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APRIL 25 2013

RED BULL REDEMPTION



VETTEL REALLY DESERVED THIS WIN

GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO₂ 139 (g/km).

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

Pole Position

No orders needed as Vettel hits form

“FANTASTIC SEB! GREAT DRIVE, YOU DESERVED THAT.”

Christian Horner's response to Sebastian Vettel's victory in Bahrain on Sunday was in marked contrast to the reaction to his last win in Malaysia – ‘Multi-21’ and all that.

I'm not sure how many more times Vettel has got to pass his peers to prove wrong those critics who *still* claim he can't overtake. His early move (without DRS) on Fernando Alonso was classy, brave and decisive. Besides being caught out by Nico Rosberg's stellar qualifying pace, it was a textbook weekend from the three-time world champion.

I felt much more comfortable with what I saw at Sakhir than Shanghai: the racing felt more real, the overtaking earned rather than given. No “shall I fight him?” questions from inside the cars, but instead “he pushed me out!” and “he hit me up the back!” and “calm him down!” – the language we expect from racing drivers.

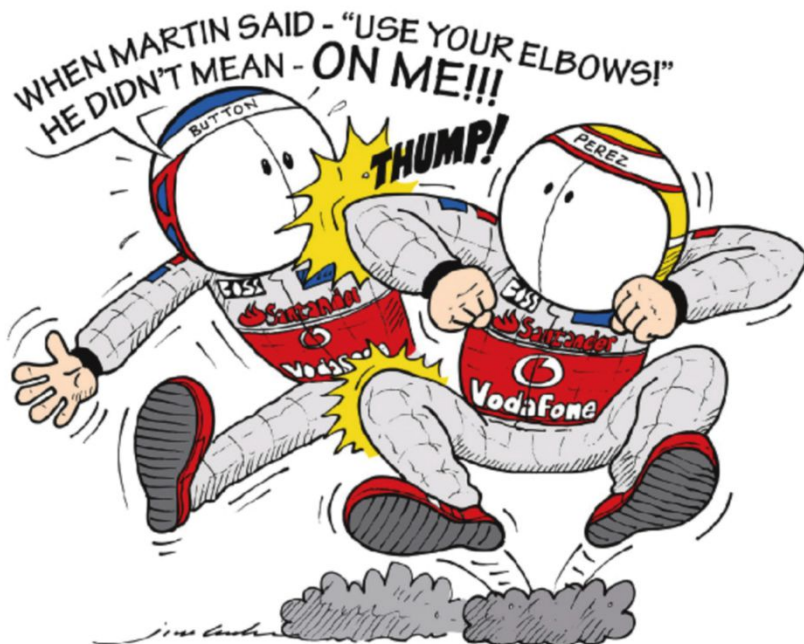
With Sergio Perez getting his elbows out (as instructed) there was a hint of menace as Jenson Button said “roll on Barcelona” on his cool-down lap. Intra-team disharmony at Red Bull and McLaren? That will be fun to monitor as F1 rolls into Europe.

Charles Bradley

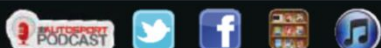
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Bamber's week



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A dominant Red Bull win turned out – this time – to be a surprise. Plus full results, comment, driver-by-driver analysis and all the technical updates

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Esteban Tuero, Monaco F3 race, 1996

THE BIG PICTURE

As protests rage outside Sakhir, the battle begins on it. Vettel has recently passed Alonso, and now targets Rosberg. For McLaren, conflict is also set to begin...

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This week in F1

Kovalainen back in action for Caterham

Heikki Kovalainen made his Formula 1 comeback for Caterham as Friday driver in Bahrain last weekend. The Finn, who will stay on as reserve driver for the rest of the campaign and is scheduled to drive the updated Caterham CT03 in free practice at next month's Spanish GP, described the car as being on "a knife edge" to drive.

The team made a major step forward in Bahrain, with its upgrade package – used only by Charles Pic – worth as much as half a second per lap. The updates included a new rear wing and a modified front wing. The rest of the planned upgrade will be introduced next time out at Barcelona, which could lead to a similar step.

 **P13 EXCLUSIVE KOVALAINEN COLUMN**



Kovalainen drove
on Friday morning

COATES/LAT

Gonzalez makes practice debut

Former GP2 backmarker Rodolfo Gonzalez made his debut in an official grand prix session in Bahrain, driving for Marussia during Friday morning practice. The Venezuelan, who has previous test experience with Force India and Caterham, completed only seven laps thanks to a gearbox problem, ending up 0.770 seconds off team-mate Max Chilton.

ROSSI SET FOR CANADA

Caterham junior driver Alexander Rossi is set to make his seasonal Friday practice debut at the Canadian Grand Prix in June. The American was originally scheduled to drive in Bahrain, but his schedule has changed after he was called up to replace Ma Qing Hua in the Caterham GP2 team.



200

Fernando Alonso and Mark Webber celebrated their 200th F1 starts in Bahrain last weekend. They marked the occasion by finishing eighth and seventh respectively.

For all the breaking news, visit **AUTOSPORT.COM**

GROSJEAN GETS NEW CHASSIS

Lotus F1 driver Romain Grosjean switched to a new chassis for the Bahrain GP, where he took his first podium finish since Hungary last July. The

change was in response to the intermittent handling problems that held him back during the first three weekends of the season.



DUNBAR/LAT

BAHRAIN EYES NIGHT RACE

Next year's Bahrain Grand Prix could be held under floodlights. Race organisers are considering such a move to mark the 10th anniversary of the race. The Sakhir circuit could also open the 2014 season, a position it held in both '06 and '10.



COATES/LAT

Vettel's Russian visit

Sebastian Vettel has visited the venue for the Russian Grand Prix, which will join the F1 calendar next year. The world champion travelled with former Red Bull driver David Coulthard after the Bahrain GP to drive a section of the Sochi track in Infiniti road cars. The track is scheduled to be completed by the end of July 2014.

"The facilities here look incredible," said Vettel. "I didn't see much of the circuit, but the drawing looks interesting. Some corners look very quick and challenging."

Coulthard was impressed with the plans for the track, which is based around the 2014 Winter Olympics village.

"Most apexes expected to be around 120km/h so not as slow as it looks," he said via Twitter. "One super-long corner has entry speed of 130km/h, exit of 300km/h!"



Ferrari hails Bianchi

Ferrari team principal Stefano Domenicali paid tribute before the Bahrain Grand Prix to Jules Bianchi's impressive start to the season with Marussia, describing it as "great". He has said that the Frenchman could be a contender for a race seat in the future, although he suggested that 2014 would be too early to consider such a move.

FIA SET TO STICK WITH TELEMETRY

The FIA is set to continue with its current telemetry supplier, despite having to de-activate the cockpit warning lights and DRS control system for the fourth race in succession in Bahrain. Progress has been made with the system. The FIA is happy with the GPS and cockpit lights but had to deactivate it due to minor concerns about other functions of the telemetry.

EARLIER LAUNCH SEASON IN 2014

Launch season for 2014's F1 cars is set to start early next year, with the first pre-season test expected to be held in January. Details of the testing schedule are still being worked out. Four pre-season tests will be held, and there could be one in the Middle East in either Bahrain or Dubai.

Brawn wants gearbox rethink

Mercedes team principal Ross Brawn has called for Formula 1 to consider changing its gearbox-penalty rules after Lewis Hamilton was hit with a five-place grid drop in Bahrain. Hamilton was forced to run with a new gearbox as a result of damage from a puncture. Currently, each gearbox must last for five consecutive weekends, a measure introduced for cost-saving reasons.

PIRELLI BLAMES DEBRIS FOR FAILURES



TEE/LAT

Pirelli motorsport boss Paul Hembery has pointed the finger at debris for causing both of Felipe Massa's punctures during the Bahrain Grand Prix. "The first one we have got a big cut through the tread pack and the second one has a cut in the sidewall," said Hembery. Debris was also blamed initially for Lewis Hamilton's left-rear tyre losing its tread at the end of third free practice, but Hembery later told AUTOSPORT that Pirelli needs to investigate that failure further.

We cannot run without the tyres unless we go back to Flintstones time. That is a situation that I don't think will happen



Ferrari team principal Stefano Domenicali downplays fears that Pirelli could pull out, leaving F1 with no tyres in 2014

THOMPSON/GETTY



The Mardell Project Formula was the highest scorer in this week's Castrol EDGE Grand Prix Predictor with 102 points. The team called the podium of Sebastian Vettel, Kimi Raikkonen and Romain Grosjean, which also meant a guaranteed 40 bonus points. Go to www.gppredictor.com to make your predictions for the Spanish Grand Prix and play for free to win prizes such as the Samsung Galaxy Tab 2.



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Mark Hughes

MPH



Criticism of Sergio Perez's low-key start to 2013 has spurred an on-track reply. But there's a fine line between aggression and breaking F1's 'code'

P32 PEREZ ANALYSIS

Controlled anger is probably the best way to describe Jenson Button's demeanour after the Bahrain Grand Prix. The laid-back delivery was no different from normal, but he was letting the words themselves do the shouting. "I've had some tough battles in F1, but none quite as dirty as that," he said. The fight he was referring to was that with his McLaren team-mate Sergio Perez.

'Checo', as Perez likes to be referred to, had a quiet first three grands prix with the team. Nothing disastrous within the confines of a car that's far from competitive, but fairly low-key, and lacking the recognisable 'punching above the car's weight' signatures of Button's drives. He was, however, quite taken aback at the public and media criticism of his performances. As far as he was concerned, he was playing himself into a new environment, keeping Button in sight and not doing anything to blot his copybook. But, pressed to comment by the media, team boss Martin Whitmarsh said he would ultimately be looking for his driver to get his elbows out a little more than he'd done so far.

Well, at Bahrain he did. Finding his car more competitive on race day than at any of the previous three events, he felt in a position to attack for the first time. He had wheel-to-wheel skirmishes with Romain Grosjean, Fernando Alonso and – most of all – with Button.

touched wheel-to-sidepod at high speed and once Perez lightly hit Button from behind. Once the aggression had started, Button hung Perez out to dry on the exit of the Turn 4 kerbs, forcing him beyond the track limits.

Button believed this to be more than just a regular fight for position. "Wheel-banging at 300km/h isn't my idea of good racing," he said. "He wasn't clean. I've raced many team-mates – and quite an aggressive one in Lewis – but I'm not used to a team-mate coming down the straight at 300km/h and wiggling his wheels at you and actually banging wheels. It's the sort of thing that happens in karting, but most people grow out of it. I'm all for racing but I don't expect a team-mate to bang into you in a straight line. Soon something extremely serious will happen and he needs to calm down."

Perez acknowledged things had got out of hand. "Yes, the adrenaline is flowing and you want to beat your team-mate and I think we went too far and we need to discuss it between us. But he was as aggressive as me. I'm not here to criticise, but we need to discuss it between us and not in the media."

Whitmarsh sided with Button and spent time reassuring him. "Checo crossed the line between what is acceptable when he made contact. We don't stop our drivers racing,

"The steeliness Perez showed in battle will have been noted. He won't be a soft touch"

He'd qualified behind Jenson, but in the race was consistently faster, especially towards the end of the stints as he was able to limit the overheating of the rear tyres more effectively. This combination of faster car but behind and obviously wanting to be past, against a backdrop of feeling he needed to create more of an impression, brought all the pieces together for potential conflict.

They ran the early laps in tandem, with Perez several times ducking out and forcing Button into defensive lines. Being first to stop got Button some breathing space, bringing him out several places ahead. Into the second stops it was Perez who was brought in first and this sprung him ahead. It was as the pair came to swoop on Nico Rosberg in the DRS zone that things began to get fruity, Button surprised at the aggression of Perez's defence and how late he moved across on him. Over the next few laps, and again in a later stage of the race, they fought intensely. Twice they

but the golden rule is that they must never make contact. He's a young guy and today he showed great spark and you don't want to extinguish that. So it's a fine line, but I'm sure he now has a better understanding of where that line is."

The thin dividing line of etiquette in wheel-to-wheel combat is akin to a code that's generally accepted by the group – in this case the F1 grid. But here was a classic case of ambition, pressure and an awkward competitive conundrum of faster car behind slower one, and in the heat of battle Perez transgressed the code. There had already been disquiet from other drivers about some of his on-track behaviour in Malaysia and it's fair to say he's not been winning many friends among his rivals. But the steeliness he showed in his battles with both Button and Alonso on Sunday will have been noted too. They know he's not going to be a soft touch. But getting the balance right between that and working outside the code can be difficult. ❧

This week in motorsport



SPEED WINS X GAMES GOLD

NASCAR racer Scott Speed (77) made a successful rallycross debut by winning the Brazilian X Games last weekend. The ex-Toro Rosso F1 driver took his Ford Fiesta to victory ahead of the similar cars of Toomas Heikkinen and Patrik Sandell – neither of whom had visited the X Games podium before. Tanner Foust, Ken Block and Travis Pastrana were all taken out by a first-corner shunt in the final. Speed is keen to contest more events in the future.



F1 REFUGEE RAZIA LANDS GT DRIVE

Luiz Razia, who briefly had a deal to race in Formula 1 with Marussia for 2013, will race in this weekend's International GT Open event at Paul Ricard. The Brazilian, who lost his F1 drive to Jules Bianchi on the eve of the season for financial reasons, will share a Bhai Tech Racing McLaren MP4-12C with Chris van der Drift. Ex-Formula 1 and IndyCar racer Giorgio Pantano has signed to share the team's other car with Brazilian Rafael Suzuki. Former GP2 race winner Luca Filippi has signed a late deal to partner Andrea Montermini in a Scuderia Villorba Ferrari.

Renault keen on Formula E entry

Renault is keen on having an involvement in Formula E. Renault Group COO Carlos Tavares said: "We're eager to use the platform to show people what we can do with electric technology." Formula E was in Los Angeles this week as a precursor to a planned street race there in 2014.



WEBBER COY OVER PORSCHE RUMOUR

Mark Webber has responded to rumours linking him to a deal to join Porsche's LMP1 line-up in 2014 by saying he has not started thinking about his future.

The nine-time grand prix winner was quizzed on the speculation at last week's Bahrain GP, where he told reporters: "I actually have not even pursued anything at the moment. Nothing here, nothing anywhere else. As you would expect with what I've done as a driver, there could be other offers and opportunities."



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EX-ARENA FOCUS RACERS BACK IN WTCC

The Ford Focus STs campaigned by Arena Motorsport in last year's World Touring Car Championship will return this year after being bought by American team Rotek Motorsport. Robb Holland, who contested WTCC and BTCC races last year, tested at Brands Hatch this week and will drive one

of the two cars, which will be run initially from the German base used for Rotek's VLN campaign. The team aims to contest at least the final five rounds of 2013.



GARY HAWKINS



Rossi (l) tried Busch's Toyota

ROSSI FLIES ON FIRST NASCAR RUN

Valentino Rossi made his NASCAR test debut on Monday when he drove a Kyle Busch Motorsports Nationwide Series Toyota Camry in a promotional event at Charlotte. The seven-time MotoGP world champion lapped quickly enough to have qualified inside the top-15 for last year's races at the North Carolina oval circuit.

Sainz returns to F3



Carlos Sainz Jr was due to test for EuroInternational's Formula 3 European Championship squad yesterday alongside fellow Red Bull junior Tom Blomqvist. The Spaniard has denied that a deal to contest selected races in the series this year has been agreed.

WRC Monte start revived

Next January's Monte Carlo Rally will start and finish in the Principality for the first time since 2006. Event organisers confirmed the move away from Valence last week. After the start, the crews will head to the Alps for a route and overnight stop around Gap. The January 14-19 event then returns to Monaco for a Saturday-night dash over Turini and a podium celebration outside the palace on Sunday.

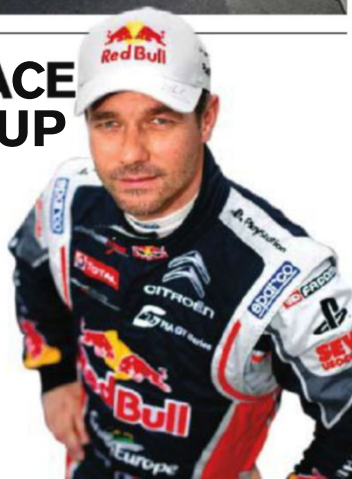


NICKLENE

Monte will return to the Principality

LOEB TO RACE IN SUPERCUP

Nine-time World Rally champion Sebastien Loeb will contest the opening two rounds of the Porsche Supercup at Barcelona and Monaco. The Frenchman, a double winner in the French Carrera Cup at Pau last year, will drive the Porsche-run VIP car.



In brief

AUDI SHIFTS GASS

Dieter Gass has been appointed Audi's head of DTM, having spent the past two years running its Le Mans programme. LMP duties will now be taken by Christopher Reinke. Both will report to head of Audi Sport Wolfgang Ullrich.

PENSKER PROBLEMS

NASCAR Sprint Cup champion Brad Keselowski and his Penske team-mate Joey Logano have been docked 25 points each for infringing the series' technical rules at Texas. Rear suspension parts on both cars were deemed illegal.

AUDI'S EXTRA LMP1

Audi will run a fourth R18 e-tron quattro at the Le Mans test day to help Michelin evaluate tyres for 2014's new-spec prototypes. Test and reserve driver Marco Bonanomi will pilot the car on June 9.

AUBERLEN TO ASTON

Long-time BMW driver Bill Auberlen has been loaned to Aston Martin for the Le Mans 24 Hours. The American will share AMR's fifth Vantage GTE with Pedro Lamy and Paul Dalla Lana in the GTE Pro class.

ELLINAS STAYS IN GP3

Tio Ellinas will remain with Manor Racing for a tilt at this year's GP3 title. The Cypriot, who has tested for the British team during the winter, finished eighth for the squad in the 2012 points.



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Heikki Kovalainen

The inside line



He might not have the Formula 1 race seat he wanted, but the Finn is still relishing getting back to work as Caterham's number three

Being back in action for Caterham as third driver during the Bahrain Grand Prix weekend was great. I never wanted to leave in the first place and certainly wasn't fed up with Formula 1, but circumstances did not allow me to continue in a race seat this year. I'm happy that I made the decision not to commit to a deal outside of F1 because I knew it was not over for me here yet.

When the 2012 season ended, I knew Caterham was looking at different options and that I was one of them. So until I knew their decision, I maintained the same routine. Although a new deal was a long-shot, there was still a realistic chance. You can't be completely relaxed in a situation like that, but I made it clear to myself that if it was not going to work out, I would accept it.

Before Christmas, Tony Fernandes offered me the chance to do some Friday running and help with the development of the car, but I was against it. I wanted to be a race driver and it was not until the beginning of February that the team made the decision to sign Giedo van der Garde. So until then, my situation was not clear. I had a few

Once there were no more discussions, I started to follow testing and soon the season got underway in Australia. Then I was thinking, 'Wow, I really want to be there'.

It didn't hurt as such to watch the Australian Grand Prix, but it does give you a different perspective after six years of being on the grid. When you're in the routine of F1 and maybe not making progress, it can be hard work, but once you are away from it you start to miss things. I wanted to be there. Of course I followed what was going on, and during the wet qualifying in Australia I sent a text to Tony joking that it was Q2 weather for Caterham!

My mindset did change and I was not against being a third driver anymore because contributing something to Caterham was much better than sitting at home. It was good to have a rest, but not for too long! The idea the team had was to use me to get a direct comparison of the car from this year to last year, which I was able to do in Bahrain.

When we announced the news, I had a lot of positive feedback from the fans and there were

“My mindset changed about being a third driver. It's much better than sitting at home”

other people call me regarding third-driver roles, but I was not interested. There were also some offers from other categories, some Le Mans teams for example, but my mindset was all about F1.

I was confident enough not to feel the need to put myself about all the time and constantly show my face in the media. There were a lot of people asking me to commentate on the races, and not only in Finland, but I was not interested at all. I felt no need to talk too much publicly on the discussions I was having and was not interested in commenting on what was happening in F1. I was following it, but my focus was on my career as a driver and will continue to be that way.

As time passed I never had the feeling that it was a disaster I wasn't there on the F1 grid, but I wanted to be 100 per cent ready to return.

even some messages from team principals elsewhere in the paddock saying it was good to see me back. But the most important thing was just to get back to work. The most satisfying thing has been that as soon as I was on the track, I was able to go flat-out, get a feel for the car and work to get the answers that the team was looking for.

For now, my focus is on my role as reserve driver for Caterham and will be for the rest of the season. Absolutely I want to race in the future and it helps to be involved with the team, where I have a good relationship with the race drivers.

At this stage in my life, I was not ready to do other things or simply stay at home. After several months away, I really started to miss it. And that is a sure sign that you really have to give it another go. 🏁

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

Vettel prevails, but he's not sure why

The triple champion never considered himself to be the favourite in Bahrain, let alone take such a consummate win in his Red Bull. MARK HUGHES reports how it happened

14



At a glance



Vettel: "It was essential to get into the lead quickly to be able to control the race. It allows you to manage the tyres"

BAHRAIN GP
Sakhir, April 21

ROUND 4/19

LAPS 57

WINNER
Sebastian Vettel
1h36m00.498s

POLE POSITION
Nico Rosberg
1m32.330s

FASTEST LAP
Sebastian Vettel
1m36.961s

RACE RATING
★★★★★ Who needs DRS? The first few laps were thrilling without it!

DRIVERS' STANDINGS
Vettel 77pts
Raikkonen 67pts
Hamilton 50pts

Qualifying 14.00, 19.4.2013

16

Rosberg made it
two Merc poles
on the bounce



➤ If you'd suggested to Nico Rosberg on Friday that he would plant his Mercedes on pole the following day – giving the marque its first consecutive poles since the days of Fangio and Moss – he would likely have dismissed you.

Around the very different demands of the Sakhir circuit, it was nowhere near the driveable gem it had been in Shanghai qualifying. Getting a balance that didn't chew the marginal rear tyres and which didn't give you time-sapping understeer through the fast interlinked downhill section was proving difficult.

But Mercedes worked away at it, pored over the data on Friday evening, and into Saturday morning he suddenly had something he could work with: it was like magic. "I can't say enough just what a fantastic job the guys did in

turning that around," he said after securing his second career pole, skillfully balancing not taking too much from the medium option tyre early in the lap but without losing too much time. This gave him maximum tyre grip through the high-speed descent of sector two and those interlinked turns and severe braking zones.

Rosberg made two runs, both of which were faster than anyone else would go. He was 0.2s quicker through the middle sector than even Sebastian Vettel's Red Bull, which he bested over the lap by 0.254s. "It was a terrific lap," said team boss Ross Brawn. "I said before the season that I thought we had the best driver pairing on the grid and Nico reinforced that view today."

Even Vettel was impressed. "There wasn't much wrong with my lap," he

said, "and as I crossed the line and saw I was second I wondered how much I'd missed by. When I later found out I realised that even if I'd done a perfect lap he was unbeatable today."

Although the medium tyre was worth 0.5s–0.8s over a qualifying lap, there was a big variation between cars in how the two tyres compared. On the Red Bull the better tyre was definitely the hard, and both Vettel and Mark Webber managed to get through all three sessions using only the medium, giving them three fresh sets of hards for the race. Both drivers were on the highest downforce of three available rear wings, and the RB9s were as usual among the slowest through the speed trap.

Fernando Alonso showed in Q1 that the Ferrari was extremely well-suited to the hard tyre with a time that would have put him fifth on the Q3 grid. This triggered a team plan of attack that would see Felipe Massa qualify on the hard in Q3, with Alonso taking the medium. Fernando's first of two Q3 runs netted him the time, 0.3s adrift of Rosberg, that secured him third on the grid. He abandoned a second attempt after a moment into the final turn. Massa was 0.7s slower on the hard, good for sixth quickest time – but that would translate to fourth after a couple of key penalties had been applied.

One of these was for the Mercedes of fourth-fastest Lewis Hamilton – five

places for a gearbox change. The other was for fifth-fastest Webber, who came into the weekend with a three-place penalty for his race incident in China the previous week. During Saturday practice Hamilton's left-rear tyre collapsed spectacularly, and this damaged the suspension and gearbox, necessitating the change. "The car never felt as good after that," he rued. "It went back to feeling how it had on Friday." Webber admitted he'd not squeezed all there was from the car on his single run in Q3, the lap lagging 0.4s adrift of Vettel's.

The Force Indias were working extremely well here, fast and planted through the fast downhill sweeps, yet quickest through the speed traps and easy on the tyres. They seemed to lose the edge of their speed as the track gripped up into Q3, where Paul di Resta was nonetheless within 0.5s of Alonso's Ferrari to go seventh, fifth after the penalties. Adrian Sutil was a mere 0.01s behind, one place back.

Lotus was something of an enigma, with a better combination of speed and tyre longevity than anyone else on Friday, but the form dissolving into qualifying. Kimi Raikkonen was only ninth fastest, eighth on the grid after penalties, while Romain Grosjean didn't make it out of Q2 and lined up 11th. Kimi was finding it difficult to get the car balanced and admitted to an error-filled Q3 lap. Grosjean was sent



Di Resta was quick
and was leading
Brit on the grid

out late for a single run in Q2, the team looking to save a set of tyres and confident he had the pace, but it was all too much pressure and he ran wide at Turn 11. His Q1 time would have got him comfortably through.

Jenson Button was delighted just to scrape into Q3 – much against McLaren's expectations. "This is a good circuit to emphasise the current shortfalls of our car," said team chief Martin Whitmarsh, "particularly with regard to traction." Button was 0.4s off the ninth-quickest Q2 qualifier and, with anything higher than 10th in Q3 therefore unlikely, it made obvious sense for him not to complete a lap, giving him free tyre choice for the race. Team-mate Sergio Perez languished in 12th a couple of tenths slower, admitting that Button was able to deal with the car's understeer more effectively.

A bare half a tenth adrift of Perez was the Toro Rosso of Daniel Ricciardo, who reckoned that was about as quick as the car was going to go around here with greater emphasis on aero and less on the strong mechanical grip that had

Vettel: 'I realised that even if I'd done a perfect lap, Nico was unbeatable today'

helped it so much at Shanghai. Jean-Eric Vergne was 0.3s and three places back in the other car, confused as to why he could go faster on the hard tyre than the medium.

Between the Toro Rossos were Nico Hulkenberg's Sauber and Valtteri Bottas's Williams, both of which badly lacked grip through the middle section. 'Hulk' reckoned his lap was one of the best he'd ever done but the car was proving incredibly sensitive to the strong crosswinds. Similarly, Bottas reckoned his lap was good in the downforce-light FW35. Their respective team-mates failed to graduate from Q1, Pastor Maldonado ahead of the Sauber of Esteban Gutierrez, who looked wild trying to contain the C32's limitations.



