser area, even though its car concept is working well.

There are positives for Ferrari, though. The car is fundamentally pretty good, if not great, so if the

team can bring upgrades that produce more steps forward than it did in the second half of last season, it will be a strong contender. It also has the advantage of Massa being very much in play as a credible number two to Alonso, unlike the situation during most of 2012.

Massa has now outqualified Alonso four times in a row and has performed well relative to his team-mate since the end of last year's mid-season break. This means he'll be in a position to take points off Alonso's rivals, as well as boost Ferrari's chances of winning the constructors' championship.

Just as last year, the key will be the development war. Ferrari will be thereabouts, just as it was last year. But being *there* is going to be tough.

Ignore 2014 at your peril

The temptation for midfield teams to focus on this season rather than next is strong, but it could be a big mistake. By EDD STRAW



With the introduction of the new 1.6-litre turbocharged V6 engines looming, most expect the 2014 season to be more than ever a battle of Formula 1's heavyweights. The big-budget behemoths Ferrari, Mercedes and Red Bull (as Renault's de facto works team) are widely predicted to lead this fight, while the medium and small teams are expected to struggle more with the changes.

But this doesn't mean the more modest teams can afford to write off next season to focus on finishing as high as possible in this campaign.

Take Scuderia Toro Rosso, for example. While it is expecting to have Renault power next year in place of its current Ferrari engines, a deal has yet to be

finalised, meaning there are still questions to be answered over installation demands.

Toro Rosso technical director James Key warns that neglecting 2014 could be a disaster for a team's long-term prospects.

"There's a big temptation to hit this year really hard all the way through because there's a benefit to get over those who decide not to develop the car any further than the middle of the season," said Key. "But the problem is that 2014 is a big change, and the new regulations are establishing the future of F1. If you start off badly, you are forever playing catch-up."

"It will be more of a powertrain thing, but aero will still be fundamentally important, and if you start behind on that, it's bloody difficult to catch up."

DEVELOPMENT WARS

Success in F1 has become increasingly dependent on winning the development war, with small evolutions pivotal to victory. Key expects competitive advantages and disadvantages established at the start of the new age of regulations to have a significant say in what happens throughout what is expected to be a lengthy rules cycle.

Looking at the current 'skinny' aerodynamic regulations, which were introduced in 2009, supports his argument. While Brawn hit the ground running by winning six of the first seven races of this era and going on to take the title, its ex-Honda machine was an anomaly because it was far ahead of others in terms of development, but not underlying concept. Quickly, it was eclipsed by fundamentally better cars such as the Red Bull, which has proved to be the dominant force ever since.

"The development race happens behind the scenes," added Key. "Downforce is fundamental. The guys with the big resources can develop at a more steep rate, the small guys more shallowly – we are in the middle."

"If you start behind and develop as quickly [as the best team], you will always be behind. So we could develop just as effectively as Red Bull, but to catch them we'd have to outdevelop them with less budget and fewer people."

"So if F1 in 2014 is dominated by factors such as downforce, if you ignore 2014 and try to come back in 2015, you have too much



Key believes 2014 might be a chance for midfield teams to shine

"Whoever comes up with the next tweak to gain an edge will set the trend"

to do. That would be a big risk. The development race takes place over months and years, so 2015 can't be good if you don't build momentum in 2014."

In effect, if Toro Rosso was to start development of its 2014 challenger later than others, which would mean it begins next season further behind than it otherwise would, it could then carry that deficit indefinitely. Can any team afford to take that risk?



Brawn's 2009 edge over Red Bull didn't last long



Toro Rosso and Force India must look to future as well as the present

Q&A

BOB FERNLEY

FORCE INDIA DEPUTY TEAM PRINCIPAL ON THE UNCERTAINTIES OF 2014



Force India has made a huge amount of progress during the current rules cycle. However, with engines likely to be the main differentiator in 2014, do you have to accept that your competitiveness, or lack of it, will be dictated by that?

Yes, but we must not completely ignore the chassis side of it. We've got to produce a good chassis with good aero performance. The engine will be a differentiator, but it won't overcome a bad chassis, so we have to do our part. As a team, we've progressed every year, and hopefully that will continue.

But a good engine in a bad chassis could be more competitive than a bad engine in a good chassis?

It's just something that we have to carry into next year. There are going to be winners and losers in 2014, and every team will hope they have backed a winner [as an engine supplier].

Can you set meaningful targets for 2014?

The engine is an unknown and significant variable, and we have to accept that. That's why it's so important to optimise this year and get the unfinished business of podium finishes done! Whether we have gone the right way or the wrong way with the engine, we won't know until we start testing in 2014.

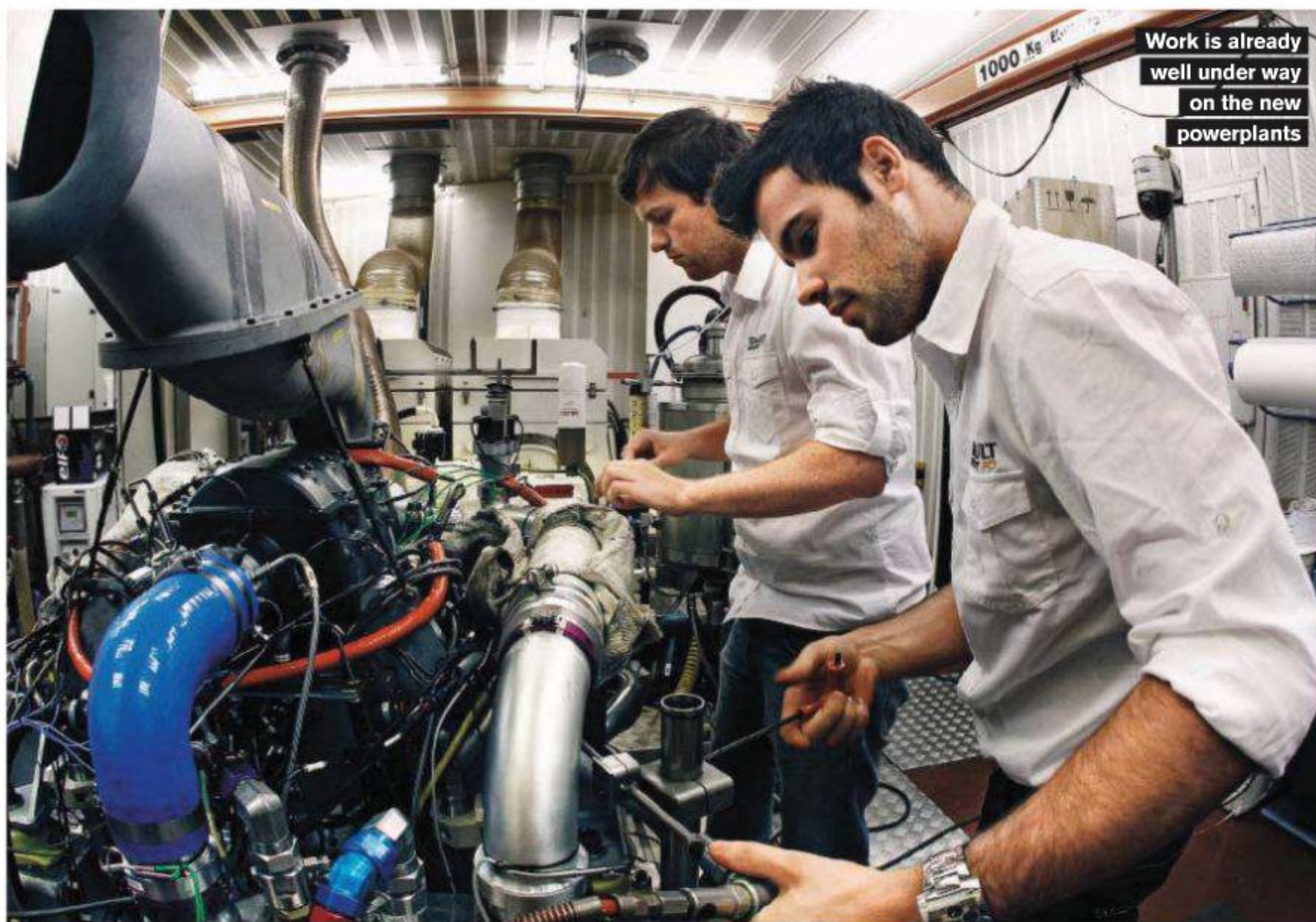
Is there an argument for throwing everything at this year to maximise the results and accepting that next year is going to be tough before getting back on track the year after?

We still want podiums, so we will soldier on as long as we can to make sure we can deliver, but we are sensible enough to realise there is more of a challenge in the 2014 car, and we will have to move resources across a bit early. You have to balance it.



Force India has to balance 2013 against 2014

RENAULT SPORT



Work is already well under way on the new powerplants

OPPORTUNITY KNOCKS

While the big teams are expected to continue to dominate, the medium and small teams believe it is possible to spring a surprise. Just as Red Bull used 2009 to jump from its status as a perennial midfielder to a frontrunner, albeit bolstered by a big budget and the likes of Adrian Newey, there is scope for some outfits to take a step forward.

"What was interesting in 2009 was the natural expectation that the

have-nots would be way back," said Key. "But the grid really tightened up. The development race was massive for everyone, and I suspect it will be similar in 2014."

"What 2009 also did was spark off innovation such as f-ducts, double diffusers and exhaust-blown diffusers. It will be the same in 2014. Whoever comes up with that next tweak to gain an advantage will be the one that sets the trend. We've all

learned to interpret regulations a bit more cleverly."

This is encouraging for those who fear engines, and only engines, will be the dominant factor next year. While performance could vary dramatically across the three power unit suppliers, there's still scope for the teams to have a big say in the competitive order. All the more reason for the less fancied not to sacrifice next year for short-term success in the second half of 2013.

IndyCar's next battlefield

Leading IndyCar teams are tiring of the restrictive 'spec' cars in the series at the moment. Can things go back to how they were in open-wheel racing's good old days? By MARK GLENDENNING



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During CART's glory years of the late 1990s and early 2000s, team owner Bobby Rahal estimates that the cost of putting a car onto the grid was roughly double what it is today.

"When you add it all up, you were probably looking at \$12-14 million per car," he said. "Exclusive of driver salaries."

It was a different world then. The economic squeeze was years away, and sponsorships were valuable.

"The value of our primary sponsorship in 2001 was \$9m," Rahal added. "Then we had all the secondary ones." And in an era of supplier competition, big teams could expect to get a lot of stuff for free – engines, engine maintenance and tyres.

"In those days you were also buying new cars every year at \$500,000 apiece," Rahal said. "If you are a two-driver team, you were writing off \$2 million worth of cars every year. But you had the money to do that."

The other thing that was free – or close to it – was the potential for teams to flex some engineering muscle in trying to liberate an extra few tenths from their equipment.

Fast-forward to the present day, with an economic climate still in recovery and a series continuing to dust itself off from the ramifications of the IRL/CART split. Money is tight, and the current DW12 is so spec that teams are not even allowed to machine their own brake pedals.

TROUBLE BREWING

The debate over cost containment versus technical innovation is gearing up as one of the next major battlegrounds as IndyCar works to position itself for the future. All team owners have an opinion, and by and large their enthusiasm for innovation is directly proportionate to the size of their budget. Given the freedom, Team Penske can afford to play with all sorts of parts on the car, Fisher Hartman Racing not so much.



The Dallara DW12:
you can't even make your own brake pedal

That additional technical freedoms would ideally be a good thing is agreed on by pretty much everyone in the paddock. Where they differ is on how much freedom, when it should be rolled out, and what the end benefit is supposed to be. When you consider that the whole point of the new car was to contain costs, it's ironic that some owners believe that a more open formula would actually be cheaper.

"I think we should go back to the

way it used to be, where you go out and buy a Dallara car but you can do your own plumbing, you can do your own cooling... open it up to where you've got to use your brain a little bit," said Michael Andretti.

"If we can do all that, and do it a little different, great. That's an innovation. Plus, it's cheaper for the owners to do that, believe it or not. These wings – to repair them is so expensive.

"We could get it done [ourselves]

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No, not a race at Road America (sadly), but some want return to CART heyday

for 10 per cent of the cost.”

Last year, Andretti was one of the main agitators against the contract that the series struck with Dallara that bound the teams to source the vast majority of their parts from the Italian constructor, as opposed to finding their own suppliers as had been the case in the past. As well as being considered restrictive, some teams argued that the Dallara parts were astronomically expensive. A 40 per cent cut in the cost of spares was requested before a compromise of 14 per cent was finally struck.

“The old Dallara was very economical to run,” said Andretti. “This thing has gone up over a million dollars per car, for everything.”

The series is less convinced, and so are some of the owners.

“We did a study on that, and I think there was so much ado about nothing,” Rahal said. “First of all you couldn’t compare it to the old car because of people making their own stuff and what have you. But the way some of these guys were talking, it sounded like it was three times the cost. It was *maybe* \$100,000 more over the course of a year. Yes, that’s a chunk of money, but it’s a new car.”

FINDING MIDDLE GROUND

Even within the current financial constraints, there are areas of the Dallara DW12 that some owners believe could be freed up at relatively little additional cost, ranging from wheels and brakes to

spark plugs and turbos. Rahal suggested that those sorts of avenues could actually generate money, as they open the door to new sponsors.

Mark Miles, new CEO of IndyCar parent company Hulman & Co, said that his early discussions have leaned him toward being in favour of more technical freedom, but not for the reasons that the teams are suggesting.

“I think about it more from the perspective of attracting more fans than I do any other perspective,” he said. “We do have to be mindful of cost to the teams. But the advice to the technical folks and the competition folks might be: let’s think about how we can incrementally manage increases in speed and safety. I’d like to find a way to think in terms like that instead of just a debate about cost and who pays it.”

But several teams, including Penske – which is in favour of more-open rules – are unconvinced that speed is a major issue.

“If you went to Indianapolis and took the scoreboards down and you asked people how fast the cars are going, they wouldn’t know the difference between 230mph and 220mph unless someone was on the PA,” said Roger Penske.

Under the current system, the only real winner may seem to be Dallara. It has defended its parts pricing structure in the past, arguing that if the DW12 had to be built to a

certain price then the money had to be recouped from somewhere. But in a perfect world, Dallara head of US operations Stefano dePonti says that he’d like some competition too, at least on the chassis front.

“We play by the rules that the sanctioning bodies tell us to,” he said. “It’s not that we don’t want competition – we like competition. We used to have competition in IndyCar; we’ve had competition in Europe in Formula 3. Unfortunately, the economy in motorsports dictated that it was more cost-effective to have spec cars. But that is not mandated by Dallara.”

In the meantime, smaller teams such as Ed Carpenter Racing are preaching moderation.

“From an engineering point of view, the series could do with being opened up,” said ECR general manager Derrick Walker. “But when you make changes it costs money. I think it is more a case of keeping things under control until we can build the fanbase back, and get more money into the sport to say, ‘OK, let’s open up certain areas of the car and then let some innovation creep in.’”

It’s a complicated issue even before you take bodykits into account, which were meant to be the big differentiators (besides engines). The idea is still being considered, although again, there are debates about who will have to pay for them, and whether they will actually translate into more people tuning in.

US RACING’S ONE-MAKE MACHINES

Highlighting the cars that have raced with no competition in IndyCar and Champ Car over the past decade

Lola B2/00 – Champ Car 2005-06

After Walker Racing ditched its ageing Reynards after the 2004 season, the whole grid raced with ageing Lolas for the next two years.



Panoz DP01 – Champ Car 2007

Champ Car’s last hurrah was a brand new spec car. But its US life was cut short by the single-seater ‘merger’ in early 2008.



Dallara IR4 – IndyCar 2007-11

The 2007 Indianapolis 500 marked the last time a non-Dallara graced an IndyCar grid, with three backmarker teams fielding Panoz/G-Force entries.



Dallara DW12 – IndyCar 2012-present

Dallara beat rivals including the radical DeltaWing project to earn an exclusive chassis-supply deal for IndyCar from 2012 onwards.



LMP1



CAN TOYOTA TOPPLE AUDI?

The Japanese firm ended 2012 with a faster car than its German rival. **GARY WATKINS** asks whether it can take that momentum to this year's crown, starting this weekend at Silverstone



Can Audi overhaul the advantage Toyota enjoyed over the final four races of last year's World Endurance Championship? And can the Japanese manufacturer produce a bulletproof car capable of taking the fight to its German rival over the full distance at the Le Mans 24 Hours? Those are the pertinent questions on the eve of the WEC opener at Silverstone this weekend.

The Silverstone 6 Hours, to the winner of which the famous Tourist Trophy will be awarded, will provide only some of the answers. Toyota is running last year's TS030 HYBRID in Britain and won't race the updated 2013-spec version of its LMP1 coupe until round two of the WEC at Spa in May. That surely means that the revised Audi R18 e-tron quattro has to be quicker than the 'old' Toyota around the Silverstone Grand Prix circuit if the German manufacturer is to mount a cohesive campaign to retain its WEC titles.

The revisions to the latest iteration of the R18 coupe are described by Audi Sport boss Wolfgang Ullrich as "detail changes", but those changes stretch from the tip of the nose to a rear-wing design that follows the lead set by Toyota last year.

The adoption of the rear-wheelarch extensions debuted by Toyota at Silverstone last August will address one area in which the R18 e-tron quattro lagged behind the Toyota in 2012 – downforce. The second area was hybrid punch out of the corners, and this has been addressed as well.

Audi now admits that it was unable consistently to charge its flywheel energy-storage system to allow it discharge the 500kJ maximum on tracks other than the Circuit de la Sarthe at Le Mans.

"It was something that did not surprise us, because when we decided on a concept that was very much dedicated to Le Mans, we knew it would not be at the same level on other circuits,"



explains Ullrich. "The system is now not only optimised for Le Mans; we can use it more flexibly, which makes it more suitable for other circuits. We have made quite some improvement on how much we can recuperate and how fast we can return it to the track."

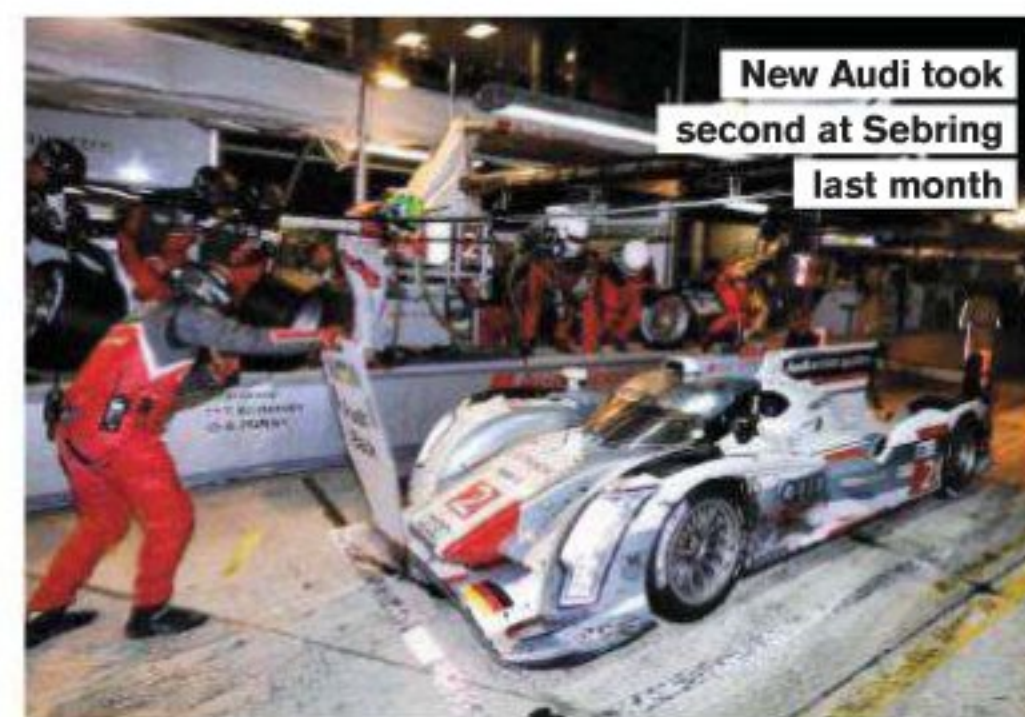
Ullrich isn't making predictions ahead of the season except to say there is a hope that "all our detail steps add up to enough to bring us to a point where we are competitive".

Allan McNish, who shares one of the Audis with Tom Kristensen and Loic Duval, believes there has been a step forward, even though the 2013 car lost out to the older version in last month's Sebring 12 Hours. Audi reputedly found a significant chunk of time in the new car in testing at the Florida track immediately after the race.

"We have made a clear step, but we haven't maximised the new package yet," says the Scot. "But the big question is how much of a step have Toyota made?"

If McNish and his team-mates, and the second car – which is shared by world champions Andre Lotterer, Benoit Treluyer and Marcel Fassler for the full season – don't have a clear edge this weekend, then Audi is going to be on the back foot once the new Toyota arrives for the Spa 6 Hours on the first weekend of May.

Toyota is running its old car at Silverstone for two reasons: the new car is still in the middle of a series of endurance simulations ahead of Le Mans; and a high-downforce version of the latest



aero package is behind the Le Mans set-up in the development queue.

Toyota's drivers appear more positive about their 2013 car – built around a revised monocoque – than their opposite numbers at Audi.

Alex Wurz, who shares with Nicolas Lapierre this weekend and with Kazuki Nakajima when he's not on Super Formula duty in Japan, is upbeat: "We think we have improved the car and all the drivers have the same feeling."

Anthony Davidson, who drives the second car with Stephane Sarrazin and Sebastien Buemi, reckons the latest TS030 is faster and more driver-friendly. "We feel more connected with the car, particularly under braking," he says.

There is also an air of confidence following Toyota's first three Le Mans tests: two at Paul Ricard and one at Motorland Aragon.

"We've made good progress, says John Litjens, chassis project leader at the Toyota Motorsport GmbH squad. "It is logical that you have some problems with a new car, but nothing that we would consider a 'car stopper'."

That puts the TMG squad, which again has support from ORECA in running the cars, well ahead of where it was in the run-up to the 2012 Le Mans. But that doesn't mean the 'favourites' status attached to Toyota for the WEC extends to the 24 Hours.

"We can be considered favourites for the six-hour races," says TMG technical director Pascal Vasselon. "But for Le Mans, we are still the challengers." ▶

LMP1 Privateers Rebellion v Strakka

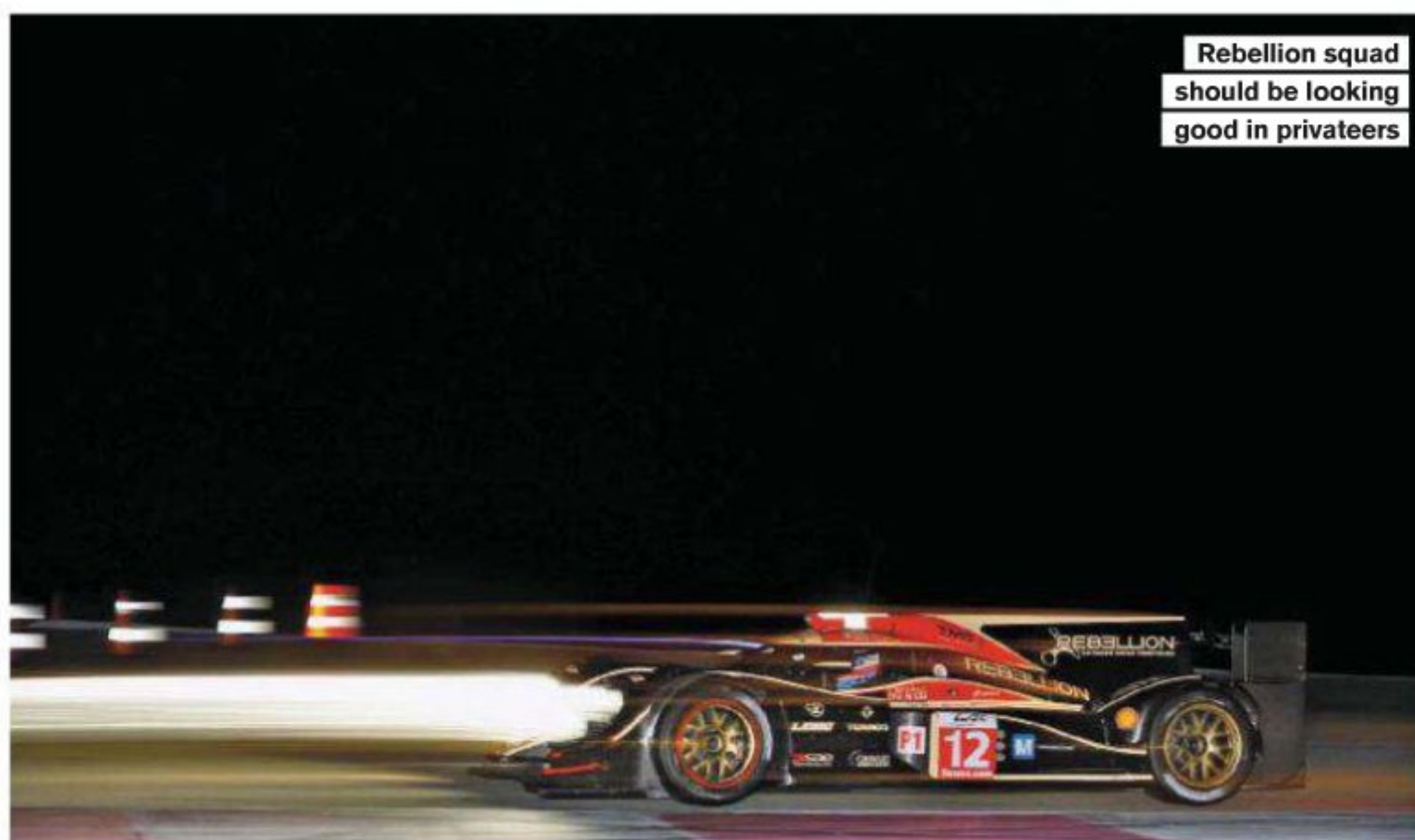
Strakka Racing is coming from behind in the two-team privateer LMP1 battle in the 2013 WEC. Rebellion Racing has had a clear edge with the Lola-Toyota B12/60, but it is Strakka that should gain the most with a major update of its HPD package, now in ARX-03c specification.

Wirth Research, which designs and builds the HPD chassis, has switched its P1 design to the wide front tyre now used by everyone in the category. It should be a major advance for a car that was only occasionally a match for the best of the Rebellion Lola-Toyotas last year.

"We definitely have made a step forward, though we need a little more time with the package to extract the optimum," says Danny Watts, who again shares the Strakka entry with Jonny Kane and team boss Nick Leventis.

Rebellion knows how much a move to the wider front can give, which is why it reacted by commissioning an update from Multimatic Motorsport, which has taken over engineering support of the Lola prototypes.

Rebellion should be in the pound seats even when

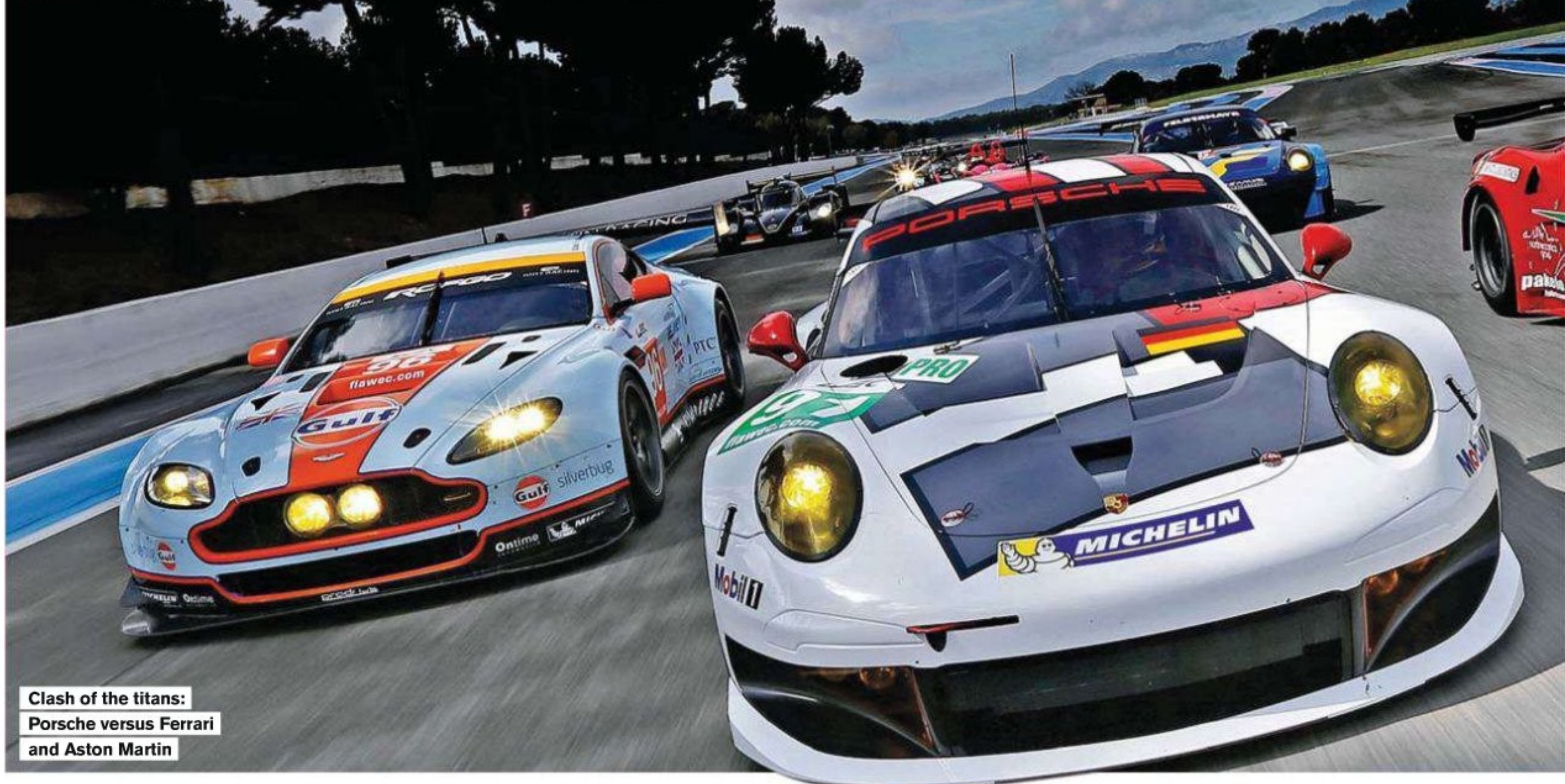


Neel Jani and Nick Heidfeld, who share one car with Nicolas Prost at Silverstone, Spa and Le Mans, switch their focus to the team's American Le Mans Series campaign. That will leave Prost to share the solo car with Andrea Belicchi and Mathias Beche, who are joined by

Congfu 'Frankie' Cheng for the first three races.

"If we are honest, looking at the driver line-ups, we would be disappointed if we can't beat them," says Rebellion Racing team manager Bart Hayden.

GTE PRO



Clash of the titans:
Porsche versus Ferrari
and Aston Martin

36

THREE-WAY FIGHT FOR GT HONOURS

The right crowd and no crowding. Brooklands' slogan of old sums up the GTE Pro class in the 2013 World Endurance Championship. There are only six cars, but they are very much the *right* cars – two full-factory cars each from Ferrari, Aston Martin and Porsche.

That means GTE Pro could be twice as good as last year, when there were effectively only three cars in a class in which each of the manufacturers hit the top step of the podium over a highly competitive second half of the season. One of those marques has an all-new car for the new season and one has a substantially reworked contender. And if that wasn't enough, there's an extra frisson of excitement added with the inauguration of a drivers' championship – or 'cup' in GTE Pro.

FERRARI

The king of the GTE hill, Ferrari returns with a minor update of its three-year-old 458 Italia, wondering if its advantage in 2012 will have been overturned by Porsche's new 991-shape 911 RSR and a further development of Aston Martin's Vantage GTE.

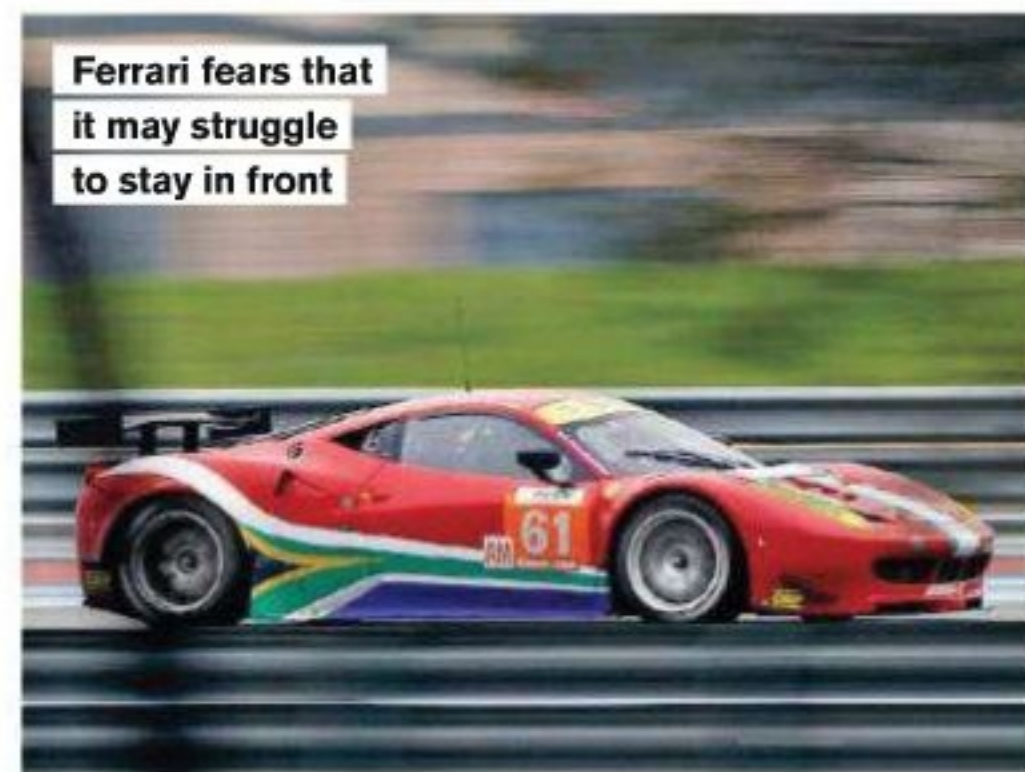
Gianmaria Bruni, who again shares the lead AF Corse-run works Ferrari with Giancarlo Fisichella (while Toni Vilander joins Kamui Kobayashi in the second car), isn't sure.

"We hope we are ready to match Aston and Porsche, but right now we don't know," he says. "They have new cars and we haven't gained anything significant, and we have more or less the same Balance of Performance as last year.

"We don't know about the Porsche yet, but from what we saw of the new Aston Martin at Sebring [the opening round of the American Le Mans Series in March] they are too fast for us."

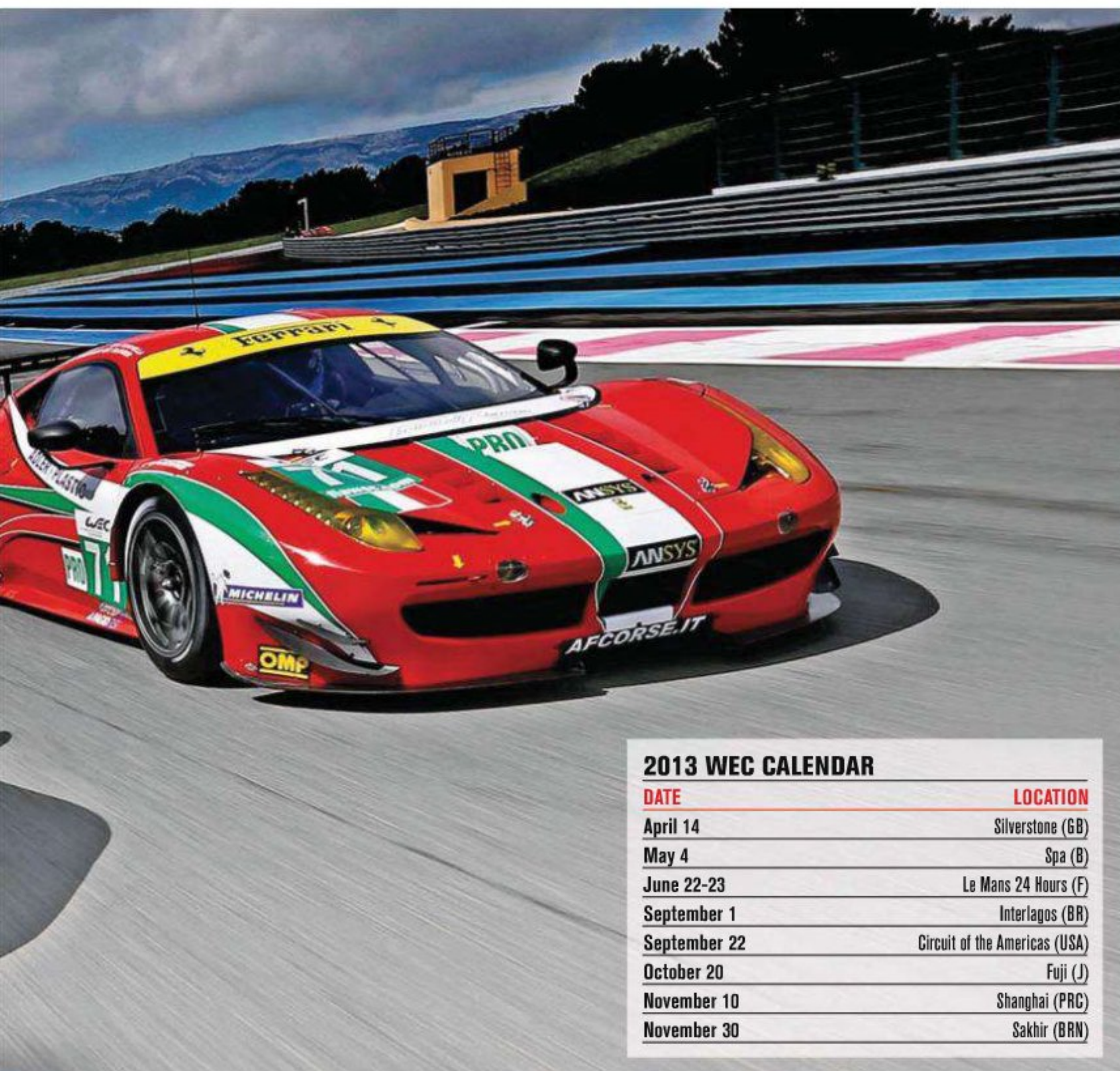
Ferrari enters the season with the same reduction in fuel-tank capacity that clipped its

Ferrari fears that
it may struggle
to stay in front



wings in 2012. The loss of five litres, which largely removed the advantage in economy of its direct-injection V8, brought Aston and Porsche into the game at the end of last season.