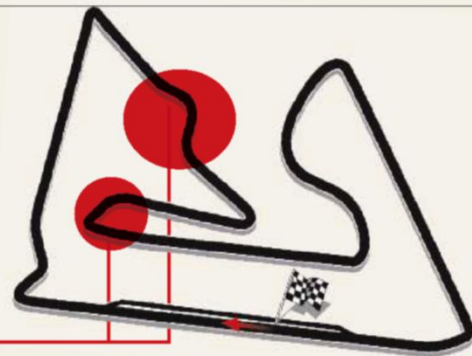
P28 RESULTS

The Grid

2 VETTEL RED BULL 1m32.584s Mediums	1 ROSBERG MERCEDES 1m32.330s Mediums
4 MASSA FERRARI 1m33.207s Hards	3 ALONSO FERRARI 1m32.667s Mediums
6 SUTIL FORCE INDIA 1m33.246s Mediums	5 DI RESTA FORCE INDIA 1m33.235s Mediums
8 RAIKKONEN LOTUS 1m33.327s Mediums	7 WEBBER RED BULL 1m33.078s* Mediums
10 BUTTON McLAREN no time Mediums	9 HAMILTON MERCEDES 1m32.762s** Mediums
12 PEREZ McLAREN 1m33.914s Mediums	11 GROSJEAN LOTUS 1m33.762s Hards
14 HULKENBERG SAUBER 1m33.976s Hards	13 RICCIARDO TORO ROSSO 1m33.974s Mediums
16 VERGNE TORO ROSSO 1m34.284s Hards	15 BOTTAS WILLIAMS 1m34.105s Hards
18 PIC CATERHAM 1m35.283s Mediums	17 MALDONADO WILLIAMS 1m34.425s Mediums
20 VAN DER GARDE CATERHAM 1m36.304s Mediums	19 BIANCHI MARUSSIA 1m36.178s Mediums
22 GUTIERREZ SAUBER 1m34.730s** Hards	21 CHILTON MARUSSIA 1m36.476s Mediums

* – 3-place grid penalty
** – 5-place grid penalty

Trackside View Mark Hughes GRAND PRIX EDITOR



We're standing on the desert scree, the lunar-like landscape on the track's infield, looking down to Turns 5-6, a fourth-gear chicane before the plunging downhill section. Teams set up their aero for this track specifically around this sequence. There's a strong crosswind but it seems not to unnerve the quicker cars as their drivers head flat through 5, then lift the throttle abruptly at the same time as steering right, the torque reversal of lifting off doing much of the turn, decelerating some more as the exit of 6 begins to pull them down the hill. At the reduced speed the turn has imposed, and the bleeding-off of the downforce, that crosswind is now making the cars twitchy as they head into the downhill left of Turn 7, Pastor Maldonado's Williams looking particularly light on its toes. But it's the very bottom of the hill, where the kink of 9 merges awkwardly with the hairpin of 10, that is one of the most technically complex pieces of track the cars will see all

season. There is so much going on here, as the drivers try to get flat in fifth into the kink without overcommitting, the curve spitting them out to the right as the track eases left, just where they need to

be lining up straight to brake heavily, losing 100mph in just over 2s. Halfway through the kink, with the car heavily laterally loaded at 145mph and also still plunging steeply downhill, the hacking sound of throttle-cut – of the engine reverting to just four cylinders so as to save fuel weight – signals that the driver has lifted. A millisecond later he's begun braking mid-kink. The car wants to understeer, especially once the aero loads begin falling away from it at the square root rate of the speed decrease, and the dynamics are getting really complex now, the driver needing to get early to the exit kerb to have the space to brake hard before the hairpin, while the understeer is trying to take him late to the exit kerb. Four downchanges, the last one late – because it's a rare non-startline appearance for first gear – the car unloaded on the inside as the brakes stay on hard and the track is still easing downhill left. Here's Jean-Eric Vergne and that inside-front locks, the smoke is wafted away by that tidal wind and you smell the burnt Pirelli as he accelerates away out of sight.

'This is one of the most technically complex pieces of track all season'

Race

15.00, 20.4.2013

Inside Formula 1's bubble, the outside world seems barely to exist. You'd be forgiven for thinking the most important thing happening in Bahrain last weekend was the behaviour of the tyres.

It's still early season and the teams don't fully know how the 2013 Pirelli rubber works — not even the winners. Of course, they understand that thermal degradation of the rears was the key limitation around the hot-and-tough Sakhir track, with its slow-corner accelerations and the repeated heavy-braking/multiple-downshift zones. But how you got yourself into the narrow sweet spot of car balance — on one side of which was a flawless victory achieved by Red Bull and Sebastian Vettel, and on the other a fall from pole to ninth such as that of Nico Rosberg's Mercedes — was not entirely clear.

"We were one second off pole in qualifying," said Force India's Paul di Resta after only narrowly losing out on a podium place, "yet I finished 20 seconds ahead of the car that set pole. Maybe our car likes the heat relative to the others. But on the other hand in China we were quicker when it was cool!"

There was lots to puzzle over in the heat of Bahrain. Not why we were here in a time of continuing domestic turmoil (we all know the answer to that one, and it begins with \$). But amid that question and all the others, we at least had a race, drivers fighting wheel to wheel for every inch of track, whether that be forcing the guy who's trying to pass you with DRS down to Turn 1 over towards the pit wall onto the dust and marbles, or on the run up to the tight right of Turn 4, where you might either dive down the inside or hang on around the outside, then try to be ahead before the other car hangs you out to dry over the exit kerbs.

It's fantastically hard on brakes; not particularly hard on actual tyre wear, but



Rosberg holds on from Alonso at start of the race

very challenging in getting a decent duration of stint length before the rear rubber inevitably turns to mulch, whether that be on the medium or the hard. The varying rates of this thermal degradation between cars gave big differences in performance and a variety of strategies, ranging from the two-stops of Kimi Raikkonen's Lotus and di Resta's Force India, the commonplace three-stop or the enforced four-stops of Nico Rosberg's Mercedes and Jenson Button's McLaren. But here the drivers actually had to race each other, not like in China, where the strategies were so far apart that passes were not being defended as everyone concentrated only on lap time and stint length.

Here, in the dry desert heat, with the track temperature at 42°C but already cooling thanks to the 3.30pm start, a

strong pit-straight headwind whipping up, the dicing began immediately and just kept coming for the rest of the afternoon. That headwind was significant in that it increased the advantage of DRS down the pit straight, leaving the car in front extra-vulnerable to being passed, slowed as it was by the wind. The other DRS zone, in the opposite direction on the shorter straight to Turn 11, saw virtually no action.

As Rosberg converted pole to the lead, Fernando Alonso's Ferrari swung assertively around the outside of Vettel into the first turn, side by side through there but ahead as they whirled through the switchback and up to Turn 4. Di Resta prevailed over Felipe Massa's Ferrari for fourth, with Adrian Sutil in the other Force India going for the outside at T4 but being snagged by

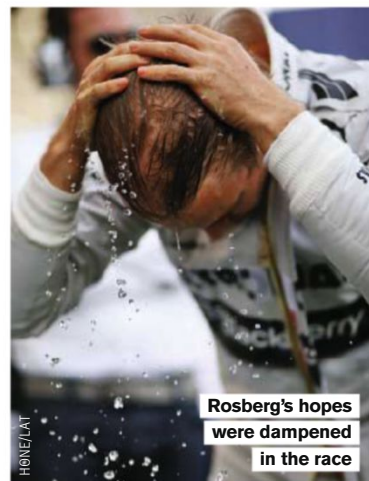
Massa as Felipe ran wide, the Ferrari's front-wing endplate instantly puncturing Adrian's right-front.

Vettel's gameplan did not include running in third place, and the sheer desire on show as he outdragged Alonso out of Turn 4 to run alongside him for a high-speed game of chicken into the fourth-gear right-left funnel of 5-6 — where there's room only for one car — was breathtaking. Alonso had no option but to yield as they charged down the hill, di Resta on their tail. Massa, damaged cascade endplate flapping around, held onto fifth from Mark Webber's Red Bull.

Sutil limped the long way back to the pits and rejoined almost a lap behind. But in clear air he was flying and, although all hope of a result was gone, he would complete the subsequent



Vettel was awesome in passing Alonso in early battle



Rosberg's hopes were dampened in the race



Friday



1000 Former GP2 backmarker **Rodolfo Gonzalez** (above) takes to the track during a grand prix weekend session for the first time for Marussia.

1001 **Heikki Kovalainen** drives a grand prix car for the first time since the 2012 Brazilian GP, at the wheel of **Giedo van der Garde's** Caterham.

1121 **Fernando Alonso** runs wide at the final corner in his Ferrari.

1127 **Romain Grosjean** has a major lock-up at Turn 1, just keeping his Lotus on the track.

1406 **Lewis Hamilton** runs off the track at Turn 1 in FP2.

1436 **Esteban Gutierrez** gets out of shape passing **Charles Pic** at Turn 8, running wide and clipping the Caterham's front wing. He suffers a front-left puncture, but Pic continues.

1541 McLaren's **Sergio Perez** predicts "a difficult weekend" after a tough Friday.

1550 **Hamilton** is downbeat about progress. "We just need to find some more time from somewhere," he says.



1702 **@Pastormaldo**
"We start to do different test in the cars preparing everything... Tyre deg is big in this track!!!"

1704 Pirelli's **Paul Hembery** predicts a three or possibly even two-stop race for certain cars.

1910 **@JensonButton**
"Busy day of testing today trying to find a setup to suit the hot & demanding circuit here in Bahrain, not easy but we're getting there."

1913 **@pauldiresta1**
"A repeat of today for tomorrow please! Solid day during FP1 and FP2, nice flow to this track. Some rest now."

distance in a quicker time than the winner and set a best lap bettered only by Vettel. The Force Indias were working very well indeed around here.

As soon as he passed Alonso, Vettel could feel that he was being slowed by the leader. Inside the cockpit of the Mercedes, Rosberg felt the same. "I could tell from Turn 3 and how much pressure they were putting on me that I was in trouble," he said. As they raced down the pit straight he defended the inside line from the Red Bull, with Alonso hovering around too. They kept that pressure on and, up to the approach of Turn 4, Vettel was parallel on the outside. Rosberg somehow prevailed, but it was only a matter of time. The Merc's rear tyres were already too hot.

Behind the top six, Button sliced past Raikkonen up to Turn 4 and was

followed through by Sergio Perez in the other McLaren. This was a surprise: the Lotus had looked the quickest car of all on Friday, the McLaren never anything other than mediocre. This seemed to be about tyre temperatures, the Lotus slow to heat the rubber up, the McLaren having no such trouble, in a brief phase before that became a liability and the Lotus came into its own.

Lotus had planned around a two-stop for Kimi ever since he hadn't qualified so well. "I think we'd have put him on a three if we'd been in the first couple of rows, because it's faster," said engineering chief Alan Permane. "But from P8 we needed to get out of phase with the others if we were to make progress."

Romain Grosjean in the sister Lotus had started on the hard tyre and the plan

was to three-stop him, if only because he's invariably harder on the rears than Raikkonen. He went past Lewis Hamilton's Merc for 10th on the second lap to run in tandem with Kimi. Lewis was suffering similarly to Rosberg with rear-tyre temperatures and, as he circulated in the pack, he was instructed to go into fuel-save mode. Teams are going to the grid with as much as a 10 per cent deficit to the theoretical fuel load, knowing there will be phases when this can be clawed back.

On the third lap Vettel made his move on Rosberg stick. Red Bull team boss Christian Horner had pointed out to his driver on the grid that the 'undercut' at Turn 4 – where you approach from the outside, force the other car to turn in from the middle of the track and then, as it gets pulled out wide, you can slice across to the inside of the exit – had seemed to work well in the support races. It was the same move Vettel had earlier pulled on Alonso and it worked again here. He quickly pulled away. "I knew it was essential to get into the lead quickly if I was to be able to control the race," said Vettel. "It allows you to manage the tyres." Three-stopping was the plan, as it was for most.

Rosberg now had his hands full with Alonso, the Ferrari using DRS to get marginally ahead into Turn 1, but with Nico hanging on for the inside of 2. Fernando eventually got by properly at Turn 5 on the fifth lap, but Vettel was already 3.5s clear and pulling away.

Rosberg continued to sink, coming under pressure now from di Resta, ►



Alonso makes a pass on Rosberg

◀ who with the aid of DRS went by into Turn 1 on the next lap. Massa, with his hard tyres, was next onto Rosberg's case.

As Massa challenged the Merc on the seventh lap, Ferrari team-mate Alonso felt the rear of his car lock up unexpectedly into Turn 10. "As I went through 11 it felt very light, and I thought my rear tyres must be going off and I radioed in," he explained, "but they could see it wasn't a tyre problem but my DRS." The flap had somehow worked its way open and gone over-centre, giving him vastly reduced rear downforce. He pitted at the end of the lap and the tyres were changed as mechanics forced the flap back down again. On the out-lap he used it and it again stayed in the open position, requiring him to stop just one lap later for a repeat fettling. He was now way down the order, but would race hard and fast for the remainder of the distance, setting a best lap just a couple of tenths adrift of Vettel's, without the 0.5s benefit of DRS that Seb had from lapping Daniel Ricciardo when he set his. But this hardly signifies that Alonso had the pace to have won.

'As the race played out, entertainment was largely provided by duelling McLarens'

Vettel was barely stretched and had been pulling away from the Ferrari even before its problem. Di Resta now assumed second place.

While Vettel was using the clear track and free air to maintain pace, looking after the rubber, team-mate Webber – first in a seven-car queue behind the struggling Rosberg and without the straightline speed to pass in the DRS zone – was feeling the rears beginning to go. He was brought in early on lap eight in an attempt to spring him clear. Mercedes responded by bringing in Rosberg from third next lap, and McLaren did the same with Button from fifth. This in turn triggered Ferrari into bringing Massa in on lap 10, thereby negating the potential longer-running advantage of having started on the hards.

Vettel pitted from the lead at the end of the 10th lap, rejoining fifth, just 3s ahead of Webber, who had benefited from the temporary boost of stopping two laps earlier. It had also got him ahead of Rosberg, who was 9s adrift of Vettel just eight laps after being passed by him. Just behind, Button had similarly been able to leapfrog Massa, while a lap-eight Grosjean stop had got the second Lotus past Perez. Lotus hadn't originally intended to bring its man in so soon, but a piece of someone's front wing had lodged itself in Grosjean's radiator and rear brake duct and the temperatures were going up.

The leading two-stoppers – di Resta

ahead by a decreasing margin from Raikkonen – temporarily led the race. Kimi was within 3s of the Force India before di Resta was brought in on the 14th lap, just as Vettel on his fresh tyres caught and passed Raikkonen to retake the lead. Vettel had, in other words, already overcome Raikkonen's advantage of two rather than three-stopping, and it was only quarter-distance. Kimi stopped on lap 16, and rejoined well down the pack to begin a long middle stint that would see him progressively rise back through the order as the two and three-stop strategies wove into and out of each other.

The game was now defined. Vettel was out front going away, and the excellent tyre usage of the Lotus and Force India allowed Raikkonen and di Resta to emerge ahead of the scrapping three-stoppers as best of the rest. Furthermore, although Grosjean was three-stopping his Lotus, its lightness on its tyres allowed it to be plain faster than the Mercs, McLarens and Massa's Ferrari. Once he'd fought his way by them, he would emerge to challenge di Resta for the final podium place.

Massa would fall from the scrapping three-stop group when a right-rear tyre failed on lap 18, forcing an out-of-strategy pitstop. Pirelli was citing debris damage from a cut in the tread block. Yet it happened again to Massa on lap 36, this time from tyre-wall damage. In



addition to Hamilton's Saturday failure, it left many brows furrowed.

As the race played out, the entertainment was largely provided by the duelling McLaren drivers. In each of the stints Perez was managing to preserve his rears better than Button, but Jenson initially had track position over him. Perez was brought in a lap before Button for the second stops, and this put Sergio ahead for the first time. As they caught the descending Rosberg on lap 23 they each activated their DRS





wings to surge by the Merc, but with Button trying to slice between them. It was impressive three-abreast stuff and they came out in the order Perez-Button-Rosberg, with the recently stopped Webber just a couple of seconds ahead.

Button kept the pressure on his team-mate, and on the 27th lap used DRS into Turn 1 to get back ahead. "I'm sure it was Jenson's intention to beat Sergio every single time out," said team boss Martin Whitmarsh afterwards, and this move appeared to have restored the status quo. But Perez was having none of it. Taking note of Whitmarsh's recent advice that 'He needs to get his elbows out', Perez was in addition faster than Button as each stint progressed. "I couldn't look after the rear tyres as well as him," Jenson explained. "It seems that when it's a temperature thing that's how it is. I remember here last year struggling with the same thing." But most of JB's comments were about his disapproval of Perez's aggression: "I don't expect to be banging wheels at 300km/h with anyone, let alone my team-mate."

With his rears in better shape, Perez was coming back at Button by the 30th lap. They rounded Turns 1-2 side by side, with Jenson just managing to hang on. Up to Turn 4 Perez tried the

undercut line but was just a little too eager to get on the throttle, his car a little too accelerative as Button struggled on his compromised line, and he hit the back of the other McLaren, shards of front wing flying off Perez's car. Button was on the radio saying they should 'calm him down'.

Two laps later Perez tried for the outside at Turn 3 and again at 4, Sergio this time trying to hang on around the outside all the way to the exit, Jenson holding him out wide on the bumpy, dusty stuff and staying ahead. This made Perez vulnerable now to attack from the closely following Grosjean, and into lap 33 the McLaren and Lotus went into the first turn side by side. Perez chopped brutally across Grosjean, forcing Romain to get off the throttle urgently and almost spinning. Grosjean finally got through on the outside exit of Turn 4.

Meanwhile, Raikkonen had been cutting into di Resta's advantage in a repeat of the end of the previous stint, and this time simply surged by on the pit straight into second place with the aid of DRS. Confident of being able to run the remaining 23 laps on a used set of hards, Lotus immediately brought Kimi in to insure against the risk of Force India doing the same and getting di Resta back

"Why did you bring me in?" asked Raikkonen, not getting the tactical subtleties'

ahead. "Why did you bring me in?" asked Raikkonen, not getting the tactical subtleties in the heat of the moment. "The tyres were still fine."

Raikkonen exited into clear air behind Hamilton, whose race was finally coming together. "I was able to manipulate the controls a bit," explained Lewis, "and into the second half I began to have a much better balance. Also my fuel was on schedule now."

Hamilton was in a tight little group, closely enough packed that several more places were ripe for the taking. Webber headed it from Button, Grosjean and Perez. As Grosjean squeezed ahead of Button through Turn 2, his Lotus with visibly more traction, so Button was left vulnerable once more to Perez, who managed to finally get ahead of his team-mate two corners later. At this point, Button bailed out and made his third stop. Perez would continue for another five laps, ensuring he came out a few seconds behind Button, though not needing to do as many laps on his final set of tyres – and surely set therefore to clash again.

Webber was the first of that tight little group to pit, on lap 37. "Mark's rear deg was very high," explained Horner. "He did most of the [tactical] damage in the second stint, which he'd started very quickly but couldn't then get the range, forcing him to stop early. That just carried through and at one point we were even thinking we might have to four-stop him." He came out just ahead of Rosberg, who tried to go by on the inside of Turn 2, only for Webber to turn in regardless, contact being made as ►



Di Resta, fourth, was unable to hold off Grosjean

Saturday

1109 Jean-Eric Vergne

(above) reports a loose cable in his Toro Rosso's cockpit in FP3. "Do you want to jump out quickly and show Alberto where this cable is?"

1117 Jenson Button says:

"I have a beep in my ear." He's told: "It's the safety car beep."

1136 Fernando Alonso spins into the gravel exiting Turn 2. He recovers.

1201 Lewis Hamilton

slows with a left-rear tyre failure (right). "I've had a failure. A left-rear failure."

He's informed: "OK Lewis, just bring it in very slow."

1409 Giedo van der Garde

reports a problem inside his Caterham on his first Q1 run: "There's something in the cockpit between my legs, I can feel it moving so, hah, it's not very nice."

1413 Paul di Resta

shouts: "I can't hear anything on the radio – it's just not good enough!"

1444 Button

makes it into Q3: "Hooray! Did what you said Dave. That was a tough lap, it's tough pushing at the moment. It's not great, but it's a positive. Who did we knock out?" Told: "Grosjean is P11."

1445 Nico Hulkenberg

is knocked out in Q2: "A very good lap, it doesn't get much better than this. The car seems very sensitive to the wind, on a knife edge."

1502 Rosberg

is told: "Well done Nico, pole position. Great lap." He replies: "Yes! Come on guys. That's how it's done."

1502 Vettel

reports: "Front row is a good result, not entirely happy with my last lap but Rosberg was a little too quick for us."

1510 Pole position winner Rosberg

talks down his chances of victory as "tomorrow will be a tough day with rear-tyre degradation."

1611 Kimi Raikkonen declares his Lotus to be "not fast enough."



Raikkonen and Grosjean repeated 2012 Bahrain 2-3

'Vettel was serene in front, usually most of the pit straight ahead of Raikkonen'



Vettel: "Fancy seeing you here again!"

◀ Nico took to the kerbs. Webber was later reprimanded.

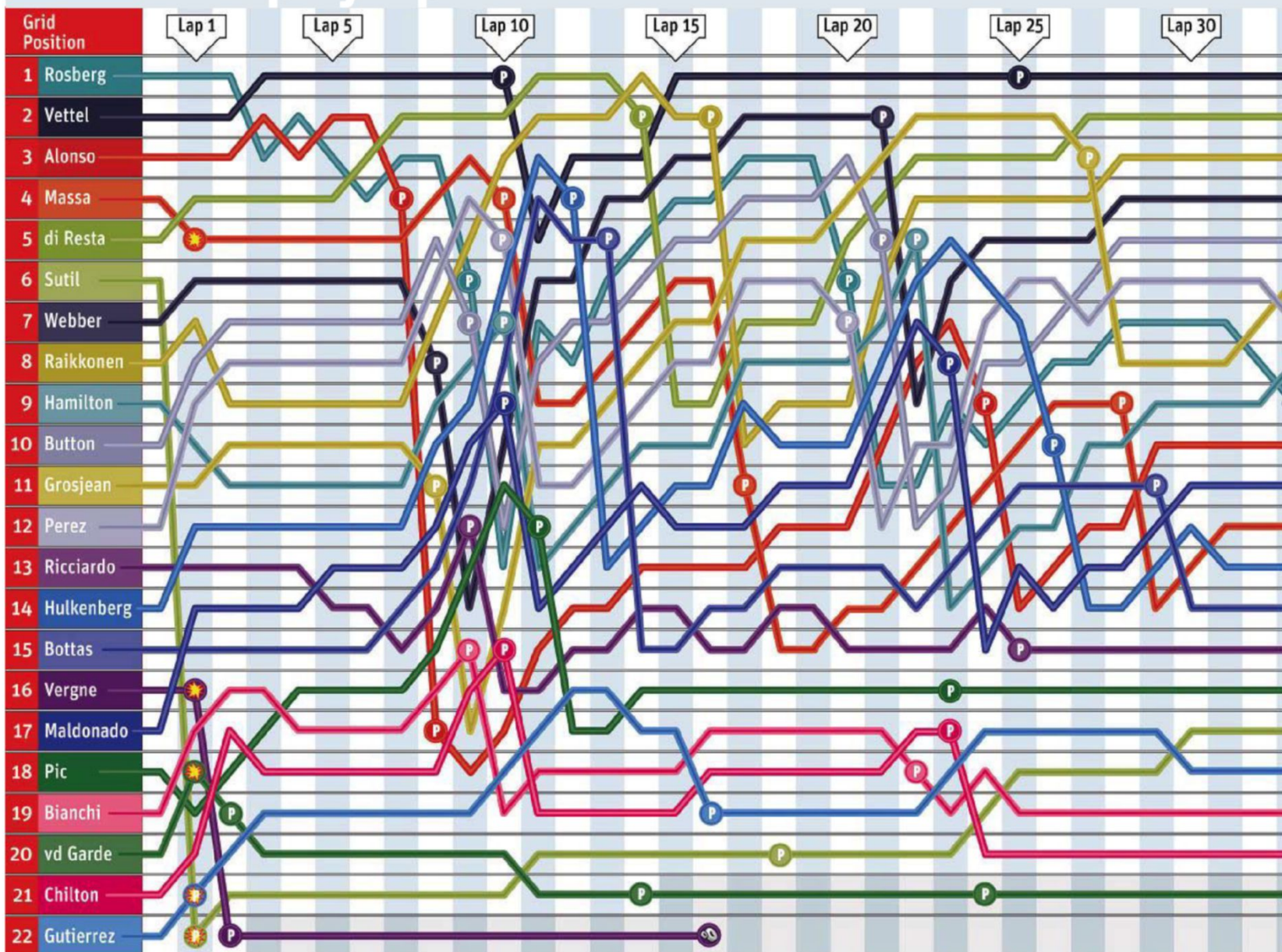
Webber still led this squabbling group after all had made their stops, in fourth place from Grosjean, Button, Rosberg, Hamilton and Perez. There was some fabulous judgement on display here – high-speed wheel-to-wheel passes, brief wisps of rubber smoke, the drivers in cockpits from which the extremities cannot be seen. Webber, Button and Rosberg were artificially high within this pack, on account of their early stops. They were tactically doomed: too many remaining laps,

not enough remaining tyre life.

Into lap 44 Grosjean passed Webber, and was finally set free. So quick was the Lotus, so recently had it stopped, so fresh its tyres, he was able to close rapidly on di Resta.

Rosberg was forced to pit for a fourth time at the end of the lap, allowing Hamilton to then attack and pass the limping Button. This put Perez right back on Button's tail, and on tyres five laps newer. The recovering Alonso was now right with them and, as Perez got ahead of Button through Turn 4, so Alonso was able to take advantage and

The race lap by lap



HONEY/LAT



dive past JB into Turn 8. Button was in for a fourth set of tyres (options) a lap later, exiting behind Rosberg in 10th.

All of which gave us the closing-stages spectacle of Grosjean's chase of di Resta, Hamilton's of Webber and Alonso's of Perez. Vettel, though, was serene in front, usually most of the pit straight ahead of Raikkonen.

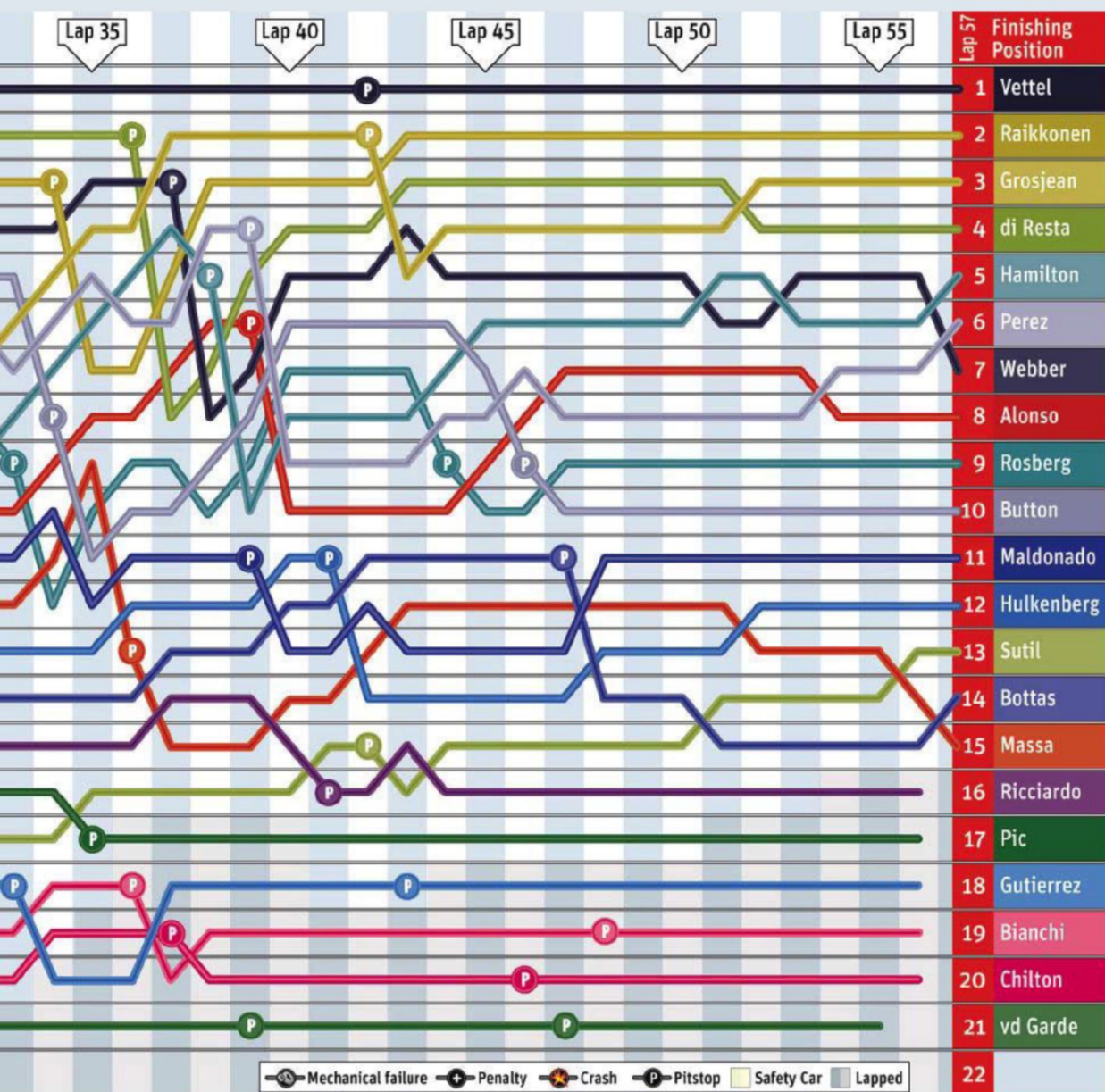
With six laps to go, Grosjean was able to put a simple DRS pass on di Resta for third, Paul not fighting on tyres that were six laps older. The DRS-less Alonso now had Perez in his sights and tried for the outside of Turn 4, but was

held out firmly over the dusty bumps. Alonso complained, but didn't try again. Webber and Hamilton, meanwhile, were swapping positions, sometimes at Turn 1, sometimes at 4. All the while, Hamilton was weighing up where Mark's weaknesses were and he made the decisive pass with an old-fashioned left-right dummy into Turn 1 to begin the final lap. Off-line and out of rubber, Webber was demoted a further place by the take-no-prisoners Perez at Turn 4.

"That was much more than we were expecting," said an almost bemused

Vettel, struggling to understand, just like all the rest. "He was absolutely supreme today," said Horner of his winning driver. "We managed to get the balance just right for the conditions and he did a phenomenal job of managing the tyres. When you're in the window with the balance with these tyres, then you can have a dominant display. But that window is very, very fine and if you're outside it you can be four or five-stopping."

Forklift trucks carried cargo out of the night-time paddock, and Formula 1 left town with its bubble intact. ☼



Sunday

HONEY/LAT

1504 Adrian Sutil slows with a puncture after a clash with Felipe Massa's Ferrari.

1508 Smedley to Massa: "The front wing is broken; it's not too bad. Let's see if you can get Rosberg."

1514 Fernando Alonso's DRS is stuck open. He's told: "Fernando: box now, box now."

1516 Alonso returns to the pits for a second time with the same problem after trying his malfunctioning DRS again.

1554 Sergio Perez rams the back of Button at Turn 4. Jensen moans: "He just hit me up the back. Calm him down." Perez is told: "OK Checo make sure you look after the car. You're doing great."

1558 Button: "He's moving across on me on the straight, wallbanging. Guys, c'mon, surely!"

1559 Perez: "I'm losing a lot of time with Jensen." He's told: "Understood Checo. You're doing a great job."

1602 Engineer to Kimi Raikkonen before second stop: "Kimi just to confirm we're going half a turn down on the front wing." He replies: "Not any more, it's OK."

1604 Kimi: "Why did we stop so early? The tyres were good." He is told the strategy is "looking good".

1646 Alonso complains about the way Perez passes him at Turn 4: "He pushed me out!"

1639 Christian Horner: "Well done Seb. You deserved that one." Vettel: "Wooohoo. Yes! Yes!"

1639 Grosjean: "Yeehaw. Back where we should be."

1640 Paul di Resta is told there was little that he could do against Grosjean due to him having more fresh tyres available. He agrees and signs off: "Bring on Barcelona. Cheers."

1745 Stewards give Mark Webber a reprimand for hitting Nico Rosberg in the closing stages of the race.

1812 Stefano Domenicali says he thinks Alonso could have won without his DRS problem.

Team by team

Red Bull



Champion in imperious form again

1

10/10
Event rating



SEBASTIAN VETTEL

Red Bull-Renault RB9-03

Start: 2nd; Finish: 1st

Strategy: 3 stops
(medium/hard/hard/hard)



2

6/10
Event rating



MARK WEBBER

Red Bull-Renault RB9-02

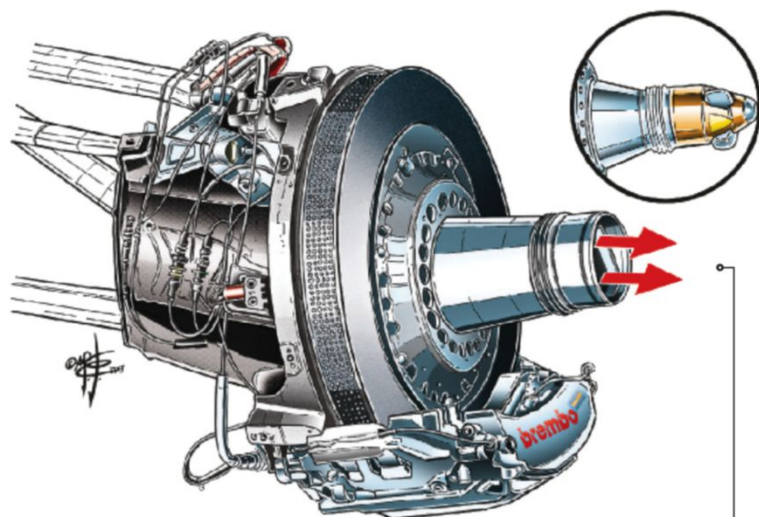
Start: 7th; Finish: 7th

Strategy: 3 stops
(medium/hard/hard/hard)



A classy victory from Vettel. The only thing you could make a case for marking him down on was qualifying, although he reckoned Nico Rosberg's lap was "unbeatable". A trait rarely commented on is Vettel's ability to be incisive and make key passes when he needs to, and that's what he did in dispatching Fernando Alonso and Rosberg in the first three laps. He managed the race, and the tyres, to perfection.

Had a three-place grid penalty hanging over him and could have better mitigated the loss with a stronger qualifying effort as he was more than seven tenths off Vettel. While his team-mate made it to the front and capitalised on clear air, Webber spent the race in traffic and battling tyre wear, losing two places on the last lap. Clattering Rosberg, for which he earned a reprimand, was clumsy but ultimately not costly.



Red Bull tries front-wheel flow...

➔ Red Bull experimented with a Williams-like extractor-style front wheel, with channels from the inner face of the wheel exiting the air through the centre of the hub (red arrows in main picture). It was used on Vettel's car in Friday-morning practice. For the afternoon, the channels were blocked off and he reverted to the conventional wheel (inset right) for the rest of the weekend.

GARY ANDERSON Last year Red Bull started the season with holes through the axle and the wheels, getting flow through the centre hub. But the team was told to stop doing it from the Canada GP

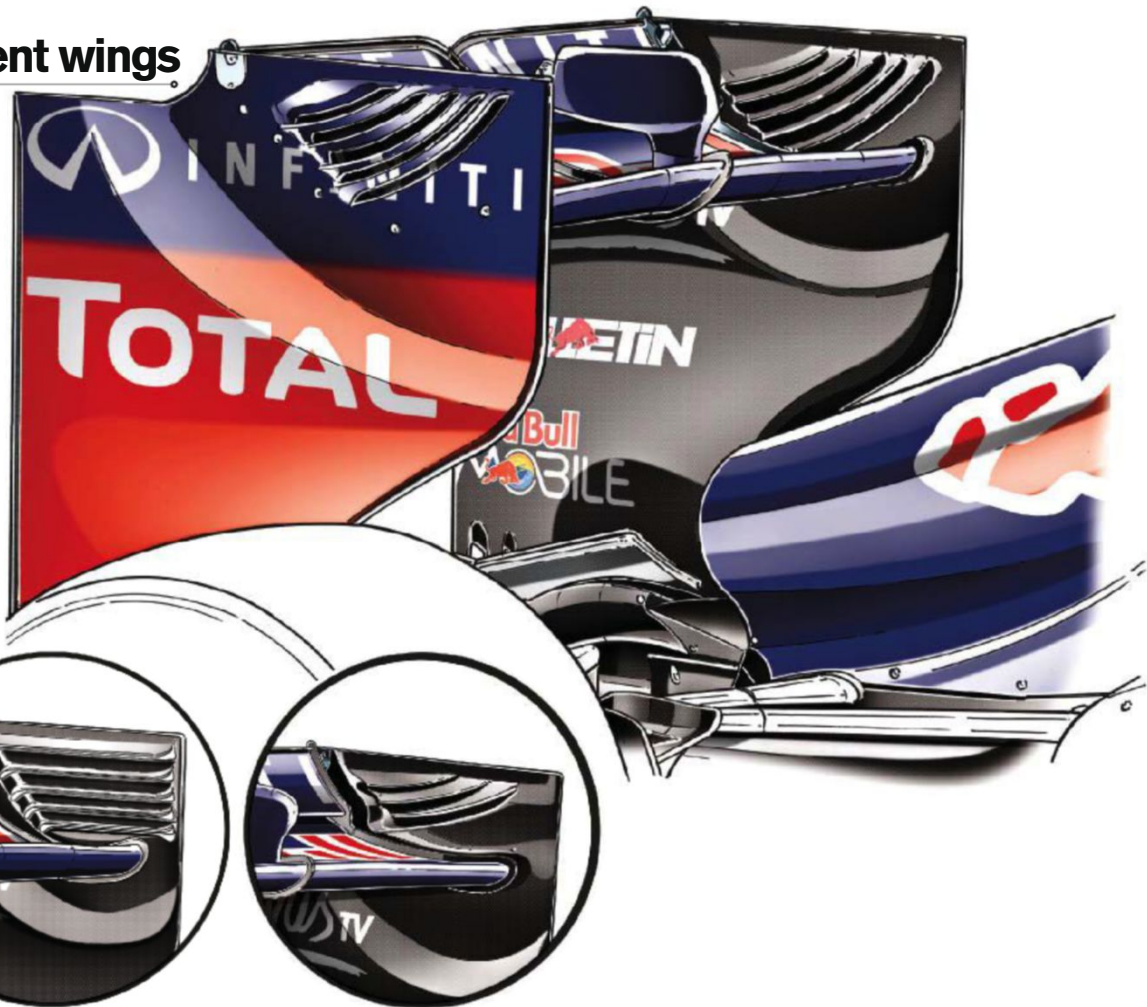
onwards. Since then Williams has taken that basic idea but made it legal by inserting a sleeve within the axle, so you don't get the extractor effect that pulls the air through the ducts faster. Instead, the benefit now is that instead of having a big void inside you're instead trying to create a low-pressure area inside and high-pressure air going in to create flow. But there's a trade-off to be made. On the one hand you lose air that would otherwise be going through to cool the brakes, on the other you get it to flow faster. Which is better? It will take a bit of experimentation and I suspect that's what Red Bull was doing during the practice session.

... and three different wings

➔ Red Bull tried as many as three different rear wings during the weekend, ranging from the low-downforce one tried but discarded in China, through to the medium-downforce spec that was raced in China, before settling on this new, high-downforce version for both cars.

GARY ANDERSON Red Bull has always just gone for the best lap time when choosing wing levels and it seems that's what it did again here. That works fine when you're intrinsically the fastest and can get onto pole and pull away. But if you're scratching a little there are downsides to it.

The louvres equalise the pressures from the outside to the inside of the end of the wing. The top of the wing does very little in terms of downforce – it's the underside of the wing that does all the work. So you try to make sure that at the back corner of the wing where the flap and endplate join up – where three different pressures are working and only get resolved as a vortex, which creates drag – the pressures are equalised while still keeping good flow to the underside of the wing. These louvres do this, and you can see the variation in them between the three wings according to the downforce level.



Ferrari



The Scuderia gets into a bit of a flap

3
9/10
Event rating

XPB/LAT

FERNANDO ALONSO

Ferrari F138-299

Start: 3rd; Finish: 8th

Strategy: 4 stops (medium/hard/hard/hard/hard)



For the second time in three races Alonso had cause to curse the judgement of the Ferrari pit. Single-lap pace to challenge for pole wasn't there, but he was in a promising second place when his DRS flap stuck open. He pitted for repairs, but having been told the DRS was safe to use, it happened again. Recovery drive was impressive considering it was harder to overtake and he suffered more tyre degradation in traffic.

4
5/10
Event rating

XPB/LAT

FELIPE MASSA

Ferrari F138-300

Start: 4th; Finish: 15th

Strategy: 4 stops (hard/hard/medium/hard/medium)



The Brazilian endured severe misfortune during the race, suffering two punctures that condemned him to a pointless finish. That was out of his control, but beyond that it was a scruffy weekend. Didn't have the qualifying speed so opted for the hard tyres in Q3, but an opening-lap clash with Adrian Sutil, with resulting front-wing damage, immediately set him back. Even factoring in the bad luck, it was an average weekend.

McLaren



Duo locks horns en route to points

5
5/10
Event rating

XPB/LAT

JENSON BUTTON

McLaren-Mercedes MP4-28-05

Start: 10th; Finish: 10th

Strategy: 4 stops (medium/hard/hard/hard/medium)



Hauled the McLaren through to Q3, which was probably as good as it was going to get, but opted not to run in order to start the race on fresh rubber. His race started well, although unusually for the calculating Button he got embroiled in a costly scrap with Perez. Arguably, he would have been better off letting his quicker team-mate past. Ultimately, he took too much out of his tyres and had to four-stop, relegating him to 10th.

6
8/10
Event rating

XPB/LAT

SERGIO PEREZ

McLaren-Mercedes MP4-28-06

Start: 12th; Finish: 6th

Strategy: 3 stops (medium/hard/hard/hard)

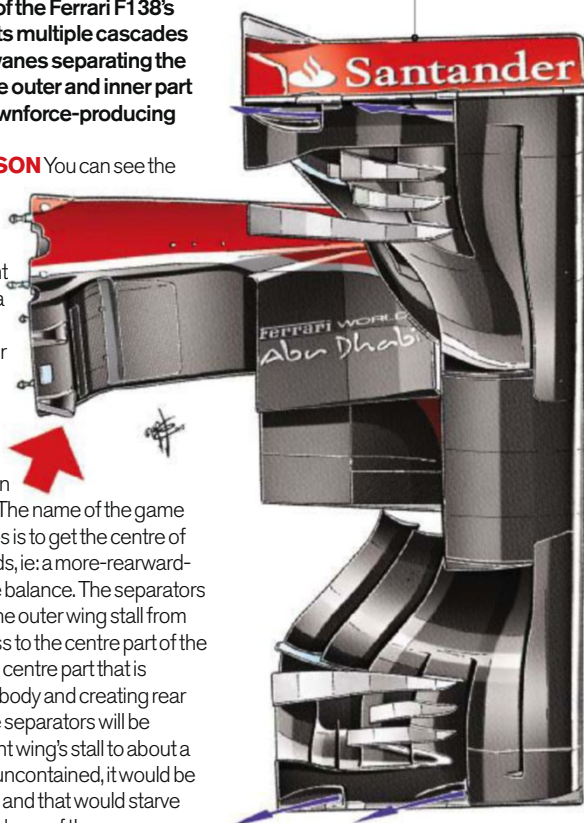


Qualifying was adequate but unspectacular, lapping a couple of tenths off Button, but Perez's race drive was far more impressive. While he grabbed the headlines for overstepping the mark, at one stage tapping his team-mate, he was doing exactly what team boss Martin Whitmarsh had told him to do by being more forceful. He didn't work his tyres too hard and his reward was a sixth place that will do him the world of good.

Ferrari's hidden wing detail revealed

➔ Here we see the fine detail of the underside of the Ferrari F138's front wing, with its multiple cascades and the turning vanes separating the flow between the outer and inner part of the crucial downforce-producing lower surface.

GARY ANDERSON You can see the five slot gaps on the outer part. Where this outer part meets the front of the tyre there's a turning vane and this is where the air stalls in roll and braking and, to an extent, at high speed as the car gets pressed down by the aero loads. The name of the game in all of those cases is to get the centre of pressure rearwards, ie: a more-rearward-biased downforce balance. The separators are there to stop the outer wing stall from progressing across to the centre part of the wing – and it's that centre part that is feeding the underbody and creating rear downforce. Those separators will be containing the front wing's stall to about a 20mm width, but uncontained, it would be more like 100mm and that would starve the underbody and rear of the car.



Mercedes



Rosberg plummets, Hamilton climbs

9
8/10
Event rating

XPB/LAT

NICO ROSBERG

Mercedes F1 W04/03

Start: 1st; Finish: 9th

Strategy: 4 stops (medium/hard/hard/hard/medium)



Nobody gave Rosberg much thought before Q3 but, quite simply, he drove a brilliant lap, conserving the tyres early on and nailing the best time in all three sectors. The race was always going to be tough, but he was robust in battle. That played its part in him having to stop four times, which was an unintended consequence of his superb Saturday lap.

10
8/10
Event rating

XPB/LAT

LEWIS HAMILTON

Mercedes F1 W04/04

Start: 9th; Finish: 5th

Strategy: 3 stops (medium/medium/hard/hard)



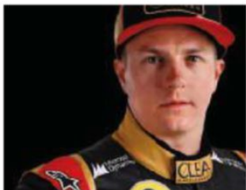
Headed into qualifying knowing he faced a five-place grid penalty for a gearbox change, but a scruffy Q3 lap didn't do the best job of mitigating his losses. Was utterly anonymous for much of the race, but he played the long game effectively, pulling off a three-stopper that his team-mate could not. It allowed him to snatch fifth from Webber on the last lap.

Lotus



Top effort lands double podium joy

7

8/10
Event rating

KIMI RAIKKONEN

Lotus-Renault E21-03
Start: 8th; Finish: 2nd
Strategy: 2 stops
(medium/hard/hard)



Complained that the Lotus simply wasn't fast enough after setting the ninth-fastest qualifying time, but considering both his Q2 performance and his best three sectors combined were good enough for P6 and P4 respectively, that seemed disingenuous. Made up for it in the race though, executing his two-stopper to perfection and ending up only nine seconds behind Vettel. Had he stuck the car on the second row, he could have made life harder for the champion.

8

8/10
Event rating

ROMAIN GROSJEAN

Lotus-Renault E21-01
Start: 11th; Finish: 3rd
Strategy: 3 stop
(hard/hard/medium/medium)



The Frenchman looked certain to make it into Q3, but Lotus didn't help his cause by sending him out for his single run in the second segment of qualifying a few minutes early at a time when the track was getting quicker by the second. Made up for it by driving superbly in the race, combining speed with being clean but incisive in battle and was rewarded with a much-needed podium finish after hunting down the Force India of Paul di Resta late on.

Sauber



Sauber shortcomings shine through

11

6/10
Event rating

NICO HULKENBERG

Sauber-Ferrari C32-01
Start: 14th; Finish: 12th
Strategy: 3 stops
(hard/hard/medium/medium)



The Sakhir configuration cruelly exposed the Sauber's shortcomings, meaning that Hulkenberg never looked like a top-10 threat in qualifying. Briefly flirted with the periphery of the points early in the race, but he gradually drifted out of contention, ending up 26 seconds shy of 10th-placed Button. Even if this was not Hulkenberg's finest weekend, and it's difficult to judge either way, the best he could have done was beat Pastor Maldonado.

12

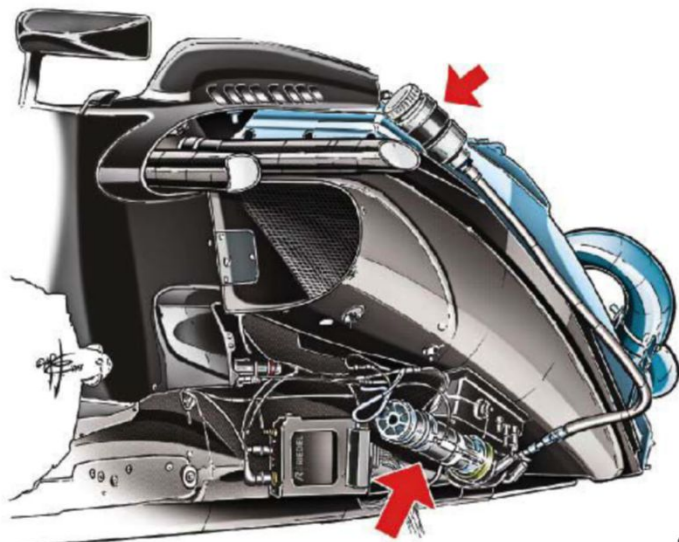
5/10
Event rating

ESTEBAN GUTIERREZ

Sauber-Ferrari C32-03
Start: 22nd; Finish: 18th
Strategy: 4 stops (hard/hard/hard/medium/medium)



The last thing Gutierrez needed after the tough start to his grand prix career was a five-place grid penalty hanging over him, yet he tried to make the best of it. Sacrificed qualifying ambitions to concentrate on race pace, so escapes criticism for falling to get out of Q1 again. A first-lap clash forced him into the pits early and thereafter he never really recovered. Given the pace of the car, he really should have been able to get back ahead of Charles Pic's Caterham though.



Lotus's ride-height revelation

➔ Hidden away in the Lotus's sidepod is the suspension's hydraulic actuator, with hydraulic pressure lines feeding in, moving the fluid between front and rear as required to adjust the car's pitch.

GARY ANDERSON This type of system gives you a huge range of tweaks and can be used many different ways, but what I would be using it to do would be lowering the rear rideheight at speed to reduce drag. So you'd set it so that at a set point of front-suspension deflection, you'd convert some of the fluid pressure to the rear. So as the

speed rises the front and rear would come down together as normal but past a set speed the front would stop coming down and the rear would come down further. We've seen several times this year sparks coming from the back of the Lotus so I'd guess this is what the team is doing. You could play tunes on the system by varying the settings of the actuator seen here. There's a fluid reservoir on top; just like a brake system you need the fluid in the system to act as a solid to actuate anything. It acts only off its own power so is fully legal and in no way is it active suspension.

Force India



Agonisingly close to podium finish

14

9/10
Event rating

PAUL DI RESTA

Force India-Mercedes VJM06/04
Start: 5th; Finish: 4th
Strategy: 2 stops
(medium/hard/hard)



Shaded intra-team qualifying war with Sutil by the narrowest of margins. This, combined with penalties for Webber and Hamilton, put him in a very promising position for the race. Locked in to a two-stopper early on, he executed the strategy superbly, running in the top three throughout. Was powerless to keep Grosjean – who had a tyre advantage – at bay at the end. Hard to see what he could have done to prevent that happening.

15

7/10
Event rating

ADRIAN SUTIL

Force India-Mercedes VJM06/03
Start: 6th; Finish: 13th
Strategy: 3 stops
(medium/hard/hard/medium)



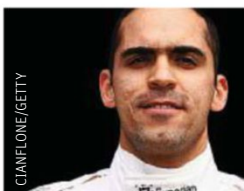
Sutil was very close to di Resta's pace in qualifying and surely would have finished the race in fifth without an opening-lap clash with Massa that forced him to pit with a puncture. Thereafter, his pace was strong but he had lost too much time to get back into the points. Pace has been strong on his comeback, but two first-lap scraps in two races is worryingly reminiscent of the German in the first half of his F1 career.

Williams



Drivers making the most of poor car

16

7/10
Event rating

PASTOR MALDONADO
Williams-Renault FW35-02
Start: 17th; Finish: 11th
Strategy: 3 stops
(medium/hard/hard/hard)



Unfortunate to miss Q2 having matched team-mate Valtteri Bottas's time to the thousandth-of-a-second, only to fall behind him as he set the mark later. Given how uncompetitive the Williams was, there's no shame in his effort and, aside from one brief excursion while battling with Daniel Ricciardo, his drive in the race was fine. He finished 11th – the best a Williams could have done without others hitting trouble. Car, not driver, is the limiting factor here.

17

6/10
Event rating

VALTTERI BOTTAS
Williams-Renault FW35-01
Start: 15th; Finish: 14th
Strategy: 3 stops
(hard/hard/hard/medium)



Another solid weekend from Bottas, who technically outqualified Maldonado despite them setting identical times in Q1. The Finn's inexperience showed in the first half of the race as he overworked the tyres, which cost him time, but he proved he's a quick learner by tackling this later. Finished 15 seconds behind Maldonado, having been right with him early on. Could have done without the scrape with Jean-Eric Vergne's Toro Rosso early on.

Toro Rosso



Team suffers a desert wake-up call

18

4/10
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-03
Start: 16th; Finish: DNF
Strategy: retired
(hard/hard)



Seemed unable to exploit the extra grip of the softer tyres in qualifying, something that's been a problem in the past. This left him three-tenths off team-mate Ricciardo and played its part in Vergne being in harm's way early in the race. Contact with Bottas shoved him into Giedo van der Garde's Caterham. The resulting damage forced Vergne into the pits for repairs and, ultimately, retirement. Had he delivered in qualifying, this would not have happened.

19

6/10
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-01
Start: 13th; Finish: 16th
Strategy: 3 stops
(medium/hard/hard/hard)



After Ricciardo's great run to seventh in China, this was something of a wake-up call for Toro Rosso, which was perhaps flattered by the limited-front-degradation Shanghai circuit. Hard to judge where the car should have been in qualifying, although a couple of tenths would have been worth two places, while in the race it simply wasn't fast enough for Ricciardo to make an impression. In the end, had to work hard to keep Charles Pic's Caterham at bay.

Caterham



Pic stars in the backmarkers' battle

20

8/10
Event rating

CHARLES PIC
Caterham-Renault CT03-06
Start: 18th; Finish: 17th
Strategy: 3 stops
(medium/hard/hard/hard)



Pic's car ran with the first half of Caterham's major upgrade, the rest of which will appear at next month's Spanish GP. And he used the package, which included a new rear wing and tweaks to the front wing, superbly. So well, in fact, that he was more interested in trying to jump ahead of Ricciardo's Toro Rosso in the race than keeping the slower Marussias at bay. Could even have finished 16th with a perfect race, but still a good job.

21

6/10
Event rating

GIEDO VAN DER GARDE
Caterham-Renault CT03-05
Start: 20th; Finish: 21st
Strategy: 5 stops (medium/hard/medium/hard/medium/hard)



It's impossible to compare van der Garde's performance in Bahrain with that of Pic, for the Frenchman's car had an upgrade worth as much as half-a-second per lap. That said, the 1.1s gap to his team-mate suggests there was more in the car in qualifying. The race was equally inconclusive, as van der Garde picked up damage after hitting Vergne's Toro Rosso early on, casting him adrift at the back of the pack.

Marussia



Solid effort in face of circuit struggles

22

7/10
Event rating

JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 19th; Finish: 19th
Strategy: 4 stops (medium/hard/hard/hard/medium)



After sitting out Friday-morning practice to allow reserve driver Rodolfo Gonzalez some mileage, it took Bianchi a while to catch up. But with Caterham taking a step forward, it was difficult for him to make as big an impression as previously, especially with Marussia struggling badly at a track that's traditionally not been kind to it. Wasn't far too far off beating Gutierrez, so perhaps there was one more place for the taking.

23

7/10
Event rating

MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 21st; Finish: 20th
Strategy: 4 stops (medium/hard/hard/hard/medium)



The opening three GPs of the season were difficult for Chilton, although he had shown flashes of more respectable pace than was superficially apparent. He was three-tenths off Bianchi in qualifying despite losing track time in Saturday morning practice, which was a decent effort, and he carried that form into the race, finishing only 12s behind his team-mate. A good effort considering his experience relative to Bianchi.