The 458 has been given a 10kg weight break under the latest BoP, something that Bruni describes as "nothing".



2013 WEC CALENDAR

DATE	LOCATION
April 14	Silverstone (GB)
May 4	Spa (B)
June 22-23	Le Mans 24 Hours (F)
September 1	Interlagos (BR)
September 22	Circuit of the Americas (USA)
October 20	Fuji (J)
November 10	Shanghai (PRC)
November 30	Sakhir (BRN)

ELMS
PLANTING SEED
FOR GROWTH

The European Le Mans Series returns to something approaching rude health at Silverstone on Saturday after spluttering through the 2012 season. The series has been relaunched around a new format by the same group that runs the World Endurance Championship.

The six-hour (and before that 1000km) races of the past have been replaced by three-hour events, GTE is now only a pro-am class and the GTC category for GT3 machinery has been introduced. The changes, made in the name of cost reduction, have produced a 25-car grid.

That's significantly up on the 13 cars that started the last proper ELMS race at Donington Park in July, though the quantity and quality in the premier division – LMP2 – are down. Nine cars are on the entry list for Silverstone, and one looks certain to disappear before round two.

The Signatech Alpine squad, whose ORECA-Nissan 03 runs in French national racing blue in deference to the Dieppe-based sportscar manufacturer, starts favourite with a line-up of Nelson Panciatici and Pierre Ragues, who has controversially been downgraded from gold to silver status for this season.

The GTE class, which turned into a three-car affair at Donington in 2012, has come alive with eight full entries and a number of name drivers from Porsche factory men Nick Tandy and Wolf Henzler, through Emmanuel Collard to Johnny Mowlem.



Turner, Senna and Mucke: a mighty AMR line-up

ASTON MARTIN

Aston, on the other hand, has been given 10kg but retains the majority of the performance breaks it received before AMR set to work on development of the Vantage at the end of the disastrous AMR-One LMP1 programme at the end of 2011. That resulted in a car that set a string of poles last year before notching up its first WEC victory at the Shanghai finale.

"Last year was a transitional year, but also a learning year," says long-time AMR driver Darren Turner, who is again paired with Stefan Mucke for the full season and Formula 1 convert Bruno Senna (who will drive the second car with Frederic Makowiecki over the remainder of the year) this weekend at Silverstone. "The aim in 2012 was reliability and podiums. We exceeded that and have now put everything we learnt last year into the 2013 version."

The new Aston proved its speed at Sebring, though early delays meant there was no chance of a decent result for either of the two cars, but



Porsche has been revamped for 911's 50th birthday

Turner thinks the full potential of the 2013 package has yet to be seen.

"It is easier to drive, but we need to unlock the next level of performance," he continues. "We still don't understand how to fully make the tyres work with the changes to the weight distribution and centre of gravity on the new car."

PORSCHE

Porsche is also in a learning phase with its pair of rear-engined GTE contenders, which will be driven by Marc Lieb/Richard Lietz and Jorg Bergmeister/Patrick Pilet, with LMP1-bound Romain Dumas and Timo Bernhard joining the respective line-ups for Silverstone, Spa and Le Mans.

The latest 911 racer has double-wishbone suspension and is 100mm longer than its predecessor, which makes it "much more like a proper racing car", according to Lieb.

"Everything is new," says the German of

the factory Manthey-run car. "That includes the car and how we drive it and set it up, as well as the team."

"We are not going to be at 100 per cent at Silverstone. The aim is to be competitive by Le Mans. It is the 50th anniversary of the 911, so we have to deliver."

GTE AM

The GTE Am class has come alive for 2013. Eight cars are entered for the full season – three up on the five that attended every round last year – and each one looks like it should be in with a shot of podiums, if not class wins.

The Aston Martin Racing line-up of Allan Simonsen, the pro in the car, and its two silver-rated or amateur drivers, Christoffer Nygaard and Kristian Poulsen, looked like a clear pre-season favourite when it was announced back in March, but the entry has increased in strength as drivers have been confirmed.

"Looking at the driver line-ups and the teams involved, it looks like a lot of teams are in with a chance," reckons Simonsen. "All the pros are going to be pretty similar, so it's the amateurs who are going to make the difference."

The Dane picks out the AF Corse-run 8Star Motorsports squad as potentially the biggest rival to his #95 Aston Martin Vantage GTE, and then the Insa Performance Porsche 911 GT3-RSR with former Peugeot test driver Jean-Karl Vernay among its drivers.

"Then there are our team-mates at Aston and the Larbre Chevrolet Corvette, which is always strong," continues Simonsen. "Maybe I should say that everyone is in with a chance." ▶



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P2s BATTLE FOR P1

Five cars, three teams, two marques and one engine will fight it out in LMP2 this season. There are 10 baby prototypes on the grid for Silverstone – in addition to three absentees from the opening round – but only half of them are going to be truly in the fight. The reason for that is a group of drivers that perhaps only sportscar aficionados will have heard of.

Everything hinges in the pro-am P2 class on the mandatory amateur or silver-rated driver in each entry. The five cars entered by OAK Racing, Delta-ADR/G-Drive and AF Corse/Pecom – in a mixture of Morgan and ORECA chassis, though all with Nissan V8s – that will do battle this year each have the silvers most likely to shine in 2013.

OAK Racing arguably has the most convincing line-up across two of its Morgan-Nissan LMP2s: Ricardo Gonzalez joins Bertrand Baguette and Martin Plowman; and David Heinemeier Hansson is teamed with Olivier Pla and Alex Brundle.

Former Atlantic driver Gonzalez has a season with the Greaves Zytex squad in the WEC under his belt, while Heinemeier Hansson was the find of 2012. His pace in Conquest Racing's Morgan in last year's American Le Mans Series belied the fact that it was his first full season at this level.

Pla has been impressed with his new teammate, who finished second in the P2 rankings with Plowman in the ALMS last year. "David is a very clever guy, who is improving all the time," he says. "He is really quick, especially in traffic."

That could set the Pla/Brundle/Heinemeier Hansson line-up apart from its rivals this season.

Delta-ADR, which has formed an alliance with Russian entrant G-Drive Racing to field two ORECA-Nissan 03s, almost certainly has the best silver in Roman Rusinov, who joins team regular John Martin and IndyCar race winner Mike Conway. Tor Graves returns to the team for a

second season and is joined by Antonio Pizzonia and James Walker, who both have one-off deals for Silverstone.

Rusinov, in the eyes of many, shouldn't be a silver and his pace in the G-Drive ORECA run by Signature last year backed up that view. Graves, whose experience was honed over years in the junior formulae, isn't as quick, but proved himself to be a dependable foil to Martin and a series of other team-mates at Delta-ADR last year.

Luis Perez Companc is the silver-rated driver in the fifth title contender, the AF/Pecom ORECA-Nissan. The Argentinian proved his speed, although he was a little accident prone, during a season in which the Italian team finished on the heels of Delta-ADR in the teams' championship.

Former Peugeot driver Nicolas Minassian, who joined Perez Companc and Pierre Kaffer for the final four races last season, reckons he will be up to the job in 2013. "He's pretty pacey for a true gentleman driver," says the Frenchman. "He improved his lap times at the end of last year and I think he has improved again over the winter. I think we've got a pretty good line-up."

The ORECA and Morgan chassis proved evenly matched in 2012 and, with P2 being a no-development formula, they should be again.

An extra dimension has been added by the return to Michelin to the category to challenge Dunlop's hegemony. AF/Pecom, uniquely of the full season WEC P2 entrants, has opted to swap to the French supplier.

Judging the relative merits of the respective tyres is impossible at this stage. Delta-ADR tested the Michelin at both Motorland Aragon and Paul Ricard and opted to stay with Dunlop after failing to get enough time on the French rubber.

Michelin will start only with its 2011-spec tyre available, which means the true picture won't begin to emerge until after the Le Mans 24 Hours. Should its tyres be capable of double stints – something that was not the norm last year – AF/Pecom could steal a march on its rivals. ❧

SILVERSTONE TIMETABLE

FRIDAY APRIL 12

0900-1000	ELMS free practice
1015-1055	European F3 free practice
1100-1140	European F3 free practice
1255-1355	WEC free practice
1410-1510	ELMS free practice
1525-1545	European F3 qualifying
1550-1610	European F3 qualifying
1625-1755	WEC free practice

SATURDAY APRIL 13

0900-1000	WEC free practice
1020	European F3 Race 1
1110-1130	ELMS qualifying GTE & GTC
1135-1155	ELMS qualifying LMP2 & LMPC
1210-1230	WEC qualifying GTE Pro & Am
1240-1300	WEC qualifying LMP1 & LMP2
1320	European F3 Race 2
1500	ELMS Race

SUNDAY APRIL 14

0915	European F3 Race 3
1200	WEC Race

TICKETS

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42 IndyCar Barber
Hunter-Reay makes it two from two for Andretti team



54 Superstars Monza
Mercedes dominates in Italy, Liuzzi and Biagi winning



56 WTCC Marrakech
Plenty of kerb-hopping and two brand-new winners

52 Formula Renault 3.5 Monza

A new star emerged at Monza in the shape of McLaren protege Stoffel Vandoorne, who beat a pack of highly-fancied runners – including Antonio Felix da Costa and Kevin Magnussen – to take a debut win and top the points



INDYCAR Barber

April 5-7
Round 2/16



RESULTS

90 LAPS, 207.00 MILES

1 RYAN HUNTER-REAY (USA)	1hr52m04.545s
Andretti Autosport Dallara-Chevrolet; Qualifying: 1st-1m07.0871s	
2 SCOTT DIXON (NZ)	+0.6363s
Chip Ganassi Racing Dallara-Honda; Qualifying: 4th-1m07.3642s	
3 HELIO CASTRONEVES (BR)	+17.6821s
Team Penske Dallara-Chevrolet; Qualifying: 6th-1m07.5106s	
4 CHARLIE KIMBALL (USA)	+20.6166s
Chip Ganassi Racing Dallara-Honda; Qualifying: 5th-1m07.4987s	
5 WILL POWER (AUS)	+26.6469s
Team Penske Dallara-Chevrolet; Qualifying: 2nd-1m07.3304s	
6 SIMON PAGENAUD (F)	+27.2995s
Schmidt Hamilton Motorsports Dallara-Honda; Qualifying: 13th-1m07.2409s	
7 MARCO ANDRETTI (USA)	+27.7175s
Andretti Autosport Dallara-Chevrolet; Qualifying: 7th-1m07.4893s	
8 JUSTIN WILSON (GB)	+30.5504s
Dale Coyne Racing Dallara-Honda; Qualifying: 8th-1m07.4964s	
9 JOSEF NEWGARDEN (USA)	+41.1029s
Sarah Fisher Hartman Racing Dallara-Honda; Qualifying: 22nd-1m07.7830s	
10 TRISTAN VAUTIER (F)	+50.6449s
Schmidt Peterson Motorsports Dallara-Honda; Qualifying: 3rd-1m07.3616s	
11 ALEX TAGLIANI (CDN)	+58.0458s
Bryan Herta Autosport Dallara-Honda; Qualifying: 15th-1m07.2886s	
12 EJ VISO (YV)	+1m01.4334s
Andretti Autosport/HVM Dallara-Chevrolet; Qualifying: 16th-1m07.7337s	
13 TONY KANAAN (BR)	+1m01.6834s
KV Racing Technology Dallara-Chevrolet; Qualifying: 19th-1m07.3671s	
14 TAKUMA SATO (J)	+1m03.1151s
AJ Foyt Racing Dallara-Honda; Qualifying: 12th-1m08.9560s	
15 ORIOL SERVIA (E)	+1m03.1495s
Panther Dreyer & Reinbold Racing Dallara-Chevrolet; Qualifying: 18th-1m07.7474s	
16 SEBASTIEN BOURDAIS (F)	+1m07.6880s
Dragon Racing Dallara-Chevrolet; Qualifying: 23rd-1m07.4567s	
17 JR HILDEBRAND (USA)	+1m09.7447s
Panther Racing Dallara-Chevrolet; Qualifying: 24th-1m07.8367s	
18 SIMONA DE SILVESTRO (CH)	+1m09.9130s
KV Racing Technology Dallara-Chevrolet; Qualifying: 14th-1m07.7291s	
19 AJ ALLMENDINGER (USA)	+1m11.0558s
Team Penske Dallara-Chevrolet; Qualifying: 10th-1m07.6962s	
20 SEBASTIAN SAAVEDRA (CO)	+1m11.6523s
Dragon Racing Dallara-Chevrolet; Qualifying: 9th-1m07.6317s	
21 GRAHAM RAHAL (USA)	+1m14.0385s
Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 21st-1m07.4184s	
22 ED CARPENTER (USA)	-1 lap
Ed Carpenter Racing Dallara-Chevrolet; Qualifying: 26th-1m08.6362s	
23 JAMES JAKES (GB)	-4 laps
Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 11th-1m07.8832s	
24 ANA BEATRIZ (BR)	65 laps-mechanical
Dale Coyne Racing Dallara-Honda; Qualifying: 25th-1m08.9108s	
25 DARIO FRANCHITTI (GB)	42 laps-exhaust header
Chip Ganassi Racing Dallara-Honda; Qualifying: 17th-1m07.2965s	
26 JAMES HINCHCLIFFE (CDN)	3 laps-lost wheel
Andretti Autosport Dallara-Chevrolet; Qualifying: 20th-1m07.7774s	

Winner's average speed: 110.818mph. Fastest lap: Jakes, 1m08.9918s, 120.014mph.
All drivers in Dallara DW12

DRIVERS' CHAMPIONSHIP

1 CASTRONEVES	79	6 KIMBALL	51
2 DIXON	70	7 KANAAN	49
3 HUNTER-REAY	66	8 POWER	47
4 ANDRETTI	61	9 WILSON	46
5 HINCHCLIFFE	56	10 VISO	44

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, one point for pole position.



THE HILLS AROUND JEFFERSON COUNTY, ALABAMA, were once one of the main strongholds of American iron-ore production, but the outcome of IndyCar's visit to Barber Motorsports Park last weekend owed at least something to another natural resource: rubber.

A cut in pre-season testing, coupled with the introduction of new-compound tyres from Firestone, caught a few teams by surprise in St Petersburg two weeks earlier when they began running out of grip with 15 laps still to run. Barber's historic propensity for high wear led most to expect something similar on Sunday.

So naturally, the complete opposite happened. The red option tyres proved both quick and durable, and that in part helped Ryan Hunter-Reay to pass Helio Castroneves during the final stint and become the track's first non-Penske-run winner.

Tyres weren't the whole story: the fact that Hunter-Reay had also become the first non-Penske driver to take pole at Barber indicated that Andretti Autosport had again bolted together a pretty quick car, and he also had to see off Scott Dixon near the end, the Kiwi desperate not to finish second at the circuit for the fourth year in a row.

Dixon was on the same strategy as Hunter-Reay, and probably had a quicker car. His problem was that he'd been in recovery mode from virtually the first lap. He was bogged down at the start when Will Power was squeezed off the track ahead of him and backed his lane up, causing those just behind him – Dixon included – to lose a few positions.

Then came a slow pitstop, and a stint mostly spent stuck behind Charlie Kimball, with Dixon unable to find a way past his Chip Ganassi Racing stablemate (who was ahead on merit) despite his

car being fitted with the red tyres and Kimball's with the blacks. When he finally recovered to the point where the only thing between himself and the win was Hunter-Reay, his rival had a 1.6-second lead with a handful of laps remaining. Dixon swiftly halved that, but the New Zealander ran out of time to do any more.

"We almost needed a slightly longer race," he admitted. "Maybe another full stint."

For Hunter-Reay, the sight of a rapidly-closing Dixon in his mirrors was merely the final stress in an already nerve-wracking race, and one that he almost derailed by himself. He'd lost the lead to Castroneves during the second stint when the Brazilian was on the better tyres, and one corner later almost ended the afternoon for both of them when he outraked himself and clattered into the side of the Team Penske machine.

"That could have been the end of the road for me; broken suspension," Hunter-Reay said. "I'm sure we bent the toe a little bit on our car because the handling was lighter going to the left. Glad we both got out of that one. That was a close call."

As it was, neither suffered any damage, although Castroneves inadvertently hit a button on his steering wheel and switched to a yellow mode, causing a brief moment of stress before he realised what he had done.

Kimball, meanwhile, became the latest poster child for a season rapidly becoming defined by drivers performing above their reputations. He was quick throughout the weekend, starting with his first appearance in the Fast Six in qualifying, and backed that up by leading on a road course for the first time in his career. Yes, it was during the pitstops, but this wasn't a case of him being 15 laps

FOR IN-DEPTH
RESULTS

FORIX



Hunter-Reay is an Alabama shaker

Reigning champ holds on in the deep south as perennial race runner-up Dixon runs out of time to mount a last-ditch attempt for victory. MARK GLENDENNING reports

off sequence: throughout the afternoon, he never ran lower than fifth. His big moment of the afternoon came when he passed Power.

"Chip Ganassi said it best when he said it's my third season, so it's time to start winning," Kimball explained. "That's where we are. We led laps at Indy last year. We'd like to lead the last lap this year. Going forward, there's some strong races for us. Hopefully I don't break my hand like I did last year."

And what of Power? After tripping up at the start, Penske decided to gamble on a two-stop strategy for him. He was somewhat behind the eightball on tyres as he'd started the race with his only set of new reds, leaving him with scrubbed blacks and scrubbed reds to get him through the rest of the afternoon. But a bigger problem was that

the need to save fuel meant he couldn't push hard enough to be a threat. A late yellow flag might have helped, but that never happened. If any evidence was needed as to how marginal he was on fuel, it came when his car coasted to a stop just after he crossed the finish line to take fifth.

A slightly more dramatic version of the same fate befell Graham Rahal, who was running 12th when he ran out of fuel on the final lap and coasted across the line a disgruntled 21st.

"I was hitting the fuel number that I was told," he said. "Obviously the number was off."

It had already been a frustrating weekend for Rahal, who was one of the victims of an ultra-competitive first qualifying group and was forced to start from 21st. Then he was caught out by a



Franchitti was encouraged, despite DNF

concertina at the start of the race and rear-ended Oriol Servià, who in turn hit St Petersburg winner James Hinchcliffe, himself another early casualty during qualifying. Both Rahal and Servià were forced to pit for repairs, but Hinchcliffe suffered the worst, sustaining a broken rear wheel. That incident prompted a brief spell under yellows while debris was cleaned up and Hinchcliffe's car was pushed behind a barrier with the idea that it would be returned to the pits during the next caution. When the chequered flag came out 86 caution-free laps later, it was still there.

Dario Franchitti continued to endure a false start to his season, although at least this weekend carried some flicker of encouragement. Whereas in St Petersburg his car was slow and then crashed, in Barber it started slow, got fast, and then broke. The Scot said later that his race pace prior to his exhaust header breaking indicated that he and the team were making progress with the car, although it's odd to go into the third round with Franchitti 26th and last in the points.

Rookie Tristan Vautier put on another strong display, qualifying well and briefly challenging for the lead in the opening laps before making a couple of mistakes and drifting back to 10th. Team-mate Simon Pagenaud went in the other direction, bouncing back from a mid-table qualifying position to finish sixth.

Just behind him was Marco Andretti, who reckoned that his seventh place was not representative of his car's speed, and then came Justin Wilson. The Brit had been one of the early beneficiaries of the first-lap mess to pick up a few spots, only to lose quite a lot more to a slow stop when he made his first visit to the pits. When he rejoined in 16th he had a set of reds to play with, but too much slower traffic around him to take advantage. A long third stint helped him to recover to ninth, and he gained one more position during his final stop.

"I was telling my engineer that it's so nice having an offensive car compared to a defensive one," he said. "We were able to overtake a lot of cars during the race."

Also worthy of note was Josef Newgarden, who got his Sarah Fisher Hartman entry into the top 10 – and was annoyed by it.

"I'm a little bit disappointed," he said. "I messed up a couple of times. I really think we probably should have been sixth or seventh. I had two little mistakes over the hill at Turn 13 there and just got wide into the marbles, and it basically almost threw me off the racetrack."

He will have an opportunity to redeem himself at Long Beach at the end of next week, but many eyes will be focused elsewhere, particularly in the vague direction of Andretti Autosport. It's two from two so far in 2013; one from Hinchcliffe; one from Hunter-Reay. Can anyone prevent a hat-trick? ▶



Dixon (behind) had to jump Kimball during the stops

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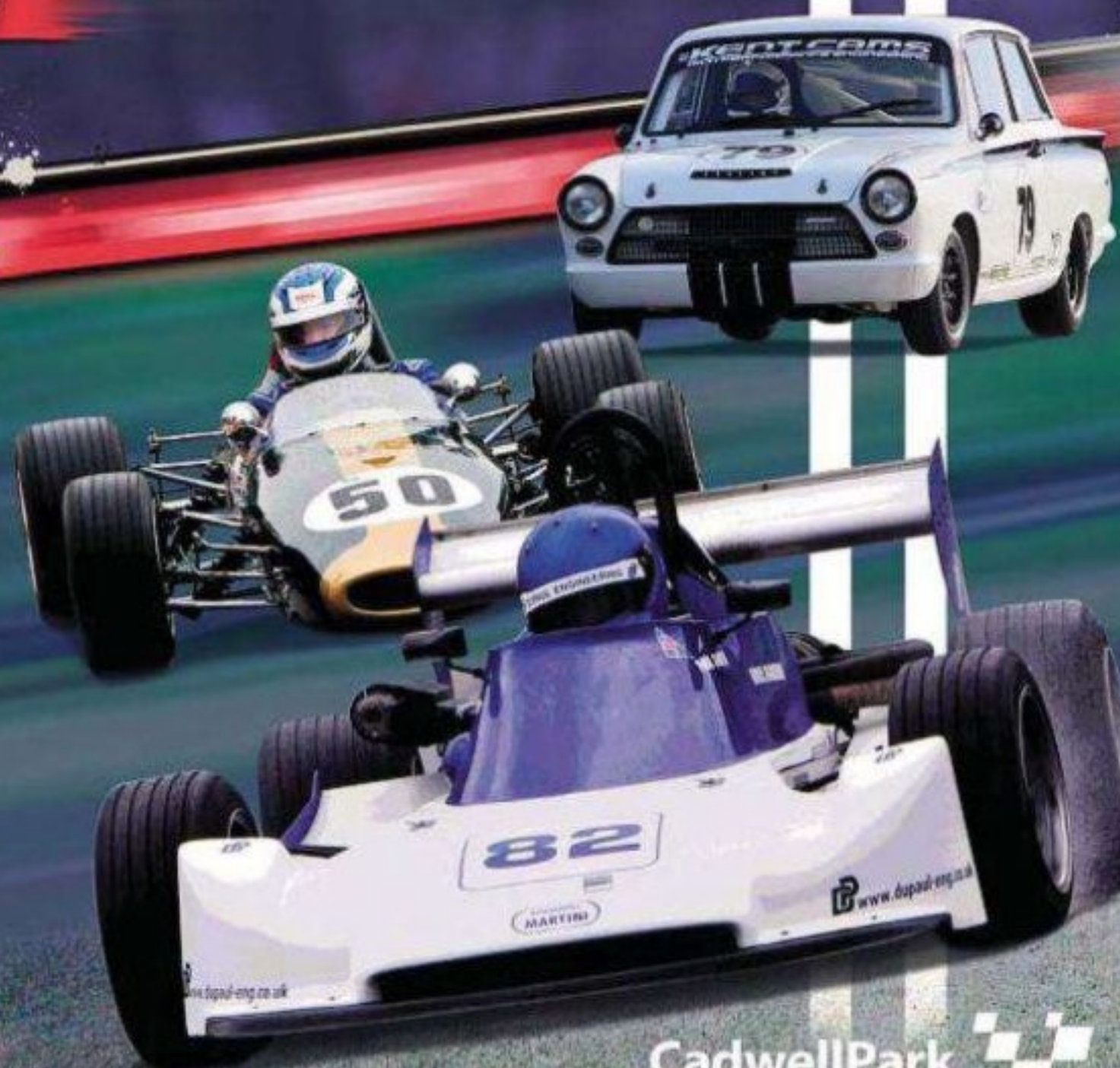
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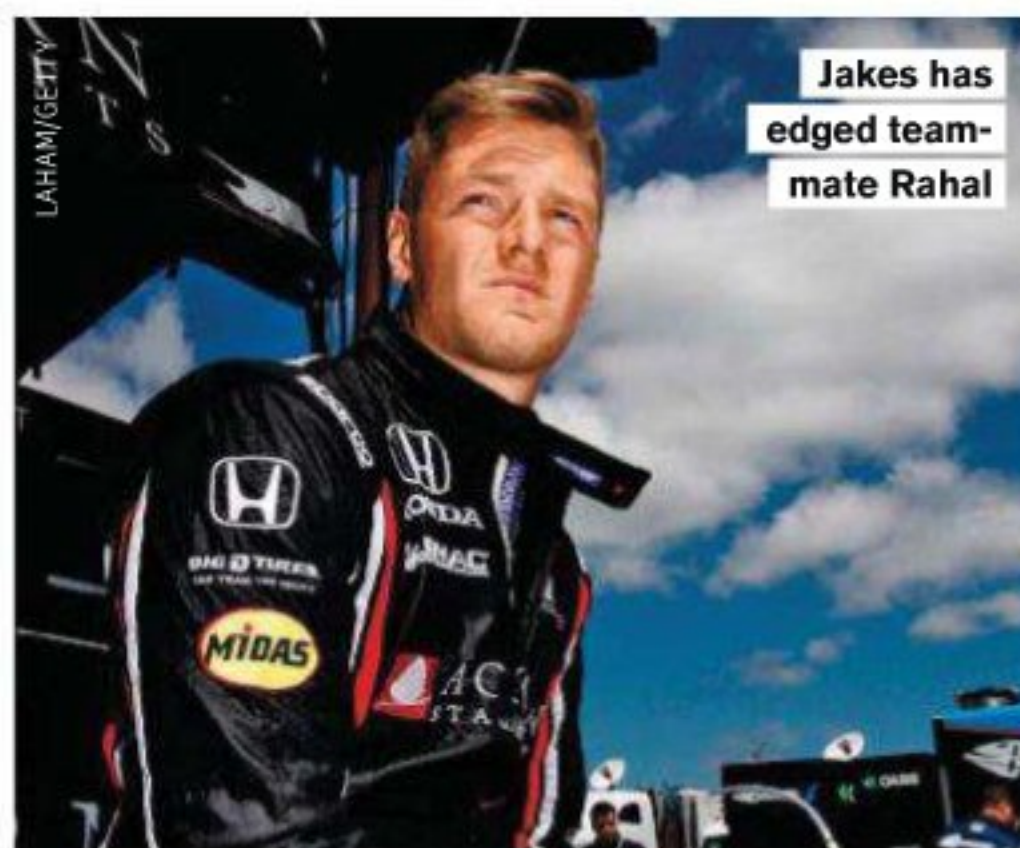
Mark Glendenning



The competitiveness of the current IndyCar field is something that those in the paddock carry as a badge of pride, albeit one usually accompanied by an acknowledgement that it's a shame that more people aren't tuning in. Open-wheel returnee AJ Allmendinger certainly didn't need to be told that he had his work cut out.

"People back on the NASCAR side asked, 'What do you think, top-five? But there are no hacks in the series,'" he said.

If Allmendinger's words don't convince, look at the numbers. A month ago, nobody expected to have to pause before answering a question about who was the dominant



Jakes has edged team-mate Rahal

driver at Rahal, or KV, or Schmidt or Dragon. Yet Simona de Silvestro has trumped Kanaan 2-0 in qualifying. Sebastian Saavedra has done the same thing to Sebastien Bourdais, as has Tristan Vautier to Simon Pagenaud. At RLL, James Jakes appears to be settling in faster than Graham Rahal, which you can guarantee was not in the latter's plans. Last in the points right now? Four-time champion Dario Franchitti.

Allmendinger's 'OK' debut



Allmendinger raced for Penske

AJ ALLMENDINGER BELIEVES THAT HIS single-seater comeback at Barber Motorsports Park was a good starting point, even if he was disappointed to finish 19th after stalling during a pitstop.

The former Champ Car series runner-up switched to NASCAR in 2007 before returning to single-seaters in a third Penske entry last Sunday, and ran in the top 10 all weekend until his problem in the pits.

But despite his letdown, Allmendinger said that the outing – his IndyCar Series debut – had been a useful confidence-builder as he prepares for his Indianapolis 500 debut with Team Penske in May.

"Right now I'm not very happy because I finished 19th," said the 31-year-old.

"But we ran inside the top 10 all day, I had decent speed, and I felt pretty good in the car. I'm trying to be positive. I don't have the pace to go out and be a champion yet, but at least I have decent speed. I could run with the other guys, and without the stall would maybe have finished inside the top 10.

"Physically I feel really good and I was nervous about that, especially around this place because it is so physically demanding. Take the finish out of it, and it's a good weekend."

Top brass should target old faces

CHIP GANASSI RACING TEAM MANAGER

Mike Hull hopes that the new IndyCar Series administration can restore the series to the point where high-calibre drivers do not need to chase sponsorship.

Formula 1 race winner Rubens Barrichello switched to Brazilian V8 Stock Cars after failing to find the backing to remain in IndyCar beyond his rookie campaign last year, while Ryan Briscoe is currently a free agent after losing his Penske drive at the end of 2012 and struggling to find a seat that did not require funding.

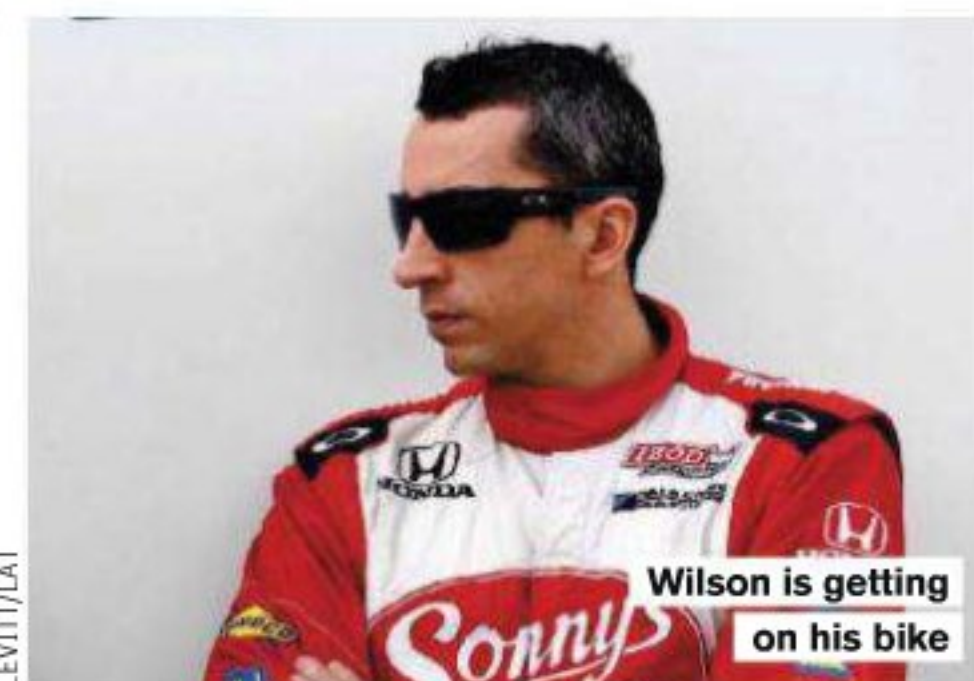
Hull refused to comment on reports that the Australian will drive a fourth car for the team at the Indianapolis 500, but said that he was surprised that the seven-time race winner was available in the first place.

"I hope that IndyCar racing under the direction of Mark Miles [new CEO of IndyCar parent company Hulman & Co] can get to the level where teams have the



Briscoe has been out in sportscars

commercial side covered so that they can hire guys like Ryan," Hull told AUTOSPORT. "That really needs to be the goal of this thing. I'm quite frankly surprised that Briscoe is available because he has certainly proved how capable he is."



Wilson is getting on his bike

WILSON'S CHARITY RIDE

Justin Wilson will join NFL and baseball legend Bo Jackson in a bike ride across Alabama later this month to raise money for communities affected by the 2011 hurricanes. Jackson, an Alabama native, was the first person to be named an All-Star in two different American sports.

ALLMENDINGER ADDS LONG BEACH

Team Penske has expanded AJ Allmendinger's IndyCar programme to include the next round at Long Beach. Team president Tim Cindric said that the extra race was intended to give Allmendinger as much seat time as possible ahead of the Indianapolis 500.

BEATRIZ STAYS ON WITH COYNE

Ana Beatriz will remain in the second Dale Coyne Racing Car until at least the Indy 500. The Brazilian had shared testing duties in the car with Stefan Wilson, who is optimistic of racing against older brother Justin later in the year.

JOURDAIN PRIMED FOR INDY

Rahal Letterman Lanigan Racing is expected to run a third car at the Indy 500. Mexican Michel Jourdain Jr has been connected to the drive, although no announcements have been made. Team representatives declined to comment on the situation when asked by AUTOSPORT.

ROOKIE SESSION POSTPONED

The Indy 500 rookie-orientation programme, originally scheduled for today (April 11), has been postponed due to expected bad weather. A replacement date will be announced soon.

BARBER'S NEW INDYCAR DEAL

Barber Motorsports Park will remain on the IndyCar calendar until at least 2016 after plans for a three-year extension to the current deal were announced on Sunday. Local authorities estimate that the race has an economic impact of more than £18 million on the nearby city of Birmingham.

SATO'S GRID PENALTY FOR BLOCK

Takuma Sato became the first man to fall foul of IndyCar's new blocking rules in qualifying after holding up Justin Wilson in Q2. The Foyt driver, who said Wilson's car had been hidden by a dip in the track, was denied progression into the Fast Six session, having gone fifth fastest. He started 12th once his best two Q2 times were deleted.



Sato was penalised



Bonifacio leads
Fuoco in race two

FORMULA RENAULT ALPS

Prema Powerteam dominated at Val de Vienne with Ferrari protégé Antonio Fuoco and Bruno Bonifacio each leading home a one-two finish. Fuoco was second in race one, with Luca Ghiotto runner-up in race two ahead of Guilherme Silva (Koiranen).

FORMULA RENAULT NEC

Briton Oliver Rowland took an early points lead with three podium finishes for Manor MP Motorsport at Hockenheim. The wins were shared by Fortec's 2012 champion Jake Dennis and ART Junior pair Esteban Ocon and Andrea Pizzitola.

NASCAR TRUCK SERIES

Johnny Sauter passed Jeb Burton with 17 laps left at Martinsville to keep up his 100 per cent record in 2013. Sauter's ThorSport Toyota team-mate Matt Crafton finished second as Burton crashed late on.

HUNGARORING 12 HRS

Peter Kox, Nico Pronk and Marc Hayek lived up to their pre-race billing as they steered their Reiter Lamborghini Gallardo LP600+ to victory, 21 laps clear of the Porsche 997 Cup car of Malcolm Niall/Brett Niall/Mark Pilatti.

BRAZILIAN TOURING CAR

Ricardo Mauricio began the defence of his title with a new team, JLM Honda, and took his Civic to a win and a second place at the Interlagos season opener. J-Star Chevrolet driver Leandro Romera won race two while Allam Khodair and Ricardo Zonta each had podium finishes.

AUSTRALIAN F3

After switching teams to join Team BRM just four days before the Symmons Plains round, Tim Macrow won all three races. His team-mate Steel Guiliana was second each time with Jack le Brocq, Nathan Morcom and John Magro taking a third place each.

SUD-AM F3

Felipe Guimaraes began the season with a double win at Interlagos in his Hitech Dallara-Berta. Raphael Raucci (R&R) and Bruno Etman (Cesario Formula) each had a second and a third, Raucci recovering in race two after dropping to last with a dragging clutch at the start.



Guimaraes won twice



Johnson led
Bowyer at
late restart

AS ALL AROUND HIM WERE LOSING their cool, Jimmie Johnson kept his to record his 62nd NASCAR Sprint Cup win — and his eighth at Martinsville. Johnson now stands alone in third on the all-time winners list around 'The Paperclip' behind only Richard Petty and Darrell Waltrip.

Victory was sealed with a perfect restart from the favoured inside line to maintain a position Johnson had held for most of the race. The main challenge to the Hendrick Motorsports Chevrolet came from the Joe Gibbs Racing Toyotas of Kyle Busch and Matt Kenseth, but they were out of place when it mattered, and it was left to Clint Bowyer to take the challenge to the winner.

It was a remarkable recovery for Bowyer, whose Toyota carried the scars of a mid-race shunt with Jamie McMurray, Joey Logano and Michael

Waltrip Racing team-mate Martin Truex Jr. But ultimately the damage took its toll. Still he held off Jeff Gordon for second. Kasey Kahne took fourth, while Busch just beat the Penske Ford of Brad Keselowski to the line in fifth.

Mark Martin's first stand-in race for Gibbs was hardly star-studded. There were numerous clashes on track and an incident in the pitlane when he left before the left-front wheel was attached. Despite all this, he managed to finish 10th. The #11 seat will pass to Brian Vickers for the next few races. Vickers had a fraught race, running for a long time with much of his Waltrip Camry's bodywork missing.

Danica Patrick also had an eventful race. She started on the final row following an engine-change penalty, but worked her way into the top 20.

On multiple occasions she dropped off the lead lap, but fought back.

She caused the race's opening caution — spinning after a nudge from Ken Schrader, and a late-race caution when Vickers tapped her into Dale Earnhardt Jr — but drove well to finish in 12th spot.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 500 laps in 3h38m58s; 2 Clint Bowyer (Toyota Camry), +0.627s; 3 Jeff Gordon (Chevy); 4 Kasey Kahne (Chevy); 5 Kyle Busch (Toyota); 6 Brad Keselowski (Ford Fusion); 7 Jamie McMurray (Chevy); 8 Marcos Ambrose (Ford); 9 Greg Biffle (Ford); 10 Mark Martin (Toyota). **Points** 1 Johnson, 231; 2 Keselowski, 225; 3 Dale Earnhardt Jr, 219; 4 Kyle Busch, 203; 5 Kahne, 199; 6 Biffle, 199; 7 Carl Edwards, 193; 8 Bowyer, 179; 9 Paul Menard, 179; 10 Matt Kenseth, 172.

SUPER GT OKAYAMA (J), APRIL 7, RD 1/8

Surprise win for Kunimitsu

TAKUYA IZAWA AND TAKASHI KOGURE broke a seven-year winless streak for Team Kunimitsu by winning last weekend's opener at Okayama.

The Michelin-shod NISMO Nissan, driven by an all-new crew of Ronnie Quintarelli and Masataka Yanagida, led for the first three quarters of the race.

Izawa climbed to fourth during his time behind the wheel, and a quick pitstop elevated Kogure to second once he relieved his co-driver.

Kogure's Honda dived down the inside of Yanagida — whose Michelins faded worse than his aggressor's Bridgestones — to take the lead with four laps left, the Nissan man losing out shortly afterwards to the Real Racing Honda of Kodai Tsukakoshi.

Brit James Rossiter made his series debut alongside Kazuki Nakajima in a TOM'S Lexus and hauled his car up from 13th to seventh by the time of



Kogure held off Tsukakoshi

the driver changes, but a wheel problem dropped the pair to 12th.

GT300 honours went to the Gainer Mercedes SLS crew of Katsuyuki Hiranaka and Bjorn Wirdheim.

● Jiro Takahashi

RESULTS

1 Takuya Izawa/Takashi Kogure (Honda HSV-010), 81 laps in 1h58m48.911s; 2 Kodai

Tsukakoshi/Toshihiro Kaneishi (Honda), +0.555s; 3 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R); 4 Yuji Tachikawa/Kohei Hirate (Lexus SC430); 5 Frederic Makowiecki/Naoki Yamamoto (Honda); 6 Joao Paulo de Oliveira/Tsugio Matsuda (Nissan). **Points** 1 Izawa/Kogure, 20; 2 Tsukakoshi/Kaneishi, 15; 3 Quintarelli/Yanagida, 11; 4 Tachikawa/Hirate, 8; 5 Makowiecki/Yamamoto, 6; 6 de Oliveira/Matsuda, 5.



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FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 1 + 2



Race 1. It was a one team show in the first race of the Vallelunga F. Renault 2.0 Alps weekend with Team Prema seizing pole and the top two places with the Brazilian Bruno Bonifacio and with the Italian Antonio Fuoco. Also on podium was the French Tech1 Racing Pierre Gasly, already involved in a full Eurocup Season. Under the spotlights also was Nyck de Vries (Koiranen GP) and Luca Ghiotto, who dueled for fourth place right from the green light, with the first that managed to keep behind the rival. Good driving also from the other Brazilian Guilherme Silva (sixth), de Vries teammate. Positive debut for the two Euronova Racing drivers - with the Vincenzo Sospiri led team at its debut in the category - Gregor Ramsay Ed Ukkyo Sasahara, respectively seventh and eighth under the chequered flag.

Race 2. A weekend to remember for Antonio Fuoco. The young rookie racing for team Prema seized a Race 2 win ahead of his teammate Luca Ghiotto, granting Angelo Rosin another double. On podium also the Brazilian Guilherme Silva, third on the Koiranen GP car. Gasly (Tech1 Racing) confirmed his good results so far by reaching fourth. For the other driver of the Sarah and Simon Abadie team, Matthieu Vaxiviere, and William Vermont (Arta Engineering), fifth and sixth overall gaining some valuable points after the crash that forced them out in Race 1. It was the same for the other rookie, the Italian Dario Capitanio, who managed seventh after the disappointing race on Saturday when he stalled on the grid due to a gear selector failure.



Next Race // Imola, Italy // 11-12 May 2013 // www.renaultsportitalia.it

ALPS 2013

2 // VALLELUNGA, ITALY



// Twitter @flp_renault

FORMULA RENAULT 2.0 ALPS

TOP QUALITY FOR F.RENAULT 2.0 ALPS
Plenty of novelties and a new updated car debut. These were the aces for the first round in Vallelunga (Rome) of the 2013 F.Renault 2.0 ALPS. With 36 drivers on track and a grid that will grow throughout the season, the Fast Lane Promotion Series at its third year running, confirms itself as one of the most prestigious singleseater championship in Europe. The Series this year is scheduled on a seven double venues format, six of them in Italy and one on the charming Spa-Francorchamps circuit. In F.Renault 2.0 ALPS some F.1 too. In Vallelunga official debut for the Italian rookie Antonio Fuoco, recently "acquired" by the Ferrari Driver Academy and top driver for team Prema, who was soon among the protagonists along with the Dutch Koiranen Gp driver Nyck de Vries, already being watched by McLaren. An important challenge is the one in Vallelunga with plenty of talented youngsters mixed with some interesting rookies. All along in the first round there were drivers from 18 different countries lined up by 13 teams: Arta Engineering, BVM Racing, Euronova Racing, GSK Grand Prix, Interwetten.com, Jenzer Motorsport, SMP Racing by Koiranen GP, Team Torino Motorsport, Tech1 Racing, TS Corse and Viola Formula, plus of course Prema and Koiranen GP.



FASTLANE
promotion

Challenge update

This weekend saw the Radical SR3 Challenge join the Sunoco Daytona Challenge fray. Bradley Smith (Mectech) went straight to the top of the standings and is now leading the hunt for the prize drive in a DP at the Rolex 24 At Daytona.

In the Sunoco GRAND-AM 200 Challenge, Alice Powell (Mark Bailey Racing) from the F3 Cup made a sterling start to her championship campaign by taking both wins in the opening round at Oulton Park last weekend. The former GP3 driver is at the top of the Challenge standings and in contention for the prize of a race seat in the GRAND-AM 200 race – support race to the Rolex 24 At Daytona



Bradley Smith



Alice Powell

Who will triumph in the race to Daytona?
Follow us on Twitter @Sunoco_UK and on Facebook
'Sunoco UK' for updates on each race weekend.



Next eligible races

Sunoco Daytona Challenge

MSA British Endurance, 13/4
Radical Masters EuroSeries, 27-28/4
SPEED EuroSeries, 27-28/5

Sunoco GRAND-AM Challenge

Britcar Production/Sports Cars, 13/4
Dutch Supercar Challenge, 20-21/4
GT Cup, 27-28/4
F3 Cup, 27-28/4



www.sunocodaytonachallenge.com



Bradley Smith

1	B Smith	Radical SR3 Challenge	140.00
2	V Correa	Radical Euro SR8	117.50
3	J Abbot	Radical Euro SR3	84.00
4	T Woodward	Radical Euro SR8	75.00
5	K Calkos	Radical Euro SR8	65.00



www.sunoco200challenge.com



Alice Powell

1	A Powell	F3 CUP	140.00
2	L Plato	Radical Clubmans S	92.50
3	C Smith	Mini Challenge	91.25
4	A Craven	F3 CUP	85.00
5	C Smiley	Mini Challenge	80.00



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V8 SUPERCARS SYMMONS PLAINS (AUS), APRIL 6-7, RD 2/14

Looking Bright for Coulthard and BJR

FIVE RACES INTO THE 2013 SEASON, and four drivers have won races. And reigning champion Jamie Whincup is not one of them.

Fabian Coulthard and Jason Bright split the race wins at Symmons Plains, the Brad Jones Racing Holden team-mates too swift for the opposition. New Zealander Coulthard took the first race, but his win was only confirmed after an hour's discussion by race stewards on one of his restarts, which was eventually deemed OK.

Bright led all the way in the second race, while Coulthard shadowed Ford Performance Racing's Mark Winterbottom in the finale, pouncing on the Falcon when it suffered a tyre problem within sight of the flag. Winterbottom hung on for second in a car that, literally, was unable to make it around even one more corner.

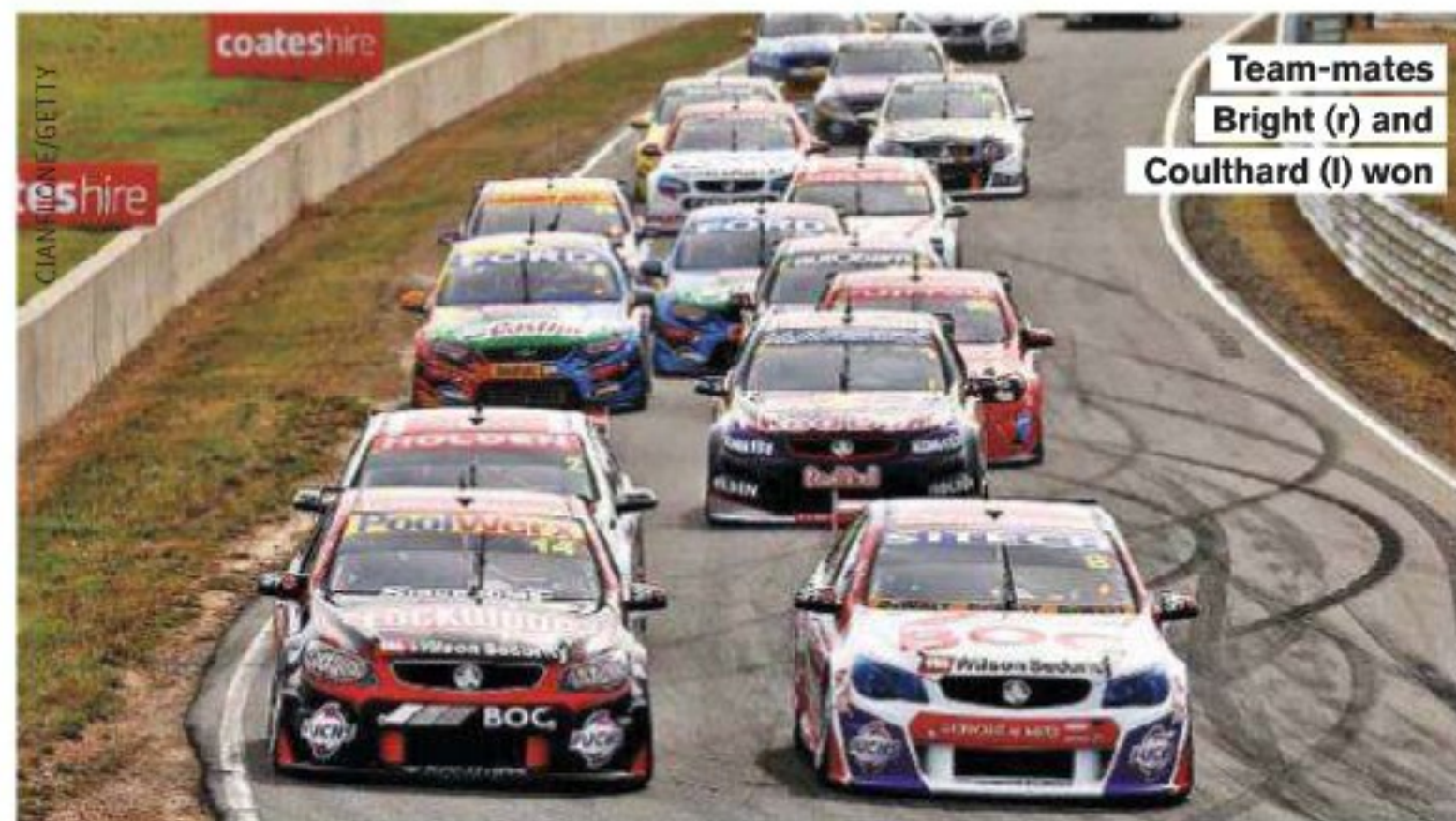
With second, fourth and fifth

placings – the last after Bright passed him around the outside at the hairpin – Whincup may be winless, but is still taking advantage of the misfortunes of others to lead the points. The other men to win this season, Whincup's Triple Eight team-mate Craig Lowndes and Tekno-run Shane van Gisbergen, were in the wars, the two Holdens tangling, leaving Lowndes to play catch up in the two-part opening race.

The other news was that the Holden Racing Team was much improved, both Garth Tander and James Courtney taking podiums.

Ex-British F3 racer Scott Pye had a huge crash in race three, his Holden rebounding high in the air after striking a tyre barrier hard; a legacy of a brake-pedal failure. Pye walked away, but his car will not make this weekend's Pukekohe round.

● Phil Branagan



Team-mates
Bright (r) and
Coulthard (l) won

RESULTS

Race 1 1 Fabian Coulthard (Holden Commodore VF), 50 laps in 1h17m41.522s; 2 Jamie Whincup (Holden), +1.138s; 3 Mark Winterbottom (Ford Falcon FG); 4 Jason Bright (Holden); 5 Garth Tander (Holden); 6 Will Davison (Ford). **Race 2** 1 Bright, 42 laps in 40m33.854s; 2 Tander,

+3.658s; 3 Coulthard; 4 Whincup; 5 W Davison; 6 James Courtney (Holden). **Race 3** 1 Coulthard, 42 laps in 42m20.829s; 2 Winterbottom, +2.368s; 3 Courtney; 4 Bright; 5 Whincup; 6 W Davison. **Points** 1 Whincup, 513; 2 W Davison, 450; 3 Courtney, 398; 4 Craig Lowndes, 397; 5 Scott McLaughlin, 366; 6 Winterbottom, 357.

GRAND-AM BARBER (USA), APRIL 6, RD 3/12



Angelelli/Taylor
car scored a win

Angelelli minds the gap over Gurney

MAX ANGELELLI SAW OFF A LATE-RACE challenge from Alex Gurney to secure victory at Barber, the veteran Italian taking the lead with 45 laps to go and then resisting intense pressure from his rival for the final 33 tours.

His defence ensured a first win of the year for the Wayne Taylor Racing Dallara Corvette DP that Angelelli shares with the team owner's son Jordan. It was also the first outright race win for the younger Taylor in Grand-Am after he stepped up from the GT division during the winter.

"From my side it was kind of easy because I only had to maintain the gap," said Angelelli. "I was really babysitting the tyres all along, and the car was great."

Gurney and Bob Stallings Riley Corvette co-driver Jon Fogarty, who had put the duo on pole, held on for second, with Taylor's brother Ricky and Richard Westbrook completing a 1-2-3 for Corvette-shaped cars in their Spirit of Daytona Coyote.

Further back Brendon Hartley set the fastest lap of the race, after taking over the Starworks Riley-Ford from Scott Mayer several laps down.

Scot Robin Liddell won the GT class with John Edwards, the pair sharing a Stevenson Chevrolet Camaro and Liddell holding off the Ferrari of Alessandro Balzan and Jeff Westphal by 0.7s. Jim Norman/Spencer Pumpelly won GTX in their BGB Porsche.

● Mark Glendenning

RESULTS

1 Max Angelelli/Jordan Taylor (Dallara Corvette DP), 84 laps in 2h00m57.940s; 2 Jon Fogarty/Alex Gurney (Riley Corvette), +4.116s; 3 Richard Westbrook/Ricky Taylor (Coyote Corvette); 4 Scott Pruett/Memo Rojas (Riley-BMW MkXXVI); 5 Gustavo Yacaman/Antonio Pizzonia (Riley-Ford); 6 Ryan Dalziel/Alex Popow (Riley-Ford). **Points** 1 Pruett/Rojas, 93; 2 Fogarty/Gurney, 91; 3 Angelelli/J Taylor, 88; 4 Dalziel/Popow, 79; 5 Westbrook/R Taylor, 76; 6 Stephane Sarrazin/Enzo Potolicchio, 70.

INDY LIGHTS BARBER (USA), APRIL 7, RD 2/12

Munoz stars to beat Hawksworth

A FEW HOURS BEFORE ANDRETTI

Autosport took pole and the victory in last weekend's IndyCar race at Barber, the team did the same thing in Indy Lights.

Colombian Carlos Munoz enjoyed a relatively straightforward run to take an emphatic five-second victory over the St Petersburg winner, Briton Jack Hawksworth.

"I was first in every session," Munoz said. "Perfect weekend. The crew guys and my engineer gave me a great car. I am really happy after a disappointing weekend in St Petersburg. We started a championship with this race, and I hope to continue in the same position."

The only real action came in the battle for third. Sage Karam, who had started third, was dealt an early blow when he was hit by Juan Pablo Garcia, the Mexican earning a drivethrough

penalty for his trouble. Karam managed to fight back and mount a spirited pursuit of Gabby Chaves, but the Colombian held him off to take the final podium place by just 0.1s.

But the scale of Munoz's dominance was evident in the fact that the third/fourth pair crossed the line 48s after the winner had.

Zach Veach might also have expected to be in that podium scrap, but the American had been forced to pit for repairs after suffering an early puncture.

● Mark Glendenning

RESULTS

1 Carlos Munoz, 40 laps in 51m19.412s; 2 Jack Hawksworth, +4.997s; 3 Gabby Chaves; 4 Sage Karam; 5 Jorge Goncalves; 6 Peter Dempsey. **Points** 1 Hawksworth, 92; 2 Munoz, 80; 3 Dempsey, 68; 4 Karam, 67; 5 Chaves, 59; 6 Goncalves, 58.



Munoz flew the
Colombian flag
with victory

FR3.5 Monza

April 6-7
Round 1/9



RESULTS

RACE 1: 29 LAPS, 104.388 MILES

1	STOFFEL VANDOOORNE (B)	46m48.474s
	Fortec Motorsports; Qualifying: 1st-1m45.416s	
2	KEVIN MAGNUSSEN (DK)	+7.053s
	DAMS; Qualifying: 7th-1m47.872s	
3	CHRISTOPHER ZANELLA (CH)	+8.596s
	ISR; Qualifying: 3rd-1m47.042s	
4	OLIVER WEBB (GB)	+8.991s
	Fortec Motorsports; Qualifying: 10th-1m48.134s	
5	NIGEL MELKER (NL)	+16.461s
	Tech 1 Racing; Qualifying: 12th-1m48.596s	
6	ARTHUR PIC (F)	+17.087s
	AV Formula; Qualifying: 22nd-1m51.567s	
7	JAZEMAN JAAFAR (MAL)	+17.838s
	Carlin; Qualifying: 11th-1m48.378s	
8	MIHAI MARINESCU (RO)	+18.474s
	Zeta Corse; Qualifying: 23rd-1m54.420s	
9	MATIAS LAINE (FIN)	+19.932s
	P1 Motorsport; Qualifying: 19th-1m49.285s	
10	NORMAN NATO (F)	+25.456s
	DAMS; Qualifying: 14th-1m48.668s	

Winner's average speed: 133.781mph.

Fastest lap: Will Stevens (P1 Motorsport), 1m34.899s, 136.577mph.



Vandoorne won
on his debut

RACE 2: 29 LAPS, 104.388 MILES

1	ANTONIO FELIX DA COSTA (P)	46m24.405s
	Arden Caterham; Qualifying: 1st-1m47.865s	
2	MAGNUSSEN	+2.767s
	Qualifying: 3rd-1m48.527s	
3	VANDOOORNE	+5.922s
	Qualifying: 2nd-1m48.252s	
4	PIC	+11.600s
	Qualifying: 16th-1m49.585s	
5	NICO MULLER (CH)	+16.805s
	International Draco Racing; Qualifying: 4th-1m48.636s*	
6	NATO	+28.467s
	Qualifying: 10th-1m49.174s	
7	PIETRO FANTIN (BR)	+29.106s
	Arden Caterham; Qualifying: 7th-1m48.903s	
8	ZANELLA	+37.524s
	Qualifying: 19th-1m49.796s	
9	WEBB	+41.314s
	Qualifying: 11th-1m49.205s	
10	MARINESCU	+51.737s
	Qualifying: 26th-1m51.318s	

Winners' average speed: 134.964mph. Fastest lap: Pic, 1m34.994s, 136.414mph

* 4-place grid penalty for causing a collision in race 1.

CHAMPIONSHIP

1	VANDOOORNE	40	6	WEBB	14
2	MAGNUSSEN	36	7	MELKER	10
3	DA COSTA	25	8	MULLER	10
4	PIC	20	9	NATO	9
5	ZANELLA	19	10	FANTIN	6

TEAMS' CHAMPIONSHIP

1	FORTEC	54	4	AV FORMULA	20
2	DAMS	45	5	ISR	19
3	ARDEN CATERHAM	31	6	DRACO	10

FORMULA RENAULT 3.5 POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers

FOR IN-DEPTH RESULTS

FORIX

Wild da Costa hangs on
in front of Magnussen
and rookie Vandoorne



Vandoorne emerges atop the title favourites

THE PRE-SEASON TITLE FAVOURITES

stamped their authority on this year's Formula Renault 3.5 campaign from the off at Monza last weekend. Rookie Stoffel Vandoorne and Antonio Felix da Costa shared the victories, while Kevin Magnussen took a pair of second places to put himself firmly in the hunt.

The trio also fought out a thrilling opening three laps wheel-to-wheel in race two, all taking a turn in the lead before da Costa resolved the scrap in his favour. That made up for a tyre failure costing him a shot at victory in race one, a moment that's responsible for him being third in the title race heading away from the opener.

Much as the man he succeeded as Formula Renault Eurocup champion (Robin Frijns) managed last year, Vandoorne delivered handsomely on his pre-season promise. In fact, he ended up going one better than the 2012 champion by winning on his debut rather than the second race of the opening weekend. This was despite a huge flat-spot on his Fortec car's left-front tyre, which was causing a massive vibration for the final 18 of the 29 laps.

"My head still isn't right even now," said Vandoorne, four hours after the race finished. "I didn't think the tyre was going to last to the end. The vibration was so bad that I couldn't see the braking points, and at the last corner I couldn't tell how wide I was running and if I was going to go off the track. After the race we found that one of the dampers was destroyed from the vibration."

Fortunately for the young Belgian, fellow McLaren junior driver Magnussen suffered a similar lock-up shortly after his DAMS machine inherited second following da Costa's spectacular puncture on the approach to the first chicane.

"There was no warning – it just went bang," said da Costa as he inspected the very similar holes in the sidewalls of his and Arden Caterham team-mate Pietro Fantin's tyres after the race. He was surprisingly upbeat, but that was because the laps he had spent chasing Vandoorne had

convinced him that he had a very fast car.

He put that to good use a day later, putting up with a relentless Magnussen snapping at his heels from the moment those feisty opening exchanges settled down until the Dane's sidepod worked loose on the penultimate lap. Their head-to-head didn't have the fireworks of the opening laps but it was a superb scrap – the gap at the start/finish line to-ing and fro-ing between 0.8s and 1.2s, never by more than 0.2s per lap. It was a big test of da Costa's mental strength under the spotlight of being the championship favourite, and he passed with flying colours.

"It was a tough race mentally," the Portuguese said. "The race was basically 29 qualifying laps, but it was good. We had some bad luck in race one so it feels like we should have gone away with some more points, but that's racing."

Vandoorne, who had a pre-race-two scare when his car developed a misfire at the end of qualifying thanks to an electrical problem, didn't quite have the pace of the top two on Sunday, but he was happy with his debut weekend.

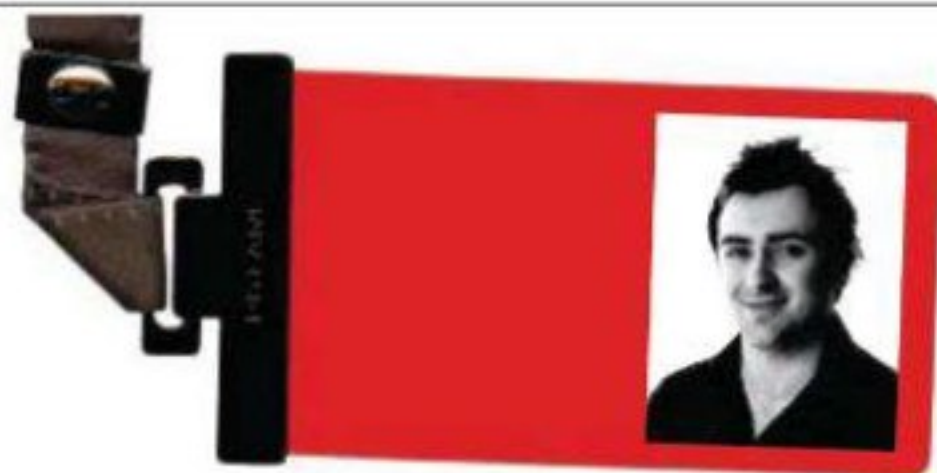
"Leading the championship at the first round is great and is a big confidence boost," he said. "I think our pace is almost the same as the other guys and this is going to be really important."



Right-rear puncture
ended da Costa's
first-race charge

IN THE PADDOCK

Glenn Freeman



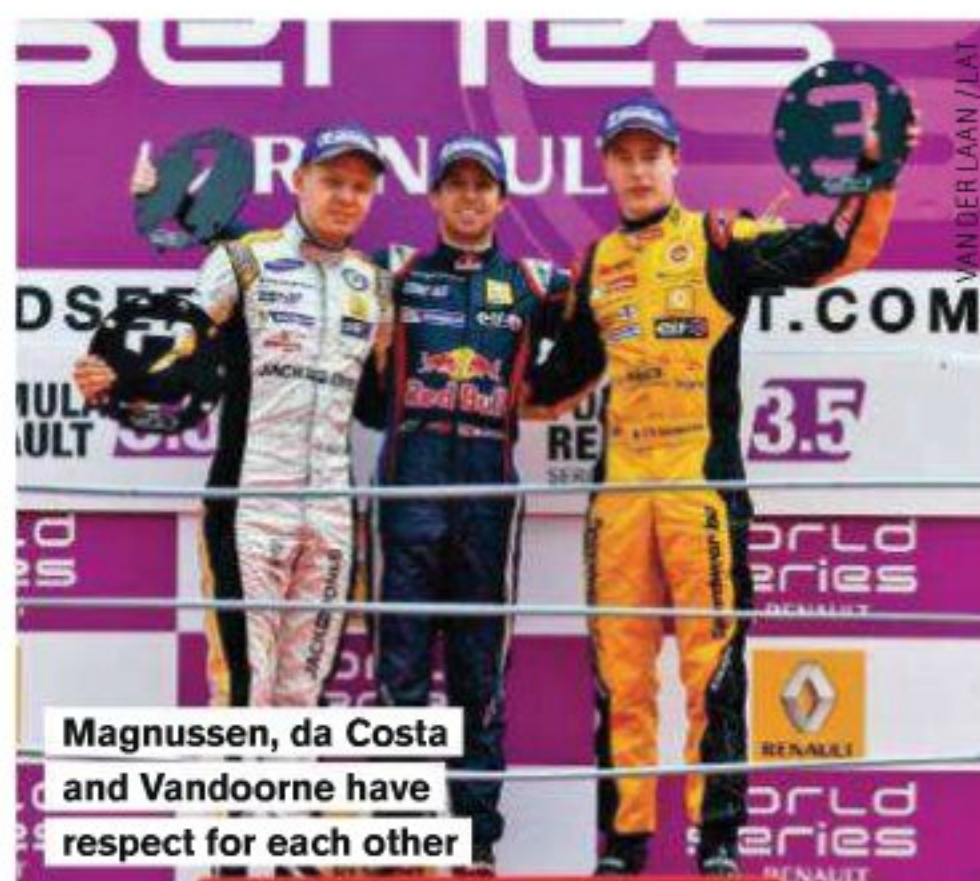
THE FIGHT IN THE EARLY LAPS OF RACE TWO between the three expected championship contenders could easily end up being the best out-and-out racing we see in Formula Renault 3.5 this year.

And that battle could prove to be a significant moment in the 2013 title battle. Not because Antonio Felix da Costa came out on top and laid down a marker to his two main rivals at this early stage of the campaign, but because the championship's big guns now know they can really go at it with each other, and that they'll be treated hard – but fairly – in response.

There were moments in those opening laps where all three drivers could have caused an accident. But nobody made a lunge that was out of place, and never was a door closed unfairly. Da Costa, Kevin Magnussen and Stoffel Vandoorne raced each other very cleanly.

That reflects well on Vandoorne in particular, as the rookie naturally had to earn that respect from his new foes. It's no secret that 2012 champion Robin Frijns didn't endear himself to many of his rivals as a feisty rookie last year, and in the eyes of some his remarkable championship success will forever be tainted by his clash with title rival Jules Bianchi in the season finale.

The drivers trying to succeed the Dutchman in 2013 appear to be doing their best to make sure such circumstances aren't repeated this season.



Magnussen, da Costa and Vandoorne have respect for each other

BIG NUMBER
187 mph

The top speed the latest generation of Formula Renault 3.5 car can hit in low-downforce trim at Monza, taking it just past the 300kph mark.

Sorensen missing from the fight

WHILE THE GLORY AT MONZA WAS SHARED between three drivers all tipped to be title contenders, another likely frontrunner had a weekend to forget.

Marco Sorensen and Lotus were confident after pre-season testing that they could build on their strong 2012 campaign, where the Dane could have been a title outsider were it not for some terrible luck. But his curse struck again last weekend.

Sorensen made the bizarre choice to only try slicks in the wet first qualifying session of the weekend. With the track drying slowly, many tried to get rid of their rain tyres to save them for expected rain on Sunday, but most eventually accepted that slicks were not the way to go. Lotus took a risk, though, as its lead car was plagued by engine troubles.

"We were really down on power, and we knew it before qualifying," said Sorensen. "We had to take a risk and hope that the slicks would pay off. If we chose wets we would have still been at the back anyway."

He spent the first race frustrated by his lack of power and drove around at the back, but the problem was fixed



Lotus battled with engine problems

for Sunday. After a good start got him up with the leaders at the first corner, bad luck struck again as light contact at the start gave him a flat tyre. There was a positive, as Sorensen set the sixth-fastest lap and felt satisfied.

"Without the engine problem I'm not sure we could have fought for P1 here anyway," he said. "But we used the second race for testing and I'm pretty confident we found something."

AV Formula glows on debut

NEW TEAM AV FORMULA STOOD OUT FOR more than just its bright-orange colour scheme on its debut weekend in Formula Renault 3.5, picking up 20 points thanks to a fourth and a sixth place for Arthur Pic.

The team of Adrian Valles – who as a driver finished second in this championship in 2005 to Robert Kubica – took over the entry vacated by Russian squad Team RFR at the end of last season. While it clearly has some catching up to do in the wet (one-lap specialist Pic qualified 22nd and 16th in the rain), its hard work over the winter in dry conditions has paid dividends. Pic even landed fastest lap in race two as he charged from 16th on the grid to fourth.

"It's true we made some mistakes in testing, and we still have some work to do in the wet, but overall this has been a really good first weekend," said Pic, younger brother of F1 racer Charles. "The team learned a lot over the winter and we started working more in my direction to make me comfortable, and it has gone well."

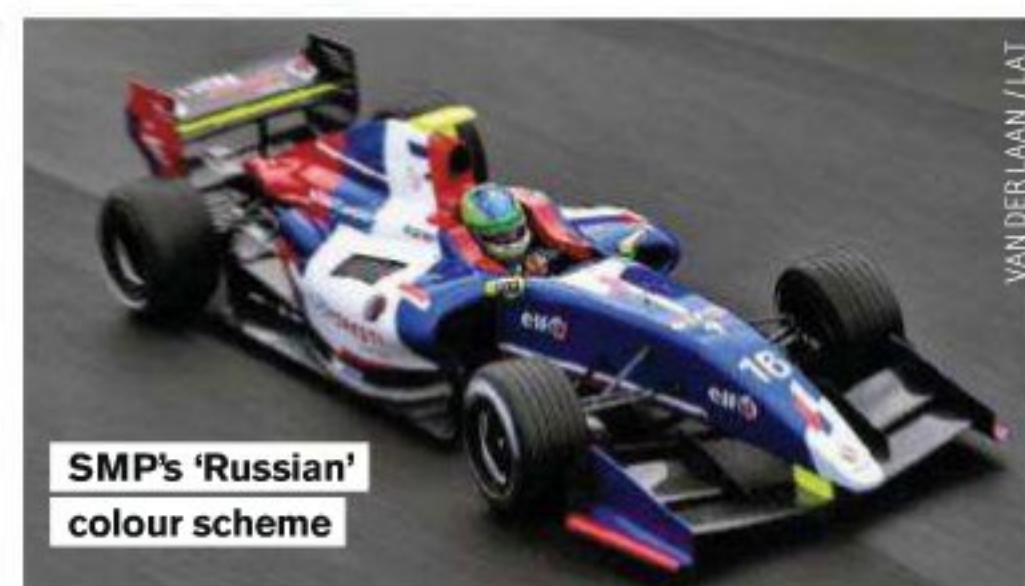
"We still need to understand the car more but we have found a lot of things already."

Pic, who often qualified better than he raced with DAMS in 2012, also took some personal satisfaction from gaining 16 places in race one and 12 in race two.

"It's the opposite of last year," he said. "And it's good for me to have two races like this and do lots of overtaking. I'm sure we can keep this up."



Pic charged through the field for AV



SMP's 'Russian' colour scheme

THREE CARS, ONE LIVERY

This year's FR3.5 grid has three cars running in the same colour scheme thanks to the SMP Racing group. The Russian bank is backing Comtec Racing's two-car entry for Daniil Move and Lucas Foresti, as well as 2010 champion Mikhail Aleshin's Tech 1 car. All three are running in SMP's blue, white and red livery.

VANDOORNE EMULATES VETTEL

Stoffel Vandoorne became the third driver to win on his Formula Renault 3.5 debut. He joins Enrico Toccacelo (who won the category's inaugural race in 2005) and Sebastian Vettel ('06).

MULLER GETS PENALISED

Swiss Nico Muller received a four-place grid penalty for race two as punishment for colliding with Lucas Foresti at the second chicane in race one. The lap-two clash put Foresti out of the race, and cost Muller a second-row start on Sunday.

MELKER OFF HOOK, BUT ONLY ONCE

Nigel Melker managed to get a qualifying penalty overturned for race one when he initially lost his best lap for a yellow-flag infringement. The stewards changed their minds, allowing him to start 12th. He then picked up a four-place grid penalty in race two for running into the back of Andre Negrao.

ALESHIN LOSES POINTS FINISH

Former champion Mikhail Aleshin lost the final point in race two when he was handed a 10-second penalty at the end of the race. The punishment was handed out because the Russian failed to line up correctly in his grid slot for the start of the race.

PIGET SHAKES OFF THE RUST

Twenty-nine-year-old Emmanuel Piget finished 17th in both races on his Formula Renault 3.5 debut on Saturday, his first races for more than two years. The former Euro F3 Open racer was on a one-off deal with Zeta Corse, and team boss Claudio Corradini said the Frenchman "went beyond expectation".