HONEY/LAT

PRACTICE 1: Friday

POS	DRIVER	TIME
1	MASSA	1m34.487s
2	ALONSO	1m34.564s
3	ROSBERG	1m34.621s
4	VETTEL	1m34.790s
5	DI RESTA	1m34.949s
6	BUTTON	1m35.069s
7	WEBBER	1m35.101s
8	SUTIL	1m35.119s
9	RAIKKONEN	1m35.345s
10	GROSJEAN	1m35.611s
11	PEREZ	1m35.640s
12	BOTTAS	1m35.783s
13	HAMILTON	1m35.792s
14	VERGNE	1m36.014s
15	RICCIARDO	1m36.485s
16	MALDONADO	1m36.498s
17	HULKENBERG	1m36.755s
18	GUTIERREZ	1m37.214s
19	PIC	1m37.850s
20	KOVALAINEN	1m38.401s
21	CHILTON	1m39.445s
22	GONZALEZ	1m40.215s

Weather: Dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	RAIKKONEN	1m34.154s
2	WEBBER	1m34.184s
3	VETTEL	1m34.282s
4	ALONSO	1m34.310s
5	DI RESTA	1m34.543s
6	MASSA	1m34.552s
7	GROSJEAN	1m34.631s
8	ROSBERG	1m34.666s
9	SUTIL	1m34.932s
10	HAMILTON	1m34.976s
11	BUTTON	1m35.356s
12	VERGNE	1m35.506s
13	PEREZ	1m35.589s
14	RICCIARDO	1m35.761s
15	HULKENBERG	1m36.133s
16	MALDONADO	1m36.279s
17	BOTTAS	1m36.579s
18	GUTIERREZ	1m36.616s
19	PIC	1m37.061s
20	CHILTON	1m37.313s
21	BIANCHI	1m37.363s
22	VAN DER GARDE	1m37.970s

Weather: Dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ALONSO	1m33.247s
2	VETTEL	1m33.348s
3	WEBBER	1m33.380s
4	RAIKKONEN	1m33.446s
5	HAMILTON	1m33.455s
6	GROSJEAN	1m33.464s
7	SUTIL	1m33.596s
8	DI RESTA	1m33.700s
9	ROSBERG	1m33.764s
10	HULKENBERG	1m33.922s
11	MASSA	1m33.949s
12	BUTTON	1m34.117s
13	PEREZ	1m34.282s
14	RICCIARDO	1m34.577s
15	BOTTAS	1m34.611s
16	VERGNE	1m34.678s
17	MALDONADO	1m34.833s
18	PIC	1m35.816s
19	BIANCHI	1m36.731s
20	VAN DER GARDE	1m36.939s
21	CHILTON	1m37.630s
22	GUTIERREZ	1m39.592s

Weather: Dry

FRIDAY TESTERS



1 KOVALAINEN 1m38.401s



2 GONZALEZ 1m40.215s



THOMPSON/GETTY

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m33.364s (3)	1m32.867s (2)	1m32.330s
2	VETTEL	1m33.327s (2)	1m32.746s (1)	1m32.584s
3	ALONSO	1m32.878s (1)	1m33.316s (5)	1m32.667s
4	HAMILTON	1m33.498s (4)	1m33.346s (7)	1m32.762s
5	WEBBER	1m33.966s (9)	1m33.098s (3)	1m33.078s
6	MASSA	1m33.780s (7)	1m33.358s (8)	1m33.207s
7	DI RESTA	1m33.762s (6)	1m33.335s (6)	1m33.235s
8	SUTIL	1m34.048s (10)	1m33.378s (9)	1m33.246s
9	RAIKKONEN	1m33.827s (8)	1m33.146s (4)	1m33.327s
10	BUTTON	1m34.071s (11)	1m33.702s (10)	no time
11	GROSJEAN	1m33.498s (5)	1m33.762s	-
12	PEREZ	1m34.310s (13)	1m33.914s	-
13	RICCIARDO	1m34.120s (12)	1m33.974s	-
14	HULKENBERG	1m34.409s (15)	1m33.976s	-
15	BOTTAS	1m34.425s (16)	1m34.105s	-
16	VERGNE	1m34.314s (14)	1m34.284s	-
17	MALDONADO	1m34.425s	-	-
18	GUTIERREZ	1m34.730s	-	-
19	PIC	1m35.283s	-	-
20	BIANCHI	1m36.178s	-	-
21	VAN DER GARDE	1m36.304s	-	-
22	CHILTON	1m36.476s	-	-

QUALIFYING STATISTICS

	HEAD	TO	HEAD
VETTEL	4	0	WEBBER
ALONSO	2	2	MASSA
BUTTON	4	0	PEREZ
RAIKKONEN	4	0	GROSJEAN
ROSBERG	1	3	HAMILTON
HULKENBERG	4	0	GUTIERREZ
DI RESTA	3	1	SUTIL
MALDONADO	2	2	BOTTAS
VERGNE	1	3	RICCIARDO
PIC	3	1	VAN DER GARDE
BIANCHI	4	0	CHILTON



ETHERINGTON/LAT

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	2
WEBBER	2	€5000	2
ALONSO	0	€0	3
MASSA	0	€1400	3
BUTTON	0	€0	2
PEREZ	0	€600	2
RAIKKONEN	1	€0	3
GROSJEAN	0	€0	3
ROSBERG	0	€600	2
HAMILTON	1	€0	2
HULKENBERG	0	€1000	2
GUTIERREZ	1	€800	2
DI RESTA	0	€0	3
SUTIL	0	€1000	3
MALDONADO	0	€0	3
BOTTAS	0	€2800	3
VERGNE	0	€10,000	2
RICCIARDO	0	€0	2
PIC	0	€0	3
VAN DER GARDE	0	€0	3
BIANCHI	0	€2800	2
CHILTON	0	€0	2

THE RACE: 57 laps, 191.580 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	57	1h36m00.498s	1m36.961s	3	64.856s	2
2	KIMI RAIKKONEN	LOTUS-RENAULT	57	+9.111s	1m38.164s	2	44.438s	8
3	ROMAIN GROSJEAN	LOTUS-RENAULT	57	+19.507s	1m37.627s	3	67.769s	11
4	PAUL DI RESTA	FORCE INDIA-MERCEDES	57	+21.727s	1m38.336s	2	44.484s	5
5	LEWIS HAMILTON	MERCEDES	57	+35.230s	1m38.204s	3	65.116s	9
6	SERGIO PEREZ	McLAREN-MERCEDES	57	+35.998s	1m37.913s	3	63.951s	12
7	MARK WEBBER	RED BULL-RENAULT	57	+37.244s	1m38.557s	3	64.050s	7
8	FERNANDO ALONSO	FERRARI	57	+37.574s	1m37.204s	4	86.803s	3
9	NICO ROSBERG	MERCEDES	57	+41.126s	1m37.588s	4	86.018s	1
10	JENSON BUTTON	McLAREN-MERCEDES	57	+46.631s	1m37.743s	4	87.913s	10
11	PASTOR MALDONADO	WILLIAMS-RENAULT	57	+1m06.450s	1m38.962s	3	67.459s	17
12	NICO HULKENBERG	SAUBER-FERRARI	57	+1m12.933s	1m38.770s	3	66.870s	14
13	ADRIAN SUTIL	FORCE INDIA-MERCEDES	57	+1m16.719s	1m37.070s	3	71.040s	6
14	VALTTERI BOTTAS	WILLIAMS-RENAULT	57	+1m21.511s	1m38.192s	3	74.974s	15
15	FELIPE MASSA	FERRARI	57	+1m26.364s	1m38.839s	4	92.713s	4
16	DANIEL RICCIARDO	TORO ROSSO-FERRARI	56	-1 lap	1m39.579s	3	67.180s	13
17	CHARLES PIC	CATERHAM-RENAULT	56	-1 lap	1m39.546s	3	68.751s	18
18	ESTEBAN GUTIERREZ	SAUBER-FERRARI	56	-1 lap	1m38.202s	4	94.783s	22
19	JULES BIANCHI	MARUSSIA-COSWORTH	56	-1 lap	1m38.756s	4	94.400s	19
20	MAX CHILTON	MARUSSIA-COSWORTH	56	-1 lap	1m39.279s	4	95.442s	21
21	GIEDO VAN DER GARDE	CATERHAM-RENAULT	55	-2 laps	1m39.334s	5	119.301s	20
R	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	16	accident damage	1m43.107s	1	41.485s	16

Weather: Dry. Winner's average speed: 119.696mph. Fastest lap: Vettel 1m36.808s (124.857mph) on lap 55.
Lap leaders: 1-2 Rosberg; 3-10 Vettel; 11-13 di Resta; 14 Raikkonen; 15-57 Vettel

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5	STINT 6
Medium	Hard	Hard	Hard		
Medium	Hard	Hard			
Hard	Hard	Medium Medium			
Medium	Hard	Hard			
Medium Medium	Hard	Hard	Hard		
Medium	Hard	Hard	Hard		
Medium	Hard	Hard	Hard	Hard	
Medium	Hard	Hard	Medium Medium		
Medium	Hard	Hard	Hard	Medium	
Medium	Hard	Hard	Hard		
Hard	Hard	Medium	Hard	Medium	
Medium	Hard	Hard	Hard		
Hard	Hard	Medium	Hard	Medium	
Medium	Hard	Hard	Hard	Medium	
Medium	Hard	Medium	Hard	Medium	
Medium	Hard	Medium	Hard	Medium	Hard
Hard	Hard	dnf			

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

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	VETTEL	77	3 rd	1 st	4 th	1 st															
2	RAIKKONEN	67	1 st	7 th	2 nd	2 nd															
3	HAMILTON	50	5 th	3 rd	3 rd	5 th															
4	ALONSO	47	2 nd	ret	1 st	8 th															
5	WEBBER	32	6 th	2 nd	ret	7 th															
6	MASSA	30	4 th	5 th	6 th	15 th															
7	GROSJEAN	26	10 th	6 th	9 th	3 rd															
8	DI RESTA	20	8 th	ret	8 th	4 th															
9	ROSBERG	14	ret	4 th	ret	9 th															
10	BUTTON	13	9 th	17 th	5 th	10 th															
11	PEREZ	10	11 th	9 th	11 th	6 th															
12	SUTIL	6	7 th	ret	ret	13 th															
13	RICCIARDO	6	ret	18 th	7 th	16 th															
14	HULKENBERG	5	ns	8 th	10 th	12 th															
15	VERGNE	1	12 th	10 th	11 th	ret															
16	BOTTAS	0	14 th	11 th	13 th	14 th															
17	MALDONADO	0	ret	ret	14 th	11 th															
18	GUTIERREZ	0	13 th	12 th	ret	18 th															
19	BIANCHI	0	15 th	13 th	15 th	19 th															
20	PIC	0	16 th	14 th	16 th	17 th															
21	VAN DER GARDE	0	18 th	15 th	18 th	21 st															
22	CHILTON	0	17 th	16 th	17 th	20 th															

SECTOR 1 TIMES

POS	DRIVER	TIME
1	SUTIL	30.738s
2	BUTTON	30.902s
3	VETTEL	30.914s
4	GROSJEAN	31.011s
5	PEREZ	31.039s
6	HAMILTON	31.129s
7	DI RESTA	31.136s
8	ALONSO	31.140s
9	ROSBERG	31.205s
10	BOTTAS	31.229s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	BUTTON	42.003s
2	ALONSO	42.079s
3	ROSBERG	42.132s
4	VETTEL	42.140s
5	PEREZ	42.276s
6	GROSJEAN	42.319s
7	SUTIL	42.324s
8	HAMILTON	42.418s
9	GUTIERREZ	42.447s
10	DI RESTA	42.485s

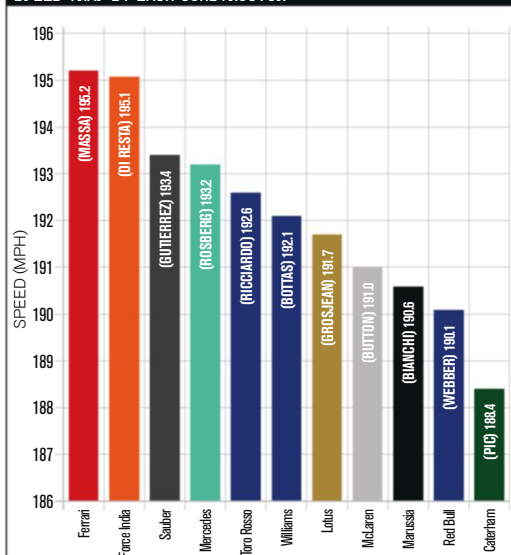
SECTOR 3 TIMES

POS	DRIVER	TIME
1	ALONSO	23.876s
2	VETTEL	23.907s
3	ROSBERG	23.985s
4	SUTIL	24.008s
5	BOTTAS	24.127s
6	GROSJEAN	24.130s
7	WEBBER	24.131s
8	RAIKKONEN	24.177s
9	DI RESTA	24.179s
10	HAMILTON	24.196s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	MASSA	195.2
2	DI RESTA	195.1
3	GUTIERREZ	193.4
4	ROSBERG	193.2
5	HAMILTON	193.1
6	RICCIARDO	192.6
7	SUTIL	192.4
8	BOTTAS	192.1
9	HULKENBERG	192.1
10	MALDONADO	192.1

SPEED TRAP BY EACH CONSTRUCTOR



FOR IN-DEPTH F1 RESULTS

FORIX

Red Bull hopes this
set of Pirellis works.
The others hope not

Don't bet on a Red Bull walkover just yet

The reigning champion's victory in Bahrain
might have looked ominous, but the fight is
far from over, argues **EDD STRAW**

THOMPSON/GETTY



Sebastian Vettel's Bahrain Grand Prix victory last year was a watershed moment in his and Red Bull's journey to a third consecutive world championship after a difficult start to the campaign.

It is tempting to declare his win in last weekend's 2013 running as equally significant given that it came in a race during which many, both inside and outside the team, expected Red Bull to be facing an uneven fight against tyre degradation. But it would be premature to regard his dominant victory as a harbinger of doom for the opposition.

That's not to say that the Red Bull isn't the best – or perhaps more accurately, the fastest – car over a single lap. While the RB9 struggled a little the previous weekend in China, it has generally been the quickest package in town and all the indicators are that it has a clear downforce edge over its competitors.

The key to Red Bull's championship hopes remains the car's ability to preserve tyre life. The fact that both Vettel, after his victory, and team principal Christian Horner are continuing to make noises about wanting Pirelli to change its tyres tells you everything you need to know about the squad's concerns.

When asked whether Vettel's victory signified a breakthrough with Red Bull's understanding of the Pirellis, chief technical officer Adrian Newey said: "It's difficult to know. If you learn from last year, then every time you think you understand the tyres you realise you don't the next day. We had a good balance on Seb's

Vettel: "The Ferrari is very quick and has been very competitive in the races"

car, and when you have the car well balanced then tyre life is good. Trying to hit that every weekend is a much more difficult challenge.

"It has been difficult to read a lot of things in these first few races. No doubt people will be bringing new parts for the European season. There is still a long way to go. This time last year McLaren looked pretty dominant and then went through some slumps. That can happen."

It is Red Bull's style to downplay expectations, something everyone should be wary of given that it has won 36 grands prix since the start of 2009. But Newey is right in saying it is difficult to judge what we have seen so far, given the propensity of certain cars to drop in and out of what is a very critical 'performance window' for getting the best out of the tyres.

Mercedes, for example, was able to finish third and fourth in the hot conditions in Malaysia, but on the same tyre allocation in Bahrain Nico Rosberg could only convert pole position into ninth place after acute tyre-degradation problems.

The Bahrain GP might have been very different had Pirelli not revised its original decision to use the soft-compound tyre in favour of allocating the medium and hard. That choice, made after the Malaysian GP, is an example of the kind of factor that can make all the difference to a team in Red Bull's position. Likewise, track position is key, with Mark Webber, who was also harder on his rubber than Vettel in Bahrain last year, suffering tyre degradation that cost him two places on the final lap.

The unanswered question in Bahrain was whether Ferrari's Fernando Alonso could have beaten Vettel. Ferrari team principal Stefano Domenicali was upbeat, saying it was "theoretically possible" given the pace shown by the Spaniard in recovering from two unscheduled pitstops to cure a DRS problem.

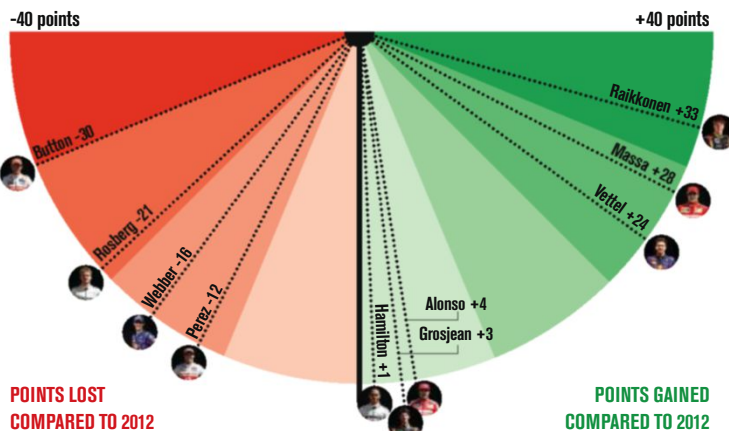
The Ferrari was formidable in China, with Alonso winning comfortably. But given the nature

LOTUS MAKES THE BIGGEST GAIN

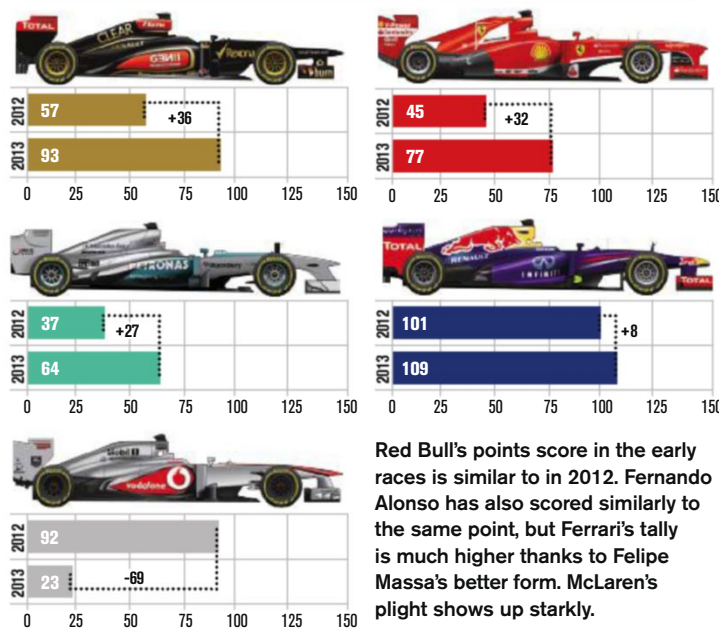
The cliché 'points make prizes' holds true in Formula 1, and a comparison of the drivers' and constructors' championship positions after four races of 2013 compared to the same stage last year reveals that Lotus has made the biggest gain.

Kimi Raikkonen holds second place in the drivers' championship, 10 points behind Sebastian Vettel, with both having scored significantly more points than at the same stage last year. Lotus holds second in the constructors' table, 16 points behind Red Bull.

Point swing between leading drivers – 2012 v 2013



Point swing between leading teams – 2012 v 2013



Red Bull's points score in the early races is similar to in 2012. Fernando Alonso has also scored similarly to the same point, but Ferrari's tally is much higher thanks to Felipe Massa's better form. McLaren's plight shows up starkly.

of that circuit – front-left tyre life was the key factor, whereas it's the rear tyres at most tracks – Shanghai could have been a one-off.

Either way, Red Bull is in a formidable position. Vettel leads the drivers' championship by only 10 points over Kimi Raikkonen but Alonso, who still has to be considered his potentially strongest rival, is 30 behind. In the constructors' race, Red Bull is 16 points clear of Lotus. That represents a slightly better start than last year (see panel above).

Ultimately, a lot of it will come down to tyre management. As Vettel himself said after the race, raw speed is one thing, long-run pace quite another. "If you look at the first four races, Lotus is very quick, they

manage their tyres pretty well in the race," said Vettel. "Ferrari is very quick. If you look, pure performance is very tight.

"On a Sunday, it can be different because of the way you take care of the tyres; sometimes you are in better shape, sometimes not. But I think Ferrari is an all-round car as in they are always quick and they have been very competitive in the race. Mercedes is surely quick over a lap, but probably too aggressive with the tyres."

Expect to hear a lot more about tyres as 2013 goes on. This will continue to be the decisive battleground. No wonder the rest are so keen for Pirelli's rubber to stay largely unchanged. Without it, Red Bull would likely walk the title.





Perez makes his mark at McLaren

Sergio Perez has been under pressure in his first season at McLaren, and upset his team-mate last weekend, but his Bahrain performance was an important one. By EDD STRAW

The Bahrain Grand Prix could prove to be the turning point in Sergio Perez's maiden season with McLaren. The attention focused on the downside of his performance in the immediate aftermath of the race, specifically his hitting the rear of team-mate Jenson Button's car, but his sixth place has dramatically eased the pressure on his shoulders after a difficult start to the campaign.

Button was unimpressed, describing Perez as "too aggressive". After having the upper hand during the first three races of the season, this was the first time Button faced a stern challenge from the Mexican. Perez endured a dismal Chinese GP weekend, during which he was off the pace, crashed in the pit-entry during practice and failed to score points, and he was urged by McLaren team principal Martin Whitmarsh to "toughen up". He did exactly that.

After the race in Bahrain, Whitmarsh admitted Perez had gone too far when he hit Button. But even though he was forced to speak to Perez about that, he recognises this performance was exactly what the 23-year-old needed.

"It's a big positive for 'Checo,'" said Whitmarsh. "Since he has joined McLaren, he has been out-thought and outraced by Jenson, who has done a great job, and people want to get on his back because of that. He is a McLaren driver so he is going to be under pressure.

"He overstepped the mark when he hit Jenson from behind, but apart from that it was a robust, tough drive. He should be very proud of that and it's got to be good for him. We've had a chat about some of it, but I am sure he will come out of it stronger."

Although Perez's performances in the three races preceding Bahrain were not perfect, some of the criticism he received was excessive. In Australia he qualified badly thanks to an unsuccessful gamble on slicks, but his race drive was very similar to Button's and he finished within two seconds of the Brit. In Malaysia his two-stop strategy failed, dropping him to ninth. Although his drive was not as strong as Button's, it was a solid performance. And while China was a disaster, he bounced back creditably in Bahrain.

This one race does not suddenly mean Perez is a success at McLaren,



for the jury is still out and, on balance, his start has been unspectacular. But it does give him the foundations to build upon once the European season starts in Spain next month. With many questioning his place at McLaren, and some hugely premature speculation that the team may consider dropping him, he has earned himself a respite from criticism.

"It's been a great weekend," said Perez after the race. "It was a very nice surprise for us [to race at the front].

It was something we were not really expecting. It was a very strong race. I never lost my confidence; I always believed in myself. I've shown the critics that I can do a good job."

The key question now is whether Perez can sustain this level of performance. There remain doubts about his ability to deliver consistently in qualifying, and Saturday performance was always likely to define his first season at McLaren. Button is regarded as a

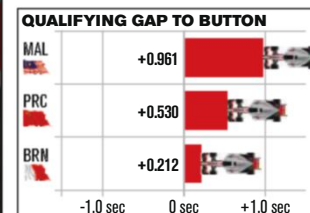


BUTTON v PEREZ PACE COMPARISON

Sergio Perez's start to the season has been far from perfect, but the Bahrain GP suggests a positive trend. The question now is whether it can continue.

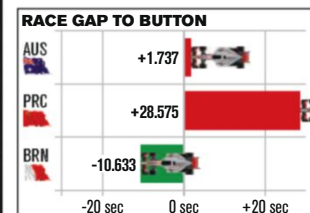
QUALIFYING

Because of Perez's slick-tyre gamble, the Australian GP did not give a fair picture of the qualifying deficit to Button. The trend in the past three races suggests Perez is getting closer.



RACE

Disregarding the Malaysian Grand Prix, which Button did not finish, Perez has only been left behind in China.



strong, but not stellar, qualifier, and to be able to race consistently with the 2009 world champion he needs not to be out of touch on the first lap. In Bahrain he finished the opening lap in ninth position, one place behind Button, which gave him the ideal platform for a strong showing.

Perez has a long way to go to silence the critics and prove he is worthy of his place at McLaren. There are no doubts that he is a good mid-pack driver, and during his Sauber career he proved himself capable of finishing on the podium. If, as expected, McLaren climbs the order with its ongoing car-upgrade programme, he will be increasingly exposed as the season goes on.

"This will quieten a few critics for a while," said Whitmarsh. "He has still got stuff to learn and that is what you expect. He's a very young man and he's dealing with the pressures of being a McLaren driver when we haven't given him a good enough car."

There needs to be more to come from Perez if he is to thrive and prove that he was the best choice for the seat. But the Bahrain performance, for all its rough edges, could not have come at a better time.

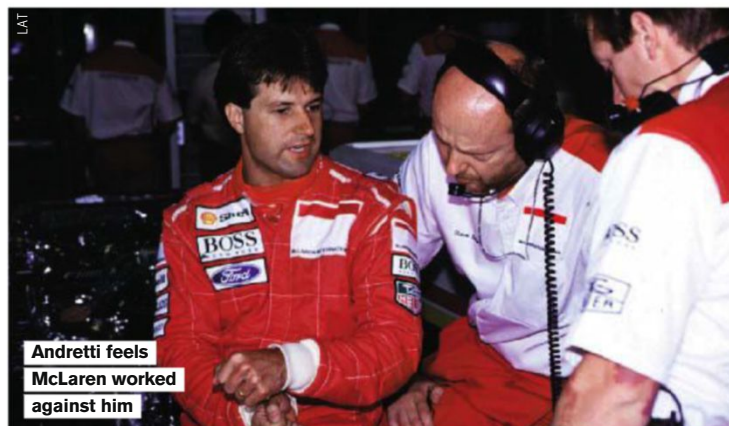
ANDRETTI'S WARNING FOR PEREZ

Expectations of drivers are sky high at McLaren. While team principal Martin Whitmarsh was upbeat about Sergio Perez's drive in Bahrain, he was critical of the Mexican's lacklustre and error-strewn performance in China a week earlier. For Perez, this is a reminder that it is about delivering week-in, week-out at a big team.

Michael Andretti, who raced for McLaren in 1993 but was axed after 13 starts and only three points finishes, has plenty of sympathy for Perez. He knows the pressures of driving for the Woking team and has a warning about what happens if you lose its support.

"That's the problem with F1, it's always so political," Andretti told AUTOSPORT. "It's hard to know what to do in that situation, where you are not feeling supported. He's just got to not let them bring him down and stay focused on the job."

"The problem is that I'm sure he is looking around and seeing things being



done that are not the way they should be, and you are constantly having to look over your shoulder. Unfortunately, McLaren has always been a team that works that way. It's not just me – talk to [Fernando] Alonso..."

It's important to note Andretti isn't an impartial witness. While his McLaren sojourn turned to disaster, he has made some extraordinary claims about the team deliberately holding him back. But when he says Perez faces career oblivion if he fails at McLaren, he understands the situation the Mexican will be in if the team loses faith.

"I didn't trust anybody," he says. "If you are in that situation, it's just not going to work. The problem is, they could ruin his career. That's the sad part about it. Who's going to pick him up if McLaren drops him? I feel bad for him, but that's the way of Formula 1."

As Whitmarsh's comments after the Bahrain Grand Prix prove, Perez is not yet in so bad a situation. But Andretti's words are a reminder that Perez's strong drive must not be a one-off.

Interview by Mark Glendenning

Loeb's latest plan to take over the world

Sebastien Loeb has been the best rally driver on the planet for the last decade. Now he's trying to do the same in GT racing, and things are going well so far this season. By GARY WATKINS

Forget about every race Sebastien Loeb had done before climbing aboard a McLaren MP4-12C for the first time. That was ground zero in a new chapter of the nine-time World Rally champion's career. The rally legend is turning into an aspiring racing driver in what is his wind-down year with Citroen in the WRC.

Every race the Frenchman did before last year's French GT Championship finale at Paul Ricard, which he contested at the wheel of a Von Ryan Racing McLaren running in the colours of his own Sebastien Loeb Racing team, was about having fun. That includes sporadic outings in the French Porsche Carrera Cup, French GTs and even his two starts in the Le Mans 24 Hours with Pescarolo Sport, one of which yielded second place. Now he's getting serious with a full-season campaign in the new FIA GT Series alongside McLaren factory driver Alvaro Parente in one of two MP4-12Cs run by his team.

"In the past, I have done races only for fun," confirmed the 39-year-old. "When I did Le Mans we were fighting for the victory so maybe it was more than fun, but at the start I decided to do the race for fun. Now I am starting properly in racing."

That means stopping rallying after his four-event programme with Citroen this season. He's not ruling out taking to the special stages again, but the role of the two branches of the sport in his life will be reversed: "In the past, I did races for fun; in the future maybe I will do some rallies for fun only."

The time was right to make the move for a driver whose racing CV not only includes that second place at Le Mans in 2006 but also a double victory with his own team in the Carrera Cup at Pau last year. The man behind him was young team-mate Jean-Karl Vernay, the eventual French champion and now with a foot in the Porsche factory camp.

"It was the right moment," Loeb added. "I've had a nice career in rallying, but I became a bit fed up with it. I had nothing more to prove because I had won so much. There's a lot of travel and I wanted to do something else, and do it now because I am still at my best level."

The next something else could be a World Touring Car Championship assault with long-term employer Citroen. The intent is there from the French manufacturer to join the WTCC next season, with Loeb among its drivers. That explains his

presence in FIA GTs this year rather than an endurance programme encompassing Le Mans.

"I wanted to do sprint racing, because it is a good way for me to prepare for the WTCC," he explained. "It's not only that. I like the series, the close racing and the fact that we have two races, and I like the cars."

Loeb appears strangely ambivalent about a return to Le Mans, despite his success and pace (see panel, right) there. He followed in a long line of French rally drivers taking on the challenge of the Circuit de la Sarthe and in finishing second he surpassed the best results notched up by fellow rally winners of Jean Ragnotti and Guy Frequelain.