Superstars Monza

April 6-7
Round 1/8



RESULTS

RACE 1: 14 LAPS, 50.39 MILES

1	VITANTONIO LIUZZI (I)	27m05.042s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 1st-1m54.208s	
2	THOMAS BIAGI (I)	+0.589s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 2nd-1m54.538s	
3	LUIGI FERRARA (I)	+13.639s
	Roma Racing Team Mercedes C63 AMG Coupe; Qualifying: 3rd-1m54.817s	
4	GIANNI MORBIDELLI (I)	+23.200s
	Audi Sport Italia Audi RS5; Qualifying: 4th-1m55.452s	
5	FRANCESCO SINI (I)	+34.423s
	Solaris Motorsport Chevrolet Camaro; Qualifying: 6th-1m56.357s	
6	GIOVANNI BERTON (I)	+34.935s
	Team BMW Dinamic BMW M3 E92; Qualifying: 8th-1m56.652s	
7	ANDREA BACCI (I)	+42.343s
	CAAL Racing Mercedes C63 AMG; Qualifying: 7th-1m56.622s	
8	ANDREA LARINI (I)	+50.088s
	Ferlito Motors Jaguar XF; Qualifying: 5th-1m56.338s	
9	MAURO TRENTIN (I)	+50.703s
	Team BMW Dinamic BMW M3 E92; Qualifying: 10th-1m57.451s	
10	LEONARDO BACCARELLI (I)	+1m05.056s
	CAAL Racing Mercedes C63 AMG; Qualifying: 11th-1m57.588s	

Winner's average speed: 111.64mph. Fastest lap: Liuzzi 1m54.729s, 112.95mph.

RACE 2: 14 LAPS, 50.39 MILES

1	BIAGI	27m13.157s
	Mercedes; Grid: 7th	
2	LIUZZI	+2.277s
	Mercedes; Grid: 8th	
3	FERRARA	+5.930s
	Mercedes; Grid: 6th	
4	MORBIDELLI	+17.287s
	Audi; Grid: 5th	
5	BACCI	+20.791s
	Mercedes; Grid: 2nd	
6	SINI	+27.821s
	Chevrolet; Grid: 4th	
7	GIAN MARIA GABBIANI (I)	+51.817s
	Ferlito Motors Jaguar XF; Grid: 16th	
8	BERTON	+1m03.182s
	BMW; Grid: 3rd	
9	FRANCESCO ASCANI (I)	+1m03.945s
	Todi Corse BMW M3 E90; Grid: 12th	
10	ROBERTO BENEDETTI (I)	+1m15.334s
	RC Motorsport Cadillac CTS; Grid: 10th	

Winner's average speed: 118.09mph. Fastest lap: Liuzzi, 1m55.058s, 112.63mph.

DRIVERS' CHAMPIONSHIP

1	LIUZZI	39	6	BACCI	13
2	BIAGI	36	7	BERTON	10
3	FERRARA	25	8	DIABOLIK	5
4	MORBIDELLI	21	9	LARINI	4
5	SINI	15	10	ASCANI	3

TEAMS' CHAMPIONSHIP

1	ROMEO FERRARIS	42	4	CAAL RACING	10
2	AUDI SPORT ITALIA	14	5	SOLARIS MOTORSPORT	8
3	ROMA RACING TEAM	14	6	FERLITO MOTORS	8

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10 finishers. 1 point for pole position. 1 point for fastest lap



Berton was top BMW

FOR IN-DEPTH RESULTS

FORIX

Mercedes superteam dominates at Monza



Liuzzi headed Mercedes 1-2-3 in race one

"IF I'D BEEN DRIVING THIS CAR LAST year, I'd have won the title by Mugello," said an upbeat Vitantonio Liuzzi at Monza on Saturday evening, tongue firmly in cheek. It was a lighthearted gag, but the message was deadly serious – the Romeo Ferraris Mercedes is a potent weapon.

By that stage of the weekend, the writing was already on the wall. Liuzzi was on pole with a stunningly fast time, and the only other driver in the same postcode was team-mate Thomas Biagi. Luigi Ferrara was kind of in touch, his Roma Racing Mercedes Coupe within a second of the leading C63 saloons, but there was plenty of daylight between the top three and the rest of the field, led by Gianni Morbidelli.

And that's exactly how it played out in race one. Liuzzi, knowing that his greatest challenge would come from Biagi, laid it all on the line at the start. Having won the first battle (the run to Turn 1), he put in a four-lap sequence of lightning quick times to build a small gap over his team-mate. It wasn't much – about 2s, give or take a tenth – but it made all the difference at the other end of the race.

In the second race, the two team-mates' roles were reversed. With the two Romeo Ferraris Mercs buried on the fourth row (thanks to the reversed-grid system), it was Biagi who made the better start. Within a couple of laps, he was through into the lead, and set about building a gap, while Liuzzi was stuck in traffic. By the time Liuzzi managed to scramble his way into

second place, the gap had increased to more than 6s, and the race was won.

"That race was a dream," said Biagi after climbing from the car. "The first few laps were very important. I could see a fight going on behind me, and I knew that I had to make a gap. I told my engineer I was turning the radio off, and just drove as hard as I could for three laps."

Despite settling for second in race two, Liuzzi emerged with the championship lead, courtesy of the point he received for pole position.

"I'm very happy with the weekend," he said. "We're in a very strong position. I said right from the beginning that the car is good, and I'm confident we can keep improving."

Just as the qualifying times suggested, Ferrara spent both races watching the two Romeo Ferraris cars slowly pull away in front of him. Each time he was fast enough to keep up – a valiant effort given his very limited programme in 2012 – but he never seemed to be able to challenge Biagi or Liuzzi. Still, two third places was a welcome start to the season.

Morbidelli had a frustrating, yet ultimately productive, weekend. With the Audi Sport Italia RS5 unable to match the power figures of some of the bigger cars, the former series champion found himself constantly battling machinery that was slower in the corners, but faster down the straights. However, he did manage to eventually nab fourth place in both races, a decent haul of points at a circuit that doesn't work for the nimble four-wheel-drive Audi in any way.



New Camaro pushed Audi

IN THE PADDOCK

Andrew van Leeuwen



There was a very interesting name on the final entry list for Monza – Diabolik.

"Who is Diabolik?" I asked.

"It's a cartoon character here in Italy – he's a spy," was the response.

Right.

It turns out it was all a marketing stunt. The publisher of the Diabolik cartoon decided to sponsor one of the Ferlito Jaguars for Monza, but on one condition – that the driver remained anonymous. It was all about having the public believe that Diabolik was driving the car. And that meant that the driver had to always be wearing a helmet at any time where he was in sight of the public.

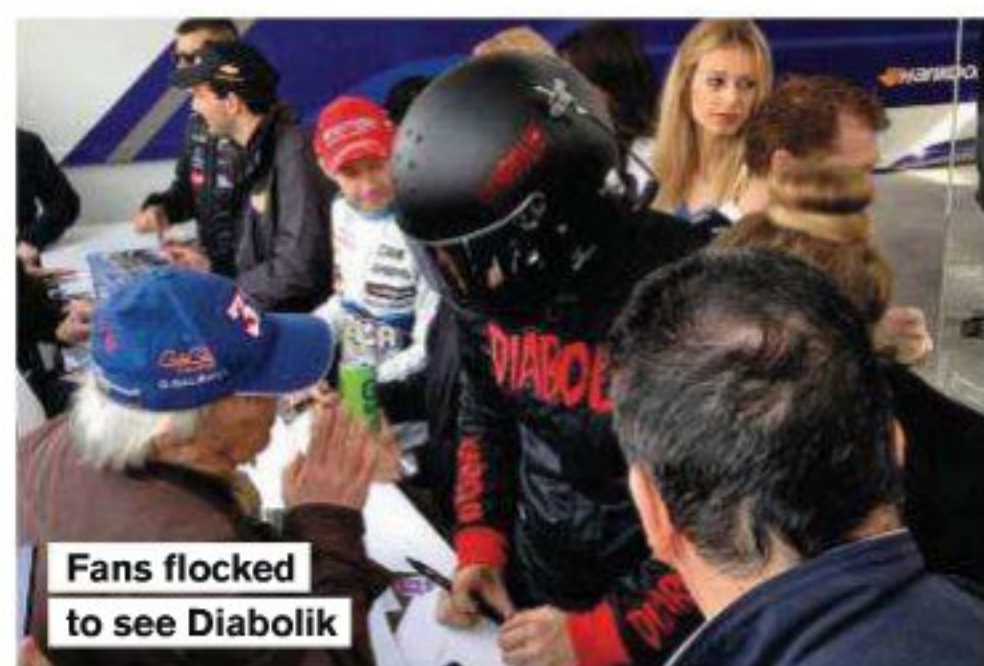
It was kind of like a weird cross between The Stig and James Bond.

My first thought was that whole thing was a bit tacky. But that changed very quickly when I saw how into it the crowd were. On Saturday, wherever Diabolik went there were lots of fans wanting photos. Diabolik was a hit.

Then an Italian newspaper revealed on the Sunday morning that the driver was Gian Maria Gabbiani. It was a bit of a party pooper move, and I thought it might kill the whole thing off.

I was wrong. During the next autograph session, Diabolik, still helmeted, had one of the longest queues.

The whole thing is still a bit lost on me, but there's no denying that Diabolik is a star. I hope he's back for Brno.



Fans flocked to see Diabolik

BIG NUMBER

17

Vitantonio Liuzzi's pole-position time last weekend of 1m54.208s was 1.7 seconds faster than the marker set by Max Pigoli's Ferlito Jaguar XF in the corresponding round last year. Three other drivers were under Pigoli's 1m55.962s lap of 2012: Thomas Biagi, Luigi Ferrara and Gianni Morbidelli.

Kristoffersson has awful weekend

JOHAN KRISTOFFERSSON'S TITLE DEFENCE

kicked off in the worst way possible at Monza, with the Swede forced out of the meeting before the first race on Sunday morning.

Having switched from Audi to a Petri Corse-run Porsche Panamera S over the winter, Kristoffersson came into the first round of 2013 confident of taking the fight to the front-running Mercedes. But his hopes were dashed during qualifying when a rear differential problem ended his session after a single installation lap.

With Saturday efforts to fix the car proving fruitless, Kristoffersson was left with no choice but to sit out the rest of the weekend, missing both of Sunday's races.

"It's a big disappointment," he said. "Both me and the team, came here to win. But we were very unlucky this weekend. We didn't have a single session where we didn't have a problem. Even when the car was running I could feel there's work to do."

"Our goal is to be on top, but we have a lot to improve before that happens. As the driver, all I can do is say what I need and what I know from my own experience."



Champion's first round was dismal

"We are working towards being back for the Brno races. We've met with the team, and now we'll make a plan as to what we do next."

Superstars will not be Kristoffersson's only race programme this year. The Swede will also attempt to defend his Porsche Carrera Cup Scandinavia title, as well as taking on the Swedish Rallycross Championship in a dealer-backed Volkswagen Scirocco.

Biagi delivers warning to rivals

THOMAS BIAGI HAS ISSUED AN OMINOUS

warning to the rest of the Superstars field – there's more speed to come from the Romeo Ferraris Mercedes.

The Monza weekend was the Italian's first in a Mercedes, the former champion having raced BMWs before joining Romeo Ferraris during the winter. And while he was able to take a stunning victory in race two, Biagi says that he still has work to do before he is truly comfortable in the car.

"Apart from the shakedown, these races have been my first real miles in the car," he said. "It was a pleasure, but the car and me, we're only at the beginning of our relationship. I don't know it that well yet."

"At the moment, the car is like a suit that hasn't been tailor-made. It fits OK, but it's not perfect. I need to work with the team so that the car feels tailor-made for me and my driving style, and then we will be very fast."

"The goal this weekend was for me to get experience in the car. The team have worked very hard, and you can see that."

Biagi also praised his new car's horsepower, something he feels is a welcome change after spending three seasons in relatively underpowered BMWs.

"After so many years of not having a lot of power, torque and acceleration, it was very nice to suddenly have all of those things, especially at Monza. And that six-litre engine just sounds fantastic."



Biagi: this is just the start



Talkanitsa duo won

TALKANITSAS WIN IN GT SPRINT...

In GT Sprint, it was a weekend of two halves for Alexander Talkanitsa Sr and his son and co-driver Alexander Jr. The duo took their AF Corse Ferrari 458 to a stunning victory in race one after starting in last place thanks to a problem in qualifying. In race two, however, they were out at the first corner after a scuffle on the run into the chicane.

...AND SO DOES CORVETTE PAIR

The race two GT Sprint win went to the RC Motorsport pairing of Roberto del Castello and Piero Necchi. With the Talkanitsa entry out at the first corner, the RC Corvette Z06 was free to cruise to a comfortable first place.

CAMARO QUICK ON DEBUT

Francesco Sini gave the brand-new Chevrolet Camaro an impressive debut at Monza, finishing the races fifth and sixth respectively. The aggressive-looking American muscle car was built in-house by Sini's Solaris Motorsport squad over the winter.

SCHOFFLER MISSES MONZA...

Thomas Schoffler was a late withdrawal from the Superstars grid at Monza, some last-minute preparation hiccups leaving the German and his MTM Audi RS5 on the sidelines. He expects to be at the second round at Brno next month.

...AS DOES VETERAN PIGOLI

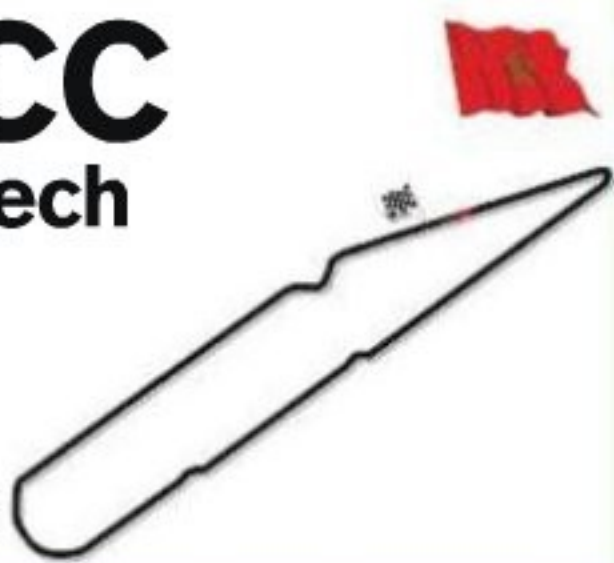
Monza marked the first time that Max Pigoli has missed a Superstars round since Portugal in 2009. The veteran Italian, who won the first race at Monza in 2012, decided to join Swiss Team Maserati's GT programme, finishing third in the second race alongside Andrea Dromedari.

LEXUS FAILS TO MAKE RACES

Alessandro Battaglin failed to start either race at Monza. The Italian's MRT Lexus had engine problems during qualifying, which led to the team electing not to race on Sunday.

WTCC Marrakech

April 6-7
Round 2/12



RESULTS

RACE 1: 13 LAPS, 36.67 MILES

1	MICHEL NYKJAER (DK)	28m51.561s
	Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 4th-1m45.745s	
2	GABRIELE TARQUINI (I)	+0.566s
	Honda Racing (JAS) Honda Civic WTCC; Qualifying: 1st-1m44.358s	
3	JAMES NASH (GB)	+1.612s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 2nd-1m44.406s	
4	YVAN MULLER (F)	+2.224s
	RML Chevrolet Cruze 1.6 T; Qualifying: 3rd-1m44.745s	
5	ROB HUFF (GB)	+2.248s
	Munnich Motorsport SEAT Leon WTCC; Qualifying: 7th-1m45.228s	
6	ALEX MACDOWALL (GB)	+2.476s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 6th-1m45.060s	
7	MARC BASSENG (D)	+3.201s
	Munnich Motorsport SEAT Leon WTCC; Qualifying: 8th-1m45.552s	
8	PEPE ORIOLA (E)	+3.565s
	Tuenti Racing SEAT Leon WTCC; Qualifying: 9th-1m46.341s	
9	TOM CORONEL (NL)	+5.270s
	ROAL Motorsport BMW 320 TC; Qualifying: 12th-no time	
10	JAMES THOMPSON (GB)	+5.881s
	Lada Sport (Russian Bears) Lada Granta; Qualifying: 11th-no time	
Winner's average speed: 76.33mph. Fastest lap: MacDowall, 1m46.237s, 95.70mph.		

RACE 2: 13 LAPS, 36.67 MILES

1	ORIOLA	28m08.751s
	SEAT; Grid: 2nd	
2	MULLER	+0.430s
	Chevrolet; Grid: 8th	
3	TOM CHILTON (GB)	+0.677s
	RML Chevrolet Cruze 1.6 T; Grid: 6th-1m44.863s	
4	NASH	+0.948s
	Chevrolet; Grid: 9th	
5	BASSENG	+1.808s
	SEAT; Grid: 3rd	
6	CORONEL	+2.028s
	BMW; Grid: 12th	
7	NYKJAER	+2.326s
	Chevrolet; Grid: 7th	
8	FRANZ ENGSTLER (D)	+4.377s
	Team Engstler BMW 320 TC; Grid: 16th-1m46.494s	
9	DARRYL O'YOUNG (PRC)	+4.889s
	ROAL Motorsport BMW 320 TC; Grid: 13th-1m46.327s	
10	CHARLES NG (PRC)	+6.237s
	Team Engstler BMW 320 TC; Grid: 18th-1m47.140s	
Winners' average speed: 78.26mph. Fastest lap: Chilton, 1m45.545s, 96.32mph.		

CHAMPIONSHIP

1	MULLER	88	6	ORIOLA	39
2	NYKJAER	51	7	BASSENG	28
3	TARQUINI	51	8	MACDOWALL	26
4	CHILTON	48	9	HUFF	19
5	NASH	43	10	MONTEIRO	14

YOKOHAMA TROPHY

1	NASH	35	4	O'YOUNG	17
2	NYKJAER	29	5	BARTH	14
3	MACDOWALL	20	6	MONJE	11

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



BMW's do battle
in fraught midfield



Nykjaer held off
Tarquini and Nash

Nykjaer and Oriola are both first-time winners

NOT SINCE THE BRANDS HATCH 2006 event had the World Touring Car Championship produced two new winners on the same weekend. After Yvan Muller's domination of the Monza opener, Michel Nykjaer's and Pepe Oriola's triumphs were a welcome reprieve.

While both men rightly basked in their breakthroughs, the origins of each win – and the weekend's unexpected script – were established in the final five minutes of qualifying.

Honda's Gabriele Tarquini held provisional pole, but with fresh rubber the field headed out for a collective late charge, Muller and RML Chevrolet team-mate Tom Chilton leading the way. Gains seemed inevitable, particularly when Chilton was up by more than half a second through the first two sectors. But the Briton was undone by mistakes at the final chicane and the hairpin; Muller and Nykjaer by the slower Fernando Monje; while Tarquini made his own error at Turn 1, holding up those behind him.

The result was that Tarquini kept his pole, while Muller's dominance – he had topped every session of 2013 save for the cursory Monza warm-up – was finally broken. He started third, with Chilton one row behind in fifth. James Nash, Nykjaer and Alex MacDowall occupied the first three rows on the even side of the grid.

Tarquini kept his lead at the start, but as Muller attacked Nash the pair became vulnerable to those behind. Nykjaer slipped by Nash into second, while world champion Rob Huff came from seventh to fourth by the end of the first lap, his SEAT edging ahead of Muller. The Frenchman would have his revenge two laps later, taking full advantage of backmarker Mehdi Bennani's presence to dive down the inside of his former team-mate and back into fourth.

It stayed like that until lap six, when Tarquini made a mistake coming onto the back straight, allowing Nykjaer's Nika Chevrolet to slip by. Nash also got by the Italian, but the Honda man was saved by yellow flags prompted by Tiago



Oriola is
youngest
WTCC winner

Monteiro's brush with the wall at Turn 2. A lengthy safety car spell reduced the race to a one-lap shootout, but the order remained unchanged and Nykjaer had his maiden win.

Race two followed a similar pattern, even down to a late safety car intervention.

Eighteen-year-old Spaniard Oriola jumped poleman Monje and inherited a two-second cushion when his countryman and fellow SEAT driver took avoiding action as Huff dived down the inside at the hairpin. Huff was left with race-ending damage after scraping the wall, while Monje joined him half a lap later after a reckless clash with James Thompson's Lada.

As the race settled down it was Muller and Chilton – the Brit having retired from the opener due to cooling-system damage – who took up the chase, and the pair were soon right on Oriola's tail. The Tuenti SEAT man was not to be shaken however; despite Muller pulling all the way alongside several times, and a lead pack that at one stage counted seven cars within 3s, Oriola hung on to become the WTCC's youngest winner. "I don't have words to describe the feeling... my best race ever," came the verdict.

Muller, aided by team orders, took second ahead of Chilton, and in doing so increased his series lead. "Last year I won a lot of poles, a lot of races, but I didn't win," he pointed out. "Today I just drove to bring the car back."

FOR IN-DEPTH RESULTS

FORIX

IN THE PADDOCK

Sam Tremayne



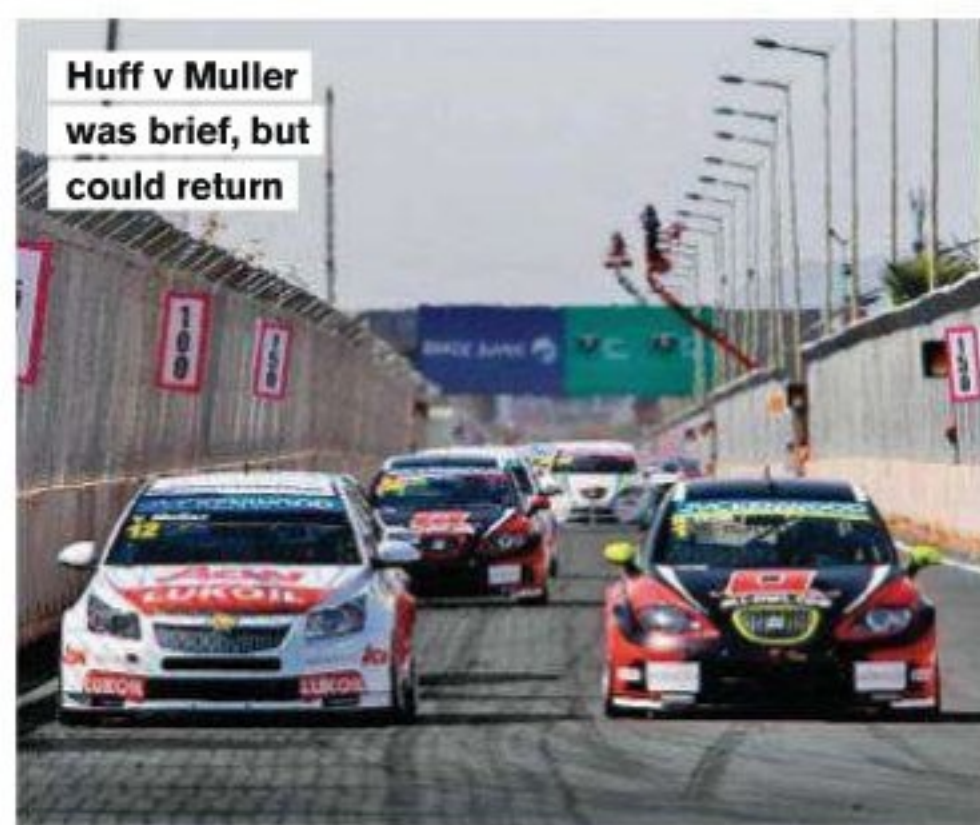
Marrakech did little to dispel the notion that Yvan Muller is headed for a fourth WTCC crown. Indeed, the Frenchman extended his championship lead by 12 points despite not winning either race.

What it did do, however, was provide much-needed encouragement that the season needn't be the effortless walkover it was hard not to fear after Monza.

In part that owed to an unusual end to qualifying, and the denial of what had seemed beforehand a likely RML Chevrolet one-two. In part it owed to the excellent drives of Michel Nykjaer and Pepe Oriola, both of whom took full advantage of the unique layout of the Moroccan street circuit and were fully deserving of their wins. Perhaps most significantly, it also owed to the resurgence of Honda.

Disappointing at Monza, Honda's rethink of its electronic set-up – shaped by settings used at Macau last year – turned the Civic into a genuine frontrunner, with Gabriele Tarquini taking pole. Muller himself put it perfectly when he told AUTOSPORT: "I was surprised at their pace at Monza, and surprised at their pace at Marrakech, but for entirely opposite reasons."

While a bona fide title challenge may still be a way off, Honda's upturn – coupled with the form of the other Cruzes and the rapidly improving Munnich SEATs – can only be a good thing. Muller may not have it all his own way after all.



MILESTONE

Peter Terting's record from Puebla 2005 as the WTCC's youngest victor was broken by Pepe Oriola at 18 years, 8 months and 29 days.



Monteiro pleased with progress

HONDA ACE TIAGO MONTEIRO INSISTS

that there are positives to be taken from a damage-hit weekend in Morocco.

The Portuguese driver was an early casualty in qualifying after hitting a wall at the second chicane, an error that cost him the chance of progressing into Q2. He fell foul of the walls again in the opening race, flicking off the kerbs at Turn 2 and doing enough damage to also rule him out of the Marrakech finale.

Honda team-mate Gabriele Tarquini also hit the wall in race two, but had earlier captured pole position and the runner-up spot in race one, performances Monteiro said were heartening, despite his own mishaps.

"We made a step forward this weekend, and we're a lot closer to the Chevrolets; that's the positive," Monteiro said. "To an extent this track suited our car better than Monza did, because we are strong under braking and on the kerbs. But we also looked at the data from Monza compared to Macau last year [when Monteiro finished on the podium] and reset a bit, changing the way the engine was set up electronically. There was some work on the



air-intake too, and the fine tuning seemed to work well."

Monteiro added that Honda would be testing in the hope of having new parts to bolt onto the Civic WTCC in time for the Slovakia Ring round at the end of April, saying: "There's still a lot we can improve, but to do so we need to be on track, so we plan to test and have a few new updates."

Coronel wants BMW parity

TOM CORONEL BELIEVES THE FIA MUST

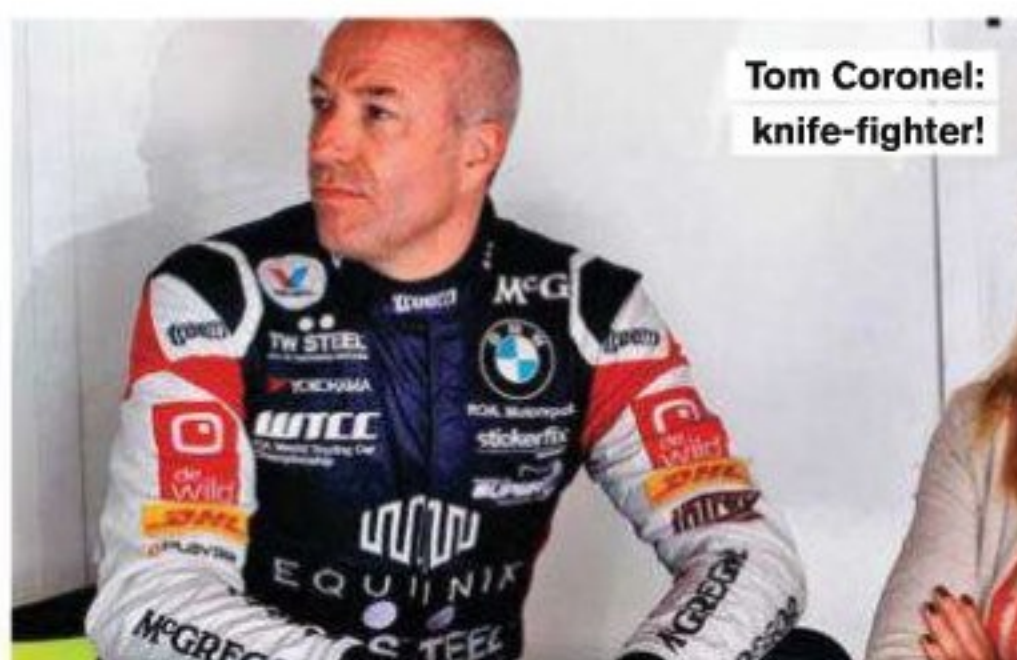
redress the balance between this year's five manufacturers if BMW is to achieve parity with the established frontrunners.

The marque has struggled to match the Chevrolets, Hondas, Ladas and SEATs so far this year. Stefano d'Aste and Coronel are the only BMW men to have made Q2 – at Monza and Marrakech respectively – while the Dutchman is the leading BMW driver in the championship standings with just 12 points, 76 fewer than leader Yvan Muller.

"Of course you always like support, but the differences are quite big now," said Coronel. "As we know after two races the FIA will look at the situation again, but they need to get things closer because at the moment there are some cars that are in a different league. We can compete for the points, but the gap to the front is about 1.5 seconds, which gives us no chance of getting higher. We are at our maximum; for us, all is on the table. Others have more up their sleeves."

Coronel said a weight break for the 320 TCs was the best solution provided carbon doors, which would allow the BMWs to lose weight, were also permitted.

"We can't shed much more weight at the moment, but hopefully carbon doors will happen as that would allow us to take another step. It would be small, but it's needed. At the moment we're in a knife-fight with people with guns: we only have a chance when they're out of bullets."



HUFF BACK ON FORM IN MOROCCO

World champion Rob Huff admitted his relief at finally isolating the root of his straightline speed concerns on his Munnich Motorsport SEAT – a leaking turbo. Huff had qualified seventh despite ceding around 9mph in top speed, a deficit that helped reveal a component that was "never working above 80 per cent". With a new turbo fitted Huff was fifth in race one and challenging for second before damage forced him out in the finale.

BOARDMAN TO USE SPARE CAR

Tom Boardman says there are no doubts about his participation next time out at the Slovakia Ring after confirming to AUTOSPORT that he will run a spare SEAT. His original was heavily damaged when he suffered brake failure and speared into the wall at around 70mph in Sunday's warm-up. "We just can't catch a break, but my luck has to turn," Boardman said.

FINISHES KEY FOR KOZLOWSKIY

Lada newboy Mikhail Kozlovskiy admitted that finishing races and gaining mileage tempered his outright pace in Marrakech. The Russian had less than two weeks to prepare for his WTCC debut after replacing Aleksei Dudukalo. "I'm not so happy in terms of starting at the back, but we had to have a sensible approach," he said. "It was difficult not to drive at the limit, but I couldn't take too many risks; I needed the miles."

THOMPSON SLAMS MONJE

James Thompson berated Fernando Monje after the Spaniard ploughed into the back of his Lada on the second lap of race two. "It's not the first time he's hit me without trying to pass. This is not the mentality of someone who knows how to race; it's the mentality of a spoiled child," Thompson said. Monje received a five-place grid penalty for the first Slovakia race as punishment.

NASH ELATED WITH PODIUM

James Nash said keeping Yvan Muller at bay made his maiden WTCC podium finish in race one all the sweeter. The 27-year-old Briton, who currently leads the Yokohama Trophy, said: "It's never easy keeping Yvan behind you and my lack of experience sort of showed, but I did what I needed to. It's a great feeling."

CHILTON RUES QUALIFYING ERROR

Tom Chilton says a small qualifying mis-step cost him dearly on a weekend on which he was convinced he had the fastest car. "Qualifying is so important on street circuits, so if I could have put it on pole it would have made a massive difference," he said. "I was on course to do so but we made a mistake in the final sector and also missed a trick with the kerbs."



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AUTO GP SERIES MARRAKECH (MA), APRIL 6-7, RD 2/8

Exhausting victory for Campana

A CRACKED EXHAUST FAILED TO DENY Sergio Campana a deserved victory in last Saturday's opening Auto GP race on the streets of Marrakech, after his car laid an action-hero-style oil smokescreen during the fading laps.

Continuing to deliver the goods on his race-by-race deal with newcomer Ibiza Racing, Italian Campana cajoled an ailing machine to his second win of 2013, following a victory in round one at Monza last month.

One of the most intense thunderstorms any Marrakech resident could remember hit the track on Friday, forcing the cancellation of practice. Campana, who won at the Moulay el Hassan circuit last year, used his track knowledge to full advantage during a compressed Saturday schedule to take pole position.

Gaining familiarity with the series, after his underprepared entrance, former grand prix driver Narain Karthikeyan lined up alongside on the front row. The Indian's soft-compound Kumho race tyres took time to reach optimal temperature, allowing the supersoft-shod Campana to stage a swift escape.

Reigning Italian Formula 3 champion Riccardo

Agostini's frustrated efforts at prising an opening past Karthikeyan's Zele Racing entry resulted in a slide backwards into a tyrewall. Damage to his Manor MP car was minimal, and Agostini clawed his way back up to fourth.

Karthikeyan lost his position shortly after saving a major wiggle putting the power down from the quick Le Kech Hotel chicane. The incident allowed Romanian rookie Robert Visoiu to tee up a clean pass, although the pair remained locked in close combat.

A rough-sounding Zytex exhaust note greeted Campana's Ibiza crew when the leader came in for his mandatory pitstop at two-thirds distance. Under pressure from Karthikeyan, Visoiu wildly overshot the pitlane entry when making his own change three laps later. Karthikeyan somehow squeezed past the wayward Visoiu before incurring any breach of the pitlane speed limit.

The manoeuvre became redundant when both men endured woeful pitstops. The loss of a wheelnut left Karthikeyan stationary for 27 seconds. A new lap record was set charging back to sixth, but team owner Michael Zele was left to rue the final 14s deficit to Campana...

"That's two second places that I have lost for sure," said an equally deflated Karthikeyan. "There is supposed to be a nut secured to the mechanics' overalls, but for some reason they didn't have it."

Keen to recover ground after his own pit maladies, Team Ghinzani driver Visoiu took a spectacular flight over the kerbs at the final chicane on the penultimate lap, incurring a broken rocker arm on landing.

Plumes of oil from Campana's wilting car kept everyone guessing whether there would be a cruel end to the race. Series returnee Daniel de Jong was spurred on by the tangible prospect of a maiden series win, but fell 1s short at the flag.

Kimiya Sato claimed the final podium position, but the result remains provisional as his Euronova team has appealed against a penalty for making his tyre change on the final lap.

Reversed-grid polesitter Luciano Bacheta provided some cheer for Zele by winning race two, despite contending with anxiety-inducing play in his steering. Bacheta dropped to third in the pitstop sequence, but gained a position when Super Nova driver Antonio Spavone crashed out of the lead after a clash of wheels with the chasing Andrea Roda.

Bacheta grabbed the advantage a lap later, and Roda's bid for victory ended when he received a controversial drivethrough penalty.

Spavone's team-mate Vittorio Ghirelli took second, while a fourth consecutive podium put Sato back at the head of the drivers' standings.

● Peter Mills



RESULTS

Race 1 1 Sergio Campana (Ibiza Racing Team), 19 laps in 29m06.179s; 2 Daniel de Jong (Manor MP Motorsport), +1.033s; 3 Kimiya Sato (Euronova Racing); 4 Riccardo Agostini (Manor MP); 5 Antonio Spavone (Super Nova Racing); 6 Narain Karthikeyan (Zele Racing). **Race 2** 1 Luciano Bacheta (Zele), 19 laps in 32m29.963s; 2 Vittorio Ghirelli (Super Nova), +1.921s; 3 Sato; 4 Robert Visoiu (Team Ghinzani); 5 Max Snegirev (Virtuosi Racing); 6 Meindert van Buuren (Manor MP). **Points** 1 Sato, 66; 2 Campana, 62; 3 Bacheta, 43; 4 Ghirelli, 42; 5 Visoiu, 31; 6 Agostini, 27.