He did go back last year when he took part in the Test Day in the ORECA-Nissan 03 LMP2 with which his team contested the truncated European Le Mans Series. He set fifth-best time in the secondary

prototype division, but never committed to racing the car this year before its withdrawal from both the 24 Hours and the ELMS.

Suggest that he may want to go back to try to improve on his second-place finish of 2006, and he points out that is very unlikely.

"If you want to win, you need to be in an Audi or a Toyota, and I know that is not going to happen. There could be the possibility to do it in a GT or a LMP2, but at the moment I have no plans for that."

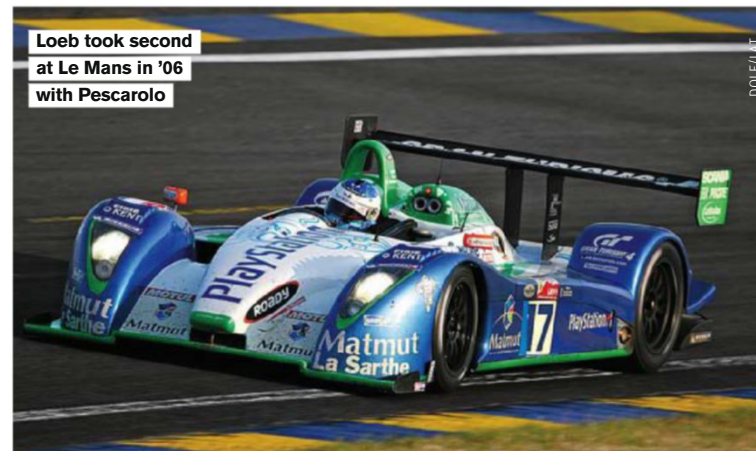
Learning is his primary focus now.

"I know I am racing against some of the best GT drivers in the world in this championship and I know that I have to improve," he said. "I am lucky that I have a very good team-mate in Alvaro. If he is quicker than me, I can check the data to see how I can improve."

Loeb impressed first time out in FIA GTs with a debut victory in the qualifying race at the season-opener at Nogaro. He reveals that his greatest satisfaction from the race was not his pace as he closed down on the WRT Audi R8 LMS ultra driven by Nikolaus Mayr-Melnhof, but his successful pass for the lead.

And on a first-lap tangle in the pack in the main race at Zolder last weekend, he said: "It's all part of learning, but I think I would do the same thing again."

Loeb is coy about his long-term aspirations as a racing driver. He talks about his WTCC ambitions and his desire to "keep improving", but there's also a more telling statement: "I don't like to lose."



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The nine-time world rally champion is keen to learn more



Loeb/Parente
McLaren won on
debut at Nogaro

LOEB ON...

His aborted Toro Rosso Formula 1 deal in 2009:

"The original plan was for more than one race. It wasn't going so well in the WRC so we decided that I would just do the last race at Abu Dhabi, but, of course, I didn't get the superlicence."



His proposed Peugeot Le Mans outing in 2010:

"I changed my mind. My daughter was two years old and I would have had to do a lot of testing to prepare. I checked my calendar and saw that in the next two months, I was two days at home. I didn't want to be away from my daughter for so long, so I decided not to do it."

HOW GOOD CAN LOEB BE?

Dave Ryan – ran Loeb in a McLaren at Paul Ricard last year

"He is going to be very, very good. He was 100 per cent focused and asked all the right questions. You could see him learning the circuit a corner or two at a time, experimenting with different lines, and he did it very quickly. He has the ability and he has the application, and a very humble attitude. I think he can achieve anything he wants to."



LAT

Henri Pescarolo – ran Loeb at Le Mans in 2005-06

"Sebastien was very competitive at Le Mans. When he finished second with Franck Montagny and Eric Helary, he really was doing the same lap times as them and drove as much as them. When he first drove the car, he was quite far away in terms of lap time, but he got there quite quickly. He can be quick in whatever he drives because he has real qualities."



BLOXHAM/LAT

Alvaro Parente – Loeb's team-mate in FIA GTs

"It's incredible how fast he's adapting; he has an amazing ability to learn quickly. If he can adapt quickly to a McLaren, why not a WCC car?"



STALEY/GP2

What next for British F3?

It's down but not quite out, with a shortened calendar for 2013.

MARCUS SIMMONS spoke to all the top F3 teams to find out how it's looking for next month's Silverstone opening round

The British Formula 3 International Series is set to kick off its truncated 2013 calendar on the Silverstone Grand Prix circuit on May 25/26, and indications are that the decision by promoter SRO and teams group FOTA to change the format could bear fruit.

AUTOSPORT spoke to all the teams competing in the FIA F3 European Championship, and there appears to be interest in competing in British F3 even from some of those that have traditionally had little to do with the UK series.

Between them, those outfits possess all 33 of the current-generation FIA-rules F3 cars in Europe, and as such are the only ones who can compete for the main title. But there is also substantial interest in the National Class (see panel, far right), which could return to numbers not seen for a decade.

SRO initially published an entry deadline of May 1, but AUTOSPORT has learned that this was erroneous and that teams have until one week

before the first race weekend to lodge their intention to compete.

The big news, potentially, is that reigning British F3 champion Jack Harvey is hoping to appear at one or two rounds during the long gaps on the GP3 Series calendar. This could mean he races in the opener at Silverstone, and in the finale at the Nurburgring.

"I maintain a good relationship with Carlin [which ran Harvey in F3 in 2011 and '12]," he said. "They've done a brilliant job over the winter and their car looks really hooked up. I'd like to give it a go."

"I want to be in a position to push hard to win the GP3 title, and not lose my race sharpness. And it would enable me to race at Macau — there's massive unfinished business there."

That's the good news, but how is British F3 looking longer term? The teams, which largely are given autonomy by SRO in the way the championship is run, met at the Silverstone European F3 round two weeks ago. While nothing concrete

came from the discussions, it appears as though the current four-round format could be retained for 2014.

There was talk that British F3 could rebuild its calendar, with mainly UK-based events and using a spec engine, perhaps supplied by Mugen Honda tuner Neil Brown Engineering, but this hope appears to have faded.

The personal view of FOTA's Peter Briggs, who stressed that this is not necessarily the teams' official line, is: "Can you run a series predominantly in Britain with budgets of £350,000 [significantly below the price in recent years]? I think not. And the reason for that is that the lower formulas in Britain are so poor that drivers aren't coming here in the first place anymore."

"Therefore, what do we do? You probably end up with what we're doing now: a four-round mini-series with the new engines [mandatory in European F3 from 2014], so teams doing Europe can join in."

WHAT EURO F3 TEAMS SAY **Prema Powerteam**

Rene Rosin (team manager): "At the moment our only interest is the Spa round. It's such an important circuit, and we will do it with all four of our regular drivers [Raffaele Marciello, Alex Lynn, Lucas Auer and Eddie Cheever]. We're looking forward to that, but putting the programme together for other races is difficult."

Mucke Motorsport

Peter Fluckiger (technical director): "We have to speak to the drivers. We'd love to, but it's a budget question. Spa is certainly a possibility, and if they want to do the races we are prepared — also to run other drivers if some of our drivers can't do it. I would like to see British F3 survive."

Carlin

Trevor Carlin (racing director): "We fully intend to have at least four cars out. I'm waiting for full confirmation but I'm pretty sure my four drivers [Harry Tincknell, Jordan

Fortec duo Serralles
and Derani could compete



King, Jann Mardenborough and Nicholas Latifi] are well up for it. I've got to decide on whether to put a hotshoe in our fifth car, but I'll keep it at five, maximum, to make sure Gaz [Bonnor, team manager] doesn't have a heart attack!"

T-Sport

Russell Eacott (team principal): "The reason we haven't looked at it is our engines [ThreeBond Nissan] are rebuilt in Japan. We're looking at which race to add, possibly two, but for drivers to find a budget and then another lump on top is difficult."

Fortec Motorsport

Richard Dutton (team principal): "We hopefully will have some cars but don't know how many yet."

EuroInternational

Antonio Ferrari (team principal): "No. We are new to European F3 and we are still catching up with our modifications to the cars. Also I have contracts to run Formula Middle East, plus a new

championship in India and we have our German F3 team. It's not that we don't like British F3, it's just that physically it's not possible."

Van Amersfoort Racing

Frits van Amersfoort (team principal): "I hope so. Mans Grenhagen has asked about it, I've got some pieces of paper from the organisers and we'll see what we can do. We'd like to do it, but of course it all depends on the usual finance."

Ma-Con

Otto Schwadtke (team principal): "It is very interesting because it's more track time. We have only six private test days allowed in European F3, so if we do British we can get more experience. We are working on the idea with our drivers [Sven Muller and Andre Rudersdorf] but it's a question of budget. Another option could be to prepare drivers for next year or Macau. I hope we can do it."

Double R Racing

Anthony 'Boyo' Hieatt (team



Gelael is one of
Double R trio

principal): "We're trying to get at least two of our drivers out, hopefully all three [Antonio Giovinazzi, Sean Gelael and Tatiana Calderon] because they're all relatively inexperienced. It will be good for them to catch up on the mileage."

URD Rennsport

Harald Ungar (team manager): "No, I don't think so."

Romeo Ferraris

Dario Calzavara (team principal): "It's just too difficult, and too far."

Jo Zeller Racing

Sandro Zeller (driver/team manager): "No, I don't think so."

Walkinshaw is among
West-Tec's septet



NATIONAL EXPRESSIONS

European F3 Open squad Team West-Tec has committed a seven-car National Class team to the opening British F3 round at Silverstone. It will run four current-spec Dallara F312 chassis for UAE-based Briton Ed Jones, Venezuelan Roberto la Rocca, New Zealander Chris Vlok and China's Hu An Zhu, the younger brother of ex-Formula 2 racer David Zhu.

It will also run older F308s for Sean Walkinshaw (son of the late team boss Tom), South African Liam Venter and, possibly, Briton Cameron Twynham.

Although Jones, Walkinshaw and Venter are only confirmed for the first two rounds – at Silverstone and Spa – team boss John Miller hopes they will contest all four.

Miller confirmed that early testing on the Cooper tyres used in British F3 suggests the cars, all powered by the EF3 Open spec-Toyota engine, should be competitive.

Meanwhile, stalwart British F3 team CF Racing has two cars fitted with the traditional National Class spec-Mugen powerplant. Team boss Hywel Lloyd hopes to confirm China's Zheng Sun, whose racing to date has been in Asia but who has been testing recently with CF.

AUTOSPORT understands there could also be some leading contenders from the MSV F3 Cup.

Ex-GP3 racer Alice Powell, who leads the MSV standings after a double win in the opening round, said: "We're thinking about it. We've just got to look at the cost."

Powell is racing a Dallara F307 run by former stalwart National Class team Mark Bailey Racing. "It would be tough to compete with the newer cars in the National Class," she added. "I believe SRO are debating whether to put in an extra class for the MSV cars. That would make it easier for us."

Former FF1600 racer Kyle Tilley also confirmed his participation some time ago with an ex-European F3 Open Dallara F306.



CF team ran
Fong last year

The Prema donnas of F3

With Europe's longest unbroken run of participation in FIA-rules Formula 3, Prema Powerteam is at the peak of its strength. MARCUS SIMMONS gets a taste of Italy

With its red trucks and tricolore-liveried Formula 3 cars, its busy crowd of engineers and mechanics and its constantly-in-demand espresso machine, you could be forgiven for regarding Prema Powerteam as the Ferrari of junior motorsport.

It certainly has the unbroken history. This year Prema celebrates the 30th anniversary of its first steps in the Italian F3 Championship, with Gianfranco Tacchino at the wheel of a Ralt RT3. And, of course, for the past two years it has enjoyed watching Roberto Merhi and Daniel Juncadella crowned as the European kings of the category. What's more, Raffaele Marciello has sprinted out of the blocks to lead this year's European F3 rankings in his Prema Dallara-Mercedes.

And, just like Ferrari, Prema has had one or two pretty poor runs through its history. It's easy, for instance, to forget that its late-noughties F3 form meant that the key to the trophy cabinet at its Grisignano di Zocco (near Padua) base would have gathered quite a bit of dust.

Now, it's probably a full-time job for someone at Prema just to get down to whatever the northern Italian equivalent of IKEA is and to begin assembling more cabinets. In F3, Marciello has won three of this year's six races, while Alex Lynn and Lucas Auer have been on the podium. And, on its return to Formula Renault, Prema has watched Bruno Bonifacio and Ferrari protege Antonio Fuoco (who has just joined Marciello in the Prancing Horse's stable of young talent) win the two races at the opening ALPS round at Vallelunga, with Luca Ghiotto also on the podium.

It's the Renault team that Prema founder Angelo Rosin masterminds. Before Prema, he ran a team called RAM Racing (not to be confused with the British Formula 1 backmarker of the same name) with latter-day Ferrari engineer Maurizio Nardon. Then, in 1983, he set up Prema with Giorgio

Piccolo, who these days acts as team manager at *de facto* works Ferrari GT team AF Corse.

In recent years, Rosin's son Rene has been the public face of Prema. While Rosin Jr is team manager of the European F3 team, his dad is overall team principal, and looks after the team's lower-level campaigns (formerly in Italian F3 and Formula Abarth Europe, both of which have stopped for this year, and now in Renault).

He's a good guy, but Rosin Sr shies away from interviews unless his son is interpreting. It's tempting to think that this could be due to a lack of familiarity with the English language. But, say some, he doesn't say that much in Italian either – he's just a proper old-school racer. On the other hand, Rosin Jr must have inherited his mother's genes. Earnest but amiable, he chats at a million miles an hour and, even though much of Prema's history is before his time, he has grown up with the team and knows its achievements verbatim.

Ask him about ex-Prema driver Jacques Villeneuve, and Rene says: "I was seven or eight! He was living a bit in our house. And when I see Dindo Capello for instance in the paddock, of course I know him, and he remembers me from really, really young – I was four!"

In those days the team was known as Pre.Ma (standing for Preparazione Macchine) Racing, and only changed its name to Prema Powerteam in 1994. By this time its reputation was growing, and victories in the Monaco F3 race with Gianantonio Pacchioni in '95 (to follow Antonio Tamburini's success in '89) were augmented with some strong results from Andre Couto. With Couto, Prema made the belated step to Formula 3000 in '98. There was a near-sensation when the sister car of Paolo Ruberti finished third in the first race at Oschersleben, only to be excluded for a non-performance-enhancing technical issue. And that was pretty much it...

When the new F3000 car came out for 1999, there was a glut of new teams, and Prema wasn't interested in trying to match some of the cut-price deals on offer. Since then, there have been



Angelo Rosin (right) was co-founder and is still principal...



...while son Rene (second left) is F3 team manager



Prema's 2013 F3 line-up; Marciello in foreground

flirtations with GP2, the replacement for F3000.

"In 2005 we were asked to make a deal together with Trident Racing, but that didn't work out and we decided not to do it," says Rosin Jr. "Then we applied at the end of 2007 for '08. We were on the waiting list but it never happened."

Instead, it's been the expansions downward that have borne fruit. Prema was in at the start of the spec-chassis FRenault in 2000, and became the home for proteges of Toyota's Driver Academy such as Ryan Briscoe and Kamui Kobayashi.

"At the end of 2000 we were asked by Toyota to start running the junior programme," says Rene. "We selected Briscoe and Franck Perera, and then afterwards Kohei Hirate and Kobayashi."



When Briscoe started the 2003 F3 Euro Series season, it should have been as team-mate to Robert Kubica... “Robert broke his arm before his first race,” says Rosin Jr. “Then he joined the season late at Norisring and he did something extraordinary – a win and a second place. His character was not the easiest to manage, but his potential, his attitude... You could always see he was a driver going to F1.

“It’s a pity for Ryan. He was there, in F1 [as a Toyota tester], but he was not there at the right moment. He had the capabilities – maybe Robert was a bit more aggressive and could be a bit faster, but Ryan that year was really clever and hard-working. I remember we had a difficult

moment in the middle of the season, when ART and Mucke were coming back at us. We were struggling a lot at Nurburgring. After that we were supposed to go on a summer break. Ryan asked my dad if he could meet all the engineers the day after, on Monday morning at Prema. They had a long meeting discussing everything, because he wanted them to solve the problem together. The round after was Spielberg, and he had two wins, and then won the championship.”

At this point, Kobayashi was about to enter the Rosins’ lives: “The first test we did was a Toyota selection at Paul Ricard in 2003. You have this Japanese guy, doesn’t speak a word of English, and it was really difficult to

communicate. But you see from the first test that he has the right skills.

“There were some small difficulties in the first season, 2004, mainly due to communication. Part of the Toyota programme was not only making them race, but getting life skills, school, English lessons and so on. But then something happened at Misano when he had his first win, while his team-mate Kohei Hirate blew up the engine. And it clicked – he started understanding.

“The year after was extraordinary. We arrived at the final weekend fighting for the Italian and Eurocup titles. We were 20 points behind Michael Ammermuller in the Eurocup. We sealed the Italian championship on Saturday morning, ▶

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◀ but in the afternoon Ammermuller tried to put him out at the first chicane in the Eurocup race. But Kamui was too clever, continued and won the title. He's not only a great driver but he was a great kid and is a great man. He was a team player, somebody who always helped.

"If you want to be competitive you have to work as a team. That's the key here. The drivers all need to work together. Because Ferrari bring Marciello, does Marciello have the best equipment? No. We have four drivers with the same opportunities. They need to work together just to get the maximum."

Marciello was a product of the Italian scene, which exploded into life in 2010 with FAbarth and F3, and has just as quickly imploded. Rosin still feels the pain of Eddie Cheever losing last year's Italian F3 title when the authorities declared the Dallara's rear crashbox illegal and excluded all but the two Mygales from the final race...

"Even in the Euro Series when there were 12 or 14 cars, everyone pushed in the same direction, trying to keep the championship alive at a hard moment," he says. "There was not this common effort to keep working the best way in Italian F3, and also from time to time there was some performance difference that was hard to explain..."

"We are still waiting for the decision from the appeal tribunal! The crashbox has been verified in more than 100 races by FIA delegates... from Jo Bauer, to Bob Bassett, to Karl-Heinz Stegner, to Robert Maas [Europe's leading F3 scrutineers], they all applied the FIA regulations. Only the Italian federation said, 'No, that's not legal'."

"Motor racing in Italy has always been difficult. It's difficult to deal with drivers, it's difficult to deal with sponsors, and it's difficult to deal with the fact that the team that's predominant in everything in Italy is Ferrari. OK, now we are working together with 'Lello' [Marciello] and Antonio Fuoco, but the mentality in Italy is Formula 1. There is not the culture like in England, where even a small team can have a space in AUTOSPORT or other magazines. In Italy, there is Ferrari, and there is Ferrari – in Gazzetta and everywhere else."

Perhaps such a national mentality is why so many Italian teams have come and gone from F1 during Prema's lifetime – Coloni, Osella, Scuderia Italia, Forti, the list goes on. The Rosins say they've never been interested in doing something without the proper financial support. That doesn't mean they're not ambitious, for even now they're keeping a weather eye on GP2 and World



Kobayashi came to prominence with Prema in FRenault



Villeneuve was with the team in F3 from 1989-91



Single season in F3000, in 1998. This is Couto

Series by Renault (where the team competed from 2006-09), but they can't take unnecessary risks when there's a staff of 40 to support.

Instead, the satisfaction comes from doing what they know so well. "From 2009 on we did a very, very big step forward," says Rene. "I'm really proud of that – we stabilised the technical staff, had everyone working together. When Dani Juncadella came to us, he had been dropped by Red Bull and nobody rated him. Then we got pole position in his first race. And with us, he's followed Roberto Merhi into the Mercedes junior driver programme and then into the DTM."

Like so many others before him, Juncadella will always remember his Prema schooling. And, most likely, the espresso. ☕

PREMA'S PROMINENT ALUMNI

Dindo Capello, Fabrizio Giovanardi, Gabriele Tarquini, Roberto Colciago, Jacques Villeneuve, Thomas Biagi, Kosuke Matsuura, Ronnie Quintarelli, Ryan Briscoe, Lucas di Grassi, Robert Kubica, Kohei Hirate, Kamui Kobayashi, Marco Bonanomi, Edoardo Mortara, Charlie Kimball, Valtteri Bottas, Stefano Coletti, Miguel Molina, Roberto Merhi, Daniel Juncadella

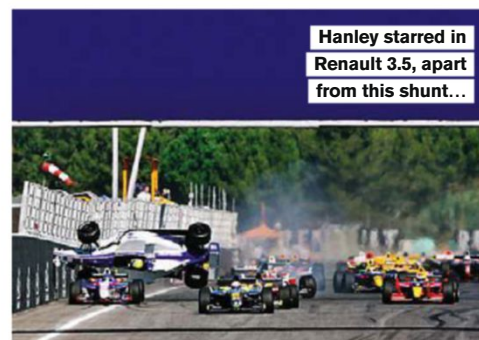
Ben Hanley: the one who got away?

Prema has not just run junior drivers for Toyota, Mercedes and Ferrari – it also was involved with the Renault Driver Development programme. One such candidate was Ben Hanley, a guy who's scarcely known in his native Britain but who battled Sebastian Vettel and Alvaro Parente in the 2007 Formula Renault 3.5 Series, before finishing runner-up to the Portuguese. Before then, he was a serious thorn in the side of Kamui Kobayashi in Italian Formula Renault. Now? He's back racing in karts...

Rene Rosin is very fond of the man the Italians know as 'Benanli'. "I'm still really close to him,"

he says. "It was my second year as team manager and we did a really good job together. It came together late. He had driven for Cram Competition before, but when he arrived with us he didn't have the knowledge. I don't blame Cram – his engineer had passed away after an accident during the 2006 season."

"What was missing for Ben was a past in F3. It's two steps from Renault 2.0 to World Series, and missing F3 didn't allow him to understand what it means to work with the car and an engineer. He was really good with his engineer and mechanic, but the knowledge that F3 can



Hanley starred in Renault 3.5, apart from this shunt...

give you is something very important.

"It was much more mental work with Ben. He was really fast. I'm not saying he should be in F1, but he's a big talent and shouldn't be in karting."

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DUNBAR/GP2

44 GP2 Sakhir
Bird is the word as Brit Sam wins Bahrain GP support race



50 FIA GT Zolder
Lamborghini duo Kox/Rosina triumph at famed Belgian track

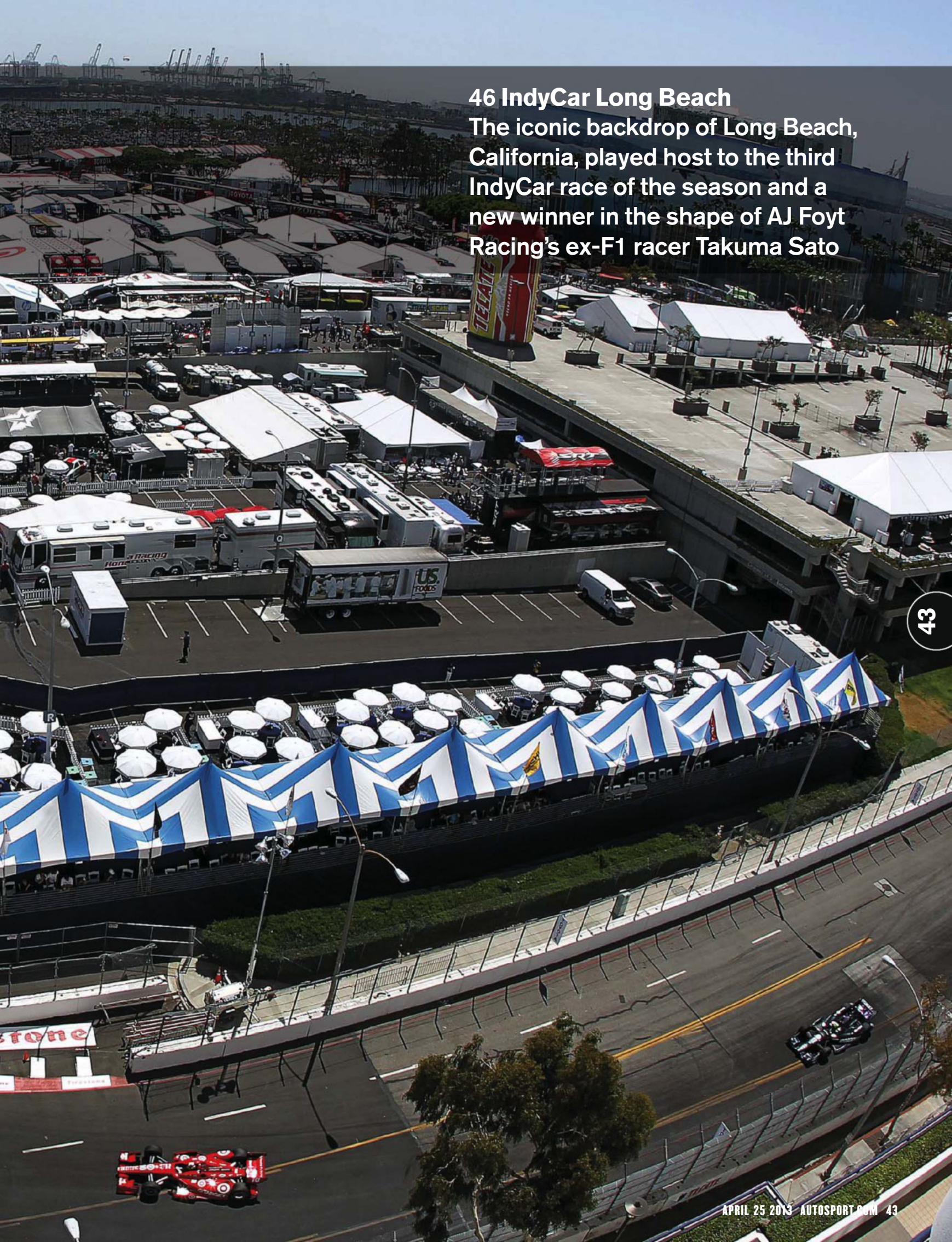


EBREV/LAT

52 BTCC Donington Park
Plenty of thrills and spills and a win for WSR's new BMW

46 IndyCar Long Beach

The iconic backdrop of Long Beach, California, played host to the third IndyCar race of the season and a new winner in the shape of AJ Foyt Racing's ex-F1 racer Takuma Sato



GP2

Sakhir (BRN)

April 19-21

Round 2/11



RESULTS

RACE 1: 32 LAPS, 107.46 MILES

1	FABIO LEIMER (CH)	57m21.528s
	Racing Engineering; Qualifying 1st-1m39.427s	
2	STEFANO COLETTI (MC)	+1.929s
	Rapax; Qualifying 4th-1m40.585s	
3	ALEXANDER ROSSI (USA)	+9.030s
	Caterham Racing; Qualifying 7th-1m40.756s	
4	FELIPE NASR (BR)	+9.498s
	Carlin; Qualifying 3rd-1m40.520s	
5	JOLYON PALMER (GB)	+15.037s
	Carlin; Qualifying 12th-1m41.033s	
6	SAM BIRD (GB)	+28.518s
	Russian Time; Qualifying 9th-1m40.842s	
7	ADRIAN QUAIFE-HOBBS (GB)	+33.067s
	MP Motorsport; Qualifying 8th-1m40.769s	
8	TOM DILLMANN (F)	+33.589s
	Russian Time; Qualifying 5th-1m40.689s	
9	SIMON TRUMMER (CH)	+36.246s
	Rapax; Qualifying 11th-1m40.892s	
10	JOHNNY CECOTTO JR (YV)	+37.459s
	Arden International; Qualifying 13th-1m41.043s	

Winner's average speed: 112.41mph. Fastest lap: Julian Leal, 1m43.889s, 116.53mph.