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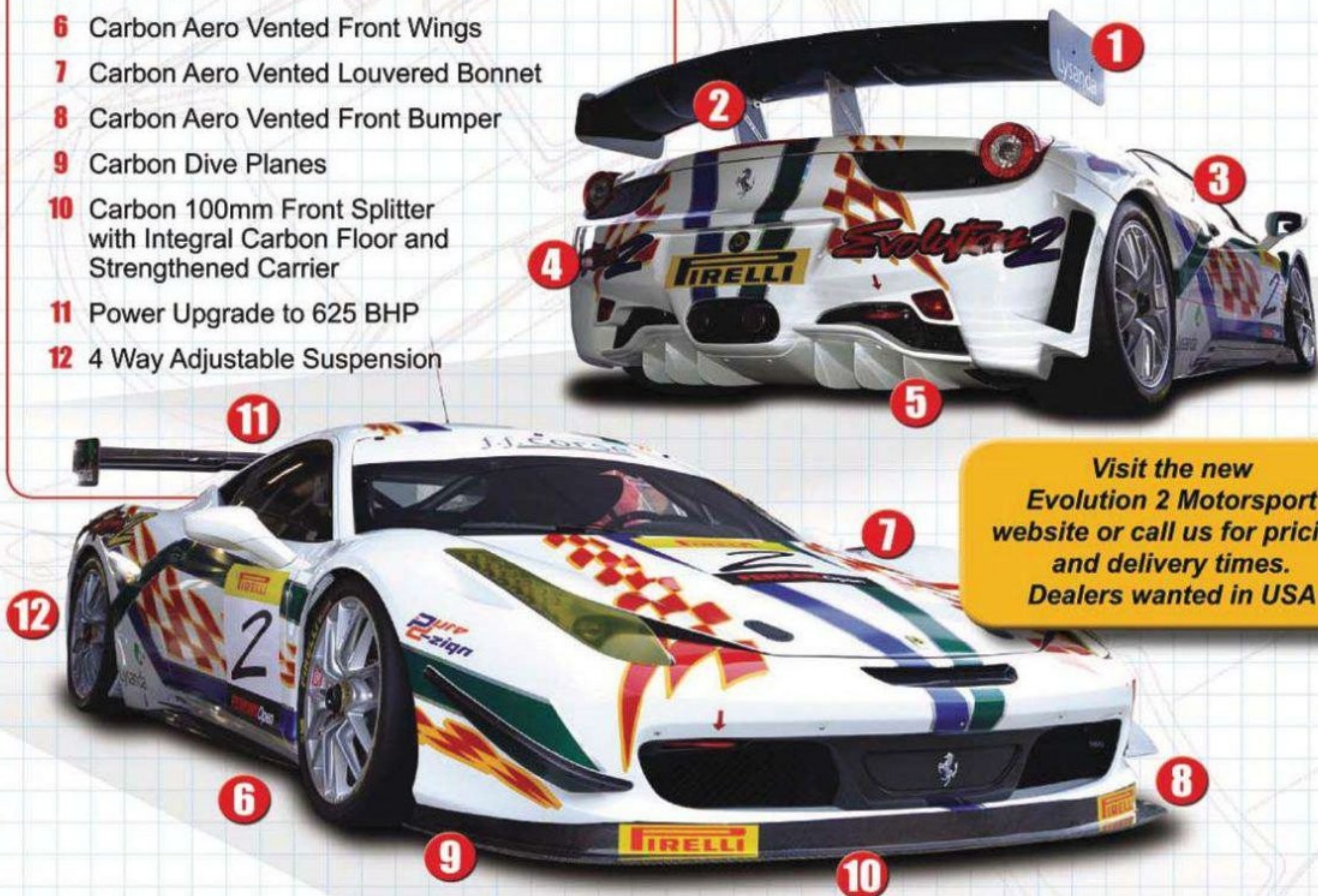
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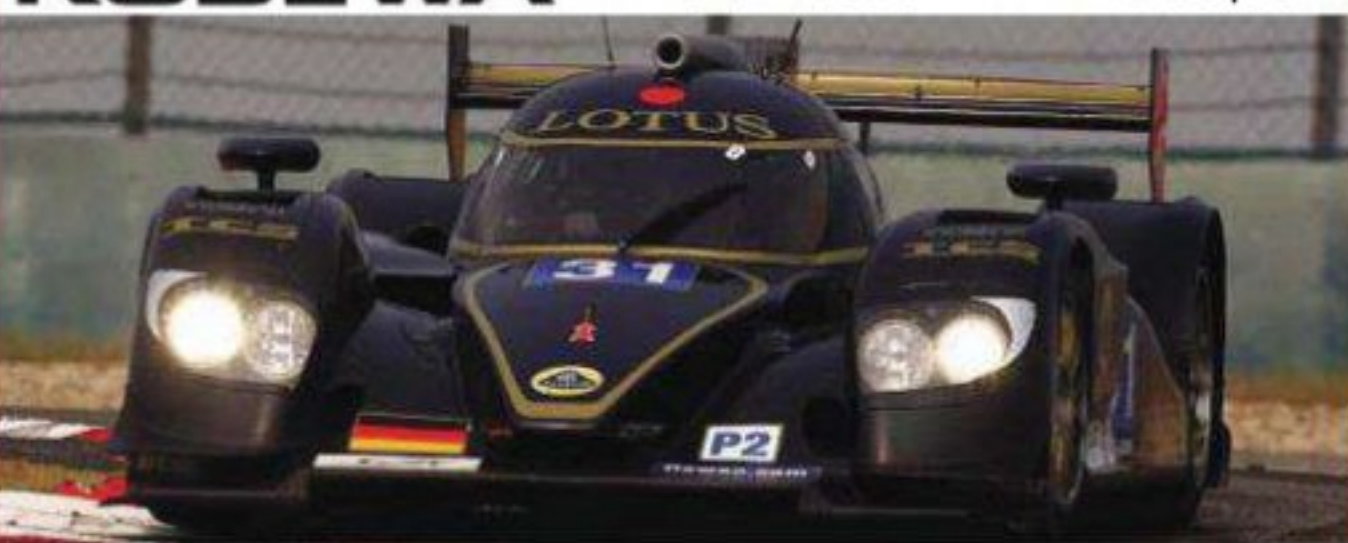
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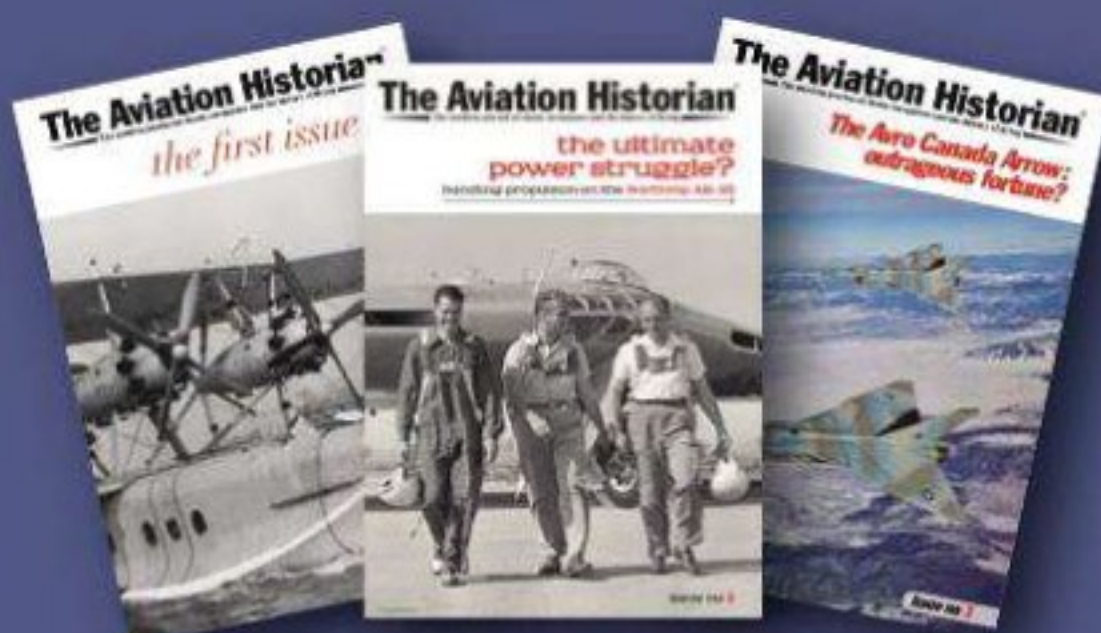
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Closing date: 19 April 2013.



WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITION AT RED BULL TECHNOLOGY:

HR12021301 – AERODYNAMICS ENGINEER

We are currently recruiting for an Aerodynamics Engineer to join our highly skilled Aerodynamics department, working at our Milton Keynes factory and at our Wind Tunnel facility in Bedford.

The role will be focused on CFD, Wind Tunnel and Trackside activities, this will include designing and developing aerodynamic components, undertaking wind tunnel and CFD programmes and the analysing and reporting of aerodynamic data.

The successful candidate will assist with the development of the CFD and wind tunnel capabilities of Red Bull Technology, including modelling and test techniques, data analysis methodology and wind tunnel enhancements. In addition this position will involve supporting our trackside activities during test and race weekends.

The ideal candidate will be qualified to degree level or equivalent and will have a detailed knowledge of aerodynamic principles, wind tunnel testing and CFD techniques. A good understanding of data analysis tools and techniques and other multi-disciplinary engineering skills, including CAD and basic vehicle dynamics is advantageous.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing Date for Applications – 25th April 2013

PLEASE NOTE: No Agencies please.



JRM's partnership with Nismo to assist in the development, testing and build programmes of the Nissan GT-R Nismo GT3 sees further expansion at the company's Daventry base. Supporting customers around the world, and JRM Racing's entries in the Blancpain Endurance Series and British GT Championship, the company is recruiting the following full time positions:

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- Number Two Race Mechanic – Sports Car/GT or Touring Car experience is required.
- Race Engineer – Sports Car/GT or Touring Car experience is required.
- Truckie – Sports Car/GT or Touring Car experience is required.
- Electrician – Sports Car/GT or Touring Car experience is required.
- Customer Support Engineer – To support JRM's GT3 customers, both from the Daventry office and at events, ensuring the efficient running of customer cars in line with customer expectation and operating guidelines.
- Buyer – responsible for sourcing products and placing purchase orders for drawn and proprietary components, according to strict deadlines, budgets and company processes. Candidates should have a minimum three years' experience in a motorsport or automotive purchasing environment and must be able to read technical drawings. Knowledge of Access Supply Chain is an advantage but not essential.
- Sales Co-ordinator – responsible for all aspects of the parts sales process for the GT3 customer racing programme: fulfilling customer order requirements, ordering stock, overseeing pick and pack procedures, through to the creation of sales invoices and day-to-day account management duties.

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**SENIOR AERODYNAMICISTS/
AERODYNAMICISTS**

SW501/3001

Reporting to the team leader, your primary focus will be to add aerodynamic performance to the race car. Responsible for aerodynamic development projects from initial concept, through CFD analysis, to design and wind tunnel testing, you will work on some of the more challenging projects. Substantial experience in top level motorsport aerodynamics is required together with education to degree level in aerospace or aeronautical engineering.

MODEL DESIGNERS

SW482/1101

Reporting to the Model Shop & RP Manager, your main responsibilities will include surfacing of aerodynamic concepts, for wind-tunnel, CFD and full-size release, propose and deliver innovation in design and methodology, design of high-quality wind tunnel model components and communicating with aerodynamicists and other designers to constantly improve our designs standards, methods and procedures. Candidates should have proven competences in surfacing and detail design, within an F1 aerodynamics environment. Very good knowledge of CATIA V5, 3D solid modelling and advanced surfacing design is required.

MACHINISTS (weekend & nightshift)

SW510/1302

With a proven capability in the production of high-quality machined components within a time-pressured environment, you will form part of a dedicated team responsible for programming, setting and operating CNC and manual machinery as required to meet the daily production schedule. We are looking for candidates from a motorsport, aerospace or similar high-precision environment confident in running multiple CNC machines and with a good working knowledge of modern CAD/CAM systems, preferably CATIA or UG.

**SENIOR CFD AERODYNAMICISTS/
CFD AERODYNAMICISTS**

SW476/1101

We are looking for a driven and innovative CFD Aerodynamicist to develop aerodynamic components at the highest level. You will be involved in the entire design cycle and utilise state of the art CFD codes and computers to find on-track performance.

MODEL MAKERS

SW516/1302

Reporting to the Modelshop and RP Manager. As part of our drive to succeed, we're looking for talented model makers with a relentless approach and ruthless focus on detail. Never compromising nor accepting second best, you'll spend time building and maintaining model solutions to meet our aerodynamic development needs.

RP TECHNICIAN (weekend shift)

SW509/1302

Reporting to the Modelshop and RP Manager, you will be responsible for the manufacture and on time delivery of Rapid Prototyping components. Other activities will include preparing and finishing model components to a required standard prior to wind tunnel testing. A hands-on and busy role, you will have experience in a practical team orientated environment.

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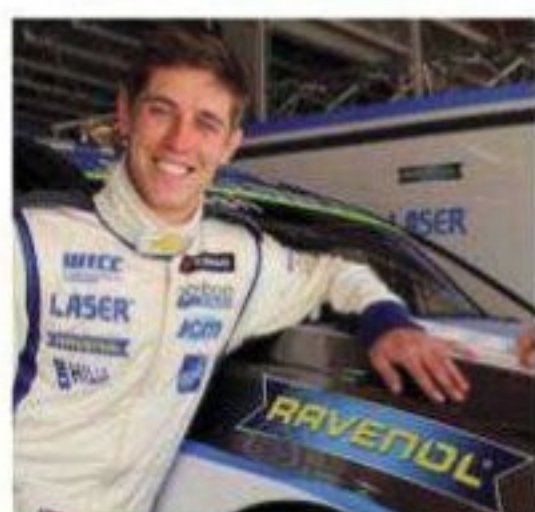
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Thurgood wants to put together a field of ex-Willhire racers



BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



AS THE BITTERLY COLD

extended winter weather began to abate, 'UK club racing 2013' properly sparked into life last weekend.

There was something for almost everyone across the country: Lydden, Silverstone, Donington, Rockingham, Oulton Park, Snetterton, Pembrey, Kirkistown and Knockhill all hosted race meetings. You can read all about them on pages 78 through 87.

Among the plethora of categories kicking off was Julius Thurgood's HRDC Touring Greats. Thurgood is one of historic racing's great enthusiasts, and always up for trying new ideas (or revisiting old ones!).

His planned 2014 Willhire reunion – to celebrate the 20 years since the last of the 24-hour Snetterton enduros in 1994 – promises to be something special, especially if he can convince original cars and drivers to come out.

You could perhaps argue the plan steps on the toes of the 360 Motor Racing Club, which is trying to recreate the spirit of the Willhire with its own six-hour enduros at Snett. Although to be fair, Thurgood's proposal is for an original recreation, rather than a race for 'current' cars of a certain age. Hopefully, they can co-exist happily.

Sticking with the historic theme, there's a fantastic development for Formula Ford fans with news that this year's Silverstone Classic (already one of the UK's biggest motorsport events) will include a grid for Historic FF1600.

Historic Formula Junior has been a real highlight of recent editions, and Formula Ford will no doubt provide yet more frantic slipstreaming thrills for spectators this summer.

Ah, summer! It's still a long way off, but already things are starting to look up for race fans all over the country. The season is surely only going to get better from here.

Willhire reunion race set for 2014

Julius Thurgood plots six-hour enduro at Snett. By **KEVIN TURNER**

HISTORIC RACE ORGANISER JULIUS Thurgood is planning a Willhire 24 Hour reunion race at Snetterton next year.

The 2014 season will mark the 20th anniversary of the final running of the 24-hour enduro, which was held between 1980 and '94.

Thurgood's HRDC organisation is now working on staging a six-hour race on the Snetterton 200 circuit, probably at the end of August in 2014. It will be run in conjunction with the BRSCC, the organiser of the original Willhire events.

The race will be open to sportscars and

production tin-tops that competed in any of the original 24-hour races. They will be split into three groups, each representing a five-year era of the famous event.

"The Willhire was very big," Thurgood told AUTOSPORT. "I don't want to just do a gathering. The proposal is for a six-hour race because it's something the cars could do and it will attract people with the same ethos as the original Willhire."

"It's got to be done on the 200 circuit, not the 300. The 300 wasn't the Willhire."

Thurgood believes there are enough original cars to form a grid of nearly 40

entries, and has already had interest from former Willhire competitors, including event founder Roger Williams, Britcar boss and former racer James Tucker, Lionel Abbott and Graham Scarborough.

"The target audience is the original drivers," added Thurgood. "A lot of people who were around are interested."

"There are cars that exist and are in race fettle. Some of them have no particular place to race, so it is natural to see if there are enough originals out there to warrant running an event."

"The way we're going, I think we're going to find a lot of cars."

The hope is that the race will be able to use the Willhire name and run from 3pm to 9pm to allow some dusk racing. There could also be support races.

BRSCC competitions director Drew Furlong confirmed the meeting would probably be part of a two-day event.

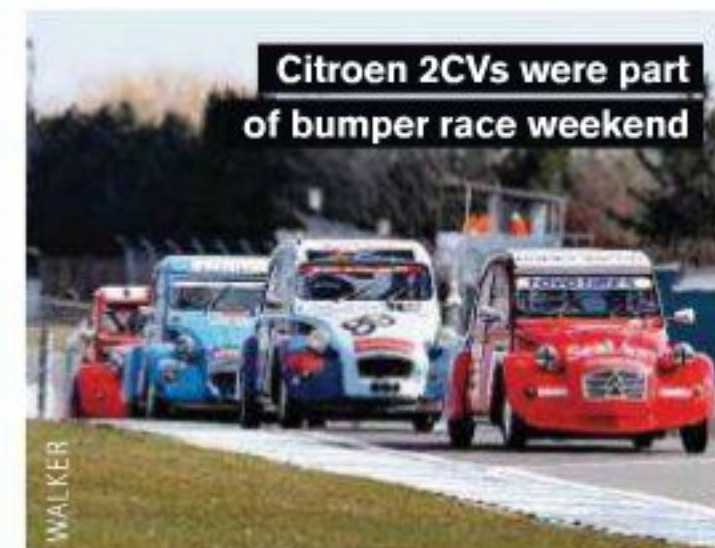
"I think it's a wonderful idea, and Julius has already put a lot of hard work into it," he said. "We're looking forward to helping him with the event."

A Willhire veteran himself, Thurgood also intends to compete in the race, along with his original MGB, currently owned by experienced racer Jim Baynam.



Thurgood and the MGB he drove in the '80s could compete

Citroen 2CVs were part of bumper race weekend



Mini racers
will get BTCC
test chance in
Triple Eight MG



Mini Challenge

BTCC test for Mini race winner

TOP BRITISH TOURING CAR TEAM Triple Eight will provide a Mini Challenge race winner with a full test outing in its works MG6.

The winner of a 'lottery', in which drivers can earn 'tickets' for each race they win outright, will receive a Triple Eight-run test day at the end of 2013.

Mini Challenge organiser Antony Williams, who has organised the prize,

hopes it will raise the profile of the series as a BTCC stepping stone.

"For me it was an obvious decision," said Williams. "MG is an iconic British brand. It was the only option really."

He feels the reward still places emphasis on success. "It's a little bit different to what other championships have done," he said. "The more races a driver wins,

the more tickets they will get."

Triple Eight boss Ian Harrison told AUTOSPORT: "We were approached by Antony and I said, 'Why not?'. We're aware that there is life outside TOCA."

Harrison said it was important that bigger championships paid more attention to lower-profile competitions.

"You look at people like Dave Newsham, who have come through

the Clio Cup and have gone well, and wonder if there are other championships that could be as good," he added. "There are other series we should be more aware of."

Ex-Clio frontrunner Jake Packun (two victories), Chris Smith and Chris Smiley all won Mini Challenge races in the opening round at Snetterton last weekend.

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Porsche Carrera Cup

MacLeod targets Carrera Cup deal for late-season outings

EX-BRITISH FORMULA FORD

champion Callum MacLeod is eyeing a switch to GT racing in the Porsche Carrera Cup this season.

The former McLaren AUTOSPORT BRDC Award finalist, who appeared in GP3 in 2011, is now looking to move away from the single-seater ladder.

"Financially it's impossible to continue racing in single-seaters," said the 25-year-old. "To make a career in motorsport you have to be linked to a manufacturer and there are quite a few of those in GTs, and there are lots of GT series."

MacLeod tested a Parr Motorsport-run Carrera Cup car at Silverstone last month and is now trying to put together a budget to appear in the series later in the year.

"It was good to get back in a car again and I was pleased with how it went," he added. "We're looking at a three-round



MacLeod took Ford title in '07

package, but it comes down to funding.

"The Carrera Cup is very competitive, so to come in and win races would be tough, but if we could do that it would really make a mark."

"It would be good to get out towards the end of the year and make an impression so we can build something for 2014."

MacLeod did not rule out trying other series. "We're looking to make the switch and we're open to any kind of GT," he said.

Collins raced Porsche with Cunningham



British GT

Ex-Stig eyes Brit GT comeback

INTERNATIONAL SPORTSCAR RACER

Ben Collins is targeting a return to the British GT Championship this season.

Collins, who is best known as a former 'Stig' in the BBC's *Top Gear*, last contested the series in 2005 when he finished third in an Embassy Racing Porsche, sharing with Neil Cunningham.

"I was very close to getting a deal with JRM to race a Nissan this year, but I need

to find an amateur driving partner," Collins told AUTOSPORT. "When I last did it in 2005 that was a really strong championship, then it tailed off in recent years, but there's such quality on the British GT grid now."

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Formula Renault

Brits storm Formula Renault NEC season opener at Hockenheim

BRITISH DRIVERS STARRED IN THE opening round of the Formula Renault NEC at Hockenheim last weekend.

Oliver Rowland netted three podiums – a third and two seconds – to leave Germany with the championship lead.

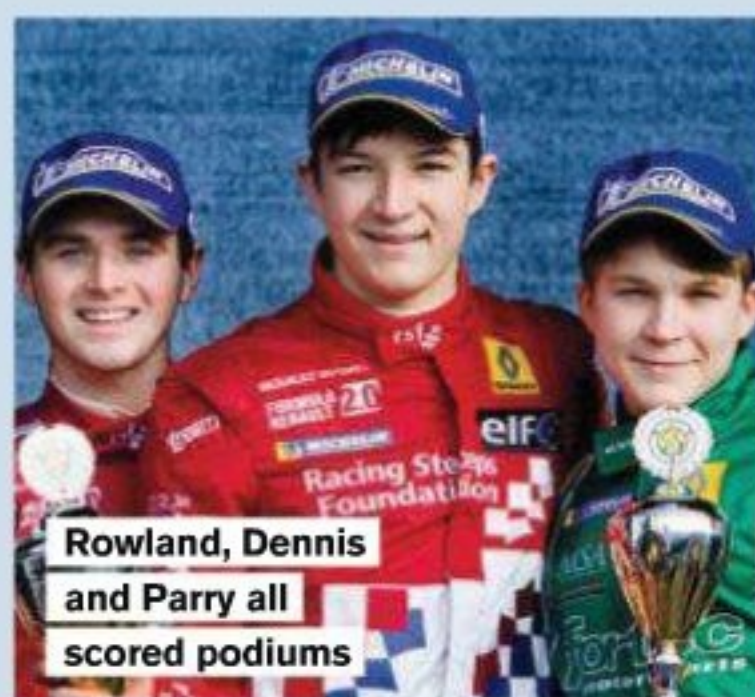
The reigning NEC champ, Rowland's Racing Steps stablemate Jake Dennis, won the second of the three races.

Matt Parry, 2012 InterSteps champion, completed the all-British race-two podium, having qualified on pole for his NEC debut on Saturday, and lies fourth in the title race.

But with Rowland and Dennis – the McLaren AUTOSPORT BRDC Award winners of 2011 and '12 respectively – set to start Formula Renault Eurocup campaigns at the end of the month, their NEC participation will not extend further than one or two more outings.

Parry is the leading full-time NEC driver in the standings, two points clear of Frenchman Andrea Pizzitola.

"Two podiums is a great way to get my season underway," said Parry. "I think I showed that I could live with the more



Rowland, Dennis and Parry all scored podiums

experienced runners in the field."

Jack Aitken had a mixed European debut. He qualified fourth, but after finishing fifth in the opener he retired with a clutch problem in race two. He then spun in race three, eventually finishing 22nd.

Cape Town-based Briton Raoul Owens, London-born Thai Alex Albon and UAE-affiliated Ed Jones also scored points.

Elsewhere, Scot Gregor Ramsay took a best finish of seventh on his Formula Renault ALPS debut at Vallelunga.

BRDC F4

Fittipaldi confirms his BRDC F4 campaign with MGR Motorsport

PIETRO FITTIPALDI, GRANDSON of double F1 world champion Emerson, has confirmed he will race in BRDC Formula 4 this season.

The 16-year-old joins Brit Jake Dalton and Mexican Diego Menchaca at MGR.



Fittipaldi Jr has already started testing

The former NASCAR Late Model champion will double up by racing for Jamun in Formula Renault BARC, which kicks off at Donington this weekend.

"This will be my first time racing single-seaters after several seasons in NASCAR so I have a lot to learn, as well as many new tracks," said the Brazilian. "I am confident that we can be competitive."

Meanwhile, karting graduates Ross Gunn and Simon Rudd will drive for Motionsport in BRDC F4 in 2013.

Eighteen drivers have now been confirmed before the season opener on April 27-28. Six seats remain unfilled.

KX Academy

Hill loses KX backing, but still aims to continue racing in 2013

GINETTA RACE WINNER JAKE HILL has lost his KX Academy backing, but still hopes to race this season.

Hill had secured the support of the KX initiative for a Renault Clio Cup campaign with Scuderia Vittoria (see AUTOSPORT, March 7) after Luke Herbert was unable to take up his place.

Problems with the remainder of the budget forced Hill to miss the Brands Hatch opener and have now cost him his place on the KX programme.

KX mentor Jason Plato said: "It's really sad that Jake wasn't able to take up his position this year. He really is a great pedaller and we hope he manages to get on track somehow this season."

Jake's father, Simon, confirmed they are



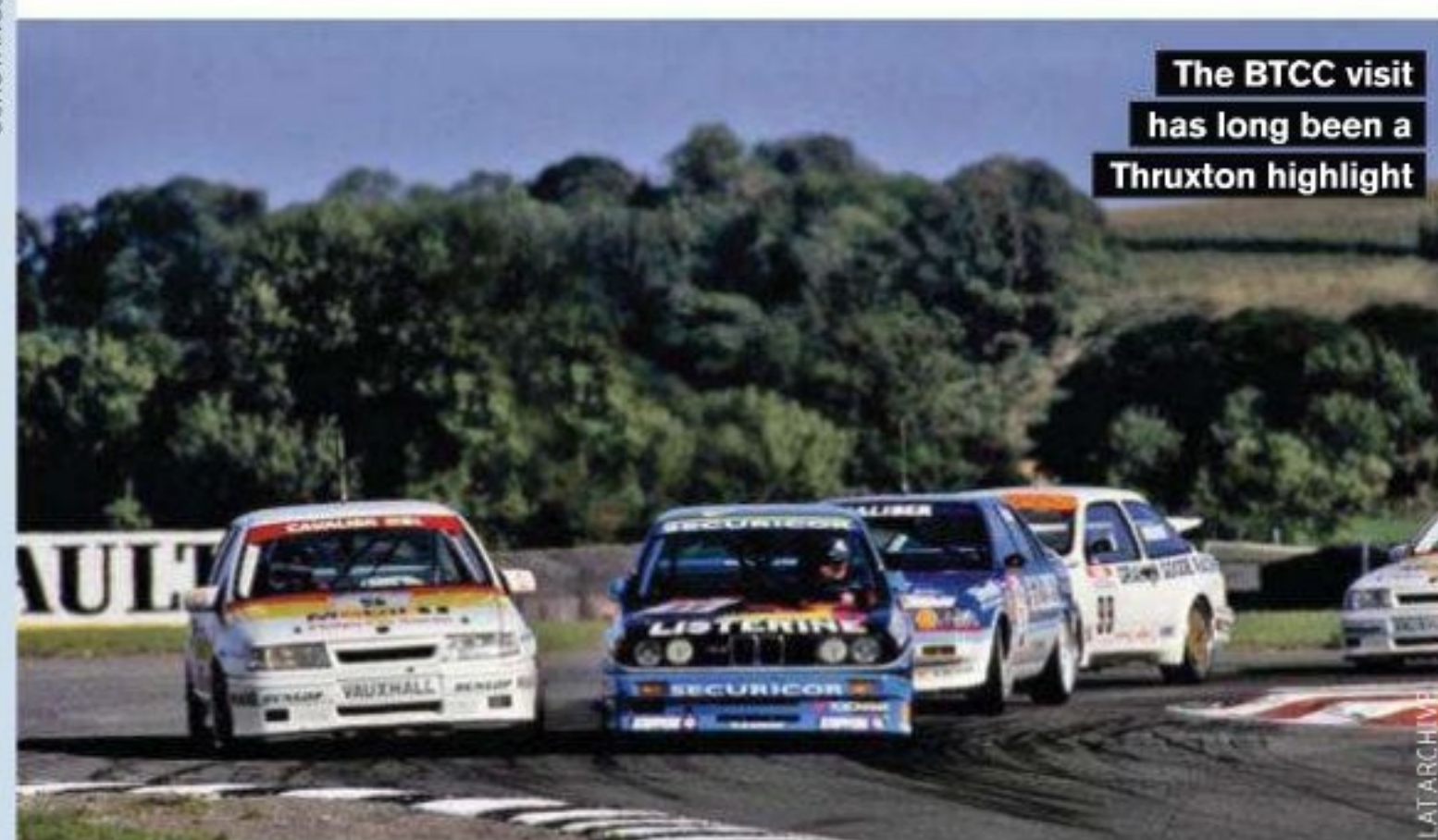
Who will get the final KX Clio seat?

now exploring other options. "We will work as hard as possible to get something together and hope that a drive in something such as GTs may develop later in the year," he said.

The KX Academy is now looking for another scholar to place at Scuderia Vittoria in the Clio Cup.

Humble Pye

The voice of club racing



The BTCC visit has long been a Thruxton highlight

Thruxton has new impetus as it focuses on a few big events

Handcuffed by historic planning permission for just 12 'noisy' racing days per year, now more than ever Thruxton Circuit has to make every one of them count. Hopefully, an outstanding Easter Revival event will trigger a much-needed shot of adrenaline to the BARC's management of the venue.

I've been a Thruxton devotee for 40 years, thus vividly remember the F2 internationals, F5000 and fine F3 rounds of yore. I also recall superb club racing – BARC Special Saloons, Modsports, FF1600 and National Mini Miglia – and, on occasion, some pretty dire fare too.

Thruxton's nadir, for me, was the feeble 94-car 2009 season opener. A grotty tin-top assortment (Post-this, Pre-that, some eligible for all) and six (MaX5) Mazda MX5s made for a turgid affair, lifted only by Morgans and the harum-scarum of an MSA 250cc Long Circuit Kart championship round.

For years, sadly, it's looked as if the resident club was trading water, caring not a jot whether its 'home' meetings made a penny from competitors or attracted any spectators, as long as its other activities (running TOCA's circus and keeping a weather eye on Pembrey, Croft and Mallory Park) kept ticking over.

Now, at last, there is more than a chink of hope that this bleak era is over. With on-site Motorsport Centre boss Bill Coombs in charge

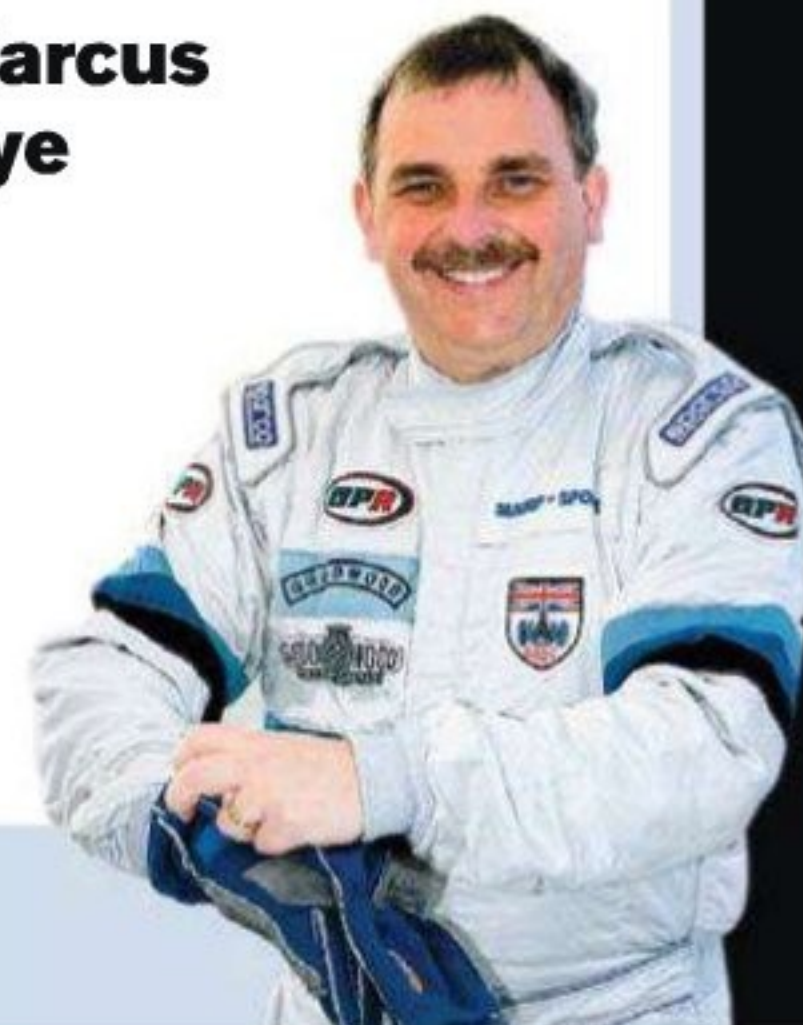
of the Thruxton Group, and fresh management impetus at the BARC, a difficult financial climate is at last being seen as an opportunity to rebrand what remains a brilliant place to race.

What I like about the 2013 Thruxton programme is that it only has seven race meetings: four for cars, two for motorcycles and one for trucks (somebody's bag, apparently). Focused on quality, they impinge on just five full weekends and two single days, which is why neighbours are now more 'on-side'.

After this weekend's British Superbike spectacular and the BTCC (May 4-5), the CSMA Big Weekend (August 17-18, embracing cars, bikes, karts and an F1 demo) is the other big hitter. Strong attendances will hasten further investment in modern facilities towards Thruxton's 50th anniversary in 2018.

The season has started promisingly – I believe the good Easter gate would have doubled had the temperature been 10C higher – so let's hope Thruxton's BTCC is the usual cracker. With so much competition for punters' pounds today, I subscribe to the view that fewer and better events should be the way forward.

Marcus Pye



"I subscribe to the view that fewer and better events should be the way forward for circuits"

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Huff "jumped"
at GT40 chance

Historics

Huff to race Ford GT40 at Goodwood Revival

WORLD TOURING CAR CHAMPION

Rob Huff will compete in the all-GT40 race at this year's Goodwood Revival.

The 33-year-old will share with owner Richard Meins, who is racing in British GT with former Formula 1 driver Mark Blundell this year.

"I've been very good mates with Richard for a while – I've known him for years and I always see him at places like Macau,"

said Huff, who plans to test the car at Donington Park today (Thursday).

"He was away and needed someone he could trust to shake down one of his GT40s and test the other, and try to get a set-up for them. Of course, I jumped at the opportunity.

"One week later, and before I'd even seen or touched the cars, he asked if I wanted to race them. I didn't take much

persuading. It doesn't really get better than racing a GT40 at Goodwood."

Huff is no stranger to historics, having competed in an MGB for years.

"I've always enjoyed historics," said Huff, who was second in Goodwood's St Mary's Trophy last year with Desmond Smail. "It's where my career began: John Walsh's MGB was the first car I raced outside race school, and I had a lot of success in it."



Haggerty on the podium

Scottish karter Ciaran Haggerty took two podiums and a fastest lap on his debut in Scottish Formula Ford at Knockhill last weekend. A graduate of the West of Scotland Kart Club, the 16-year-old (above) has the backing of sportscar ace Ryan Dalziel and Graham Brunton's Racing for Scotland scheme, which aims to promote karting talent into car racing.

Keen makes SR3 debut

British GT race winner Phil Keen raced in the Radical SR3 Challenge at Snetterton last weekend, sharing with Peter Belshaw. "I did the Spa 24 Hours with Peter, and when he wanted to do Radicals he asked me to join him," Keen said. "I've raced an SR8, but hadn't sat in an SR3 until Friday. I was braking yards too early!" After taking 10th in race one, Keen was running fifth in race two when a driveshaft broke.

Marsh's Radical return

Former BTCC, British GT, Ford Fiesta and Porsche racer Richard Marsh made his Radical debut at Snetterton last weekend in the SR3 Challenge. "I last raced a Chad Racing Ferrari in GTs in 2008, but hope to do the full Radical season," he said. Marsh shared with Michael Broadhurst. They finished 13th in race one, but retired in race two.

Dick to race in Fun Cup

Speedworks Motorsport's Christian Dick will race in the Fun Cup at Oulton Park this Saturday with Global Racing. The British Touring Car team boss and ex-Ginetta racer will join Steve Machin, Luke Gilbert and BWRDC Elite Gold Star recipient Sarah Reader in the team.

Von Ehrheim goes Ford

Former Locost frontrunner Alex von Ehrheim made his front-wheel-drive debut in Blue Oval Saloons at Oulton Park last weekend. He qualified his Ford Fiesta ST (below) third in class and finished second in the race, taking fifth overall.

Historic Ford
racers will head
to Silverstone



Historics

Silverstone Classic gets FF1600

HISTORIC FORMULA FORD WILL be part of the race card for this summer's Silverstone Classic.

Category promoter the HSCC will run two non-championship races for FFords built and raced before 1972 on the Silverstone GP circuit on July 27-28.

Chassis from 14 manufacturers – Alexis, Cooper Chinook, Crossle, Elden, Kvantti, Jamun, Jomo, Lola, Lotus, Macon, Mallock, Merlyn, Palliser and Titan – have contested the first two rounds of the HSCC FF1600 series this season.

HSCC chief Grahame White said:

"This is excellent news for Historic Formula Ford, which consistently delivers close and exciting races."

Series chairman Andrew Mansell is equally enthusiastic: "It is 12 years since Historic Formula Ford was invited to the Silverstone Classic [in its previous incarnation as the Coys Historic Festival] and it may be another 12 before we get the privilege again."

Neil Fowler won a typical FF1600 thriller the last time the category was part of the event in 2001, denying Paul Sleeman on the final lap.

Ma5da

Ma5da targeting boost in entries

MA5DA BOSS JONATHAN BLAKE IS hopeful his new series will grow beyond last weekend's first round at Pembrey.

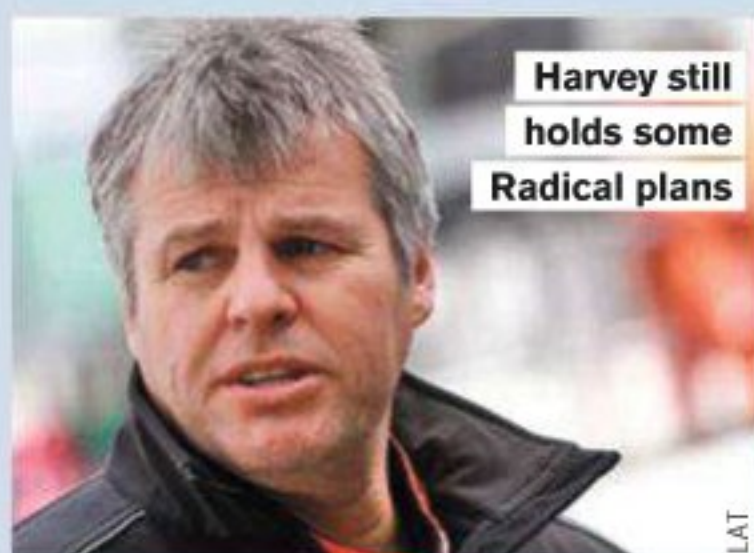
Blake set up his own series for Mazda MX5 variants after splitting with the BRSCC at the end of last season.

The BRSCC is continuing to run championships for Mk1 and Mk3 MX5s. It attracted more than 30 cars to the first MK1 round at Rockingham last weekend, while 15 Mk1 racers joined Blake's series. Ma5da filled out its 22-car grid with Mk3s and MX150 kit cars.

Blake said he would have to review his plans if no more drivers join up.

"There's no point [in continuing] if there are no competitors," he said. "If we can't get championship permits, we have to run as a series. It's a great shame."

Ma5da attracted
15 Mk1 MX5s



Harvey still
holds some
Radical plans

Radical SR3 Challenge

Harvey misses Radical SR3 debut

TIM HARVEY SAYS A LAST-MINUTE letdown by sponsors was to blame for him and Matt Allison missing the Radical SR3 Challenge opener at Snetterton.

The 1992 British Touring Car champion said that he still hopes to join the grid later on this season.

"We were trying to put a deal together, but two backers dropped out at the last minute," he told AUTOSPORT. "It was not through a lack of trying.

"We would like to do one or two rounds, and try to do it properly next year, but we need to get organised a lot earlier."



RADICAL SR3 CHALLENGE SNETTERTON, APRIL 6-7 MSVR

Smith steps up to provide Radical demo

REIGNING CLUBMAN'S CUP CHAMPION

Bradley Smith was the dominant force in the opening Radical SR3 Challenge races of the season, converting a double pole into a double victory.

Smith was never headed in the first counter, while James Abbott secured a comfortable second. Behind Abbott, a hard-fought run in third ended in disaster for Paddy McClughan as he pitted to hand to Max Robinson.

"I was sat ready to go, pressed the clutch and the fluid ignited on the exhaust," Robinson explained.

Ben Anderson was therefore third after the stops, with Alex Kapadia and James Littlejohn hunting him down, after taking over from Tom Jordan and Tony Wells respectively.

"I thought it would take three or four laps to get by, but it took six," said Kapadia after slipping into third at the Montreal Hairpin four laps from home.

Littlejohn proved less successful and had to settle for fifth, with Jeremy Ferguson completing the top six.

The second race was restarted after a first-lap incident, and it was Bradley Ellis and Littlejohn who grabbed the initiative after a terrific start.

Smith was forced back to third, with a determined Ellis chasing Littlejohn down to Montreal.



Smith leads Abbott as strong field gets SR3 Challenge going

Matt Bell also passed Smith and they fought for third with Phil Keen behind.

Ellis took his chance to go for the lead as they passed the pits for the fifth time and was ahead into Riches.

The lead soon grew as both held position until the stops, while Smith finally breached Bell's defences through Palmer on lap eight.

Andy Cummings didn't make it easy for Smith after taking over the lead car, but the latter made it through for his second win on lap 15.

Cummings managed to hold on to second place for the next five laps, before finally losing out to both Abbott and Wells.

● Peter Scherer

RESULTS

RACE 1 (20 LAPS) 1 Bradley Smith; 2 James Abbott +18.072s; 3 Tom Jordan/Alex Kapadia; 4 Ben Anderson; 5 Tony Wells/James Littlejohn; 6 Jeremy Ferguson. **Fastest lap** Smith 1m49.712s (97.41mph). **RACE 2 (21 LAPS)** 1 Smith; 2 Abbott +17.428s; 3 Littlejohn/Wells; 4 Bradley Ellis/Andy Cummings; 5 Anderson; 6 Kapadia/Jordan. **FL** Smith 1m49.553s (97.56mph).

78



Gore stepped into Lotus and scored a debut victory

LOTUS ELISE TROPHY SNETTERTON, APRIL 6-7 MSVR

Gore edges Mazza to score debut Elise Trophy victory

ADAM GORE AND LUIGI MAZZA SHARED the spoils of victory in two very different races.

Gore charged clear from the start of race one, while Martin Wills spun out of second place.

Mazza thus headed the chase from Phil Stratton-Lake and John LaMaster.

Stratton-Lake spun out at the Bombhole as Mazza reeled in Gore.

Then Mazza dived ahead on lap five, when Gore went straight on at Brundle. However, former Mazda MX5 ace Gore charged back into contention and was alongside into Murrays with a lap to go. He claimed his debut win into Brundle, heading his rival by 0.098s at the flag.

Matthias Radestock eased clear in

third, with Neil Stothert and Nigel Hannam completing the top five.

With Gore having mechanical woes at the start of race two, Mazza quickly built a massive lead and won by well over 37 seconds.

A smoky Wills just held off Radestock and Denman for second after Clive Willis spun.

● Peter Scherer

RESULTS

RACE 1 (9 LAPS) 1 Adam Gore; 2 Luigi Mazza +0.098s; 3 Matthias Radestock; 4 Neil Stothert; 5 Nigel Hannam; 6 Craig Denman. **FL** Gore 2m12.032s (80.95mph). **RACE 2 (10 LAPS)** 1 Mazza; 2 Martin Wills +37.739s; 3 Radestock; 4 Denman; 5 John LaMaster; 6 Phil Stratton-Lake. **FL** Mazza 2m11.428s (81.32mph).

RADICAL CLUBMAN'S CUP SNETTERTON, APRIL 6-7 MSVR

Burgess scores a double win as paceman Plato hits trouble

HAVING WAITED A COUPLE OF SEASONS for his first win, Steve Burgess bagged a pair after two action-packed races.

Poleman Lewis Plato stalled and was hit from behind at the start of race one. The resulting multi-car shunt brought out the red flags.

Andy Cummings led from the restart, from Burgess and Chris Headlam. Burgess continued to press for the lead and went ahead when Cummings misjudged the Bombhole on lap five, leaving Headlam on the former leader's tail for second.

As Burgess consolidated his lead, Cummings' defence held firm until the last lap when he locked up at Oggies and dropped to third.

Tom Jordan held a solid fourth throughout, and Paul Marsham

completed the top five after Mark Abbott's PR6 expired passing the pits, handing a class win to the similar car of Richard Stables.

Plato stalled again at the start of race two and dropped out after five laps. Cummings, Headlam and Burgess set the pace once more, but Headlam was penalised for a jumped start.

Cummings held sway for three laps until contact with Headlam at the Bombhole left him sidelined. Headlam then spun at Coram a lap later to hand Burgess the lead, before spinning again at Montreal and letting Jordan through into second.

Abbott held onto third and took a class win with it.

● Peter Scherer



Burgess won both action-packed Club Cup races

RESULTS

RACE 1 (8 LAPS) 1 Steve Burgess (SR3); 2 Chris Headlam (SR3) +7.829s; 3 Andy Cummings (SR3); 4 Tom Jordan (SR3); 5 Paul Marsham (SR3); 6 Marcel Marateotto (SR3). **Class winner** Richard Stables (PR6). **FL** Burgess 1m52.010s (95.42mph). **RACE 2 (11 LAPS)** 1 Burgess; 2 Jordan +11.220s; 3 Mark Abbott (PR6); 4 Tim Porter (SR3); 5 Ben Dimmack (PR6); 6 Headlam. **CW** Abbott. **FL** Graham Ridgway (SR3) 1m51.315s (96.01mph).



Race winners in line: Packun leads Smiley and Smith

MINI CHALLENGE SNETTERTON, APRIL 6-7 MSVR

Packun, Smith and Smiley top tough Mini field

JAKE PACKUN, CHRIS SMITH AND CHRIS Smiley shared the victory spoils in the first quadruple-header of the Mini Challenge season.

Packun and Lee Pattison shared a number of exchanges in the first half of race one, until Pattison went on the grass at Oggies. Packun made good his escape and Smiley grabbed second.

Chris Smith survived going four abreast into Riches in the closing laps to retain third, as Lee Allen just held off Luke Caudle for fourth.

Packun was clear from the start of race two, as a four-way battle for second initially went Smith's way, before Caudle got by into Williams

on lap three. Smith just held off Allen for third.

There was to be no hat-trick for Packun, though, as he lost drive exiting Riches on the third lap, wrecked the engine and gave Smith a lead he successfully defended to the flag.

Caudle was a constant threat in second, while Smiley completed the podium after ousting Allen on the last lap.

Lawrence Davey and William Davison both led race four, before Smiley battled to the fore and eased well clear.

Caudle managed to follow suit and held second from lap five,

while Davey defended sternly until Smith found a gap to claim third on the last lap.

● Peter Scherer

RESULTS (ALL 10 LAPS)

RACE 1 1 Jake Packun; 2 Chris Smiley +3.003s; 3 Chris Smith; 4 Lee Allen; 5 Luke Caudle; 6 William Davison. **CW** Shane Stoney. **FL** Packun 2m09.594s (82.47mph). **RACE 2** 1 Packun; 2 Caudle +3.619s; 3 Smith; 4 Allen; 5 Davison; 6 Lawrence Davey. **CW** Stoney. **FL** Smith 2m09.382s (82.60mph). **RACE 3** 1 Smith; 2 Caudle +1.144s; 3 Smiley; 4 Allen; 5 Davey; 6 Davison. **CW** Stoney. **FL** Smiley 2m09.121s (82.77mph). **RACE 4** 1 Smiley; 2 Caudle +7.197s; 3 Smith; 4 Davey; 5 Davison; 6 Allen. **CW** Stoney. **FL** Smith 2m09.480s (82.54mph).

MA5DA PEMBREY, APRIL 6-7 BARC

Dengate dominates as new Ma5da era begins

KEVIN DENGATE TOOK A CLEAN SWEEP of the four joint-grid Ma5da races at Pembrey, controlling the proceedings in his MX150.

Dengate just edged out Jonathan Blake in the first race and Chris Lovett in the third, but more straightforward victories followed in the second and fourth outings.

John Collins also took four wins in

a depleted Mk3 class, while Roger Chesneau and Jason Greatrex dominated the Mk1 field, which made up the majority of the 22-car grid.

The pair were inseparable all weekend. Greatrex took the opening race, but Chesneau won the next three, but with a winning margin of never more than a quarter second.

They made contact just once —

in the fourth race — Greatrex tagging the back of Chesneau as they entered the start/finish straight and sending him fishtailing.

Once recovered, Chesneau caught and passed James Rogers, who'd held second briefly, then Greatrex to win.

● Scott Mitchell

RESULTS

RACE 1 (18 LAPS) 1 Kevin Dengate (MX150R); 2 Jonathan Blake (Mazda MX150R) +0.398s; 3 Chris Lovett (MX150R); 4 John Collins (MK3); 5 Andrew Buchanon (MK3); 6 Jason Greatrex (MK1). **CW** Collins; Greatrex. **FL** Lovett 1m06.922s (78.31mph). **RACE 2 (18 LAPS)** 1 Dengate; 2 Lovett +3.848s; 3 Stuart Mutch (MX150R); 4 Collins; 5 Buchanon; 6 Roger Chesneau (MK1). **CW** Collins; Chesneau. **FL** Blake 1m07.139s (78.06mph). **RACE 3 (18 LAPS)** 1 Dengate; 2 Lovett +1.904s; 3 Mutch; 4 Blake; 5 Collins; 6 Chesneau. **CW** Collins; Chesneau. **FL** Blake 1m06.914s (78.32mph). **RACE 4 (18 LAPS)** 1 Dengate; 2 Lovett +1.643s; 3 Mutch; 4 Collins; 5 Chesneau; 6 Greatrex. **CW** Collins; Chesneau. **FL** Mutch 1m07.231s (77.95mph).



RACING SALOONS

Karl Cattliff (above) had to work hard for his double win at Snetterton. He duelled with the similar BMW of Peter Seldon before making it stick from Agostini on lap three of race one. Mike Dugdale's BMW took up the fight in race two, but lost out exiting Agostini on the last lap.

PRODUCTION BMW

Stuart Waite was a double winner in Production BMW. Mike Tovey briefly led race one, but ended a close second with Matt Parkes and Liam Crilly also in contention. Tovey led into Montreal at the start of race two, only to run wide there a lap later. Waite took charge again, while Crilly held off Parkes for second.

LOTUS CUP UK

Jon Walker's Exige V6 won at Snett after Michael Lyons/David Harvey's dominant 340R retired with some electrical problems. Jamie Stanley's Exige reeled in Walker after a late safety car, only to be thwarted by a CV failure on the last lap. Liz Halliday and Simon Deacon both moved up to complete the podium.

CATERHAM GRADUATES

Neil Shinner pipped John Saunders to victory by 0.079s in the first race for the new Sigmax category at Pembrey, but won the second comfortably. Double Mega winner Jamie Ellwood's margin over Nick Frost was even smaller, just 0.011s in their first race. Andrew Outterside and James Russell shared the Classic wins, while Ed Benson bounced back from a clash with winner Dylon Stanley in race one to take the second Super race.

SPORTS/SALOONS

Keith White (BMW Z4, below) won twice at Pembrey, but was given a helping hand. John Morris was excluded after contact with erstwhile leader David Jones sent the Caterham into retirement in race one. White won a shortened second race, inheriting the lead when David Coe retired.



MAZDA MX5s ROCKINGHAM, APRIL 6-7 BRSCC

Roche's double in new MX5 contest

NEW CHAMPIONSHIP, SAME OLD winner. Fresh from securing the AUTOSPORT Golden Helmet and the Mazda MX5 title in 2012, Tom Roche dominated the first rounds of the BRSCC Mazda MX5 Championship at Rockingham last weekend.

While his main focus will be on British GT in 2013, happily for the Welshman there are no event clashes with the Mazdas, so there's every chance he'll add to his multiple crowns.

With the grid oversubscribed, the BRSCC put on A and B races, featuring promotion and relegation between the two grids after the Saturday events.

Roche was on pole, but in the early laps seemed unable to break away from Brett Smith, although he eventually stretched out a seven-second margin.

Ed Gay made an "awful start" from third on the grid, dropping to seventh by the end of lap one, but he clambered back to the final podium spot after

Scott Leach made an error exiting Yentwood around half-distance.

Roche and Smith made a break on the first lap of the second main race, before the Saturday winner eased clear once more. Gay made a better start and only needed to overtake Simon Goddard to assure himself of third, while Alex Preston emerged from a frantic pack to finish fourth.

A timing mix-up meant JJ Clements dropped from outright pole to the front of the B race, but he bogged down and fell back to seventh. Undeterred, he climbed through the pack and passed Paul Tucker and Chris Hart before streaking to a 12.7s win.

Simon Baldwin ran off with Sunday's consolation run, with Joshua Jackson second from lap five. Having started on pole, Dan O'Connor spent the last six laps trying to remove Andy Coombs from third, doing so at the last corner.

● Ian Sowman



Roche started his 2013 MX5 season with yet more wins

RESULTS

'A' RACE 1 (12 LAPS) 1 Tom Roche; 2 Brett Smith +6.965s; 3 Ed Gay; 4 Scott Leach; 5 Charlie Charman; 6 Simon Goddard. **Fastest lap** Roche 1m47.505s (68.70mph).

'A' RACE 2 (11 LAPS) 1 Roche; 2 Smith +3.655s; 3 Gay; 4 Alex Preston; 5 Goddard; 6 Alan Henderson. **FL** Roche 1m47.660s (68.60mph).

'B' RACE 1 (11 LAPS) 1 JJ Clements; 2 Paul Tucker +12.710s; 3 Chris Hart; 4 John Kinghorn; 5 Tony Liversidge; 6 Alex Roberts. **FL** Clements 1m49.862s (67.23mph).

'B' RACE 2 (11 LAPS) 1 Simon Baldwin; 2 Joshua Jackson +5.048s; 3 Dan O'Connor; 4 Andy Coombs; 5 Roberts; 6 Sam Smith. **FL** Baldwin 1m49.484s (67.46mph).



Styrin retired from race one, but then won the next two

PORSCHES ROCKINGHAM, APRIL 6-7 BRSCC

Styrin bounces back after unlucky start to title defence

REIGNING CHAMPION RICHARD STYRIN salvaged two victories after starting his title defence with a non-finish.

Styrin led the first race from pole, but only managed to complete one lap before he had to retire with a broken throttle pedal. Steven Boyles, who was fifth in the championship last year, took over the lead, but spent the race being chased by his old car – now in the hands of Will Sharpe – before sealing his first race win.

"The nerves were getting the better of me towards the end," he admitted.

From 11th on the grid for the second race, Styrin got second position from Adam Croft at Tarzan towards the end of lap one, before taking the lead from Boyles there a lap later. Styrin edged away, while Sharp ran second from lap three as Boyles fell back to fifth.

Styrin blitzed the field in the finale, with Sharpe second throughout. Boyles took third position from Croft at Tarzan on the seventh lap of 12.

Sharpe's younger brother Henry was the on-the-road winner in all three races in the 924 division, but he was excluded from the second after punting Antony Mekwinski into a spin three corners from the end.

Bernie Printy topped the Production Boxster class on each occasion.

● Ian Sowman

RESULTS

RACE 1 (ALL 12 LAPS) 1 Steven Boyles (Boxster); 2 Will Sharpe (Boxster) +0.784s; 3 Adam Croft (Boxster); 4 JM Littmann (Boxster); 5 Jonathan Greensmith (Boxster); 6 Steven Brown (Boxster). **Class winners** Bernie Printy (Boxster); Henry Sharpe (924). **FL** Boyles 1m40.799s (73.27mph). **RACE 2 1 Richard Styrin (Boxster);** 2 W Sharpe +3.898s; 3 Croft; 4 Greensmith; 5 Boyles; 6 John Loggie (Boxster). **CW** Printy; Clive Morrison (924). **FL** W Sharpe 1m39.872s (73.95mph). **RACE 3 1 Styrin;** 2 W Sharpe +9.258s; 3 Boyles; 4 Croft; 5 Greensmith; 6 Loggie. **CW** Printy; H Sharpe. **FL** Styrin 1m39.105s (74.53mph).

FORMULA JEDI ROCKINGHAM, APRIL 6-7 BRSCC

Morgan defeats Mitcham in latest clash of the Jedis

LEE MORGAN COMPLETED A VICTORY hat-trick that started last October at Donington Park by beating reigning champion Richard Mitcham.

Mitcham leapt ahead of Morgan and into the lead of the opening race, but came unstuck at Gracelands halfway around the opening lap. "I had a big moment on some oil and I knocked the fuel pump off in saving it," he said.

That dropped him back to fourth, allowing Andrew Dunn (who had passed Morgan at Deene) to take over the lead.

Morgan's excellent qualifying pace returned to allow him to repass Dunn at Deene on lap three, and while Mitcham recovered second position a lap later, he couldn't catch Morgan.

Morgan won race two after Mitcham spun into a smoky retirement at Deene while leading. That left Dunn in front, but Morgan drove around the outside of him at Turn 1 on the seventh lap before the Scot, with a sick engine, dropped back to fourth behind the scrapping Ben Spurge (his first podium finish) and Scott Stevens.

● Ian Sowman

RESULTS

RACE 1 (BOTH 15 LAPS) 1 Lee Morgan; 2 Richard Mitcham +4.868s; 3 Andrew Dunn; 4 Ben Spurge; 5 Alok Iyengar; 6 Barry Armstrong. **FL** Mitcham 1m22.369s (89.67mph). **RACE 2 1 Morgan;** 2 Spurge +4.506s; 3 Scott Stevens; 4 Dunn; 5 Paul Butcher; 6 Dan Clowes. **FL** Morgan 1m23.657s (88.29mph).



Morgan twice came through to take victory



David Ward leads the final as Treherne (fourth from back) works his way up

LEGENDS OULTON PARK, APRIL 6 BARC

Treherne is unstoppable Legend at Oulton

STEPHEN TREHERNE ENJOYED HIS latest visit to Oulton Park, winning both the Legends final and the two preceding heats.

Dean Brace held the early advantage in the first heat, firstly from Matthew Pape and then from Treherne. Brace, however, had a race-ending off at Knickerbrook on the fourth lap, leaving Treherne ahead of Pape, Ben Power and James Holman. Treherne held on to finish just in front of Pape.

The early leader in the second heat was Jean-Michel Poncelet, who made hay for the opening three laps before falling behind Treherne and Holman. Thereafter, Poncelet

dropped out of the podium places, finishing behind Treherne, Guy Fastres and Holman.

The first attempt to run the final ended as the pack sped through Old Hall for the first time and there were several offs, the worst being John Mickel's high-speed multiple roll into the barriers on the exit of the corner.

Pape held the early advantage over Nick Brace and Richard Pocklington at the restart, during a typically frenetic opening lap. Two tours later Brace edged past Pape at Old Hall to become the new leader, but was quickly demoted again.

Treherne was running fifth at this stage, but moved out front on the

penultimate lap and reached the flag a mere 0.05 seconds ahead of Holman.

"You have to remember great sunny days like this, and not the bad ones!" said the victor.

● Graham Read

RESULTS

HEAT 1 (6 LAPS) 1 Stephen Treherne;

2 Matthew Pape +0.116s; 3 Ben Power;

4 James Holman; 5 Jack Parker; 6 Guy Fastres.

FL Treherne 1m59.929s (80.80mph).

HEAT 2 (6 LAPS) 1 Treherne; 2 Fastres +0.615s;

3 Holman; 4 Jean-Michel Poncelet; 5 Nick Brace;

6 Parker. **FL Brace 2m00.053s (80.71mph).**

FINAL (7 LAPS) 1 Treherne; 2 Holman +0.050s;

3 Power; 4 Brace; 5 Pape; 6 Poncelet.

FL Holman 2m00.227s (80.60mph).

NORTH WEST SPORTS SALOONS OULTON PARK, APRIL 6 BARC

Wood wins despite starting from the pitlane

RIC WOOD ADDED ANOTHER VICTORY to his racing CV, but it was not a simple romp to the flag from the front row of the grid.

The Stockport racer was comfortably quickest during the qualifying session and decided to start from the pitlane. This meant his challenge was to pick his way through the field in his ex-DTM Opel Astra.

Garry Watson sprinted into an early lead in his Westfield, closely followed by Robert Spencer's Locosaki and Simon Allaway's Lotus Daytona Esprit. However, Watson exited the fray on lap two, promoting Spencer and Allaway.

Joe Spencer moved up to third on lap five before Paul Dobson usurped him in his Mazda RX7.

The charging Wood eased into third on lap seven of 13, and Allaway got the better of Robert Spencer for the lead two tours later. But Wood was simply too fast, the Astra getting ahead of both Allaway and Spencer by the 10th lap. He then cruised to



Wood won again in his ex-DTM Astra

victory, crossing the line nearly seven seconds clear.

Behind the leading trio, Dobson, Philip Duncan (Westfield), Joe Spencer (Locosaki) and Steve Owen (Westfield) had a highly entertaining scrap for fourth place, from which Spencer emerged on top.

● Graham Read

RESULTS (13 LAPS) 1 Ric Wood (Opel Astra

DTM); 2 Simon Allaway (Lotus Daytona Esprit

V8) +6.817s; 3 Robert Spencer (Stuart Taylor

Locosaki); 4 Joe Spencer (Stuart Taylor Locosaki);

5 Steve Owen (Westfield SE); 6 Philip Duncan

(Westfield SE1W). CW R Spencer; Owen; Paul

Dobson (Mazda RX7); Richard Roundell

(Vauxhall Vectra); Brian Allen (Ford Fiesta XR2i).

FL Wood 1m40.489s (96.43mph).



NIPPON CHALLENGE

Double Snetterton winner Jason Jesse was slow away from pole at Rockingham, but retrieved his lead from Wayne Ward's Subaru Impreza at Kirby on the second lap. Ward (above) stayed with the Celica, though, and took advantage of traffic to seal a win on the penultimate lap. His car broke in race two, leaving Jesse to win from Steve Lawtey.

FORD FIESTA ST

Nick Bowers led until the final lap of the first encounter at Rockingham, whereupon poleman David Ellesley reassumed the lead at Chapman Curve. The former champ had made a dreadful start, and had to pass ex-Saxmax racers Charlie Ladell and Aaron Trigwell before catching Bowers. Ellesley again had to recover to win race two, passing Trigwell for victory.

MR2s/HYUNDAI CUP

Paul Corbridge was not headed throughout either Rockingham race as he made it four wins from four this season. Corbridge's team-mate Arron Pullan gradually climbed from row five to finish second. It was another Prize Motorsport one-two in the second race, with Richard Avery joining them on the podium.

CLASSIC SALOONS & HISTORIC TOURERS

Reigning champion Phil Manser sprinted his Mini Cooper into an early lead at Oulton, but it was not to last as Roger Ebdon closed and swept by on the fourth tour. Ebdon's Cooper S then proved untouchable to the finish, although Steven Sprigg kept him honest in his Cortina.

PRE-'93 TOURERS

Craig Jamieson got the better of polesitter Roger Stanford when the red lights went out and the latter's BMW M3 slotted in behind. A tremendous race-long battle then ensued at Oulton, but the Ford Sierra RS Cosworth (below) always held the advantage. Steve Rowles claimed the Pre-2005 spoils, finishing 16th on track in his Proton.



Morris wins twice as Bradshaw stars



Bradshaw chases
Morris as Porsche
Club goes slicks

PETE MORRIS TOOK A DESERVED DOUBLE victory on the opening weekend of the Porsche Club Championship season at Donington Park.

The event attracted an impressive 30-strong grid for the club's first-ever race meeting on slick tyres, screened live on Motors TV.

Qualifying a mammoth three seconds under the previous lap record, thanks to his new Pirellis, Porsche 996 racer Morris claimed pole for both

races, but he wasn't able to make the first of those count in race one, as Mark Sumpter's 964 rocketed ahead.

Behind the leaders, Tom Bradshaw's rapid Boxster held third from Mark McAleer's 996, and there was little to separate the quartet. That all changed on lap four when Morris managed to slice past Sumpter at McLeans, taking the lead and pulling well clear.

Bradshaw's podium hopes took a hit later on during the same lap. He slid

wide at the chicane, and returned to the fray in sixth place.

Following a tremendous recovery, including setting the fastest lap, the Boxster driver got himself firmly back into contention. With a sensational move around the outside at Schwantz, putting him on the inside for McLeans, he grabbed third from McAleer on lap 13 and took second two laps later.

Although Bradshaw relentlessly ate into the leader's advantage, Morris

had enough in hand to take an untroubled victory.

Craig Wilkins, who was in the top four prior to Bradshaw's recovery, retired his 996 on lap 10 with a broken throttle.

Morris made it two wins from two with a similarly strong drive in the warmer second encounter, although it could have been a different story had Bradshaw's Boxster not suddenly lost pace three laps from the finish – retiring to the pits on lap 17. His consolation was a new lap record.

Sumpter took his second podium of the day with second, ahead of McAleer.

● Marc Orme

RESULTS

RACE 1 (20 LAPS) 1 Peter Morris (996 C2);

2 Tom Bradshaw (Boxster) +1.368s; 3 Mark Sumpter (964 C2); 4 Mark McAleer (996 C2); 5 Adrian Slater (964 C2); 6 Kevin Harrison (911 Carrera 2). **Class winner** John McCullagh (968 Sport). **Fastest lap** Bradshaw 1m16.432s (93.21mph). **RACE 2 (20 LAPS) 1 Morris;**

2 Sumpter +0.600s; 3 McAleer; 4 Slater;

5 Marcus Carniel (Boxster S 3.2); 6 Craig Wilkins (996). **CW** Andy Toon (Porsche 968 CS).

FL Bradshaw 1m16.388s (93.26mph) **record.**

Whittaker rules BMWs in front of the TV cameras

NOTTINGHAM'S GARRIE WHITTAKER put on a true masterclass live on Motors TV during the first two rounds of 2013 at his home track. The former series champion took a clean sweep of poles, wins and fastest laps.

Blitzing the rolling starts, Whittaker was never headed in either race – taking the first by almost nine seconds from Thomas Webb's similar E36 M3 and winning by four seconds in a heavily shortened race two from invitation class runner Michael Cutt.

Colin Wells had the pace to challenge for the podium. He held second early on in race one in his M3 CSL, but a couple of wild moments meant he had to battle hard to recover into the top four, behind Cutt and Webb at the finish.

Only four racing laps in total were completed in the second outing, largely due to a safety car period following a multi-car tangle in the midfield on lap one at Redgate.

The delays meant organisers were mindful of the 6.30pm curfew and the last few races of the day were shortened.

None of any of this made any difference to Whittaker, though, who cruised to his second victory ahead of Cutt, who managed to smartly outbraked Webb into the chicane on the final lap.

● Marc Orme

RESULTS

RACE 1 (12 LAPS) 1 Garrie Whittaker (BMW E36 M3); 2 Thomas Webb (E36 M3) +8.771s; 3 Michael Cutt (BMW M3); 4 Colin Wells (BMW M3 CSL); 5 Darren Fielding (E36 M3 EVO); 6 Piers Ross (E36 M3 EVO). **CW** Cutt; Matthew Fielding (E36 M3); Dave Heasman (BMW 328i saloon); Ian Joberns (BMW 318is). **FL** Whittaker 1m15.980s (93.76mph). **RACE 2 (7 LAPS)**

1 Whittaker; 2 Cutt +4.497s; 3 Webb; 4 Wells; 5 James Card (BMW E46 M3); 6 D Fielding. **CW** Cutt; M Fielding; Heasman; Karl Jones (BMW 318ti). **FL** Whittaker 1m15.870s (93.90mph).



Gardner leads
Grant (42) and
Kestenbaum

Gardner takes race one, but crash hands race two to Grant

MIKE GARDNER SAW OFF THE respective challenges of Callum Grant and Stuart Kestenbaum in the opening round of Classic Formula Ford, but hopes of a double success came to a dramatic end early in race two with a wild spin into retirement.

Leading away from pole in his Van Diemen RF80 at the start of the second race, Gardner was overhauled by Kestenbaum at the end of lap one, with slight contact between the pair entering the chicane.

Sporting frontal damage into lap two, Gardner held onto second, but as he turned right through the Old Hairpin the left-rear wheel detached itself and pitched him into the gravel.

Kestenbaum's challenge then came in the form of Grant, Benn Simms and

Simon Davey, and some entertaining racing ensued. It all went wrong for Kestenbaum on lap nine when he spun into retirement at the chicane after braking too late. Grant went on to win in his Merlyn.

● Marc Orme

RESULTS

RACE 1 (11 LAPS) 1 Mike Gardner (Van Diemen RF80); 2 Stuart Kestenbaum (Van Diemen RF79) +1.654s; 3 Callum Grant (Merlyn Mk20A); 4 Simon Jackson (Javelin JL5); 5 Benn Simms (Jomo); 6 Colin Williams (PRS RW01). **CW** Grant. **FL** Gardner 1m17.631s (91.77mph).

RACE 2 (12 LAPS) 1 Grant; 2 Simms +0.391s; 3 Simon Davey (RF80); 4 David Brise (Royale RP21); 5 Alan Fincham (RF80); 6 Nigel Lingwood (RF80). **CW** Davey. **FL** Grant 1m17.222s (92.26mph).



Whittaker cleaned
up on home turf



Cole (99) leads as
Bray (left) and Luti
take up the chase

MG TROPHY DONINGTON PARK, APRIL 7 MGCC

Cole, Luti and Bray star in MG Trophy show

DRAMATIC DOOR HANDLE TO DOOR handle action graced the opening rounds of the MG Trophy at Donington, two cracking counters setting the scene for what should be a tremendous season.

In both races there was nothing to choose between the eventual winners, Doug Cole and Paul Luti, and double podium finisher Chris Bray. These three were in a class of their own, finishing well clear of the rest on each occasion. The racing was outstanding – and incredibly fair.

Luti's MG ZR 190 beat polesitter Bray's similar machine off the line in race one, but Bray hit back on lap

three into the Old Hairpin. Luti then got back ahead with a terrific pass at McLeans on lap seven.

With Bray unsettled slightly after Luti's pass, it gave Cole the chance to take second, and he then hit the front on lap eight. Luti managed to retake the lead soon after, but Cole produced a decisive move at the chicane on lap 15 to seal the win.

Bray recovered from a surprising excursion on the green flag lap for race two to take up his place at the head of the grid, and he led early on.

Two safety car periods were required in quick succession to recover cars at Craner Curves and

Redgate. The final six laps ran unhindered, and Luti moved through from third to first over the last two laps.

● Marc Orme

RESULTS

RACE 1 (15 LAPS) 1 Doug Cole (MG ZR 190); 2 Paul Luti (MG ZR 190) +0.224s; 3 Chris Bray (MG ZR 190); 4 Robin Walker (MG ZR 190); 5 Andrew Ashton (MG ZR 160); 6 Richard Marsh (MG ZR 160). **CW** Ashton. **FL** Bray 1m20.985s (87.97mph).

RACE 2 (12 LAPS) 1 Luti; 2 Cole +0.336s; 3 Bray; 4 Walker; 5 Ashton; 6 Alastair Rushforth (MG ZR 160). **CW** Ashton. **FL** Cole 1m20.964s (87.99mph).

METRO CUP DONINGTON PARK, APRIL 7 MGCC

Brilliant fightback nets a win for Williams

TOP QUALIFIER MIKE WILLIAMS overcame two excursions at Redgate in the sole MG Metro Cup outing of the weekend to take what at one stage looked to be an impossible win at the wheel of his Rover 100.

Leading away at the start, he ran

wide through the first turn, which enabled Metro GTi pairing Tom Sanderson and Neal Gardiner, and Rover 100 racer Thomas Grainger, to file past.

Sanderson and Gardiner traded the lead, before Williams was able to

work his way back to the front of the field on lap seven.

Two laps later, though, another trip through the gravel at Redgate – this one in avoidance of a spinning backmarker – dropped the leader back behind Sanderson, which gifted him a near four-second cushion.

Williams threaded his way through the lapped traffic superbly, though, while Sanderson hit delays, which reduced his big lead to just 0.6s going into the penultimate lap, where Williams duly sailed by for the win.

Competitors observed a minute's silence before race one in memory of former series racer Chris Harris who passed away earlier this year.

● Marc Orme

RESULTS (14 LAPS) 1 Mike Williams (Rover 100); 2 Tom Sanderson (Rover Metro GTi) +1.310s; 3 Thomas Grainger (Rover 100 GTi); 4 Neal Gardiner (Rover Metro GTi); 5 Dick Trevett (MG Metro Turbo); 6 Oliver Hood (Rover Metro 100). **CW** Grainger; Alex Flower (NG ZR 105). **FL** Williams 1m26.053s (82.79mph).



Williams twice fell
behind, but finally
beat Sanderson (19)



MAZDA MaX5

Jonathan Halliwell (above right) got his campaign off to a perfect start at Donington, claiming both victories by healthy margins over chief challenger David Chapman. Clive Bussey rounded out the race one podium, before Jonathan Cryer beat Bussey to third in race two.

CITROEN 2CV

Ainslie Bousfield slipstreamed to victory on the run to the line in the opening race at Donington, shading Marc Nordon by less than 0.2s, with Pete Sparrow third, only half a second shy of the win. In race two, Bousfield's team-mate Steven Panas couldn't quite make it a double as Alec Graham took the chequer by 0.3s.

CLUBMANS CUP

Dan Gibson scorched to a dominant 6s victory from pole position in the first race at Donington. He won from the back of the grid in race two after his Nemesis Proto stuttered on the warm-up lap.

ECURIE GTS

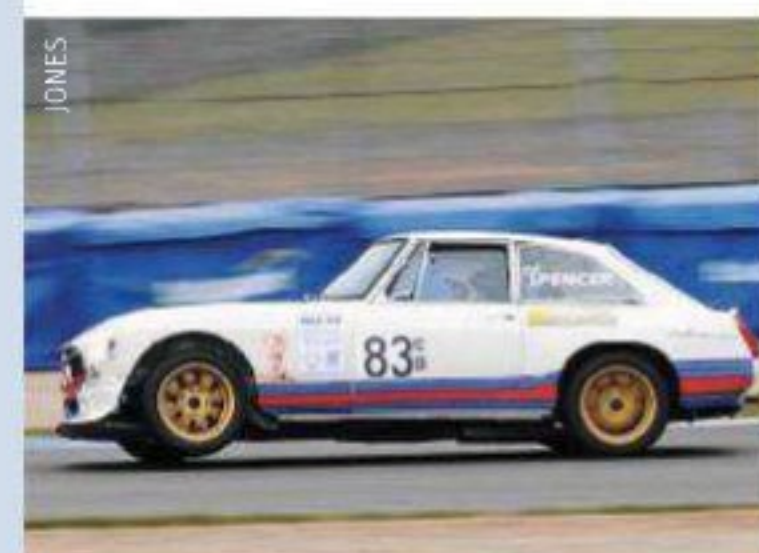
Rod Begbie converted a dominant pole into a clear victory in the 40-minute Donington race, taking his TVR Grantura to a winning margin of almost 70 seconds from the MGB of Brian Lamvert. Early challenger, and fellow front-row starter, Malcolm Gammons had to retire his smoking MGB Roadster on lap seven with engine troubles.