RACE 2: 23 LAPS, 77.20 MILES

1	BIRD	41m08.133s
	Grid-3rd	
2	NASR	+0.080s
	Grid-5th	
3	COLETTI	+4.206s
	Grid-7th	
4	DILLMANN	+10.328s
	Grid-1st	
5	JAMES CALADO (GB)	+19.713s
	ART Grand Prix; Grid-12th	
6	PALMER	+21.773s
	Grid-4th	
7	DANIEL ABT (D)	+24.108s
	ART Grand Prix; Grid-14th	
8	QUAIFE-HOBBS	+27.722s
	Grid-2nd	
9	LEIMER	+27.894s
	Grid-8th	
10	KEVIN CECCON (I)	+27.997s
	Trident Racing; Grid-11th	

Winners' average speed: 112.60mph. Fastest lap: Nathanael Berthon, 1m45.301s, 114.97mph. All drivers in Dallara-Mecachrome GP2/11

CHAMPIONSHIP

1	COLETTI	64	6	PALMER	22
2	LEIMER	54	7	ROSSI	15
3	NASR	48	8	DILLMANN	12
4	BIRD	33	9	STEPHANE RICHELMI	12
5	CALADO	24	10	MITCH EVANS	11

TEAMS

1	RAPAX	72	4	RUSSIAN TIME	45
2	CARLIN	70	5	ART GRAND PRIX	26
3	RACING ENGINEERING	64	6	ARDEN INTERNATIONAL	20

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



FOR IN-DEPTH RESULTS

FORIX



FABIO LEIMER CAN DO NO WRONG ON SATURDAYS, but his Sundays need more work. He made it two feature-race victories from two at Sakhir, this time from his second-ever category pole, but continues to trail Stefano Coletti in the championship due to his failure to score in either sprint race so far. But the real headline-maker in Bahrain was Sam Bird, who won a truly thrilling sprint race for the new Russian Time team by the narrowest of margins.

Bird's victory – by 0.08s – over Carlin's Felipe Nasr on Sunday was the closest in series history (in race number 171) and owed much to the degradation of the Pirelli control tyres. After scrapping past his team-mate Tom Dillmann at Turn 14 on the opening lap, the pair almost colliding moments later at Turn 1 on lap two, Bird extended a 3.8s lead over his nearest pursuer. That was Coletti, who had made a phenomenal start from sixth to run third early on, which became second as a squeaked past Dillmann at Turn 4 soon after Bird had done so.

But Bird's pace asked too much of his tyres, and a couple of lock-ups at Turn 1 were a portent of what was to come. From lap 15, Rapax driver Coletti began to slash into Bird's lead. They were locked in combat with three laps remaining, with Nasr catching them both too, when Coletti locked up into the tricky downhill Turn 10. "After that, I couldn't brake or turn any more, I couldn't do anything," rued Coletti, whose rapaciousness for tyrewear continues to hinder his efforts. He surrendered second to Nasr, as his flatspotted tyre locked up and sent him into the Turn 14 run-off.

Nasr hunted down Bird over the final lap, the Briton locking up at Turn 11 but just clinging on. Nasr drew alongside under braking for the final corner, but somehow Bird held firm, crossing the finish line just eight-hundredths of a second ahead.

"In the last five laps, I could see Stefano and Felipe catching me," said Bird. "We still don't have the edge compared to Carlin, Racing Engineering and Rapax, but we're improving all the time. We were able to eke out an extra five laps [of tyre life] today from yesterday."

Nasr was gracious in defeat: "It was a close finish, [the winning margin] was nothing, but I still came second. I was just trying to manage my tyres early on, and it was almost enough to win."

Dillmann was a distant fourth, ahead of James Calado, who salvaged something from a horrible weekend for the ART squad, whose cars struggled badly for grip and he could only finish 12th on Saturday. Jolyon Palmer (Carlin), Daniel Abt (ART) and MP Motorsport's Adrian Quaife-Hobbs rounded out the points scorers.

Saturday's feature race had been relatively routine by comparison, and Leimer's performance – as at Sepang – was hugely impressive. He dominated qualifying in his Racing Engineering machine by almost a second, an unheard of margin at this level in benign weather conditions.

He almost threw this away by making a terrible start, but the absence of fellow front-row man Marcus Ericsson (who'd stalled his DAMS car on the dummy grid, the latest in a sequence of daft errors) and some sluggish starts behind ensured his

Leimer features, Bird flies home

He doesn't like sprint races, but Fabio Leimer is getting the rest of the GP2 race weekend spot-on. **CHARLES BRADLEY** reports



Bird just held off
Nasr for sprint win

passage to Turn 1 in the lead. Rocketing through came Coletti (fourth to second) and Bird (ninth to third) – banging wheels with fourth-placed Nasr as he swept through.

Leimer had to fend off Coletti over the opening corners, Stefano getting right alongside through Turns 5/6, but Fabio held on. Once clear, he was able to exploit his pace advantage, extending a 3.5s lead before the mandatory pitstops. Having swapped his soft-compound Pirellis for hards (as almost all the frontrunners did), his stop on lap 10 meant he would inevitably catch the traffic made up of the nine cars that started on the hard.

Having gained another eight-tenths in the pitstops, Leimer would lose a big chunk of his virtual lead over Coletti as he battled past Calado, Johnny Cecotto Jr and – in one move! – Mitch Evans and Kevin Giovesi, who had all yet to pit. But then it was Coletti's turn to hit this obstinate traffic jam, and soon the gap was restored to 3.3s.

Leimer controlled the gap to the finish, helped

when Coletti briefly slid off the track at Turn 14 with a couple of laps remaining, cruising home for his second victory of the year. "Two wins in a row is a great achievement," he beamed.

After Bird and Nasr suffered disastrously slow tyre changes, Alexander Rossi's early pitstop strategy for Caterham worked a treat as he jumped ahead of both of them and Palmer, with whom he'd duelled fiercely in the opening laps.

Fourth-placed Nasr was only four-tenths shy of Rossi at the finish, having passed team-mate Palmer with three laps to go. Bird finished sixth, limping home with massive tyre degradation in the closing stages, but staying ahead of the first hard-tyre starter home, Quaife-Hobbs, who led for 10 laps in the middle of the race.

Even before the sprint race, Leimer admitted: "The Sunday races are difficult and I also hope that no-one crashes into me." Just a few seconds into that race, Rossi and Palmer clashed, sending Rossi sharp-right into the flank of Leimer. It meant one of Rossi's wing flaps became wedged in Leimer's damaged sidepod for the rest of the race, in which he finished out of the points in ninth.

"It greatly affected the car in high-speed corners, where I suffered from quite a lot of vibration and turbulence," reported Leimer. "We missed the points only by one position, but we can actually be happy I was able to finish the race."

This sabbath profligacy means Leimer is 10 points behind the consistent Coletti, with Nasr (even more consistent: 12 points from every race so far) ahead of Bird, in what could be an epic title race. ❧



Leimer, Coletti (l)
and Rossi (r) celebrate

IN THE PADDOCK

Rossi stars as Caterham sub

UNTIL LAST WEEK, ALEXANDER ROSSI WAS looking at a season on the racing sidelines – albeit with some Friday F1 practice sessions with Caterham to look forward to. That all changed when its GP2 junior team sensibly jettisoned Chinese racer Ma Qing Hua from race duties in favour of Rossi's talents, and he seized the chance to replace him by scoring a third-place finish in Saturday's feature race.

"It was a big relief, straight from Friday practice, to realise we had a shot at the podium," said the 21-year-old American. "I was a bit unlucky with qualifying strategy, but even from seventh on the grid I knew that a podium finish was within reach."

"I am happy, but once you have one good result you want everything to follow suit. It was a great way to thank the team for the opportunity of getting back into a race seat. I was on a good programme before, and I'll still do some FP1 runs, but there's no better prep than [GP2 racing] for F1, is there? The main thing this weekend was to learn the Pirelli tyres, and I think I adapted well to it. I'm very excited about the year ahead now."

After a disappointing 2012 in Formula Renault 3.5, in which he finished 11th with just one podium at Monaco to shout about, Rossi is upbeat about what lies ahead: "It feels like I've got so much momentum back that my career had lost. It's a great boost for me."

SLOW START FOR FRIJNS AT HILMER

Formula Renault 3.5 champion Robin Frijns showed flashes of his talent on his eagerly anticipated category debut with new team Hilmer Motorsport at Sakhir. After qualifying 10th, a drivethrough penalty for colliding with Stephane Richelmi restricted him to 21st in the feature race, and he finished 23rd in Sunday's sprint event. But he claims the experience was invaluable: "It was my first race on the Pirelli tyres, and before the end they were gone, which I didn't know at the beginning. It was a good lesson for me. I need more time in the car to get more comfortable."

CANAMASAS ADMONISHED

Caterham's Sergio Canamasas was banished to the back of the grid for the feature race after stewards judged him to have made "a deliberate change of direction, adversely affecting another driver" while attempting to pass Trident's Kevin Ceccon in qualifying. After the chequered flag, the Spaniard waited for Ceccon and made "another deliberate change of direction" to try to force him off the track.

ART STRUGGLES FOR FORM

Pre-season favourite James Calado suffered an alarming lack of pace from his ART Grand Prix-run car at Sakhir. He salvaged a fifth-placed finish in the sprint race, having qualified 12th with a lack of grip and straightline speed. Calado started 21st due to his grid penalty from Sepang, and finished the feature race 12th despite wing damage.



Calado had an
odd weekend

INDYCAR Long Beach

April 19-21

Round 3/16



RESULTS

80 LAPS, 157.44 MILES

1	TAKUMA SATO (J)	1h50m08.7155s
2	GRAHAM RAHAL (USA)	+5.3612s
3	JUSTIN WILSON (GB)	+8.2386s
4	DARIO FRANCHITTI (GB)	+12.3573s
5	JR HILDEBRAND (USA)	+28.2402s
6	ORIOLE SERVIA (E)	+29.4683s
7	MARCO ANDRETTI (USA)	+30.2703s
8	SIMON PAGENAUD (F)	+31.8674s
9	SIMONA DE SILVESTRO (CH)	+33.1224s
10	HELIO CASTRONEVES (BR)	+33.4118s
11	SCOTT DIXON (NZ)	+33.6278s
12	JAMES JAKES (GB)	+35.0645s
13	JOSEF NEWGARDEN (USA)	+35.8945s
14	ANA BEATRIZ (BR)	+36.3442s
15	SEBASTIEN BOURDAIS (F)	+36.5936s
16	WILL POWER (AUS)	+43.0022s
17	TRISTAN VAUTIER (F)	+51.7961s
18	ED CARPENTER (USA)	+56.4533s
19	ALEX TAGLIANI (CDN)	-1 lap
20	TONY KANAAN (BR)	78 laps-accident
21	CHARLIE KIMBALL (USA)	-2 laps
22	EJ VISO (YV)	-27 laps
23	AJ ALLMENDINGER (USA)	51 laps-gearbox
24	RYAN HUNTER-REAY (USA)	49 laps-accident
25	MIKE CONWAY (GB)	38 laps-electrical
26	JAMES HINCHCLIFFE (CDN)	34 laps-accident
27	SEBASTIAN SAAVEDRA (CO)	1 lap-accident

Winner's average speed: 85.763mph. Fastest lap: VISO, 1m09.0401s, 102.619mph.
All drivers in Dallara DW12

DRIVERS' CHAMPIONSHIP

1	CASTRONEVES	99	6	HUNTER-REAY	73
2	SATO	93	7	RAHAL	66
3	DIXON	89	8	POWER	62
4	ANDRETTI	87	9	DE SILVESTRO	62
5	WILSON	81	10	HINCHCLIFFE	61

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.

Sato's sun rises in the west

On the streets of California, Takuma Sato made history for himself and for Japan. **MARK GLENDENNING** reports



TAKING HIS SEAT IN THE POST-RACE PRESS

conference, Justin Wilson neatly captured the essence of what had just played out on the streets of Long Beach over the preceding two hours.

"I'm still kind of confused about why I'm sat here," said the Englishman.

That he had just gone from 24th to third was just one remarkable event in an afternoon jammed with the unexpected. Capping it all was an outstanding drive by Takuma Sato that was rewarded with his maiden IndyCar win, the first for a Japanese driver, and AJ Foyt Racing's first visit to Victory Circle since Ayrton Senna's success in Kansas in 2002.

And despite all of the incidents and caution periods, Sato's glory owed nothing to luck, and everything to a perfect team strategy and a flawless performance inside the cockpit.

"It's so hard to have a perfect day in racing," said team boss Larry Foyt. "I don't think I've seen one. But if there was one, I think Takuma did it today."

Sato was among the frontrunners right from the outset, passing Ryan Hunter-Reay for second on lap 22, and then claiming the lead from Will Power during the pitstops under caution nine laps later. Caution periods aside, that was pretty much the last that anyone saw of him.

"When I crossed the finish line, I was really enjoying driving," Sato said. "I didn't want to finish the race, because the car just felt so good. I could have continued."

The only dampener from the team's perspective was that AJ Foyt himself had missed the race to prepare for a surgical procedure that was scheduled for Wednesday. He expressed his contentment to journalists over the phone from his home in Texas.

"The last five laps were the longest of anything,"

Foyt Sr said. "We've had a lot of drivers, but none of them wanted to win. This boy wants to win."

The best benchmark for Sato's pace was Graham Rahal, who himself had emerged as a contender after working his way up from 11th to second by mid-distance. Sato built up several buffers only to see them eroded by caution periods, but each time he responded by simply kicking open the gap again as soon as the race returned to green, often by as much as half a second per lap.

Rahal tried briefly to reel him in at around three-quarter distance before deciding to back off and save fuel with the aim of launching an attack later on. The only problem was that by this point Sato was saving fuel too, and he was still pulling away. Although the race finished under yellows, the 5.2s gap that he had built up by the last lap suggests that the win was already in the bag anyway.

While Rahal did not have quite enough speed to offer Sato anything more than a vague threat, his podium was still an encouraging result after a frustrating start to his time at his dad's Rahal Letterman Lanigan team. "We had more fun this weekend than we have in the last couple," he said.

Wilson, meanwhile, had to be a bit more creative to reap something from his weekend, particularly after Dale Coyne Racing's error had denied him the chance to complete a flying lap in qualifying. Series rules require a standard vinyl wrap to cover the rear wing; when Wilson had attempted to participate in qualifying, officials noticed that it was missing and demanded that the team sort it out. It was a job that took just long enough for the clock to run down before he'd posted a time.

The turnaround began early. The one upside of his mishap was that he had been left with an extra



LEVITT/LAT

Sato ran near or at the front all race

set of softer red tyres for the race. He started on the harder black ones, got rid of them under yellows on lap five, and spent the rest of the race enjoying the double advantage of having reds when everyone else was on blacks, and frequently having an extra few laps' worth of fuel as well.

It is debatable whether you could consider Dario Franchitti's pole position and subsequent fourth place a 'return to form', given that his pace was strong at Barber earlier in the month, but there is no doubt that the Long Beach result was a welcome one in light of how 2013 has treated him so far.

He led the opening laps, despite some keen attention from Hunter-Reay at the first restart, and by the time he swung into the pits on lap 28 he had

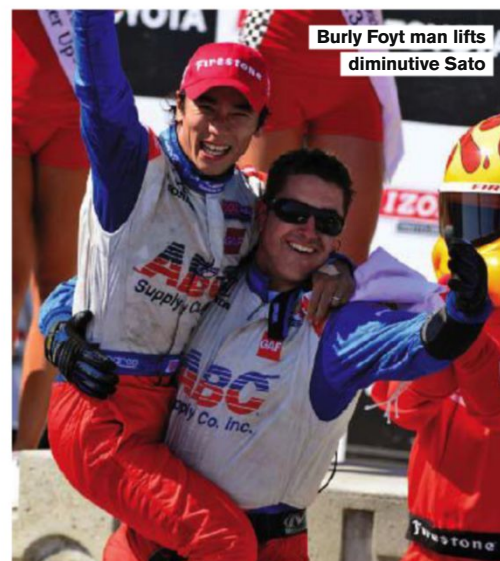
built a lead of 3s. But that turned to dust thanks to a slow pitstop, and once the stops had cycled through he had Sato ahead of him. Over the next stint he conceded additional places to Rahal and Wilson, and that was the top order set.

The story of fifth place was a little more complicated. Tony Kanaan and Oriol Servia were disputing the spot in the closing laps when Kanaan crashed into the barriers. Servia gathered himself up and continued, losing just one spot to Panther stablemate JR Hildebrand, only to be issued a 30s penalty for causing avoidable contact.

This penalty was later reviewed and rescinded – the second time he'd had such a penalty removed for the weekend, following a similar incident with



Wilson drove from 24th to podium



Burly Foyt man lifts diminutive Sato

LABERGE/GETTY

Scott Dixon in qualifying. When the final version of the race results was published, Servia had been restored to sixth.

Wrapping up what happened to everyone else could take some time. Dixon's weekend had taken a dive on Saturday when he was docked his two best qualifying laps for spinning and bringing out a red flag, leaving him to line up at the back. Things got worse when he was rear-ended by Tristan Vautier at the start, the Frenchman having also been sent to the back of the grid by an engine-change penalty.

Dixon lost a lap having a puncture sorted out, while Vautier was called in for a drive-through penalty. While Dixon's task was now of getting back onto the lead lap – which he managed – Vautier responded to his penalty by going on a bit of a tear, and had climbed as high as third before his afternoon was ruined by a team error in the pits.

Having just completed his stop, the Sarah Fisher Hartman mechanics dropped Vautier's car off the jacks and released him straight into the side of Will Power, who was pulling into the bay directly ahead of his. Vautier was penalised again, while Power lost time having his car checked for damage, and then more when he returned to the pits a lap later to have a damaged rear-wheel guard ripped off. It had already been a difficult afternoon for Power, one mostly spent wrestling with a lack of traction. Given how close he came to winning last year's title, it's strange to think that a year has now passed since he won a race.

Life was no easier for Penske's other drivers. Helio Castroneves was on the back foot after having to pit on lap three to have flat-spotted tyres and a broken front wing dealt with, while AJ Allmendinger was stuck in the midfield before his gearbox broke and put him out of the race.

Andretti Autosport? Chaos there too. James Hinchcliffe crashed out on a restart, and the same accident also accounted for team-mate EJ Viso, who skittered into the Canadian's stricken car. Hunter-Reay brought about his own downfall when he overcooked an attempt to pass Ana Beatriz and ended up in the barriers, the champion later admitting that he had "started getting desperate". Marco Andretti at least made it to the finish in seventh, but even he had to contend with a damaged wing and a world of understeer.

Mike Conway's cameo appearance in a third Rahal Letterman car started well, with the Brit running strongly through the early part of the weekend and progressing to the final qualifying phase. He lost some ground early in the race when he was boxed in on a restart, but that was rendered academic when his car stopped with an electrical problem. ▶

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IN THE PADDOCK

Mark Glendenning



IT DIDN'T ESCAPE ANYONE'S NOTICE THAT THE Long Beach scoreboard was David 3, Goliath 0, with the series' three 'big' teams – Penske, Ganassi and Andretti – all absent from the podium.

Another giantkilling performance took place on Sunday, although it was less immediately obvious. Ana Beatriz qualified 22nd in the second Dale Coyne Racing car, and got it home in 14th.

There are two elements to this. Beatriz is a part-time driver, essentially racing whenever she can afford to, in whatever she can afford to race in. And Coyne's team is the last one in the paddock to be crewed, at least in part,



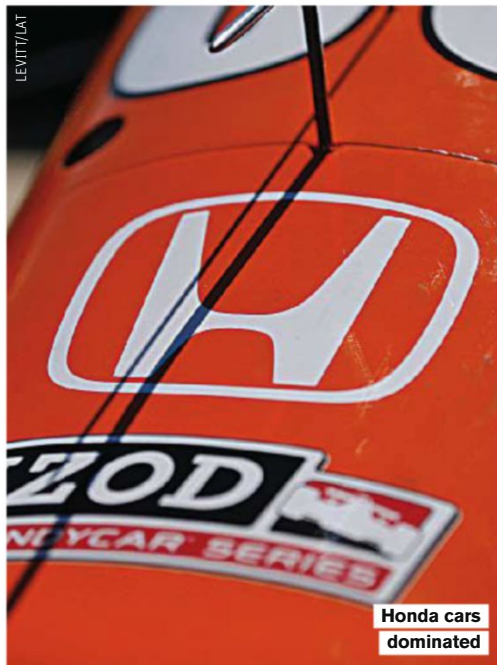
Beatriz deserved her result

by volunteers. When you think about how competitive the field is as a whole, Beatriz's result was pretty impressive.

"It was good to finish for the first time this season," said the 28-year-old Brazilian.

"It's always... you do one race, then another race, and kind of work up to it. It's about learning more about the car, and being in the car consistently always helps. Especially for me – some drivers get quick like [she snaps her fingers], but for me it comes more slowly. I always know that it's going to come, it just needs time. But Brazil [the race in Sao Paulo] is coming up and I've been there before, so I'm confident that we can be even better."

Honda progress delights drivers



Honda cars dominated

HONDA DRIVERS PRAISED THE

manufacturer's efforts to take the fight to rival Chevrolet after Japanese-engined cars swept the top four places at Long Beach.

Honda was left trailing by Chevrolet in qualifying for last month's season opener at St Petersburg, although the pair were more evenly-matched in the following race at Barber Motorsports Park. But Graham Rahal said that the Long Beach result was a testament to the work being done at Honda Performance Development.

"We as drivers have pushed them extremely hard," he said. "The response that they've given us has been phenomenal. As we go forward, sure, there's still room to improve, but here and now I think that Honda has done a phenomenal job."

Rahal's sentiments were backed up by Justin Wilson.

"It's nice that it all worked out here," he said. "Really, that kind of determination, that grit to recover and come back strong is what Honda is about."

Chevrolet IndyCar programme manager Chris Berube said that the Long Beach defeat would spur his organisation to dig deeper.

"I've always said we have to earn every win," he said. "Takuma Sato deserved the win today, and that just cranks us up to sharpen the pencils before Brazil."

Briscoe ready for comeback

RYAN BRISCOE IS CONFIDENT THAT HE WILL get up to speed quickly as he prepares to be reunited with Chip Ganassi Racing for the Indianapolis 500.

The Australian, who was left without a full-time IndyCar drive this year after Team Penske scaled back to two full-time cars, began his career in the championship with Ganassi in 2005, and says that his familiarity with the team will be an asset at the Brickyard.

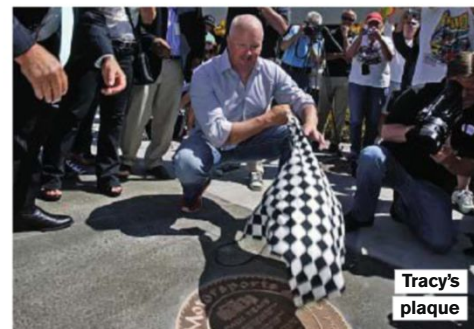
"I know all the guys on the team, I've been up to the shop briefly, and it feels like home," he said. "I feel like I'm going into a familiar area, and that's really going to help."

While Briscoe has missed the start of the current IndyCar season, he is hopeful that the fact that none of the full-time drivers have raced on an oval since last year's finale at Fontana will also work to his advantage.



Briscoe was at Long Beach

"My last oval in an IndyCar is the same oval as all the other IndyCar guys will have had," he said. "As far as that goes, I'm feeling confident that I'll be able to get up to speed."



Tracy's plaque

TRACY ADDED TO WALK OF FAME

Paul Tracy and Adrian Fernandez were added to the Long Beach Motorsports Walk of Fame last weekend. Both drivers made their CART debuts at the circuit, with Tracy going on to win there four times during his career.

FISHER'S NEW HEADQUARTERS

Sarah Fisher Hartman Racing moved into its new 38,000 square-foot workshop in Indianapolis last week. The facility, located between the Indianapolis Motor Speedway and Dallara's United States base, includes a conference room, gift shop and two race bays.

KANAAN HOSPITALISED

Tony Kanaan was due to have X-rays on his hand following his late race accident at Long Beach. The Brazilian was taken to the medical centre, but later tweeted that he'd been advised to undergo additional checks.

LEGEND REDMAN HONOURED

Brian Redman was honoured at the Road Racing Drivers' Club's annual dinner in Long Beach on Friday. The sportscar and open-wheel legend was the winner of the inaugural F5000 Long Beach Grand Prix in 1975.

NO FULL-TIME EXTRA GANASSI CAR

Ryan Briscoe's appearance with Ganassi at next month's Indy 500 is likely to be a one-off. Team manager Mike Hull said that while he would like another opportunity to run the Australian, a lack of funding, coupled with Briscoe's sportscar commitments, make it unlikely this year.

INDY ORIENTATION RESCHEDULED

The Rookie Orientation Programme for the Indianapolis 500 will be incorporated into the opening weekend of practice for this year's event. Having had its initial April 11 date scrapped due to a forecast of poor weather at Indianapolis Motor Speedway, the orientation will now take place on May 11-12. An exact time slot has not been specified.

CHANGE TO TYRE REGULATIONS

IndyCar has tweaked its tyre rules and made an extra set of the black-walled 'primaries' available to teams that complete more than five laps during opening practice sessions. The tyres will be available during that session only, with the aim of encouraging drivers to complete more laps without fear of depleting their tyre allocations.



More 'blacks' will be available

FIA GT
ZolderApril 20-21
Round 2/6

RESULTS

MAIN RACE: 39 LAPS, 97.03 MILES

- PETER KOX (NL)/STEFAN ROSINA (SK)** 1h00m57.072s
Reiter Engineering Lamborghini Gallardo LP560-4; Grid-2nd
- STEPHANE ORTELLI (MC)/LAURENS VANTHOOR (B)** +0.448s
WRT Audi R8 LMS ultra; Grid-1st
- EDWARD SANDSTROM (S)/FRANK STIPPLER (D)** +3.763s
WRT Audi R8 LMS ultra; Grid-5th
- ANDREAS ZUBER (A)/MIKE PARISY (F)** +14.587s
Sebastian Loeb Racing McLaren MP4-12C GT3; Grid-4th
- NIKOLAUS MAYR-MELNHOF (A)/RENE RAST (D)** +17.899s
WRT Audi R8 LMS ultra; Grid-3rd
- ANTHONY KUMPEN (B)/ENZO IDE (B)** +33.774s
Phoenix Racing Audi R8 LMS ultra; Grid-8th
- ANDREAS SIMONSEN (S)/SERGEI AFANASIEV (RU)** +34.284s
Gravity Charouz Mercedes SLS AMG GT3; Grid-6th
- ALLAM KHODAIR (BR)/CACA BUENO (BR)** +42.697s
BMW Team Brasil BMW Z4 GT3; Grid-11th
- CARLOS VIEIRA (P)/CESAR CAMPANICO (P)** +50.152s
Novadriv Audi R8 LMS ultra; Grid-13th
- HARI PROCZYK (A)/DOMINIK BAUMANN (A)** +51.254s
GRT Grasser Racing Team Lamborghini Gallardo LP560-4; Grid-12th

Winners' average speed: 95.52mph. Fastest lap: Rast, 1m31.117s, 98.30mph.
First-named driver started race.

QUALIFYING RACE: 39 LAPS, 97.03 MILES

- VANTHOOR/ORTELLI** 1m01m06.512s
Audi; Qualifying 3rd
- ROSINA/KOX** +10.332s
Lamborghini; Qualifying 1st
- RAST/MAYR-MELNHOF** +15.928s
Audi; Qualifying 7th
- PARISY/ZUBER** +16.427s
McLaren; Qualifying 4th
- SANDSTROM/STIPPLER** +17.355s
Audi; Qualifying 6th
- SIMONSEN/AFANASIEV** +17.846s
Mercedes-Benz; Qualifying 2nd
- ALON DAY (IL)/MAXIMILIAN BUHK (D)** +18.666s
Gravity Charouz Mercedes SLS AMG GT3; Qualifying 8th
- KUMPEN/IDE** +29.446s
Audi; Qualifying 5th
- FABIO ONIDI (I)/FILIP SALAQUARDA (CZ)** +40.709s
AF Corse Ferrari 458 Italia GT3; Qualifying 14th
- KARUN CHANDHOK (IND)/JAN SEYFFARTH (D)** +41.157s
SMS Seyffarth Motorsport Mercedes SLS AMG GT3; Qualifying 15th

Winners' average speed: 95.27mph. Fastest lap: Chandhok, 1m31.347s, 98.05mph.
First-named driver started race.

CHAMPIONSHIP

- | | |
|-------------------------|--------------------------|
| 1 VANTHOOR/ORTELLI 44 | 6 BUHK/DAY 22 |
| 2 SANDSTROM/STIPPLER 42 | 7 ZUBER/PARISY 21 |
| 3 KOX/ROSINA 31 | 8 BUENO/KHODAIR 18 |
| = RAST/MAYR-MELNHOF 31 | 9 PARENTE/LOEB 15 |
| 5 KUMPEN/IDE 24 | 10 CHANDHOK/SEYFFARTH 11 |

PRO-AM

- | | |
|-------------------------|------------------------|
| 1 VIEIRA/CAMPANICO 55 | 4 SHULZHITSKIY/REIP 25 |
| 2 AFANASIEV/SIMONSEN 44 | 5 BUNCOMBE/ORDONEZ 18 |
| 3 BAUMANN/PROCZYK 38 | = SALAQUARDA/ONIDI 18 |

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 for top 10 finishers in main race. 8-6-4-3-2-1 for top 6 finishers in qualifying race.