COCKSHOOT CUP

Mark Humphrey was an untroubled winner at Donington, taking his MG TF to a 3s victory over the MG ZR of Gary Wetton. David Coulthard lost third to Ashley Woodward.

THOROUGHBREDS

Rob Spencer (below) took an easy win over the similar MGB GT V8 of Joe Parrington at Donington, before doubling up in the Peter Best Challenge. Simon Cripps qualified on pole and ran second behind Spencer until going off at Fogarty's.





Andon's Triumph
beat the similar
car of Foster

EQUIPE GTS SILVERSTONE, APRIL 6 AMOC

First blood to Andon in Triumph battle

JOHN ANDON AND PETE FOSTER SPENT the whole of last year battling for Equipe GTS honours and they began the new season with another tremendous dice at Silverstone.

Andon was on top throughout qualifying and started from pole, with Foster taking second in the closing minutes of the session – just four tenths slower than his great rival. Ron Cody was a strong third.

Andon and Foster made a fairly even start, but Cody outbraked himself and

spun his MGA at Becketts, dropping him to the back of the field. Cody admitted he “got too excited at the start” and retired after another spin.

This left Andon and Foster's similar Triumph TR4 free to break away and battle for the win. Andon held the advantage for much of the race, but never led by more than two seconds.

Then just three laps from the end, lapped traffic caught Andon out and Foster grabbed his chance to take the lead. But it didn't last long as on the

next lap Andon lunged up the inside of him at Brooklands to take the win.

Andon said: “I nearly lost it in the traffic! It was great to race against such a good driver as Pete; it was great fun.”

Peter Tognola spent the whole race in third in his Porsche 911 and this gave him the Class 4 victory. Mike Thorne put in an impressive drive to take fourth in his Austin Healey – from 12th on the grid – just ahead of Mark Hobble's Morgan, after a race-long duel.

Class 3 honours went to the Alfa

Romeo of Paul Chase-Gardener, while Anne Reed won Class 6, despite two spins at Brooklands.

● Stephen Lickorish

RESULTS (29 LAPS) 1 John Andon (Triumph TR4); 2 Pete Foster (Triumph TR4) +0.534s; 3 Peter Tognola (Porsche 911); 4 Mike Thorne (Austin-Healey 100M); 5 Mark Hobble (Morgan Plus 4); 6 Nicholas Wilkins (MGA). **Class winners** Tognola; Paul Chase-Gardener (Alfa Romeo); Anne Reed (Aston Martin DB2). **Fastest lap** Andon 1m11.256s (82.87mph).



Davis took third
and Class S win
in his Austin A40

HRDC TOURING GREATS SILVERSTONE, APRIL 6 AMOC

Jags dominant in Touring Greats opener at Silverstone

JAGUAR MK1s WERE THE DOMINANT cars in the HRDC Touring Greats race at Silverstone.

The machine of Nigel Webb and Trevor Groom took pole, just 0.4s ahead of Peter Burton's similar car.

Burton got ahead of Webb briefly at the start, but then ran wide and lost the lead. Behind them, Les Ely made a terrific getaway in another Jaguar to climb from ninth to third by the end of the opening lap.

The order didn't change until after the mandatory pitstops. Burton had kept Webb under pressure in the early stages, but after the stops Groom inherited a large advantage.

But just a few laps later, Groom was back in the pits, out with a misfire. He said: “The car was going extremely well but then all of a sudden going

down the straight I lost power. It's disappointing, but that's racing.”

Burton was therefore able to take a comfortable win, with Ely the only other driver finishing on the same lap, despite some gear troubles.

Rae Davis grabbed third, and Class S honours, after passing Neil Brown's A35 at Copse on lap 15.

● Stephen Lickorish

RESULTS (35 LAPS)

1 Peter Burton (Jaguar Mk1); 2 Les Ely (Jaguar Mk1) +46.953s; 3 Rae Davis (Austin A40 Lightweight); 4 Neil Brown (Austin A35); 5 Desmond Smail (Austin A40); 6 Brian Arculus (Hillman Minx). **CW** Davis; Arculus; Bruce Chapman (MG Magnette ZA 'Fanny'); Louise Kennedy/Jason Kennedy (Fiat 600 Abarth). **FL** Trevor Groom (Jaguar Mk1) 1m14.621s (79.13mph).

INTERMARQUE SILVERSTONE, APRIL 6 AMOC

Father and son triumph after Tigering away from Astons

WILLIAM SMALLRIDGE CONTINUED where he left off last season by winning Intermarque in a Sunbeam Tiger co-driven by dad David.

Qualifying suggested the Smallridges' Tiger and Michael Mallock's Aston Martin DB4 were the class of the field, with the pair one and a half seconds quicker than the rest.

They used their cars' extra grunt to pull away at the start, with David Smallridge maintaining the lead. But on lap two Mallock fought past at Becketts and began to edge ahead.

That was how it stayed until the stops when the Smallridge machine reclaimed the lead. Smallridge Jr opened up a huge gap

over Mallock by the end, as the Aston had to slow to preserve its tyres.

Third was Kevin Norville in his much-more-modern Aston GT4, having worked his way up from seventh on the grid to claim a top-three finish in his debut race.

● Stephen Lickorish

RESULTS (41 LAPS)

1 David Smallridge/William Smallridge (Sunbeam Tiger); 2 Michael Mallock (Aston Martin DB4) -1 lap; 3 Kevin Norville (Aston Martin GT4); 4 James Neal (Porsche 964 C2); 5 Wayne Marrs (Ferrari 355); 6 Jeremy Cooke (Porsche RSR). **CW** Norville; Neal; Cooke; Wolfgang Friedrichs (Aston Martin DP214); David Stanley (Austin Healey 3000 MkII). **FL** W Smallridge 1m02.332s (94.74mph).



The Intermarque
field gets underway
at Silverstone



Sleigh (1) won all three races as he bids for third title

SCOTTISH MINI COOPER CUP KNOCKHILL, APRIL 7 SMRC

Feisty Sleigh claims Scottish Mini hat-trick

THE RETURN OF TWO FORMER champions to the series added yet further intrigue to the already popular Mini Cooper Cup as Kenneth Thirlwall and Vic Covey Jr rejoined battle in the arena where they've made their mark in the past.

Nonetheless, the big question to be answered in 2013 is whether David Sleigh can take his third championship in succession.

Confidently, Sleigh set out his title campaign with a win from pole position in the opening race. Interestingly, his nearest challenge came from team-mate Joe Tanner who, although classed as a newcomer to Minis, has an accomplished racing

CV. The ex-Formula Ford ace was delighted with the performance of Team Sleigh Racing and the team's efforts to prepare his car.

Thirlwall was visibly more determined in race two and pulled an aggressive outbraking manoeuvre at the hairpin on lap seven to take the lead. Sleigh fought back immediately, but had to wait until the last corner of the race to grab his chance.

That Sleigh completed a hat-trick in the reversed grid race was a rare feat given its nature.

Poleman Josh Baird (fifth in race two) had a torrid start, which allowed Kyle Reid to take the early lead. He

did everything to keep Sleigh behind but on lap four the champion pulled an audacious move around the outside at the first corner, which won him three out of three.

● Jonathan Crawford

RESULTS

RACE 1 (9 LAPS) 1 David Sleigh; 2 Joe Tanner +0.554s; 3 Kenneth Thirlwall; 4 Malcolm McNab; 5 Michael Doyle; 6 Kyle Reid. **FL** Tanner 1m03.701s (72.338mph).

RACE 2 (9 LAPS) 1 Sleigh; 2 Thirlwall +2.149s; 3 Tanner; 4 Reid; 5 Josh Baird; 6 Aiden Moffat. **FL** Reid 1m03.273s (72.827mph).

RACE 3 (9 LAPS) 1 Sleigh; 2 Thirlwall +1.389s; 3 Tanner; 4 Vic Covey Jr; 5 Reid; 6 McNab. **FL** Thirlwall 1m03.111s (73.014mph).

SCOTTISH FORMULA FORD KNOCKHILL, APRIL 7 SMRC

Experience key as Thorburn doubles up in Scottish FFord

ALTHOUGH SERIES STALWART STUART Thorburn joked that his next comeback will be in the Albert Hall, it was fitting that the racer from Duns triumphed at the SMRC's Jim Clark Memorial meeting on the 45th anniversary of Clark's fatal accident.

For years Thorburn has carried the famous Border Reivers name that launched Clark's career. All talk in the paddock was of new Reivers recruit Ciaran Haggerty, but old hand Thorburn put in a dominant performance to win both races.

Despite freezing conditions, mist and flurries of snow, Thorburn drove confidently and suggested it was "just a case of being consistent" with such low grip available.

Although he joked that "any start is

a good start for me if it doesn't end in a stall", Thorburn had two excellent getaways and it suggested he has addressed this traditional weakness.

Newcomer Haggerty had a fine debut and fought hard with Jordan Gronkowski in both races.

Gronkowski went to overtake on the approach to the first corner of the last lap but inadvertently turned in thinking the move was complete.

Both drivers went off but recovered to maintain their podium positions.

The positions were repeated in a snowy race two, but Haggerty impressed further with fastest lap.

● Jonathan Crawford

RESULTS

RACE 1 (12 LAPS) 1 Stuart Thorburn (Van



Diemen RF92); 2 Jordan Gronkowski (Van Diemen RF90) +5.893s; 3 Ciaran Haggerty (Ray GRS09); 4 Michael Gray (Vector 93); 5 Matthew Chisholm (Van Diemen RF92); 6 Paul Kopec (Ray GRS08). **FL** Gronkowski 59.940s (76.877mph).

RACE 2 (10 LAPS) 1 Thorburn; 2 Gronkowski +0.655s; 3 Haggerty; 4 Gray; 5 Colin Turner (Van Diemen RF93); 6 Neil Broom (Swift SC93K). **FL** Haggerty 56.741s (81.211mph).



AMR GT4 CHALLENGE

Olivier Bouche and Andrew Jarman took the lead at Becketts at the start of the 100-minute Silverstone race to commemorate 100 years of Aston Martin. They held on to the end, despite the best efforts of Tom Black/Chris Kemp. Calum Lockie and Kevin Norville finished third after a drive-through penalty.

50s SPORTS CARS

Geraint Owen's Kurtis 500S was in a class of its own in this Silverstone thrash as he took a comfortable lights-to-flag victory. Nigel Webb was second in his Jaguar XK120 and therefore won the XK Challenge ahead of the similar machines of Andrew Moore and John Burton.

SCOTTISH LEGENDS

Ex-downhill skier Ross Mickel has been at the front of the pack for seven years at Knockhill but has yet to put together a sustained title challenge. He set out his stall for this year with a clean sweep of all three wins to take a coveted maximum '600-point' weekend.

SCOTTISH CLASSICS

Andrew Smith claimed three wins at Knockhill but race three provided good entertainment for third. Tommy Gilmartin has swapped his Capri for a Morgan and held off a three-car train that hounded him for four laps.

SPORTS SALOONS

The fast Westfields have moved on, allowing Paul Brydon to establish himself as the man to beat in his BMW M3 at Knockhill. Ex-Formula Ford racer Alan Kirkaldy won the first concurrent races for the Scottish BMW Compact Cup.

SCOTTISH FIESTAS

Ian Donaldson pulled off what may become the overtake of the year in race two but could not hold on to win at Knockhill. He went around the outside of race-one winner George Orr at the first turn and came out ahead, but Orr (below) retook the lead at the last corner.



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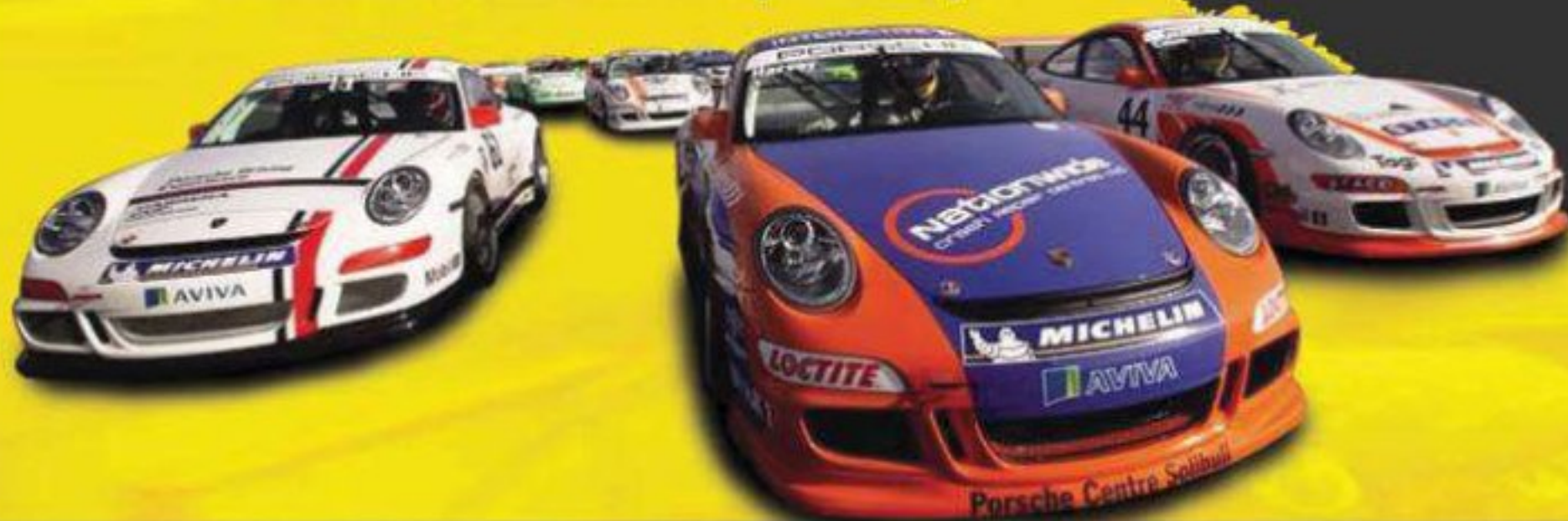
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McCullough won twice against a high-quality entry

IRISH FF1600/SUPER SERIES KIRKISTOWN, APRIL 6 500MRCI

McCullough tops strong Irish FF1600 pack

DESPITE A STAR-STUDED – AND record-breaking – 31-car entry, Ivor McCullough picked up where he left off in 2012 with a brace of victories at Kirkistown's hectic FF1600 season opener.

In the shortened first race the Van Diemen driver had to work to fend off the attentions of Noels Dunne and Robinson, and he had to do it twice after the safety car appeared when Jeff Richardson, Kevin O'Hara and Patrick McKenna got together at Debtors Dip, all three suffering terminal car damage.

Jonathan McMullan's Mondiale eventually took fourth, but not by much, while former Ginetta Junior frontrunner Niall Murray (Van Diemen) followed him home on his

first single-seater outing, ahead of the experienced Adrian Pollock.

Race two proved a bit easier for McCullough after Dunne's engine expired on the opening lap, but he still had to push harder than usual when red flags appeared after a tangle at the Hairpin involving David McCullough (Van Diemen RF00), former world superkart champion Trevor Roberts (Swift) and Emmett Glynn (Ray).

The resultant five-lapper was intense, but McCullough managed to make the break, leaving Robinson to fend off the hard-charging McMullan, who, as usual, was punching well above his weight in an ageing '89 Mondiale. Sean Doyle (RF91) charged hard to keep Murray at bay and claim fourth spot.

● Richard Young

RESULTS

RACE 1 (11 LAPS) 1 Ivor McCullough (Van Diemen RF01); 2 Noel Dunne (RF00) +0.084s; 3 Noel Robinson (Van Diemen JL12); 4 Jonathan McMullan (Mondiale M89S); 5 Niall Murray (RF99); 6 Adrian Pollock (Van Diemen DP09).

Class winners McMullan; Mike Todd (Mondiale M84S); Ryan Templeton (Crossle 32F). **Fastest lap** Robinson 1m01.048s (89.16mph).

RACE 2 (5 LAPS) 1 McCullough; 2 Robinson +3.118s; 3 McMullan; 4 Sean Doyle (RF91); 5 Murray; 6 Stephen Daly (Ray GR05).

CW McMullan; Todd; Robbie Stevens (PRS RH01). **FL** McCullough 1m00.836s (89.47mph).

QUALIFIER (6 LAPS) 1 John Murphy (Mondiale M89S); 2 Ivor Mairs (Mondiale M84S) +0.552s; 3 Jamesy Hagan (Reynard 84FF); 4 Arnie Black (Crossle 32F); 5 David Nicholl (Reynard 89FF); 6 Henry Campbell (Reynard 83FF). FL Murphy 1m03.696s (85.45mph).

IRISH FORD FIESTAS KIRKISTOWN, APRIL 6 500MRCI

Turkington fends off feisty Fiestas at finish



Fiesta field put on frenetic show

THE 'FIESTA PHENOMENON' CONTINUES! Despite a smaller than anticipated entry, the 'shopping trolley grand prix' provided the best finish of the day.

James Turkington, brother of BTCC racer Colin, just fended off the determined Ryan Campbell at the line, despite being obliged to use bits of track not normally employed for racing purposes, to win by just 0.086s.

The fact that Jamesy Hagan and Andrew Blair were also involved, the quartet running four abreast on

occasions, made for plenty of excitement, but somehow all four stayed (mostly) on the asphalt.

Series instigator Roy Smyth just held off James Hanna and Chris Bagnall for fifth. Nine cars started, but up to 20 are expected in future.

● Richard Young

RESULTS (10 LAPS) 1 James Turkington;

2 Ryan Campbell +0.086s; 3 Jamesy Hagan; 4 Andrew Blair; 5 Roy Smyth; 6 James Hanna. **FL** Turkington 1m17.920s (69.85mph).

SALOON AND SPORTS LYDDEN, APRIL 6 SEMSEC

Banham provides strong challenge to master Richards

IT WAS A SURPRISE TO SEE ANDY Banham's Subaru chasing hard in the first Saloon and Sports race at Lydden, hounding veteran Bill Richards (Metro-Duratec) all the way.

Banham drew alongside briefly at the last corner, but Richards fired the Metro across the line a length ahead.

Behind, Tony Skelton had reverted to his rallycross roots on the grass, leaving Paul Sibley and Robert Knox to battle for third place.

Skelton recovered well and soon found a way past Mary Grinham as Knox fell back due to a worsening

misfire, but Sibley's MG Midget was a strong third.

There was a messy start to race two as Banham slewed to a halt in front of the chasing pack and prompted a flurry of red flags.

Banham was more cautious at the restart, and lost out to Richards and Sibley in quick succession. When Richards retired, Sibley was gifted a comfortable win over Banham.

● Kerry Dunlop

RESULTS (BOTH 16 LAPS)

RACE 1 1 Bill Richards (Rover Mini Clubman);



Banham caused drama at start of race two

2 Andy Banham (Subaru Impreza) +0.488s; 3 Paul Sibley (MG Midget); 4 Tony Skelton (Renault Clio); 5 Mary Grinham (Maguire Mini); 6 Nigel Craig (Subaru Impreza). **CW** Banham; Sibley; William Hornsey (Peugeot 106). **FL** Banham 44.943s (80.10mph).

RACE 2 1 Sibley; 2 Banham +5.660s; 3 Skelton; 4 Craig; 5 Grinham; 6 Paul Buckmaster (Mazda RX7). CW Banham; Grinham; Hornsey. **FL** Sibley 45.151s (79.73mph).



FORMULA SHEANE

The Sheanes were their usual rumbustious selves on their first outing of the year at Kirkistown, but after the usual shenanigans Kevin Sheane (above) emerged victorious by a whisker from Brian Hearty, with Keith Hogg a (relatively) lonely third. Things came to a slightly premature halt after Anton Savage and Robbie Allen tangled at Fishermans two minutes from time.

IRISH FORMULA VEE

Ray Moore made no mistakes to run away with the Kirkistown honours, leaving Dan Polley to fend off the attentions of Adam Macauley, who had Kevin Grogan and John Downey well covered. An earlier race for B and C Championship points went to Colm Blackburn from Sean Newsome, but the pair tangled in the A race after Newsome spun at the Chicane on the final lap.

IRISH SALOONS/GTs

David Beatty (Ginetta G50), as the sole GT pilot present at Kirkistown, took the overall spoils, but behind him there was plenty of action with Gerry McVeigh (Mitsubishi Evo) claiming second in race one, and Stephen Traub (Honda Integra) doing it in race two. Aidan Vance beat Andrew Armstrong in a heated Honda Civic battle for class honours, while Gary Miller emerged as top Fiat Punto pilot in another doorhandle-swapping contest.

IRISH ROADSPORTS

Stephen Donnelly's latest creation proved more than a match for the rest at Kirkistown. The Honda S2000-powered Lotus Seven lookalike twice ran away from the rest, who were headed by the Radicals of Jim Larkham and Mark Campbell. Alan Davidson twice won the close-fought one-litre class.

SEMSEC SPORTS

Despite a poor start, Mike Roberts' sleek ADR soon overhauled Ian Conibear's Caterham (below) to win race one at Lydden. He peeled off into the paddock before race two so Conibear raced on to victory.





HENRY SURTEES FOUNDATION BROOKLANDS TEAM CHALLENGE 2 HOUR ENDURANCE RACE

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Tickets for the Champagne & Canapé Reception, prize giving, interviews and Auction are available separately for a minimum donation of £45 per ticket by emailing: sharon@henrysurtreesfoundation.com.

Race team entry for 4 drivers (including Reception) is £1,000.

This event has been made possible by the Brooklands Museum and will raise funds for the Henry Surtees Foundation and the Museum.



NATIONAL RESULTS ROUND-UP

SNETTERTON

MSVR, APRIL 6-7



RACING SALOONS (7 LAPS) 1 Karl Cattliff (BMW E36 M3); 2 Peter Seldon (E36 M3) +1.119s; 3 Matt Seldon (E36 M3); 4 Mike Dugdale (E36 M3); 5 Nigel Innes (E36 M3); 6 Stephen Pearson (E36 M3). **Class winners** Chris Palmer (Jaguar XJS); David Clark (Renault 5GT Turbo); Colin Stubbs (Rover 216 GTi); Matt Smith (BMW 320i). **Fastest lap** Cattliff 2m11.860s (81.05mph). **RACE 2 (6 LAPS)** 1 Cattliff; 2 Dugdale +0.606s; 3 P Seldon; 4 Pearson; 5 M Seldon; 6 Innes. **CW** Chris Boon (Jaguar XJS); Steve Cassar (Proton Satria); Stubbs; Smith. **FL** Pearson 2m12.375s (80.74mph). **PRODUCTION BMW (7 LAPS)** 1 Stuart Waite; 2 Mike Tovey +0.101s; 3 Matt Parkes; 4 Liam Crilly; 5 Harry Goodman; 6 Miles Howard. **FL** Tovey 2m23.923s (74.26mph). **RACE 2 (7 LAPS)** 1 Waite; 2 Crilly +1.709s; 3 Parkes; 4 Goodman; 5 Tovey; 6 Jack Gabriel. **FL** Waite 2m24.502s (73.96mph). **LOTUS CUP UK (40 LAPS)** 1 Jon Walker (Exige V6); 2 Liz Halliday (2 Eleven) +2.432s; 3 Simon Deacon (2 Eleven); 4 Steve Guglielmi/Jeff Mileham (Exige); 5 Andrew Bentley/Adrian Lester (Evora); 6 Jamie Stanley (Exige). **CW** Halliday; Guglielmi/Mileham; Stanley; Andy Napier (Elise). **FL** Rob Fenn (Elise) 2m03.981s (86.20mph).

PEMBREY

BARC, APRIL 6-7



CATERHAM SIGMAX GRADUATES (20 LAPS) 1 Neil Shinner; 2 John Saunders +0.079s; 3 Ian Anderson; 4 Richard Pursglove; 5 Andrew Sagar; 6 Mick Whitehead. **FL** Anderson 1m03.616s (82.38mph). **RACE 2 (20 LAPS)** 1 Shinner; 2 Anderson +3.435s; 3 Martin Amison; 4 Saunders; 5 Paul Turley; 6 Whitehead. **FL** Jeremy Webb 1m03.472s (82.57mph). **CATERHAM MEGA GRADUATES (BOTH 20 LAPS)** 1 Jamie Ellwood; 2 Nick Frost +0.011s; 3 Adam Bettinson; 4 David Hewitt; 5 Peter Frith; 6 Tom Overton. **FL** Luke Embling 1m04.107s (81.75mph). **RACE 2 1 Ellwood;** 2 Frost +7.352s; 3 Embling; 4 Overton; 5 Frith; 6 Bettinson. **FL** Ellwood 1m04.168s (81.67mph). **CATERHAM CLASSIC GRADUATES (18 LAPS)** 1 Andrew Outterside; 2 Stuart Thompson +0.197s; 3 Paul Hawker; 4 James Russell; 5 Graeme Smith; 6 Stuart Higgins. **FL** Higgins 1m10.321s (74.62mph). **RACE 2 (20 LAPS)** 1 Russell; 2 Outterside +9.184s; 3 Graham Smith; 4 Thompson; 5 Trevor Harber; 6 Higgins. **FL** Thompson 1m09.618s (75.19mph). **CATERHAM SIGMA & SUPER GRADUATES (20 LAPS)** 1 Dylan Stanley; 2 Toby Briant +2.580s; 3 Andy Molsom; 4 Gareth Cordey; 5 Roger Ford; 6 Chris Rome. **CW** Amanda Black. **FL** Stanley 1m04.632s (81.09mph). **RACE 2 (20 LAPS)** 1 Edward Benson; 2 Stanley +0.087s; 3 Ford; 4 Briant; 5 Cordey; 6 Charles Elliott. **CW** Black. **FL** Stanley 1m04.337s (81.56mph). **WELSH SPORTS AND SALOONS (15 LAPS)** 1 Keith White (BMW Z4); 2 David Coe (Subaru STi) +50.794s; 3 David Lawrence (Sylvia Riot); 4 Mike Edgell (Mini Rover); 5 Paul Flinders (Toyota MR2); 6 Andy Long (Sylvia Phoenix). **CW** Coe; Lawrence; Edgell; Flinders; Chris Morris (Suzuki Ignis); David Jermy (MK1). **FL** White 1m02.552s (83.78mph). **RACE 2 (10 LAPS)** 1 White; 2 Lawrence +40.497s; 3 Glynn Jones (BMW 320i); 4 Edgell; 5 Flinders; 6 Morris. **CW** Lawrence; Jones; Edgell; Flinders; Morris; Pedro Ferreira (Locost). **FL** Coe 1m02.570s (83.76mph).

ROCKINGHAM

BRSCC, APRIL 6-7



NIPPON CHALLENGE/FRENCH TROPHY (BOTH 9 LAPS) 1 Wayne Ward (Subaru Impreza); 2 Jason Jesse (Toyota Celica) +0.300s; 3 James Janicki (Nissan Skyline); 4 Adam Lockwood (Nissan 200SX); 5 Danny Precious (Subaru Impreza); 6 Tony Hunter (Renault Clio). **CW** Jesse; Hunter; Callum Edwards (Mazda MX5); Paul Corbridge (Toyota MR2); Rob Jeffries (Clio); Matthew Spencer (Peugeot 205GTi). **FL** Ward 1m41.638s (72.67mph). **RACE 2 1 Jesse;** 2 Steve Lawtey (Mitsubishi GTO) +5.605s; 3 Lockwood; 4 Jason Sharpe (Subaru Impreza); 5 Ian Collins (Renault Clio); 6 Hunter. **CW** Lawtey; Collins; Edwards; Dave Hemingway (Toyota MR2); Jeffries; Spencer. **FL** Lawtey 1m42.320s (72.18mph). **FORD FIESTA ST (BOTH 11 LAPS)** 1 David Ellesley; 2 Nick Bowers +1.450s; 3 Aaron Trigwell; 4 Charlie Ladell; 5 Matt Foley; 6 Lee Napolitano. **FL** Ellesley 1m42.970s (71.73mph). **RACE 2 1 Ellesley;** 2 Trigwell +2.183s; 3 Bowers; 4 Shaun Clay; 5 M Foley; 6 Andrew Foley. **FL** Ellesley 1m43.602s (71.29mph). **MR2 RACING SERIES/HYUNDAI COUPE CUP (BOTH 9 LAPS)** 1 Paul Corbridge (MR2); 2 Arron Pullan (MR2)

+3.139s; 3 Gary Lawrence (MR2); 4 Dave Hemingway (MR2); 5 Richard Avery (MR2); 6 Nathan Harrison (MR2). **CW** Jon Winter (Hyundai Coupe). **FL** Pullan 1m49.170s (67.65mph). **RACE 2 1 Corbridge;** 2 Pullan +1.136s; 3 Avery; 4 Hemingway; 5 Lawrence; 6 Craig Rankine (MR2). **CW** Winter. **FL** Pullan 1m49.000s (67.76mph). **EURO SALOONS AND SPORTS CARS (13 LAPS)** 1 Paul Rose (Saker); 2 Nigel Moore (Ginetta G50) +4.179s; 3 Steve Harris (Saker); 4 Dave Cockell (Ford Escort Cosworth); 5 Ian Froggatt (Subaru Impreza); 6 Peter Challis (Nissan Primera). **CW** Challis; Andy Jordan (Renault Clio); Chris Whiteley (SEAT Leon); Theo Berg (Smart). **FL** Rose 1m31.864s (80.40mph). **RACE 2 (11 LAPS)** 1 Rose; 2 Moore +0.610s; 3 Cockell; 4 Vaughan Fletcher (Subaru Impreza); 5 Challis; 6 Doug Ellwood (Marcos Mantis). **CW** Challis; Jordan; Whiteley; Berg. **FL** Moore 1m31.965s (80.31mph). **FORD FIESTA, CLASSES A, B & D (11 LAPS)** 1 David Abbott (Zetec S); 2 Ian Scruton (Si) +1.175s; 3 Alan Donnelly (Si); 4 Ken Bateman (Zetec); 5 Peter Lloyd (Zetec); 6 Andrew Mollison (Zetec). **CW** Scruton; Bateman. **FL** Abbott 1m49.576s (67.40mph). **RACE 2 (8 LAPS)** 1 Abbott; 2 Donnelly +4.867s; 3 Scruton; 4 Bateman; 5 Peter Dendy-Sadler (Si); 6 Jack Williams (Si). **CW** Donnelly; Bateman. **FL** Abbott 1m49.865s (67.23mph). **FORD FIESTA JUNIOR (BOTH 9 LAPS)** 1 JJ Ross; 2 Alex Reed +9.813s; 3 Rory Collingbourne; 4 Robert Cox; 5 Alfonso Skirczka; 6 Natasha Hussain. **FL** Ross 1m47.594s (68.65mph). **RACE 2 1 Ross;** 2 Cox +18.120s; 3 Reed; 4 Collingbourne; 5 Hussain; 6 Skirczka. **FL** Ross 1m46.821s (69.14mph). **ALFA ROMEO (15 LAPS)** 1 Chris Snowden (33); 2 Darelle Wilson (Sprint) +5.143s; 3 John Griffiths (156); 4 Roger Evans (147); 5 Graham Seager (GTV); 6 Ray Foley (GTV). **CW** Wilson; Evans; Tom Herbert (156); Theo Berg (Smart); Stephen O'Brien (Fiat Punto). **FL** Snowden 1m43.645s (71.26mph).

DULTON PARK

BARC, APRIL 6



CLASSIC SALOONS & HISTORIC TOURING CARS (10 LAPS) 1 Roger Ebdon (Mini Cooper S); 2 Steven Sprigg (Ford Lotus Cortina Mk1) +2.242s; 3 Richard Sprigg (Ford Anglia 105E); 4 Phil Manser (Austin Mini Cooper); 5 Andy Messham (Austin Mini Seven); 6 Tony Preston (Morris Minor). **CW** S Sprigg; Messham; Preston; Tim Dodwell (Austin Cooper); Stuart Radford (Triumph 2000). **FL** Manser 2m09.493s (74.83mph). **PRE-'93 TOURING CARS & CTCRC PRE-2005 TOURING CARS (11 LAPS)** 1 Craig Jamieson (Ford Sierra RS Cosworth); 2 Roger Stanford (BMW M3) +0.450s; 3 David Hickton (BMW M3); 4 Paul Bellamy (BMW M3); 5 Tim Scott Andrews (Rover Vitesse); 6 Mark Fowler (BMW M3 E36). **CW** Stanford; David Howard (Jaguar XJ12); Leonard Oliver (BMW 325); Simon Sheridan (Ford Fiesta XR2); Steve Rowles (Proton Satria GTi); Andy Johnson (Peugeot 206). **FL** Jamieson 1m54.414s (84.69mph). **CLASSIC THUNDER (11 LAPS)** 1 Alexander Owen (Ford Sierra RS Cosworth); 2 Paul Bellamy (BMW M3) +1m04.951s; 3 Nigel Olive-Jones (Nissan S13); 4 Amanda Ewings (BMW M3 Evo); 5 Robyne Oliver (BMW 325); no other finishers. **CW** Bellamy; Olive-Jones; Ewings. **FL** Richard Neary (Ford Sierra RS500) 1m52.783s (85.92mph). **PRE-'83 TOURING CARS (10 LAPS)** 1 Tim Scott Andrews (Rover Vitesse); 2 David Howard (Jaguar XJ12) +24.323s; 3 John Wright (Ford Escort RS); 4 William Jenkins (BMW 3.0 CSL); 5 Dave Nixon (Mazda RX3 Coupe); 6 Alan Roper (Rover SD1 Vitesse). **CW** Howard; Wright; Nixon; Neil Bray (Ford Fiesta). **FL** Scott Andrews 2m00.824s (80.20mph). **BLUE OVAL SALOONS (11 LAPS)** 1 Scott Matthias (Escort Cosworth); 2 David Matthias (Escort Cosworth) +0.529s; 3 Terence Clark (Fiesta ST); 4 John Edwards-Parton (Fiesta); 5 Alex von Ehrheim (Fiesta ST); 6 Ronnie Haines (Escort RS). **CW** Clark; Edwards-Parton; Lindsay Hutton (Fiesta XR2i). **FL** D Matthias 1m54.825s (84.39mph).

DONINGTON PARK

BARC, APRIL 6



MAZDA MAXS (11 LAPS) 1 Jonathan Halliwell; 2 David Chapman +2.205s; 3 Clive Bussey; 4 Ian Loversidge; 5 Jonathan Cryer; 6 Jeremy Shipley. **CW** Amy Barker. **FL** Chapman 1m24.739s (84.07mph). **RACE 2 (11 LAPS)** 1 Halliwell; 2 Chapman +4.524s; 3 Cryer; 4 Bussey; 5 Loversidge; 6 Simon Fleet. **CW** Barker. **FL** Halliwell 1m24.935s (83.88mph). **CITROEN 2CV (12 LAPS)** 1 Ainslie Bousfield; 2 Marc Nordon +0.173s; 3 Pete Sparrow; 4 Lien Davis; 5 Matthew Hollis; 6 Wayne Cowling. **FL** Bousfield 1m44.449s (68.21mph). **RACE 2 (9 LAPS)** 1 Alec Graham; 2 Steven Panas +0.332s; 3 Sammie Fritchley; 4 Peter Rundle; 5 Simon Clarke; 6 Hollis. **FL** Panas 1m44.844s (67.95mph). **CLUBMANS (13 LAPS)** 1 Daniel Gibson (Nemesis Mk11

Proto); 2 Mark Charteris (Mallock Mk20/21) +6.172s; 3 Richard Mallock (Mallock Mk21); 4 Steven Chaplin (Phantom P79); 5 Alex Champkin (Vision V84); 6 Chris Pickering (Mallock Mk27 EBX). **CW** Charteris; Champkin; Clive Wood (Mallock Mk20). **FL** Gibson 1m06.573s (107.01mph). **RACE 2 (11 LAPS)** 1 Gibson; 2 Charteris +1.196s; 3 Mallock; 4 Chaplin; 5 Champkin; 6 Marcus Bicknell (Mallock Mk35 EB Honda S2000). **CW** Charteris; Champkin; Barry Webb (Mallock Mk16 BW). **FL** Gibson 1m07.237s (105.96mph). **MG INVITATION (9 LAPS)** 1 Simon Cripps (MG B Roadster); 2 Chris Bray (MG ZR 190) +2.098s; 3 Doug Cole (MG ZR 190); 4 Paul Luti (MG ZR 190); 5 Ross Makar (MG ZR); 6 Gary Wetton (MG ZR). **CW** Wetton; Ben Palmer (MG ZR 160). **FL** Russell McCarthy (MG B GT) 1m19.572s (89.53mph).

DONINGTON PARK

MGCC, APRIL 7



ECURIE GTS (26 LAPS) 1 Rod Begbie (TVR Grantura0 MkIII 1800); 2 Brian Lambert (MGB) +1m08.850s; 3 Pete Foster (Triumph TR4); 4 John Andon (Triumph TR4); 5 Mike Harris (MGB FIA Roadster); 6 Rob Cull (TVR Grantura MkIII 1800). **CW** Foster. **FL** Begbie 1m26.412s (82.44mph). **PETER BEST CHALLENGE & BCV8 (14 LAPS)** 1 Rob Spencer (MGB GT V8); 2 Neil Fowler (MGB GT) +1m03.800s; 3 Babak Farsian (MGB Roadster); 4 James Darby (MGB GT); 5 Richard Wilson (MGB Roadster); 6 Clive Jones (MGB Roadster). **CW** Farsian; Darby; Niall Campbell (MGC Roadster); Peter Bramble (MG ZR 160); Simon Tinkler (MGB GT); Terry Savory (MGB GT). **FL** Spencer 1m20.949s (88.01mph). **THOROUGHbred SPORTS CARS (15 LAPS)** 1 Rob Spencer (MGB GT V8); 2 Joe Parrington (MGB GT V8) +2.914s; 3 Jon Ellison (Triumph TR6); 4 Peter Barnard (Elva Courier Mk1); 5 Kathy Sherry (Morgan Plus 8); 6 Chris Edwards (Triumph TR4). **CW** Barnard; Sherry; Martyn Clews (MG Midget/Sprite). **FL** Spencer 1m20.957s (88.00mph). **COCKSHOOT CUP (14 LAPS)** 1 Mark Humphrey (MG TF 190); 2 Gary Wetton (MG ZR 190) +2.970s; 3 Ashley Woodward (MG ZS 180); 4 David Coulthard (MG ZR 190); 5 Stephen McKie (MGB GT V8); 6 Steve Atkinson (MGB GT V8). **CW** McKie; Paul Rigg (MGF VVC); Ian Wright (MG Midget). **FL** Wetton 1m22.383s (86.48mph). **MG MIDGET/SPRITE CHALLENGE (11 LAPS)** 1 Paul Sibley (MG Midget); 2 Edward Reeve (MG Midget) +10.712s; 3 Tom Neat (MG Midget); 4 Richard Bridge (MG Midget); 5 David Morrison (MG Midget); 6 Paul Newton (Austin Healey Frogeye Sprite). **CW** Neat; Morrison; Tom Walker (Austin Healey Sprite Mk1); Peter Kennerley (MG Midget). **FL** Sibley 1m21.255s (87.68mph).

SILVERSTONE

AMOC, APRIL 6



AMR GT4 CHALLENGE (91 LAPS) 1 Olivier Bouche/Andrew Jarman (GT4); 2 Tom Black/Chris Kemp (GT4) +5.867s; 3 Kevin Norville/Calum Lockie (GT4); 4 Richard Taffinder/Tim Eakin (N24); 5 Bolaji Odunsi/Richard Hope (GT4); 6 Adrian Johnson/Claire Johnson (N24). **CW** Martin Melling/Peter Snowden (DB4 Lightweight). **FL** Lockie 1m00.564s (97.50mph). **50s SPORTS CARS (29 LAPS)** 1 Geraint Owen (Kurtis 500S); 2 Nigel Webb (Jaguar XK120) +12.635s; 3 Andrew Moore (Jaguar XK120); 4 John Burton (Jaguar XK120); 5 Siamak Siasli (Jaguar XK120); 6 Mark Hoble (Morgan +4). **CW** Webb; Hoble; David Reed (Aston Martin DB2); Brian Arculus (Lotus Mk IX); Louis Frankel (Alfa Romeo Sprint). **FL** Owen 1m11.368s (82.74mph).

KNOCKHILL

SMRC, APRIL 7



SCOTTISH CLASSIC SPORTS & SALOONS (12 LAPS) 1 Andrew Smith (Morgan +8); 2 Raymond Boyd (Porsche 911) +0.390s; 3 Robert Marshall (Ford Escort RS); 4 Shonny Paterson (Triumph TR8); 5 Tommy Gilmartin (Morgan +8); 6 Stan Bernard (Porsche 911). **CW** Boyd; Marshall; Harry Simpson (Ginetta G4); George Leitch (Ford Fiesta). **FL** Paterson 1m04.936s (70.96mph). **RACE 2 (12 LAPS)** 1 Smith; 2 Gilmartin +1.135s; 3 Boyd; 4 Marshall; 5 Paterson; 6 Willy Toye (Triumph TR8). **CW** Boyd; Marshall; Simpson; Leitch. **FL** Gilmartin 58.653s (78.56mph). **RACE 3 (10 LAPS)** 1 Smith; 2 Paterson +4.735s; 3 Gilmartin; 4 Boyd; 5 Marshall; 6 Simpson. **CW** Boyd; Marshall; Simpson; Leitch. **FL** Smith 58.056s (79.37mph). **SCOTTISH LEGENDS HEAT 1 (8 LAPS)** 1 Ross Mickel; 2 Gerard McCosh +0.391s; 3 David Newall; 4 David Allan; 5 David Hunter; 6 Paul McKay. **FL** Hunter 1m08.257s (67.51mph). **HEAT 2 (8 LAPS)** 1 Mickel; 2 Allan +2.449s; 3 Hunter; 4 Paul O'Brien; 5 Newall; 6 John Patterson. **FL** Patterson 1m00.832s (75.75mph). **FINAL (10 LAPS)**

1 Mickel; 2 Newall +1.788s; 3 O'Brien; 4 Hunter; 5 Allan; 6 Daniel McKay. **FL** Newall 1m00.925s (75.63mph). **SCOTTISH SALOONS AND SPORTSCARS (10 LAPS)** 1 Paul Brydon (BMW M3); 2 Andrew Morrison (SEAT Leon Cupra) +9.541s; 3 Alex Bruce (Mitsubishi Evo); 4 Paul Bell (Vauxhall Nova); 5 Joe Shuttleton (Subaru Impreza); 6 Alastair Mowat (VW Golf). **CW** Bruce; Bell; Mark Robson (Subaru Impreza); Alasdair McGowan (Citroen AX); Colin Noble Jr (Radical); Paul Curtis (MX5); Alan Kirkaldy (BMW Compact). **FL** Brydon 1m00.174s (76.56mph). **RACE 2 (12 LAPS)** 1 Brydon; 2 Noble +14.751s; 3 Morrison; 4 Bruce; 5 Bell; 6 Phil Dryburgh (Lotus 34OR). **CW** Noble; Bell; Robson; McGowan; Curtis; Kirkaldy. **FL** Noble 55.451s (83.10mph). **SCOTTISH FIESTAS (12 LAPS)** 1 George Orr (ST); 2 Ian Donaldson (ST) +0.375s; 3 Scott Robertson (ST); 4 Alan Freeland (ST); 5 Peter Cruickshank (ST); 6 Wayne MacCauley (XR2). **CW** MacCauley. **FL** Robertson 1m03.231s (72.88mph). **RACE 2 (10 LAPS)** 1 Orr; 2 Donaldson +0.402s; 3 Robertson; 4 Freeland; 5 Aiden Moffat (ST); 6 Oliver Mortimer (ST). **CW** MacCauley. **FL** Orr 1m02.388s (73.86mph).

KIRKISTOWN

500MRCI, APRIL 6



FORMULA SHEANE (9 LAPS) 1 Kevin Sheane; 2 Brian Hearty +0.296s; 3 Keith Hogg; 4 David Parks; 5 Barry Rabbitt; 6 Gary Corcoran. **FL** Hearty 1m01.099s (89.09mph). **FORMULA VEE 'A' (12 LAPS)** 1 Ray Moore (Leastone JH004); 2 Dan Polley (Leastone JH002) +2.496s; 3 Adam Macauley (Sheane FV01); 4 Kevin Grogan (JH002); 5 John Downey (JH004); 6 Morgan McCourt (JH004). **FL** Moore 1m05.156s (83.54mph). **'B' & 'C' (10 LAPS)** 1 Colm Blackburn (JH004); 2 Sean Newsome (Sheane FV) +11.515s; 3 Damian Murphy (JH002); 4 Jack Byrne (Sheane FV03); 5 Ger Byrne (Sheane FV97); 6 Morgan McCourt (JH004). **CW** Newsome. **FL** Blackburn 1m06.324s (82.07mph). **SALOON/GT (13 LAPS)** 1 David Beatty (3.5 Ginetta G50); 2 Gerard McVeigh (2.0t Mitsubishi Evo) +22.331s; 3 Stephen Traub (2.3 Honda Integra); 4 Philip Shields (2.0t SEAT Supercopa); 5 Richard Ryan (3.2 BMW M3); 6 Martin Currie (Evo). **CW** McVeigh; Aiden Vance (1.6 Honda Civic); Gary Miller (1.4 Fiat Punto). **FL** Beatty 1m01.191s (88.95mph). **RACE 2 (9 LAPS)** 1 Beatty; 2 Traub +12.543s; 3 McVeigh; 4 Currie; 5 Shields; 6 Donal O'Neill (M3). **CW** Traub; Vance; Miller. **FL** Beatty 1m01.790s (88.09mph). **ROADSPORTS (13 LAPS)** 1 Stephen Donnelly (2.0 S&H Honda); 2 Jim Larkham (1.3 Radical PRO6) +19.175s; 3 Mark Campbell (1.3 Radical Prosport); 4 Alan Davidson (1.0 Westfield Honda); 5 Trevor Allen (1.0 Stryker Honda); 6 Paul Conn (2.0 Crossle 475). **CW** Larkham; Davidson; Niki Meredith (1.2 Legend). **FL** Donnelly 59.656s (91.24mph). **RACE 2 (11 LAPS)** 1 Donnelly; 2 Larkham +13.864s; 3 Campbell; 4 Eamon Matheson (1.3 MM2); 5 John Benson (2.0 Crossle 375); 6 Davidson. **CW** Larkham; Davidson; Meredith. **FL** Donnelly 59.115s (92.08mph). **IRISH GINETTA JUNIOR (BOTH 9 LAPS)** 1 Dylan Curley; 2 Sophie Byrne +3.052s; 3 Jack Finlay; 4 Luke Hourihan; 5 Eorann O'Neill; 6 Charlie Linnane. **FL** Curley 1m13.210s (74.35mph). **RACE 2 1 Curley;** 2 Finlay +0.342s; 3 Byrne; 4 Hourihan; 5 O'Neill; 6 Linnane. **FL** Finlay 1m12.619s (74.95mph).

LYDDEN

SEMSEC, APRIL 6



SEMSEC SPORTS RACING & KIT CARS CHAMPIONSHIP (17 LAPS) 1 Mike Roberts (ADR3); 2 Ian Conibear (Caterham Roadsport) +0.646s; 3 Bruce Wilson (Caterham CSR Superlight); 4 Clive Gibbs (Westfield SE); 5 Peter Hargroves (Caterham SLR); 6 Alastair Heys (Westfield Megabus). **CW** Heys; Graham Charman (Caterham R400); Michael Gibbins (Lola T590). **FL** Roberts 43.107s (83.51mph). **RACE 2 (16 LAPS)** 1 Conibear; 2 Wilson +3.365s; 3 Gibbs; 4 Hargroves; 5 Heys; 6 Charman. **CW** Heys; Charman; Gibbins. **FL** Conibear 44.030s (81.76mph). **SE CHALLENGE (16 LAPS)** 1 Gibbs; 2 Wilson +0.369s; 3 Hargroves; 4 Charles Harvey-Kelly (Radical SR4); no other starters. **CW** Harvey-Kelly. **FL** Harvey-Kelly 42.090s (85.53mph). **RAFMSA CHALLENGE (7 LAPS)** 1 Ian Fletcher (Fletcher Hornet Mk4); 2 Richard Green (Westfield SEW) +12.619s; 3 John Davies (Tiger Super 6); 4 Philip Bendall (Ford Fiesta); 5 Mark Saunders (Ford Sierra Cosworth); 6 Trevor Hancock (Peugeot 205GTi). **FL** Fletcher 47.079s (76.46mph). **RACE 2 - HANDICAP (19 LAPS)** 1 Fletcher; 2 Green +3.936s; 3 Davies; 4 Bendall; 5 Louis Geldart (Nissan 200SX); 6 Saunders. **FL** Fletcher 46.523s (77.38mph).

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



What's this? Drivers
on the podium...
smiling! Maybe
this could catch on

Podium's no place for a po-face

The early break in the F1 season has offered the opportunity to watch some action-packed events, with friendly environments devoid of in-your-face politics.

True, not every race or rally has been a classic, but it's refreshing to watch something that is unlikely to have a miserable-looking podium or be embroiled in controversy afterwards.

F1 is a habit many of us cannot give up. As much as my withdrawal symptoms are

starting to build, and I can't wait for China, I have a lingering thought that the focus will be on driver tantrums, teams complaining about tyres and the usual discontent that too often mars an F1 weekend.

Everyone involved in putting on the show would do well to look at other, lower-profile series, to see how action can be delivered with a smile at the end.

David Herron, Washington, Tyne and Wear

Much has been said and written about McLaren's poor start to the season.

As things stand, Lewis Hamilton's decision to jump ship to Mercedes may seem a justified one, but I wouldn't expect that to remain the case.

McLaren exists to race and win and its progress to reclaim lost ground will be relentless. This is a team that has a history of being able to develop its cars over the course of a year and I'm quite sure that 2013 will be no different.

Michael Brierley
By email

For the first time ever I've found myself disagreeing entirely with Mark Hughes (MPH, March 28). Remove the Pirelli factor and, as he

points out, Red Bull would be winning by a mile. Suddenly, we move from races driven by suspension engineers to one driven by aerodynamicists.

How is that a purer form of F1 than one where drivers are forced to battle wheel-to-wheel, drive to the limit of the resources underneath (or on both sides of) them?

I am a life-long motorsport fan, but I'd take the current-spec F1 entertainment over the alternative 'aren't F1 aero people geniuses' we've had over the last decade.
Andy Webb
Glasgow

I too find the use of tyre wear/ degradation to engineer a 'result' artificial in the extreme, but this is what Pirelli has

been asked to do and it has excelled at it. That there is the imposition, and disregard, of team orders is not the fault of the tyre supplier. Teams have always 'managed' their cars.

But you have closed your eyes to the fact that teams often short-fuel cars because it is, apparently, quicker to race that way! So if Pirelli gave them tyres capable of running full-chat for the whole distance, they would be told to slow down to conserve fuel – this has even occurred from as early as lap 15, for God's sake!

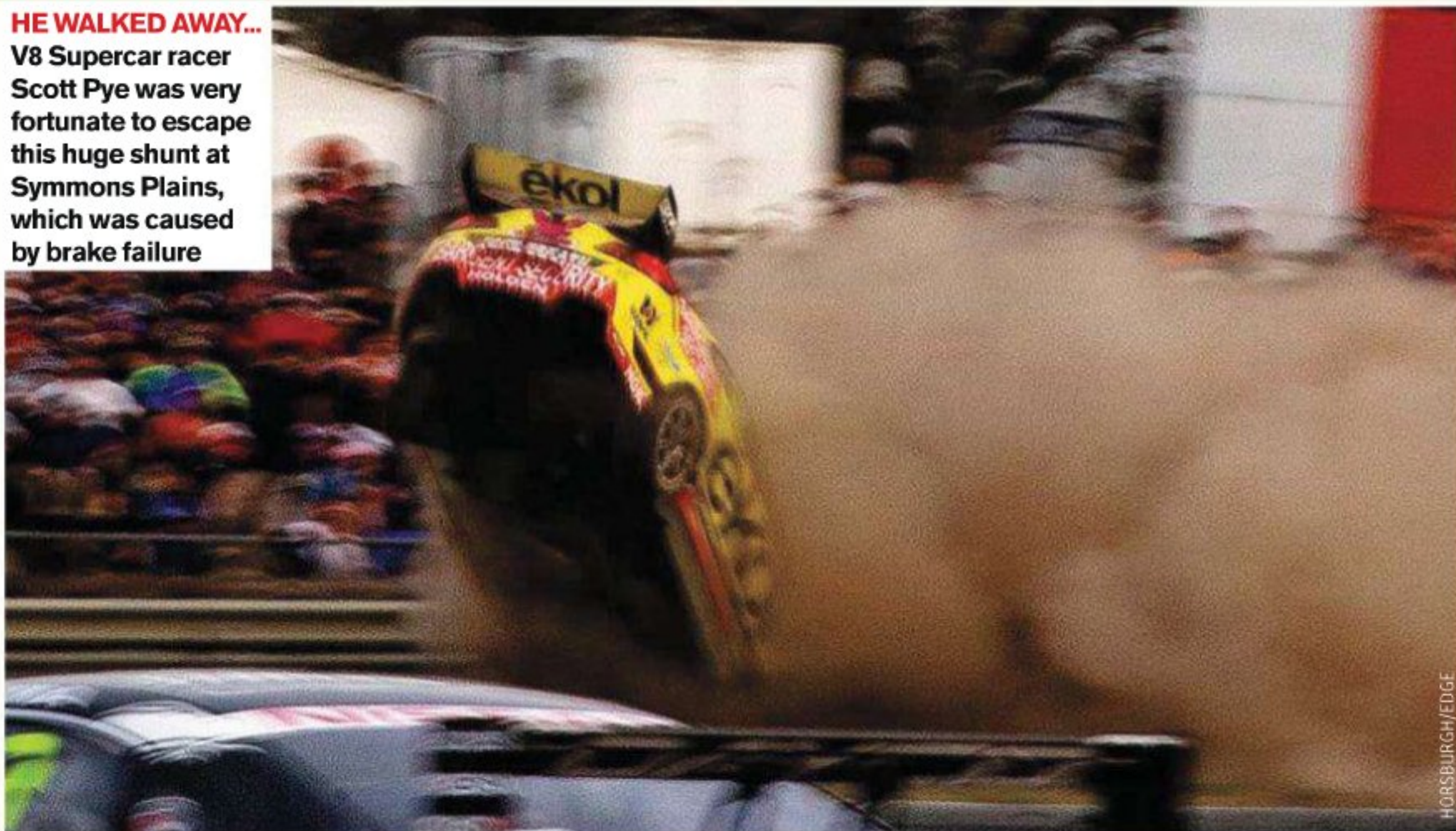
I don't like it, I don't understand it, but it is what the rule makers tell me I want! It makes as much sense as the rules of 'Mornington Crescent'.
Derrick Holden
Marlow

In pictures

Our lensmen snapping from Tasmania to North Africa via Belgium & Virginia

HE WALKED AWAY...

V8 Supercar racer Scott Pye was very fortunate to escape this huge shunt at Symmons Plains, which was caused by brake failure



CONE-AN THE DESTROYER

Alex MacDowall mows down WTCC corner-marking cones at Marrakech in his Chevy Cruze

BOWYER RUNS INTO TRAFFIC

Clint Bowyer (15) finished second in the Martinsville NASCAR Sprint Cup race despite this early hiccup triggered by eventual winner Jimmie Johnson



WORLD CHAMP'S HISTORIC RUN

Le Mans winner Andre Lotterer finished third in this 1981 Audi Coupe in the Trophée des Fagnes at Spa. He reported: "Eau Rouge was flat!"



In the shops

Desirable new releases



MILWAUKEE 1912 BOOK

\$95 – racemaker.com (Joel E Finn)

This remarkable book, researched over almost 40 years, tells the story of the Vanderbilt Cup and Grand Prize races at Milwaukee in October 1912. The best American drivers converged on the Wisconsin venue for what turned out to be a one-off event that would prove pivotal in US racing. If motorsport history's your thing, you can't afford to miss this one.

MERCEDES F1 2013 CLOTHING

£12.99-£159.99 – autosport.com/shop

With British F1 star Lewis Hamilton joining Mercedes, there's bound to be increased interest in the new range of official merchandise.

And the Brackley-based team has covered all the bases with everything from keyrings, mugs and umbrellas, to replica branded shirts and jackets. As usual with official F1 team gear, the quality is high – and that comes at a price. Check the website for the complete range.



FIAT F1 TRANSPORTER 1:43

£199.99 – autosport.com/shop

Brumm's sensational 1:43-scale Officine Alfieri Maserati F1 team transporter (based on a Fiat 642 RN) from the 1957 Italian Grand Prix at Monza comes with three of the team's 250F racers – the cars driven by Juan Manuel Fangio (2), Harry Schell (4) and Jean Behra (6) – as well as Fangio and Behra driver figures, two mechanics and two sets of tyres.



What's on

Your guide to the best events taking place in the UK and around the world – plus TV and online

On track in the UK

SILVERSTONE 6 HOURS

World Endurance Championship, European Le Mans Series & European F3

April 12-14

Admission £10 Fri, £15 Sat, £30 Sun, £35 three-day ticket
Tel: 0844 3750 740

The home of British motorsport hosts the first round of the 2013 World Endurance Championship this weekend, as grandee marques Audi and Toyota renew their battle for manufacturer supremacy in the headline LMP1 category. The six-hour enduro gets underway just before midday on Sunday and should have quality and quantity all the way down the grid in prototype and GT classes. Support action includes a three-hour race for the European Le Mans Series on Saturday afternoon, plus three races for the FIA European Formula 3 Championship, two of them on Saturday and the other very early on Sunday morning.



Toyota versus
Audi in the
Silverstone 6 Hours

SNETTERTON

CSCC

April 13-14

Admission £13 each day, £16 weekend (online purchase)
Tel: 01953 887303

The Classic Sports Car Club

heads to Norfolk for its first meeting of 2013, using the 300 circuit on Saturday and the 200 configuration on Sunday. The club has put together a bumper programme too: the regular CSCC Swinging Sixties, Tin Tops, Future Classics,

Modern Classics, Magnificent Sevens and Jaguar Saloons are joined by extra races for Morgan Challenge, Ferrari Classic, Ferrari Open and Classic Triumphs. Bernie's HRVA V8s are likely to join another grid after failing to muster enough entries.

OULTON PARK

BRSCC

April 13

Admission £13

Tel: 01829 760301

Formula Ford 1600, Fun Cup and Ford XR Challenge.

DONINGTON PARK

BARC/Britcar

April 13-14

Admission £15 on the gate each day

Tel: 01332 810048

The Britcar-run British Endurance Championship sparks its new season into life with a three-hour enduro on Saturday. Support comes from Britcar's Production Sportscar Series and Production Cup. The BARC takes over for Sunday: a Formula Renault BARC double-header is supported by Porsche GT3 Cup, Production Touring Car Trophy/Honda V-TEC Challenge, Mini Se7en and Mini Miglia.

MONDELLO PARK

IMRC

April 13-14

www.mondello.ie

Tel: +353 45 860 200

Formula Vee, Formula Libre, Strykers/Legends, Irish Touring Cars, Fiestas, Historics, Future Classics, Global Lights, Ginetta Junior.

On track around the world

RALLY PORTUGAL

World Rally Championship

Rd 4/13

Faro, Portugal

April 12-14

wrc.com

NASCAR SPRINT CUP

Rd 7/36

Texas Motor Speedway,

USA, April 13

nascar.com

SUPER FORMULA

Rd 1/7

Suzuka, Japan

April 14

superformula.net

BLANCPAIN ENDURANCE SERIES

Rd 1/5

Monza, Italy

April 14

blancpain-endurance-series.com

V8 SUPERCARS

Rd 3/14

Pukekohe, New Zealand

April 13-14

v8supercars.com.au

NASCAR NATIONWIDE

Rd 6/33

Texas Motor Speedway,

USA, April 12

nascar.com



Chinese GP ends
Formula 1's
three-week break

CHINESE GRAND PRIX

Formula 1 World

Championship

Rd 3/19

Shanghai, China

April 14

formula1.com

On television

THURSDAY APRIL 11

0800-0845 **Sky Sports F1 LIVE**

F1 Chinese GP: Drivers' Press Conference

2000-2215 **Sky Sports F1**

Classic F1: Chinese GP 2011

FRIDAY APRIL 12

0245-0450 **Sky Sports F1 LIVE**

F1 Chinese GP: Free Practice 1

0255-0435 **BBC2 LIVE**

F1 Chinese GP: Free Practice 1

0645-0900 **Sky Sports F1 LIVE**

F1 Chinese GP: Free Practice 2

0655-0835 **BBC2 LIVE**

F1 Chinese GP: Free Practice 2

0900-0945 **Sky Sports F1 LIVE**

F1 Chinese GP: Team Principals' Press Conference

1100-1200 **Sky Sports F1 LIVE**

The F1 Show

1105-1210, 2030-2130 **Motors TV**

British GT: Oulton Park Highlights

SATURDAY APRIL 13

0345-0510 **Sky Sports F1 LIVE**

F1 Chinese GP: Free Practice 3

0355-0505 **BBC2 LIVE**

F1 Chinese GP: Free Practice 3

0600-0845 **Sky Sports F1 LIVE**

F1 Chinese GP: Qualifying

0600-0830 **BBC1 LIVE**

F1 Chinese GP: Qualifying

1010-1115 **Motors TV LIVE**

FIA Euro F3: Silverstone Race 1

1230-1515, 1830-2115 **Sky Sports F1**

F1 Chinese GP: Qualifying Replay

1300-1415 **BBC1**

F1 Chinese GP: Qualifying Replay

1310-1415 **Motors TV LIVE**

FIA Euro F3: Silverstone Race 2

1445-1815 **Motors TV LIVE**

ELMS: Silverstone

1815-2050 **Motors TV**

NASCAR Nationwide: Texas

Highlights

SUNDAY APRIL 14

0030-0230 **Premier Sports LIVE**

NASCAR Sprint Cup: Texas

0630-1130 **Sky Sports F1 LIVE**

F1 Chinese GP

0700-1015 **BBC1 LIVE**

F1 Chinese GP

0900-1005 **Motors TV LIVE**

FIA Euro F3: Silverstone Race 3

1030-1130 **ESPN**

NASCAR Sprint Cup: Texas Highlights

1130-1830 **Motors TV LIVE**

FIA WEC: Silverstone

1400-1600 **BBC1**

F1 Chinese GP: Replay

1900-2030 **Sky Sports F1**

F1 Chinese GP: Replay

2145-2315 **Eurosport 2**

FIA WEC: Silverstone Highlights

MONDAY APRIL 15

0315-0600 **Motors TV**

ALMS: Sebring Highlights

1700-1830 **Sky Sports F1**

F1 Chinese GP: Replay

1815-1945 **Eurosport 2**

FIA WEC: Silverstone Highlights

2000-2205 **Motors TV**

Blancpain: Monza Highlights

2030-2100 **BBC4**

Motor Racing at the BBC

2205-0010 **Motors TV LIVE**

FIA WEC: Silverstone Highlights

Online

HOT ON THE WEB THIS WEEK

YOUTUBE: HUNT v LAUDA FILM TRAILER HITS THE INTERNET



SEARCH FOR: Rush – official trailer (1:53)

The film isn't out until September but if this two-minute sample of Ron Howard's look at the 1976 title battle between James Hunt and Niki Lauda is anything to go by, it's going to be worth the wait. The action sequences look amazing. Enjoy!

AUTOSPORT+

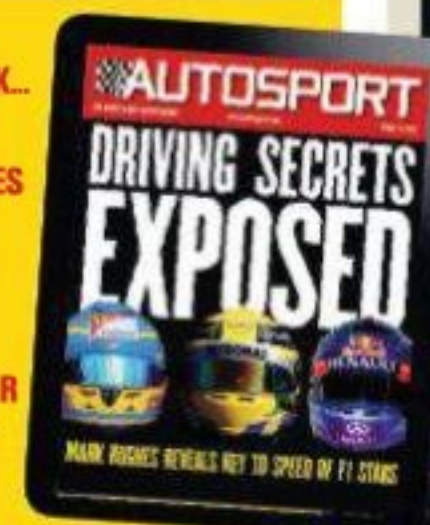
Exclusive content coming up in our premium website this week

All the latest from the Chinese GP

Our team will be in the Shanghai paddock to bring you the latest F1 developments. How will Red Bull's drivers react to the Malaysian GP controversy? Can Mercedes win again in China? Plus, team-by-team preview of the World Endurance Championship.

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AUTOSPORT

Revved up over what's on the box



Rossi devises tactic to avoid BBC comms duo

WHAT IS THE POINT IN COMMENTARY? Since TVs became ubiquitous in the 1970s, we've been able to see what's taking place in the various sporting contests beamed into our living rooms, and since the Sky-led digital revolution of the 1990s the score or running order has been pretty much an ever-present graphic on screen. Yet despite this, having someone tell you what you can plainly see with your own eyes remains firmly in vogue.

In those early days, the commentary was very much influenced by the radio style that preceded it. Thus Murray Walker would simply recite the running order repeatedly, pointing out the colour of the cars and suchlike. What

he never did was analyse why the unfolding events were happening – that was the role of James Hunt or, latterly, Martin Brundle.

But the way we watch TV has changed. Now it's not uncommon to hear of people watching the TV, while simultaneously running the live timing on their laptop and perhaps even watching the football or another race on their iPad or whatever. Where does two men telling you what's going on fit into this world?

For a start, this has created a need for it to be entertaining rather than purely informative, as it has to capture your attention away from other things. This has led to 'buddyism', where the two blokes josh and riff off each other.

This has now reached epidemic proportions as Charlie Cox and Steve Parrish demonstrate to disturbing effect, having become of parody of their once glorious selves. It's a combination so dripping in machismo that it's practically patting itself down with Brut 33 in the changing rooms with Kevin Keegan and 'Enry Cooper.

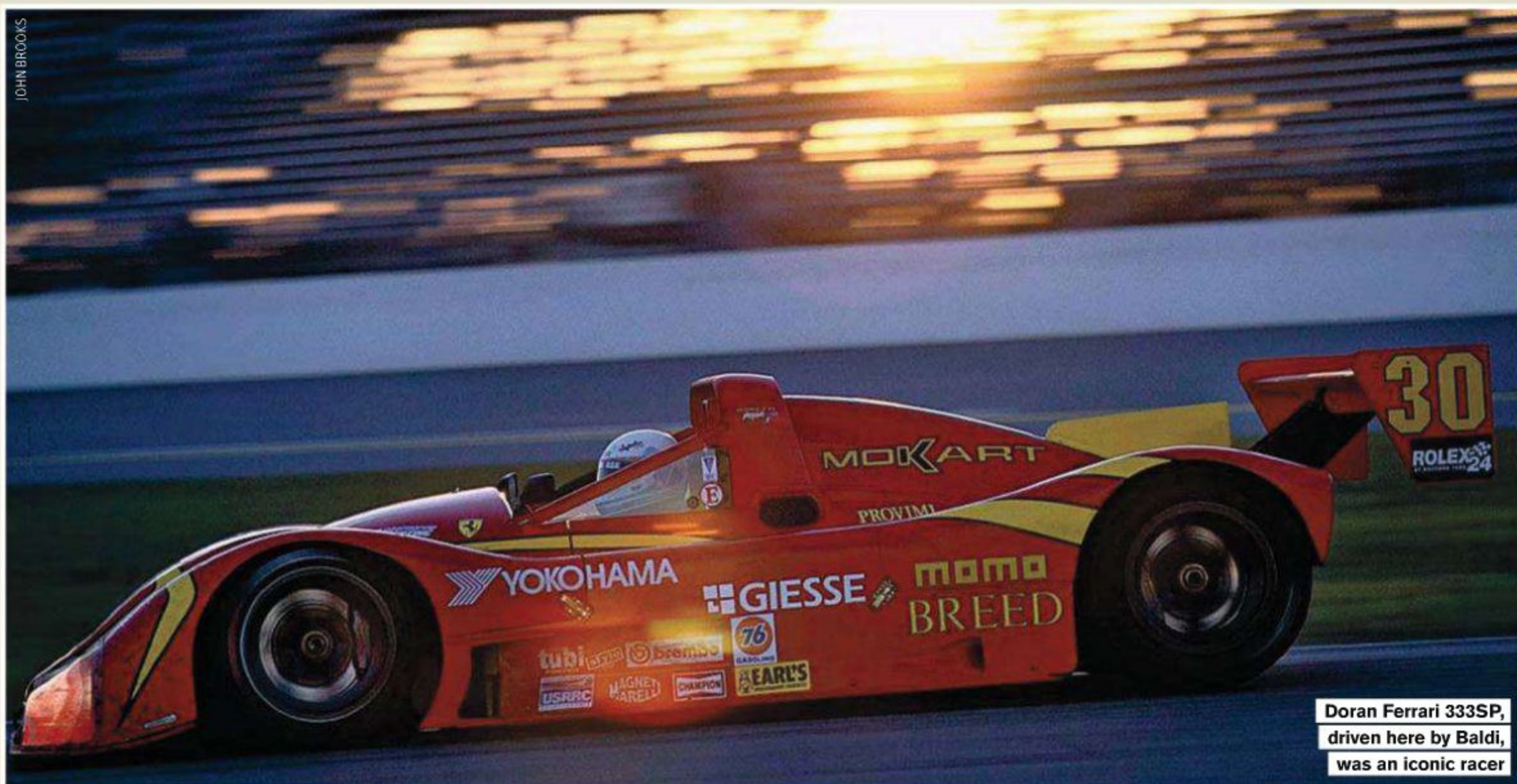
During last weekend's bloke-a-thon that passes for BBC MotoGP coverage, Cox even referred to Valentino Rossi as "we" as the Doctor brilliantly fought his way up to second.

And that breaks the cardinal rule of commentary: remain unbiased.

Revved Up

Didier Theys

■ Watkins Glen 6 Hours ■ August 23, 1998 ■ Ferrari 333SP ■ Fierce scrap with old friend Weaver



Doran Ferrari 333SP,
driven here by Baldi,
was an iconic racer

I COULD HAVE CHOSEN 50 races for the one I consider to be the race of my life. Many from the junior formulas I competed in, and also from CART too, are memorable.

But the one I really remember most fondly is the Watkins Glen 6 Hours race in 1998 when I shared a Ferrari 333SP with Mauro Baldi and dear Giampiero Moretti, who we sadly lost last year.

My main memory from the race was a really epic fight with James Weaver in the Dyson Riley & Scott for the lead. James is an old friend of mine and we have known each other for years. James was one of my first friends in racing back in 1978 when I came to the UK to race in Formula Ford. We even shared a house near Thruxton together for a year or so, along with Mike Thackwell – the big up-and-coming superstar then. We had some great times there as we were all very different personalities but somehow got on so well.

Racing against James was always fun and competitive. He was a

gentleman off the track and on it he was tough as hell but always very fair. He was someone you could really trust going wheel-to-wheel with and then often have a beer afterwards.

So, some twenty years after sharing digs together in rural Hampshire, there we were racing each other at Watkins Glen. It proved to be a real dogfight. Mauro and

Giampiero were up against Butch Leitzinger and Andy Wallace in the earlier stints and I think we did two hours each in the car. When I left the pits just ahead of James, he was right there on me straight away. He didn't look like he was going to remember our friendship with too much warmth from that point on!

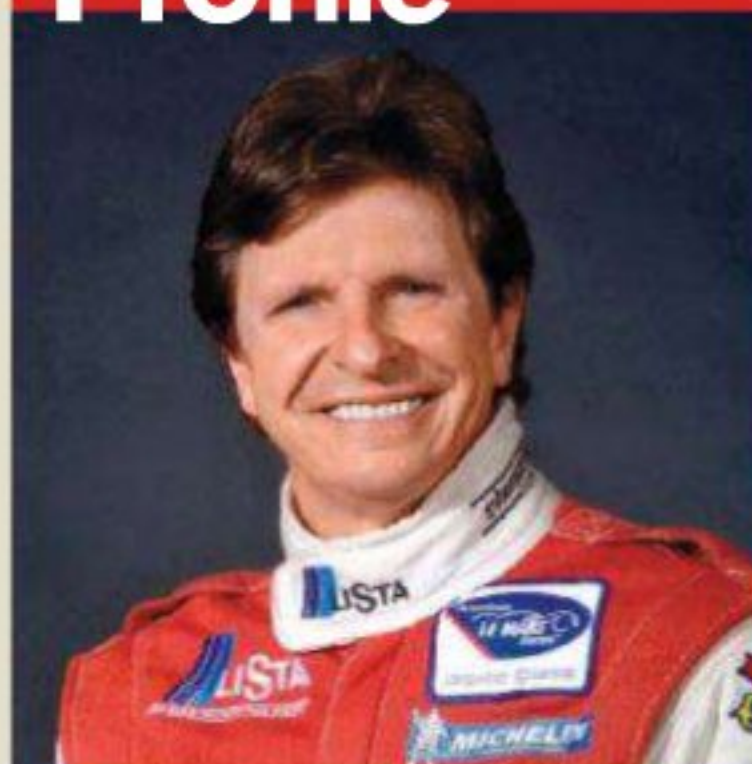
The pressure was intense but I

dug deep and the 333SP was a pleasure to drive at the limit that day. We were neck and neck until the chequered flag but it was a nice clean fight. It took all my concentration to hold him off, I was really pushing hard and he made me work for every ounce of that 0.6-second win!

Afterwards, James and I shook hands and had a good laugh about some of his attempts for the lead and also my defensive moves. It was all clean racing though. Like it should be.

It was the end of an unbelievable year for the Doran team and Giampiero in particular. We won the unofficial triple-crown together – Daytona 24 Hours, Sebring 12 Hours and the Watkins Glen 6 Hours. After that race Giampiero stopped racing. It was a wonderful feeling having won those great races in one season and I will never forget it. James and Giampiero were two of the best guys I ever met in racing and it was a pleasure to go racing with them. ✖
Didier Theys was talking to Sam Smith

Profile



DIDIER THEYS WAS AMONG

a group of talented Belgian drivers who emerged during the late 1970s and early '80s. Cutting his racing teeth in FF1600 in the UK, he quickly rose up through F3, F2 and then in to CART, starting 47 races between 1987 and 1993. A successful sportscar career followed and reached a peak in 1998 with a triple crown of victories at Daytona, Sebring and Watkins Glen. Theys, now 56, retired in 2009.

NEXT WEEK CHINESE GRAND PRIX REPORT
The best analysis & pics from Shanghai

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