Loeb McLaren was
out of luck

FOR IN-DEPTH RESULTS FORIX

Kox (24) defeated
Ortelli (11) when
it counted

Wily Kox puts Lambo on top

ZOLDER CELEBRATES ITS HALF-CENTURY

this season and Peter Kox is also now in his 50th year, so it was somehow fitting that the veteran should make the difference in Belgium for the Reiter Lamborghini squad. The fact of the matter is that without Kox, the German team would not have taken victory on its debut in the new FIA GT Series at Zolder.

The Dutch veteran claimed pole aboard his Gallardo LP560, only for co-driver Stefan Rosina to succumb to pressure from Laurens Vanthoor in the best of the WRT Audis halfway through the opening stint of Saturday's qualifying race. That and a slower pitstop from Reiter left Kox little chance of making up the deficit to Stephane Ortelli in the Audi R8 LMS ultra.

The full-points – or main – race on Sunday was a different story, however. The Lambo's rear tyres had lost their edge through a stint in the opening race, but what team boss Hans Reiter called “some dramatic changes” overnight yielded a car that was quick all the way through a half-hour stint.

Kox got the jump on Ortelli at the start, the Monegasque losing time defending his position through the opening corners. That meant the Audi was a second behind at the end of the opening lap, and the Lambo kept on increasing its advantage.

“I was on fresh tyres,” explained Kox, “but I was surprised that I could keep pulling away.”

The Dutchman was over 5s up inside six laps. Ortelli eventually managed to stabilise the gap at 6s, which turned into a 3s advantage for Rosina after WRT completed a quicker turnaround in the pits.

The roles were reversed – WRT had saved the best of its tyres for Vanthoor – and the Audi came back at the Lambo.

Three seconds became two inside four laps and then just one in another four. With 11 minutes of the hour-long race to run, Vanthoor was right with the leader.

This time Rosina did not crack. The Slovakian proved equal to everything his rival had to throw at him, including three

cheeky lunges on the final lap.

“Yesterday I couldn't take the pressure from Laurens and made a mistake,” he said. “Maybe that was good practice for today; this time I was trying not to look in my mirrors.”

The Lambo was the car to have in Belgium. The Gallardo has excellent traction out of the slow corners that proliferate at Circuit Zolder and lower gearing too. The Audi might have been better on the brakes, but it was too far behind to make a move stick at the end of the straights leading to the key overtaking spots.

The other two WRT Audis did not prove to be quite the same effective weapons as the lead car, though each picked up a podium position over the weekend. Rene Rast and Nikolaus Mayr-Melnhof were third in the first race and Edward Sandstrom, who made a storming start, and Frank Stippler took the same position in the main event.

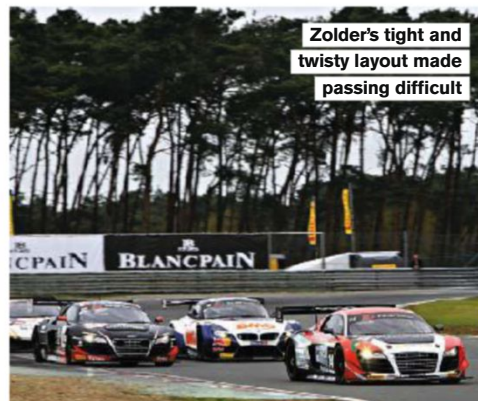
Reiter was not confirmed for the remainder of the season at the start of the weekend, but the victory means its return is now almost a dead cert, according to team boss Reiter.

“I'd be very surprised,” he said, “if we weren't back after a result like that.”

Audi man Stippler
congratulates Kox

IN THE PADDOCK

Gary Watkins



I don't like having a dig at Zolder. It's not its fault that it isn't Spa and the place has a certain charm in an old-fashioned way. But I found myself wondering last weekend what business it had being on the FIA GT calendar.

The latest incarnation of the series, like the GT1 World Championship before it, hangs its hat on exciting racing. That's what the made-for-TV format is all about, but there were times when the action was plain dull. The weekend was only saved by an exciting climax to the main event on Sunday.

Zolder is too narrow and too tight for sprint GT racing. Put simply, there isn't anywhere to overtake. Hence the boredom on my part and, surely too, on the part of the disappointing crowd that turned out on Sunday (and FIA GT goes to Zolder on the promise of a good attendance!)

I do have a soft spot for Zolder and, since the eviction of Woopy Snacks from Spa, it has the best *frites et mayo* at any track I know. But that's no reason to take a grid of GT3 cars to an unsuitable track and expect them to put on a decent show.

REMEMBER WHEN



Peter Kox took his first FIA GT win? The Dutchman and Roberto Ravaglia were not leading when a wet Silverstone race was red-flagged, but the Schnitzer McLaren duo controversially won on countback.

GT3 set for development freeze

DEVELOPMENT IN THE GT3 CATEGORY THAT provides the grid for the FIA GT Series is set to be frozen until the beginning of 2015.

The manufacturers who build the cars have agreed that no updates will be allowed to be homologated for 2014. The move, which now needs to be ratified by the World Council, could potentially be extended further.

Series boss Stephane Ratel said: "I have pushed for this and got my way. I now feel that everyone is equal. There are a couple of people [manufacturers] who aren't happy, but we can solve those problems with the Balance of Performance."

"If we have new cars every year, we need a new BoP every year. That's not good, because it takes time to get the BoP right. Now we can head into next year without any controversy."

Ratel also explained that the cost of upgrading a car every year was unsustainable for the teams.

"The average cost of an update kit is €50,000 (£43,000) so that's €100,000 (£86,000) for a two-car team," he said. "That puts them under financial pressure when drivers don't want to pay any more for a seat."

Some manufacturers have privately stated that the freeze should be extended for a second season, but Ratel said he was not in favour.

"That is not realistic, because I believe we have new cars coming, and not just the Bentley," he said. "Existing manufacturers will also introduce new models."

Hans Reiter, whose eponymous organisation builds



Ratel: 'I've got my way'

Lamborghini's Gallardo LP560 GT3 contender, said: "It's good for the customers and good for us. It is not good business on either side to keep producing updates."

Bob Neville, who owns the RJN Nissan squad, welcomed the move with cautious optimism.

"It's good news," he said. "But I will believe it when I see it."

Ratel had wanted a freeze for this season, but his plans were vetoed by the manufacturers because they had already started on their updates for 2013.



Vita4One set to sit out series

THE CHANCES OF THE VITA4ONE RACING

BMW squad taking part in the FIA GT Series this year are looking remote.

The German team, a winner of multiple titles as Vitaphone Racing in two previous iterations of the series, had planned to enter at least one BMW Z4 GT3. It skipped the season opener at Nogaro, then Zolder, and is certain not to be at the next round at Zandvoort on July 6-7.

The Dutch FIA GT fixture is just one week after the Paul Ricard round of the Blancpain Endurance Series and the official pre-race test for the Spa 24 Hours Blancpain round is between the two.

Team boss Michael Bartels said: "I don't know if it will be possible for us to do the test as well as Zandvoort. Spa is very important for us, so we have to be there."

Bartels conceded that it made little sense to join the series after the third round.

JOUSSE CRASH PUTS BMW OUT

The SUNRED-run BMW Sports Trophy Team India entry failed to start at Zolder after Frenchman Julien Jousse crashed on a damp track in second free practice when he opted to stay on slicks as rain started to fall. The BMW Z4, leased from Vita4One, sustained chassis damage that could not be fixed at the track.

RAST CAR MOVED INTO PRO CLASS

The WRT Audi that won the main event on the road at Nogaro in the hands of Rene Rast and Nikolaus Mayr-Melnhof was moved up from Pro-Am to the Pro class for Zolder. The change, made at the behest of series boss Stephane Ratel, has been applied retrospectively to include the season opener and championship points redistributed accordingly.

NO POINTS FOR LOEB IN BELGIUM

Sebastien Loeb failed to add to his points tally at Zolder with Alvaro Parente. The Sebastien Loeb Racing McLaren MP4-12C GT3 lost a front-row start for a turbo-boost infringement. Parente was penalised for avoidable contact in the first race before a damper problem, and then Loeb was spun out at the start of the main race, sustaining a puncture.

DORR LEFT AJAR FOR RETURN

Dorr Motorsport, which had been due to expand to a pair of McLaren MP4-12Cs at Zolder, skipped the event after an unsuccessful Hockenheim test during the lead up to the race. Dorr aims to return at Zandvoort.

**ROSA RETURNS**

Former British Formula Ford racer Duda Rosa, last year's Brazilian GT champion, came back to European racing for the first time in 20 years at Zolder, driving a Seyffarth Racing Mercedes along with Paulo Bonifacio. The duo hopes to complete the year.

BTCC Donington Park (GB)

April 20-21

Round 2/10



RESULTS

RACE 1: 16 LAPS, 31.66 MILES

1	GORDON SHEDDEN (GB) Honda (Dynamics) Civic	19m04.814s
2	ANDREW JORDAN (GB) Eurotech Honda Civic	+0.426s
3	MATT NEAL (GB) Honda (Dynamics) Civic	+5.177s
4	JASON PLATO (GB) MG (Triple Eight) MG6	+6.535s
5	ADAM MORGAN (GB) Ciceley Toyota Avensis	+8.759s
6	SAM TORDOFF (GB) MG (Triple Eight) MG6	+9.200s
7	FRANK WRATHALL (GB) Dynajet Toyota Avensis	+10.247s
8	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+11.079s
9	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+13.020s
10	JEFF SMITH (GB) Eurotech Honda Civic	+20.187s
11	ARON SMITH (IRL) Motorbase Ford Focus (S)	+20.957s
12	MAT JACKSON (GB) Motorbase Ford Focus (S)	+22.486s
13	TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC (S)	+24.205s
14	ROB AUSTIN (GB) Rob Austin Racing Audi A4 (S)	+27.799s
15	ROB COLLARD (GB) WSR BMW 125i M Sport (S)	+28.175s

Winner's average speed: 99.57mph. Fastest lap: Morgan, 1m10.573s, 100.95mph.
Pole: Shedden, 1m10.074s, 101.67mph. Jack Sears Trophy: James Kaye (Audi Volkswagen Golf). (S) = Soft tyre

RACE 2: 18 LAPS, 35.62 MILES

1	JORDAN Honda	23m07.443s
2	PLATO MG	+1.955s
3	SHEDDEN Honda	+3.233s
4	NEAL Honda	+4.365s
5	MORGAN Toyota	+4.980s
6	TORDOFF MG	+7.004s
7	NEWSHAM Toyota	+7.422s
8	A SMITH Ford	+10.469s
9	TURKINGTON BMW	+10.977s
10	ONSLow-COLE VW	+11.470s
11	J SMITH Honda	+14.458s
12	COLLARD BMW	+14.770s
13	M JACKSON Ford	+19.626s
14	JACK GOFF (GB) Team Hard Vauxhall Insignia (S)	+22.534s
15	DAN WELCH (GB) Welch Proton Gen-2 (S)	+26.803s

Winner's average speed: 92.43mph. FL: J Smith and Neal, 1m10.841s, 100.57mph.
Pole: Shedden. Jack Sears Trophy: Lea Wood (Vauxhall Vectra). (S) = Soft tyre

RACE 3: 16 LAPS, 31.66 MILES

1	TURKINGTON BMW (S)	19m16.593s
2	SHEDDEN Honda (S)	+4.414s
3	NEAL Honda (S)	+4.699s
4	TORDOFF MG (S)	+4.886s
5	MORGAN Toyota (S)	+5.377s
6	ONSLow-COLE VW	+7.290s
7	A SMITH Ford	+7.744s
8	PLATO MG (S)	+8.550s
9	M JACKSON Ford	+9.066s
10	J SMITH Honda (S)	+9.604s
11	WELCH Proton	+19.769s
12	COLLARD BMW	+26.398s
13	JORDAN Honda (S)	+32.864s
14	WILL BRATT (GB) Rob Austin Racing Audi A4	+33.729s
15	NICK FOSTER (GB) WSR BMW 125i M Sport	+34.136s

Winner's average speed: 98.56mph. FL: Jordan, 1m10.751s, 100.70mph.
Pole: Onslow-Cole. Jack Sears Trophy: Joe Girling (Tech-Speed/Finesse Chevrolet Cruze). (S) = Soft tyre

CHAMPIONSHIP

1	PLATO	92	6	MORGAN	66
2	JORDAN	87	7	TURKINGTON	59
3	NEAL	78	8	J SMITH	53
4	TORDOFF	73	9	A SMITH	34
5	SHEDDEN	72	10	M JACKSON	30

JACK SEARS TROPHY

1	GRIFFIN	2	3	WOOD	1
2	KAYE	2	4	GIRLING	1

POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap. Jack Sears Trophy table based on number of class wins per driver.

FOR IN-DEPTH RESULTS

FORIX

Jordan joins the BTCC big boys

Reigning Indie champ

Andrew Jordan made his
case for the overall crown.

KEVIN TURNER reports

A win and a second
has put Jordan in
overall title contention

A YEAR AGO, ANDREW JORDAN HAD NOT WON A major circuit-racing title. He often showed flashes of speed, but rarely looked like troubling the British Touring Car Championship's big guns over a weekend, never mind a season.

On the evidence of the opening two rounds of 2013, that has changed. Now Jordan is the reigning Independents' champion and his Eurotech-run Honda Civic took pole and two podiums at the Brands Hatch season opener. Last weekend at Donington Park, he scored a first and a second to leave Leicestershire just five points behind leader Jason Plato.

After a slightly clumsy clash with Plato at Brands, Jordan's Donington effort appeared more measured, too. He closed on reigning champion Gordon Shedden in race one – despite carrying 36kg more ballast – but decided to take second rather than make a risky move. Then, with Shedden heavier for race two, Jordan struck early before driving away as the works Hondas got embroiled in a fight with Plato.

"I think we had the pace in race one, but not the pace to pass Gordon," reckoned Jordan, who has his sights set firmly on the overall crown, rather than retaining his Indie title. "In race two he looked like he was struggling and I had to pass him quickly. "Our whole approach is to be up there with those guys."

His works rivals are certainly taking Jordan, 23, seriously. Shedden believes his fellow Civic driver is currently a threat for the crown.

"Without a shadow of a doubt," he told AUTOSPORT. "He's doing a cracking job. He's got to string 30 races together, but he has all the tools

and he's not a rookie at this game."

Plato's observation was: "You've got to say he's quicker than the works cars and is driving well. Andy's in there."

Apart from the confidence that achieving the Independents' crown has given him, Jordan's other strength is the Eurotech set-up. One rival team boss described Eurotech chief and Andrew's father Mike Jordan as "the wisest man in the paddock" for going immediately to Honda works outfit Team Dynamics when the NGTC rules were confirmed.

Not only did that deal mean the squad got through many of the NGTC problems early, with the support of a manufacturer outfit, it also ended up giving Jordan the championship's best chassis.

"They've found something we're all looking for," said Motorbase team manager Oly Collins of the Civics that took every BTCC title in 2012.

One hurdle that Jordan's rivals thought Eurotech might struggle with was running with success ballast, but the team focused on that during its winter testing programme.

"We still have our data share [with the works Honda squad], but into your second year you can start to go your own way," said Jordan Sr. "We learned a lot together last year with Dynamics and we had a fantastic baseline."

"A lot of our winter testing was done with ballast on because we hadn't done that before. A lot of what we're doing is to get ready to run with ballast; geometry, corner weights. The car's fundamentally what it was last year, it's just small tweaks."

"Last year if we had success ballast, we just put it on and left the set-up as it was. This year the cars will go out optimised for whatever weight they are."





EBREV/LAT

53

Dynamics boss Steve Neal believes handling the weight is one of the Civic's strengths anyway.

"What we've found is some weight in the middle of the car helps the balance, and the increase in torque we're getting from the 2013 engine means the weight affects acceleration less," he said.

Jordan still has to show he can maintain a challenge, and handle the pressure when it comes down to the closing stages of a title fight, but his early season form has demonstrated a definite step up from last year.

Another driver with increased confidence after 2012 success is Shedden and he needed some big results at Donington. Just as last year he had a shocker at the opening Brands meeting despite good pace, so he arrived at round two this time ninth in the points. And, just as last year, he delivered three podiums (a win, a second and a third on this occasion, rather than two wins and a second) to get his title assault back on track. He also took his first pole since Oulton Park 2011 (although he lost top spot at Thruxton last year only due to the car overboosting).

Despite mediocre starts, Shedden led races one and two early on. With no success ballast in the first encounter, he was able to pull away from all but Jordan to take his 30th series victory.

Race two was harder with the 45kg of ballast, but Shedden provided one of the weekend's highlights by fighting off Plato's faster (and lighter) MG for several laps, with Matt Neal and Adam Morgan in tow. It was a fine display of hard-but-fair racing by all concerned that ended when Plato slipped past the Honda at the exit of Redgate with less than three laps to go. ▶



Jordan (r) is ahead of both works Honda drivers in the points



Tordoff had another strong meeting, only just missing the podium



Shedden makes his Civic wide as Plato attacks in race two

◀ “I could have won it if Gordon hadn’t looked after Jordan,” reckoned Plato, who was celebrating his 400th BTCC start in the second event.

“That was an ace race. I was pleased to get round the outside of Matt at the Craners – I felt more comfortable with Matt than the mad Scotsman! Gordon drove a mega defensive race, I just wish I could have got past him sooner.”

For the second round in a row, Shedden then put in a storming drive on the new soft tyres in the reversed-grid encounter. He snatched second from Sam Tordoff’s MG on the final lap, and held the door open at Coppice long enough for Neal to follow him by.

It helped move Shedden within 20 points of Plato, though already there are murmurings about turbo-boost equivalency. “Everyone else has been scoring strongly, but I don’t think anyone has scored more points this weekend,” said Shedden.

“The MG is quick. We’re fine round the corners, but there’s a disparity on speed. It’s torque; it comes off the corners so quick.”

Neal, who celebrated his 500th BTCC start in race two, couldn’t quite match Shedden or Jordan, but still came away with a healthy points score. The three-time champion held off Plato to finish third in race one, was fourth in the fine second event, and finished off the weekend with third in the finale.

Outside of the title-contending teams, the

success story of Donington was former Ginetta GT Supercup champion Adam Morgan. He showed he had potential several times during his rookie season last year with a Speedworks Toyota Avensis, but had a worrying ability to find an accident, whether of his own making or not.

Now back with the family run Ciceley Racing team with which he scored his Ginetta success, things are coming together. Morgan, 24, qualified sixth, took advantage of a Tordoff-Frank Wrathall fight to finish fifth in race one, chased Neal home for the same position second time out, and completed his hat-trick of fifth-place finishes in the reversed-grid race. He’s already scored more points in two rounds this year than he did in the whole of 2012.

“I’m a lot more relaxed,” admitted Morgan. “After a disappointing year people don’t tend to look at you. I learned a lot last year and it’s paying dividends. I’ve got a fantastic car at the moment and I’m chuffed to bits.”

It would no longer be a surprise to see Morgan on a BTCC podium. A championship challenge may be some way off, but it’s the sort of journey Jordan feels he could be close to completing.

“I’m still learning,” Jordan said after his victory. “But there’s no reason we can’t take it to them – if you go in thinking you can’t beat the manufacturer teams, the chances are you won’t.”



Morgan was up at the sharp end all weekend

IN THE PADDOCK

Kevin Turner



MATT NEAL CELEBRATED HIS 500th BTCC START and Jason Plato his 400th by putting on a great battle in the second race at Donington.

Running numbers ‘500’ and ‘400’ respectively, the old rivals ran together early on as Gordon Shedden unsuccessfully tried to hold off Andrew Jordan.

Plato and Neal have hit each other plenty of times over the years, but showed a pleasing level of respect this time around. Plato made a great move around the outside of the Craner Curves to snatch third place from Neal, but such was Shedden’s subsequent defence of second that the MG driver still had Neal big in his mirrors.

The three champions – and indeed the chasing Adam Morgan – got extremely close at times but kept it clean and it was a fine spectacle.

Although Neal lost out in that battle, a potentially more worrying concern for him is the pace of Shedden and Jordan. For the second meeting in a row, the triple champ lacked that last little something compared with the younger Honda drivers.

Of course, Neal’s experience can never be discounted, but could it be that at 46 years old, he is not quite as hungry as his colleagues?

Neal’s guile will keep him in the title fight, but it will be interesting to see if he can also respond with speed.

DRIVER BY DRIVER



1 GORDON SHEDDEN

Qualifying: 1 Races: 1/3/2

Just the weekend he needed after (another) Brands disaster. Great pace and definite title challenger again.



500 MATT NEAL

Qualifying: 4 Race: 3/4/3

Didn’t set the pace, but he was always there or thereabouts. A good points haul on landmark weekend.



66 LIAM GRIFFIN

Qualifying: 23 Race: 20/R/R

Looks much happier battling for S2000 honours and was unfortunate to have engine issues with Focus.



29 COLIN TURKINGTON

Qualifying: 8 Race: 8/9/1

Feels progress is being made with WSR’s new BMW. Took reversed-grid chance like the champion he is.



6 TOM ONSLOW-COLE

Qualifying: 11 Race: 13/10/6

A remarkable step forward for the new machine and Team Hard boss Tony Gilham says “there’s more to come”.



31 JACK GOFF

Qualifying: 19 Race: 18/14/16

Qualifying set-up gamble didn’t come off, but reigning Renault Clio Cup champion is showing good promise.



43 LEA WOOD

Qualifying: 24 Race: 24/17/R

Hurt by lack of grunt and made a mistake in R3, but still a leading Jack Sears Trophy contender.



90 JOE GIRLING

Qualifying: 25 Race: 21/R/18

Turbo issues on Saturday and loss of drive in R2, but ended weekend by topping the S2000 class in R3.

S2000s provide more excitement

THE JACK SEARS TROPHY PROVIDED

different winners and more action at Donington, but things were a little more fraught than they had been at Brands Hatch.

James Kaye was the fastest S2000 runner in AmD's Volkswagen Golf, taking class pole by 0.7s, but 0.1s covered the next three runners: newcomer David Nye (Welch Ford Focus), double Brands victor Liam Griffin (Motorbase Focus) and Lea Wood's Vauxhall Vectra.

The experienced Kaye duly kept Griffin at arm's length in race one as Wood fell back with an underpowered engine (which he plans to replace before Thruxton). "Early on we had more pace than some of the NGTCs and I could have moved forward," said Kaye. "But there didn't seem much point so it was a case of managing the gap to Liam."

Things were considerably more complicated in race

two. Griffin's engine hesitated at the start, causing Kaye to back off, leaving Nye with little choice but to hit the VW. Both went off, causing the safety car to come out.

Nye's car wouldn't be seen again, Griffin's engine issues forced retirement, and Warren Scott spun his SEAT out of the race. When Joe Girling's Chevrolet Cruze lost drive, Wood was left to take his first class win of 2013 as the sole survivor.

Wood had several NGTC machines between him and the other S2000s in the final race, but he hit the chicane kerb too hard and broke a rear toe link. Electrical failure, possibly due to the race-two crash, curtailed Kaye's run and Motorbase could not rectify Griffin's engine problem.

All that helped Girling to become the fourth winner of the S2000 class in 2013, ahead of former motorcycle racer Scott.



Turkington gave WSR a big boost with win

Turkington takes his chance

EX-BTCC CHAMPION COLIN TURKINGTON

showed his class by winning the reversed-grid race at Donington in only the second meeting for WSR's NGTC BMW.

The 125i M Sports have had various new-car glitches in the opening rounds of 2013, but have also shown potential. Turkington was able to run at the back-end of the top 10 at both Brands Hatch and the first two races at Donington, before getting to start second on the grid for the third event.

Rear-wheel-drive traction helped him snatch the lead and he then pulled clear of all the scrapping behind while also looking after his soft tyres. The result was victory by over four seconds, the 2009 champ's 20th BTCC success.

"We didn't see that coming!" he said. "It's been a tricky start for us and we've been chasing our tails on set-up, but it all fell for me in that last race."

"Being in the lead is such an easy place to be and the car was easy to drive."



Girling became the fourth S2000 victor in just six races



400 JASON PLATO

Qualifying: 5 Race: 4/2/8

Usual role as main threat to the Hondas. Soft-tyre wear and avoiding Newsham moment hampered his R3 effort.



88 SAM TORDOFF

Qualifying: 7 Race: 6/6/4

Another impressive showing from the newcomer. Denied a podium in R3 only by a mistake on final lap.



77 ANDREW JORDAN

Qualifying: 3 Race: 2/1/13

Small chicane error cost him pole and a sub-1m10s lap. Great in the races, apart from excursion in third event.



55 JEFF SMITH

Qualifying: 10 Race: 10/11/10

Continued his solid 2013 form. Needs to work on his opening few corners, but set fastest lap in race two.



7 MAT JACKSON

Qualifying: 13 Race: 12/13/9

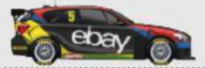
Motorbase continued to struggle to find the set-up that will make the Focus fly. Also under pressure from team-mate.



8 ARON SMITH

Qualifying: 16 Race: 11/8/7

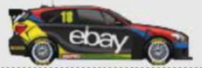
Remains convinced car has potential. Great to watch at times, but can he regularly defeat Jackson?



5 ROB COLLARD

Qualifying: 12 Race: 15/12/12

Better run than at Brands as he continues to learn car. Unhappy about corner cutting of front-wheel-drive rivals.



18 NICK FOSTER

Qualifying: 21 Race: 17/16/15

Like Collard, not helped by components cracking on Saturday. Disappointingly quiet weekend after promising Brands.



17 DAVE NEWSHAM

Qualifying: 9 Race: 9/7/R

Good weekend fighting in the top 10, though wild Craner Curves moment in R3 caused mayhem behind.



48 OLLIE JACKSON

Qualifying: 14 Race: 16/NC/R

Still learning how to battle in the BTCC and admitted to McLeans error that meant he hit Collard.



13 ROB AUSTIN

Qualifying: 18 Race: 14/R/NS

A shocker. Happy with chassis, but mysterious engine issue dogged weekend and then ended it early.



14 WILL BRATT

Qualifying: 17 Race: 25/19/14

Similar problems to team-mate, plus had a wheel fall off in R3! Yet to have the chance to show what he can do.



20 JAMES COLE

Qualifying: 26 Race: 22/18/17

Former single-seater racer is still finding the transition to front-wheel-drive tin-tops rather tough.



10 DAN WELCH

Qualifying: 15 Race: NC/15/11

Bad luck struck the Proton again, this time a driveshaft failure before R1. Deserves better results.



12 DAVID NYE

Qualifying: 22 Race: 23/R/NS

On the S2000 pace again, but weekend ruined by R2 start crash. Still a probable Jack Sears Trophy race winner.



11 FRANK WRATHALL

Qualifying: 2 Race: 7/R/R

Arguably the best qualifying lap of all. Shuffled back in R1, then had throttle linkage break in R2 and contact in R3.



33 ADAM MORGAN

Qualifying: 6 Race: 5/5/5

Easily his best weekend in the BTCC and looked comfortable running near front, even as oil temp climbed in R2.



15 JAMES KAYE

Qualifying: 20 Race: 19/R/R

AmD Golf set S2000 pace until R2 crash. "It's good to know we can win this," said team boss Shaun Hollamby.



39 WARREN SCOTT

Qualifying: 27 Race: 26/R/19

Snapped a steering rack on Saturday and went off in R2, but still enjoying learning about car racing and the BTCC.



P56
ALL THE
ACTION FROM
THE BTCC
SUPPORTS

BTCC SUPPORTS

Donington Park (GB)

April 20-21
Round 2/10



Cammish has
won six from
six in FFord

BRITISH FORMULA FORD & CLIO CUP UK DONINGTON PARK (GB), APRIL 20-21

Cammish keeps his winning habit

DAN CAMMISH MAINTAINED HIS 100 PER cent record in British Formula Ford this season by taking another hat-trick of wins.

The ex-Formula Renault racer dominated at Brands Hatch last month, and with chief rival Scott Malvern absent at Donington, Cammish enjoyed an even bigger advantage. He topped qualifying by three quarters of a second and led every one of the 54 racing laps, despite failing to complete a single one at Thursday's pre-race test, thanks to electrical problems with JTR's Mygales. "Dan does seem to have his own pace at the moment," said JTR team boss and Porsche factory driver Nick Tandy. "Watching him trackside is night and day different to the rest."

So his rivals fought over scraps. Momentum in the fight to fill the podium swung between Jamun Racing and Falcon Motorsport. Jamun's Argentinian pair of Nico Maranzana and Juan Rosso (making his debut after recovering from a broken hand) battled early in race one, allowing Falcon's Harrison Scott to split them. Rosso ran wide exiting Robert's chicane (now named after late Donington press man Rob Fearnall), before Scott took second from Maranzana at McLeans. Maranzana slumped to sixth, later complaining of brake problems and a loss of power from his

Ford EcoBoost engine. He lost out to newcomer Sam Brabham on the last lap, while Rosso conceded third to Falcon Finn Lassi Halminen.

Jamun's Luke Williams finished seventh in race one. He set fastest lap in race two after an overnight turbo change, but was seven laps down after pitting with fuel-pressure problems.

Scott was on for runner-up spot again in this race, but fried his rear tyres chasing Cammish. Rosso swept by with a brave move around the outside at McLeans on the penultimate lap. Fred Martin-Dye crashed SWB's Sinter out of fourth spectacularly at the chicane, and engine problems denied ex-Ginetta racer Andy Richardson a likely top-six finish. He could only watch as Maranzana took fourth from Halminen's gripless Mygale on the penultimate circuit.

A hit from Williams beached Halminen in the Redgate gravel in race three. Maranzana led Rosso, Scott and the recovering Williams in a procession behind Cammish. Williams overcame Scott, before the Argentinians switched places on the final lap as Maranzana ran short of fuel.

Paul Rivett now leads the Clio Cup after taking his first wins of the season at Donington. Josh Files chased him down in race one, but Rivett held on to win by half a second when his rival oversteered on the final run through Redgate. Files bravely regained ground after a poor start, squeezing past Pyro team-mate Alex Morgan and Mike Bushell through the Craner Curves. Westbourne-run Bushell beat Morgan to third.

Race two had more of the panel-bashing action we've come to expect. Scuderia Vittoria's Ant Whorton-Eales scorched from sixth to second at the start, but was re-passed by slow starter Files at the chicane on lap three. Whorton-Eales lost momentum, so Bushell attacked into Redgate. They duked it out through the Craner Curves, before Whorton-Eales ran wide at Old Hairpin

and rammed Bushell as he rejoined. Whorton-Eales recovered to fifth, behind Morgan and Jake Giddings, but damage put Bushell out.

Up front, Files caught and passed Rivett to lead after four laps, but couldn't shake off the three-time champ. Like the experienced predator he is, Rivett stalked his prey until the final lap and nabbed the lead with a neat switchback move at the exit of Coppice. Files retaliated at the chicane, but lost a drag race to the line by 0.013s. "What a great race, Josh drove really well," enthused Rivett. "That's got to be the closest finish I've ever had!"

Stefan Hodgetts endured another torrid weekend. His qualifying session was ruined by the fire extinguisher going off inside his Scuderia Vittoria-run car. He battled from 14th to eighth in race one, but failed to finish race two after a clash with Josh Cook and Jordan Stilp.

● Ben Anderson

RESULTS

British Formula Ford (all 18 laps) 1 Dan Cammish (Mygale M13-SJ); 2 Harrison Scott (M13-SJ) +3.235s; 3 Lassi Halminen (Mygale M12-SJ); 4 Juan Rosso (M12-SJ); 5 Sam Brabham (M13-SJ); 6 Nico Maranzana (M12-SJ). **Fastest lap** Cammish 1m06.151s (107.70mph). **Race 2** 1 Cammish; 2 Rosso +5.606s; 3 Scott; 4 Maranzana; 5 Halminen; 6 George Blundell (M12-SJ). **FL** Luke Williams (M12 SJ) 1m06.621s (106.94mph). **Race 3** 1 Cammish; 2 Rosso +12.030s; 3 Maranzana; 4 Williams; 5 Scott; 6 Brabham. **FL** Cammish 1m06.543s (107.06mph).

Points 1 Cammish, 183; 2 Maranzana, 128; 3 Scott, 119; 4 Blundell, 110; 5 Williams & Halminen, 86.

Clio Cup UK (both 14 laps) 1 Paul Rivett; 2 Josh Files +0.516s; 3 Mike Bushell; 4 Alex Morgan; 5 Jordan Stilp; 6 James Nutbrown. **FL** Files 1m18.243s (91.05mph). **Race 2** 1 Rivett; 2 Files +0.013s; 3 Morgan; 4 Jake Giddings; 5 Ant Whorton-Eales; 6 Aaron Williamson. **FL** Rivett 1m18.767s (90.45mph).

Points 1 Rivett, 114; 2 Morgan, 101; 3 Files, 94; 4 James Colburn, 87; 5 Whorton-Eales, 65; 6 Bushell, 62.



Files (right) and Rivett were locked in Clio combat

GINETTA GT SUPERCUP, GINETTA JUNIOR, PORSCHE CARRERA CUP DONINGTON PARK (GB), APRIL 20-21

Assured Breeze wins at the double

WITH NUMBER 1 ON HIS CAR AS THE reigning Ginetta GT Supercup champion, after years of trying to follow up on the promise of his 2001 Formula Renault UK championship title, there seems to be a new assurance about Carl Breeze's driving this year.

He demonstrated this in the first two races of the weekend, both of which he led from start to finish. However, to finish first, first you have to start, and unfortunately for Breeze the Achilles' heel of the G55 cropped up on the formation lap of race three, leaving him to crawl into the pitlane with a broken driveshaft.

Not that Breeze's two wins came easily, for he was under constant pressure throughout both races from Tom Ingram, who never gave up trying to find a way past, both times finishing less than half a second adrift. As Breeze put it after the second race: "I've been around quite a while and know how to defend my position." Which he did masterfully. Just past the halfway stage of the first race, the safety car was deployed after Andrew Watson's engine put a rod through the block, causing a quickly doused fire as the Irish teenager pulled off at the Old Hairpin. Breeze managed the re-start perfectly.

The bunching effect of the safety car helped former Lotus and Mazda MX5 ace Rob Boston to stick with the two leaders once racing resumed to earn his first GT Supercup podium.

In race two Boston was eclipsed by Matt Nicoll-Jones, whose storming start from sixth on the grid helped him briefly reach second into Redgate, only to be re-passed by Ingram. Nicoll-Jones was hustled along by Pepe Massot for most of the race until Boston and Jamie Orton slotted past the young Spaniard at McLeans on the last lap.

With the top six reversed for the final grid Massot took pole position and never looked back, 'Breezing' to his second win of the year in only his second season of racing.

For most of the race his Brands Hatch opponent Nicoll-Jones was a constant shadow, but Massot remained unruffled. It was his rival who lost out to a charging Ingram, who boldly found a way past through at the Craner Caves on the last lap to secure his third second place of the weekend and retain the championship lead. Although only three drivers have shared the wins so far, the number of championship winners in the field suggests that this could be one of the



EBREY/LAT

most competitive TOCA series of the year.

There is only one winner at the moment in the Ginetta Junior championship, which is not for want of trying by the others. It's just that Harry Woodhead is presently a cut above the rest. He converts pole positions into immediate leads, leaving the rest to sort themselves out.

Ollie Chadwick rose to the challenge in race one, these two outdistancing the rest (headed by Will Palmer).

On the second lap of race two Palmer challenged Chadwick for second through the Craner Curves with the result that Chadwick ran wide at the Old Hairpin and dropped back to seventh. Best-placed rookie in race one Jack Mitchell then clashed with fellow novice Jack Rawles at the Old Hairpin two laps later, necessitating the safety car and depriving Woodhead of a margin he immediately restored at the restart. Palmer was looking good for second, but on the last corner of the last lap lost out to both James Kellett and a recovering Chadwick.

Reigning Porsche Carrera Cup champion

Michael Meadows turned the tables on Porsche tyro Dean Stoneman in both races. Together with Lithuanian Jonas Gelzinis, these three locked out the podium places.

Stoneman led from pole position in race one before running wide at the Old Hairpin with just over six of the 23 laps remaining. Dropping to third with a damaged front splitter, Stoneman barely kept Rory Butcher at bay at the flag.

Third on the grid for race two, excessive wheelspin off the line did not help Stoneman's cause, but when Gelzinis 'did a Stoneman' at the Old Hairpin at half distance, the former FIA F2 champion was through into second.

The Leonard brothers were back, and after Michael shone early on, it was Karl who finished first of the Pro-Am1 runners in both races.

● Ian Titchmarsh

RESULTS

Ginetta GT Supercup (14 laps) 1 Carl Breeze; 2 Tom Ingram +0.382s; 3 Rob Boston; 4 Pepe Massot; 5 Mark Davies; 6 Matt Nicoll-Jones. **G50 winner** Sean Huyton. **Fastest lap** Ingram 1m09.484s (102.53mph). **Race 2 (16 laps)** 1 Breeze; 2 Ingram +0.216s; 3 Nicoll-Jones; 4 Boston; 5 Jamie Orton; 6 Massot. **G50 Huyton. FL** Andrew Watson 1m09.854s (101.99mph). **Race 3 (16 laps)** 1 Massot; 2 Ingram +2.103s; 3 Nicoll-Jones; 4 Boston; 5 James Birch; 6 Carl Boardley. **G50 Huyton. FL** Ingram 1m09.854s (101.99mph). **Points** 1 Ingram, 166; 2 Nicoll-Jones, 151; 3 Massot, 144; 4 Boston, 126; 5 Breeze, 124; 6 Orton, 101.

Ginetta Junior (11 laps) 1 Harry Woodhead; 2 Ollie Chadwick +1.112s; 3 Will Palmer; 4 Jack Mitchell; 5 James Kellett; 6 Jamie Chadwick. **FL** Woodhead 1m25.539s (83.29mph). **Race 2 (10 laps)** 1 Woodhead; 2 Kellett +6.177s; 3 O Chadwick; 4 Palmer; 5 Tom Jackson; 6 Josh White. **FL** O Chadwick 1m25.541s (83.28mph). **Points** 1 Woodhead, 146; 2 O Chadwick, 101; 3 Palmer, 98; 4 Kellett, 80; 5 Jackson, 79; 6 J Chadwick, 60.

Porsche Carrera Cup GB (both 23 laps) **Race 1** 1 Michael Meadows; 2 Jonas Gelzinis +1.314s; 3 Dean Stoneman; 4 Rory Butcher; 5 Karl Leonard; 6 Richard Kent. **FL** Gelzinis 1m07.795s (105.09mph). **Race 2** 1 Meadows; 2 Stoneman +0.829s; 3 Gelzinis; 4 Daniel Lloyd; 5 Kent; 6 Butcher. **FL** Stoneman 1m07.855s (104.99mph). **Points** 1 Stoneman, 77; 2= Meadows & Gelzinis, 69; 4 Kent, 44; 5 Butcher, 43; 6 Victor Jimenez, 37.



EBREY/LAT

NASCAR SPRINT CUP KANSAS (USA), APRIL 21, RD 8/36

Kenseth from Kahne, just like Vegas

MATT KENSETH CLAIMED THE SECOND win of his Joe Gibbs Racing career at Kansas Speedway. Like his first at Las Vegas a month earlier, he had to hold off Kasey Kahne to achieve it.

Kenseth's Toyota dominated the first half of the race from pole, before a topsy-turvy middle segment in which a string of cautions prompted divergent strategies through the field, and the emergence of sunshine changed track temperatures and consequently many cars' handling.

By the final yellow, Kenseth was back at the head of the field, with Kahne now on his tail. The 2003 champion made an initial break, before traffic brought the Hendrick Chevrolet back into contention. Coming into the last two laps, Kahne was poised to strike, and almost inched alongside a few times before Kenseth reached the line a tenth of a second clear.

"It was kind of like musical chairs," Kenseth said. "You had to be out front when the music stopped. Our car was very fast in clean air. It was reasonable in dirty air, but it wasn't quite good enough to catch all them guys and pass them in traffic."

"Thankfully, I had a couple of really crazy-good restarts for some reason and made up some ground and got us back in position."

Kahne, who said that the race "felt like Vegas all over again, even with my car getting looser the closer I got to him", took the runner-up spot to move up to second in the championship, although team-mate Jimmie Johnson is now 37 points clear in the title race thanks to



Kenseth (20) took second win of '13

taking a solid, if unspectacular, third-placed finish.

Michael Waltrip Racing duo Martin Truex Jr and Clint Bowyer completed the top five in their Toyotas.

Champion Brad Keselowski's sixth position was a minor miracle following a poor qualifying result and early contact that caused additional pitstops and ultimately a large chunk of his Penske Ford's rear bodywork

to fly off late in the race.

Kenseth's victory made up for an otherwise terrible day for the Gibbs team. Its other three cars all hit trouble, with Kyle Busch's travails the most dramatic. He spun out of a top-three slot on lap five, then later rotated again, this time into the path of Keselowski's team-mate Joey Logano. Both escaped the violent impact uninjured.

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Toyota Camry), 267 laps in 2h59m51s; 2 Kasey Kahne (Chevrolet SS), +0.150s; 3 Jimmie Johnson (Chevy); 4 Martin Truex Jr (Toyota); 5 Clint Bowyer (Toyota); 6 Brad Keselowski (Ford Fusion); 7 Jamie McMurray (Chevy); 8 Aric Almirola (Ford); 9 Mark Martin (Toyota); 10 Paul Menard (Chevy). **Points** 1 Johnson, 311; 2 Kahne, 274; 3 Keselowski, 273; 4 Greg Biffle, 265; 5 Dale Earnhardt Jr, 263; 6 Carl Edwards, 262; 7 Kyle Busch, 257; 8 Kenseth, 252; 9 Bowyer, 247; 10 Menard, 240.

GRAND-AM ROAD ATLANTA (USA), APRIL 20, RD 4/12

Chip's champs are in different league

NOBODY CAME CLOSE TO

challenging the Chip Ganassi Racing Riley-BMW of champions Scott Pruett and Memo Rojas when Grand-Am made its inaugural visit to Road Atlanta last Saturday. The pair set the fastest times in practice, took pole position by virtue of leading the championship when qualifying was rained off, and were never seriously threatened during the race.

As a measure of their superiority, Pruett's fastest lap was a full 0.5 seconds clear of the remainder of a Daytona Prototype field that was blanketed by just over 0.3s.

Venezuelan Alex Popow and Scot Ryan Dalziel (Starworks Riley-Ford) finished almost 18s behind after a race that was interrupted by only

one brief caution period during the early stages.

The focus was centred upon the battle for third. Antonio Pizzonia (Michael Shank Racing Riley-Ford) muscled past Max Angelelli for fourth with four laps remaining and closed to within 1s of the Bob Stallings Corvette of Jon Fogarty/Alex Gurney by the chequered flag. Richard Westbrook (Spirit of Daytona Corvette) also passed a disgruntled Angelelli (Wayne Taylor Racing Corvette) before the finish.

John Edwards and Robin Liddell combined for a second successive GT victory in Stevenson Motorsports' Chevrolet Camaro GT.R. Jeff Westphal led impressively in the Scuderia Corsa Ferrari 458. Even



Rojas (left) and Pruett hit the roof

though co-driver Alessandro Balzan slipped to third behind Pat Long's Park Place Porsche in the closing stages, the Italian still moved into the GT points lead ahead of Magnus Racing Porsche pair Andy Lally/John Potter.

Joel Miller and Andrew Carbonell claimed a maiden GX class win for the new SpeedSource Mazda 6 turbodiesel.

● Jeremy Shaw

RESULTS

1 Scott Pruett/Memo Rojas (Riley-BMW MkXXVI), 120 laps in 2h46m07.385s; 2 Alex Popow/Ryan Dalziel (Riley-Ford), +17.781s; 3 Jon Fogarty/Alex Gurney (Riley Corvette DP); 4 Gustavo Yacamán/Antonio Pizzonia (Riley-Ford); 5 Ricky Taylor/Richard Westbrook (Coyote Corvette); 6 Max Angelelli/Jordan Taylor (Dallara Corvette). **Points** 1 Pruett/Rojas, 128; 2 Fogarty/Gurney, 121; 3 Angelelli/J Taylor, 113; 4 Dalziel/Popow, 111; 5 R Taylor/Westbrook, 102; 6 Yacamán, 96.

AMERICAN LE MANS SERIES LONG BEACH (USA), APRIL 20, RD 2/10

Pickett duo strikes back with win

Luhr (leading) did not drive for long

THE RANDOM ELEMENTS IN RACING mean a strategy that is both conceived and executed to perfection is a rare thing. But it does happen occasionally, and when it does the results can be devastating.

For proof, you need look no further than Klaus Graf's and Lucas Luhr's outright win at Long Beach on Saturday, the pair's third victory on the famed street circuit.

Luhr started third in class, and capitalised on the first of several early cautions to hand the Pickett Racing HPD over to Graf after just 25 minutes. The car had drifted into mid-pack, but crucially did not need another driver change.

Graf picked his way back through the field over the next hour and a half, and struck the killer blow when he made his final stop for fuel only, while nearest rival Neel Jani took on fuel and also handed his Rebellion Lola-Toyota over to Nick Heidfeld.

The effectiveness of Graf and Luhr's strategy was reflected in the duo's victory margin of 36.2s.

"I'd have loved to have driven more," Luhr said. "But you have to put your ego back a bit."

The battle for LMP2 honours was a little more dramatic, with Extreme Speed Motorsports cashing in on problems for the Level 5 team to secure a one-two in just its second start since stepping up from the GTE division. Guy Cosmo took the lead for the first time when he passed Level 5's Scott Tucker early on, and then passed team-mate Johannes van Overbeek during the mid-race stops.

Level 5 endured a frustrating afternoon, with Tucker and Ryan Briscoe weathering an array of penalties and on-track incidents, and the sister car of Marino Franchitti lost time being repaired in the pits after he was spun around at a restart.

BMW Team RLL took the maiden

GT win for the Z4, with Bill Auberlen/Maxime Martin leading team-mates Joey Hand/Dirk Muller. Muller stole a place late on from the Viper of Marc Goossens/Dominik Farnbacher.

CORE Autosport's Colin Braun and John Bennett won in PC while Sean Edwards fought off Spencer Pumpelly to win GTC with Henrique Cisneros.

● Mark Glendenning

RESULTS

1 Lucas Luhr/Klaus Graf (HPD ARC-03c), 80 laps in 2h00m23.577s; **2** Nick Heidfeld/Neel Jani (Lola-Toyota B12/60), +36.329s; **3** Jonathan Bennett/Colin Braun (ORECA-Chevrolet FLM09); **4** Mike Guasch/Luis Diaz (ORECA); **5** Bruno Junqueira/Duncan Ende (ORECA); **6** Scott Sharp/Guy Cosmo (HPD ARX-03b); **GT 1** Bill Auberlen/Maxime Martin (BMW Z4 GTE); **2** Dirk Muller/Joey Hand (BMW); **3** Marc Goossens/Dominik Farnbacher (SRT Viper GTS-R). **Points** **1** Heidfeld/Jani, 40; **2** Luhr/Graf, 40; **3** Nicolas Prost, 24. **GT 1** Oliver Gavin/Tommy Milner, 34; **2** Auberlen/Martin, 34; **3** Goossens/Farnbacher, 25.

INDY LIGHTS LONG BEACH (USA), APRIL 21, RD 3/12

Munoz wins chaotic event

RACES WHERE IT'S MATHEMATICALLY easier to finish on the podium than off it don't come along all that often, but a couple of crashes that decimated an already small field delivered exactly that at Long Beach.

Just five of the 10 starters were still running at the end, and for Andretti Autosport's Carlos Munoz, the fact that neither of his main title rivals were among them made an already comprehensive win all the sweeter.

The problems struck early when Brit Jack Hawksworth squeezed Zach Veach into the wall at the start, sending both cars across the track and collecting the unlucky Peter Dempsey. Schmidt Peterson driver Hawksworth later apologised, but the fact that he and Dempsey had been first and third in the points respectively going into the weekend suggests the ramifications of the



Munoz was a blur to his rivals

crash may only become apparent later in the season.

The significance of their exit was not lost on Munoz, who cruised home ahead of Hawksworth's team-mate Gabby Chaves. Earlier, the role of pursuer of Munoz rested with Juan Pablo Garcia, but he took himself and Mike Grenier out as the Canadian rounded the corner and had nowhere to go but into Garcia's crashed car.

Sage Karam was third, having crashed in qualifying and started last.

● Mark Glendenning

RESULTS

1 Carlos Munoz, 41 laps in 1h00m04.929s; **2** Gabby Chaves, +2.219s; **3** Sage Karam; **4** Jorge Goncalvez; **5** Matthew di Leo; no other finishers. **Points** **1** Munoz, 133; **2** Jack Hawksworth, 112; **3** Karam, 102; **4** Chaves, 99; **5** Peter Dempsey, 90; **6** Goncalvez, 90.

Parry won twice



FORMULA RENAULT NEC

Caterham Formula 1 junior driver Matt Parry took the championship lead thanks to a dominant double win for the Brit at the Nurburgring. The Fortec driver was hounded by Esteban Ocon (ART Junior) and Oscar Tunjo (Josef Kaufmann Racing) in race one, and by Gustav Malja (JKR) and Mikko Pakari (Fortec) in race two.

FORMULA MIDDLE EAST

Brit Emil Bernstorff made it six wins out of six in 2013 with a double in the ex-Formula BMW machinery at Sakhr. Alban Varutti was second twice while European F3 driver Michela Cerruti took a pair of thirds – the first one coming from the back of the grid.

SUPER TC2000

Matias Rossi made up for a dismal Buenos Aires season opener by winning from pole at Rosario in his works Toyota. Champion Jose Maria Lopez stayed within 2s of his rival all race. Fiat's Facundo Arduso retained his points lead by finishing fourth, behind Rossi's team-mate Mariano Werner.

NASCAR TRUCKS

Matt Crafton and Joey Coulter duelled for the final 25 laps at Kansas Speedway, with Crafton taking his third career win by just 0.167s in his ThorSport Toyota. Ryan Blaney completed the top three. Crafton's team-mate Johnny Sauter retained his points lead by finishing fifth.



Crafton just beat Coulter (18)

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McLaren squad
is heading to
Brit GT in 2013



More top teams join British GT

Von Ryan and Vita4One to bolster burgeoning field. By **GARY WATKINS**

THE SPORTSCAR TEAM STARTED by long-time McLaren Formula 1 team manager and sporting director Dave Ryan is one of a number of new entrants heading for this year's British GT Championship.

Von Ryan Racing, which has focused on the Blancpain Endurance Series since its creation for 2012, will field a solo McLaren MP4-12C in five of the remaining six races, starting with the three-hour enduro at Rockingham on May 6. Drivers have yet to be announced, but Ryan has promised a top-line pairing capable of challenging for victory.

"Everything is agreed," said Ryan. "We have a strong line-up, which should be announced later in the week,

so the goal is to win races.

"We will be a bit on the back foot at Rockingham, because we are coming in late and we will have to work out of the awning in the paddock because there won't be a pit [garage] for us."

The team will miss the Zandvoort race in September because of a clashing commitment for one of its drivers.

VITA4ONE JOINS IN

The Vita4One squad, which as Vitaphone Racing won five FIA GT titles with Maserati, is set to contest a British GT one-off at Silverstone.

The team, which is running two BMW Z4s in Blancpain this year, is aiming to take in the fixture on May 26 to prepare for the

British round of the series the following weekend. It plans to field two cars for drivers among its usual roster, who are unfamiliar with Silverstone.

Team boss Michael Bartels said: "There is a strong possibility we will come; I think it is going to happen. It would be a good test for the Blancpain race."

BALFE AND ERDOS RETURN

Balfe Motorsport is returning to front-line sportscar racing at Rockingham for the first time since 2006.

The team, which shut its doors after an FIA GT campaign with a Saleen S7-R in 2006, will field a Ferrari 458 Italia in the remainder of the series. Shaun Balfe, who runs the team with father David, will drive the car. He will share with 2002 British GT champion Tommy Erdos, who won the 1990 Formula Renault UK title with the Fortec team started by Balfe Sr.

Balfe Jr, who finished second in the series driving a Mosler in 2003, said: "I turned 40 last year and dad got itchy feet, so we decided to go racing again. We did some races in the Pirelli Ferrari Open last year and decided to bite the bullet for this year."

The team planned to do International GT Open, but its commitments running customer cars in Ferrari Open have resulted in a late switch to British GT.

**KEVIN
TURNER
FEATURES
EDITOR**

kevin.turner
@haymarket.com



AS REGULAR READERS WILL

know, I like old things. Historic racing has long been a passion, but there are limits. And the Kent engine is one.

The news that the BRSCC's new Duratec series made such a poor start (see page 75) is frustrating.

The introduction of the 1600cc Duratec into British Formula Ford revitalised the category after the dark Zetec days, and Ford has had to add wings and join the BTCC package to try to make the new EcoBoost formula as popular.

For the club racer, the Duratec should make perfect sense. It's reliable, each engine is pretty much the same (so you don't have to go searching for the best) and there are a few decent chassis around in which to run one.

The problem is one of perception and habit: people love the Kent engine and don't want to move away from it. Even to the point where they will spend lots of money finding a good one, lots of money rebuilding it, and yet more fitting it into a brand-new chassis.

With the power turned down to preserve gearboxes and the fitting of treaded tyres, a Duratec Formula Ford would be virtually the same – except more reliable – than a Kent.

Everyone remembers the Kent FF1600 era as one of the golden ages of junior motorsport, one we are never likely to repeat. Seeing those cars live on in historic, classic or pre-1990 series is great, but when it comes to getting a modern single-seater fix the Duratec is the better option.

Duratecs in British Formula Ford provided fantastic racing and the cars looked tricky to drive. They were fast too: their lack of aero meant they were as quick or quicker on a long straight than a contemporary F3 car.

It all stacks up. The only problem is, not enough people want to notice.

Erdos won Brit GT
in Saleen in 2002



Duratecs
can provide
great racing



Berger says Palmer's F4 series is 'totally wrong' for drivers



BRDC F4

Berger says BRDC F4 is 'wrong'

FIA SINGLE-SEATER COMMISSION president Gerhard Berger believes Jonathan Palmer's BRDC F4 championship is "totally the wrong thing" for young drivers.

The 10-time F1 race winner said he hoped the new series, which kicks off this weekend, would be a success but wanted Palmer to wait before implementing it.

"I told Jonathan before he's doing totally the wrong thing," said Berger. "I find it a pity because I spoke to him a year ago and told him: 'Wait, we'll do

it together and support the whole world, not just the UK."

Berger plans to introduce a universal FIA F4 category in 2014. If launched in Britain, it would have to compete with BRDC F4, Formula Renault BARC and British Formula Ford.

Berger says Palmer has compromised young drivers by not working with the FIA. "Our responsibility is to give the young guys one guideline, not six," he added. "And if everyone cooks his own soup, then it's not good.

"I wish him good luck and maybe it

will be very good. But we're going to come on very strong with our F4. To see it in a finished form and running smoothly, you have to look long-term."

Palmer said the UK could not wait for the FIA's plans to take shape. "When Gerhard and I spoke late last year we were very advanced with our F4 concept," Palmer told AUTOSPORT. "He suggested it would better to wait for the FIA and I said we had already carefully considered the subject and were building what we believed to be the car the UK market wanted.

"The UK desperately needed a viable junior single-seater series to start in 2013. Young drivers needed an appealing and affordable series in which to race, and teams needed a commercially viable championship to run cars in and keep their people employed. Gerhard admits it will be two to three years before an FIA F4 series is finished and running smoothly. We have strived hard to make BRDC F4 more affordable than other comparable series because we know what's right for the UK market."

Formula Ford

Malvern and Winn miss out on Donington Formula Ford races

MULTIPLE SINGLE-SEATER

champion Scott Malvern skipped the Donington Park round of British Formula Ford last weekend and is unlikely to complete the season.

Malvern contested the opening round at Brands Hatch last month, in a car loaned to him by the family of 2012 series racer Ryan Cullen and run by Jamun Racing.

Malvern drove at the official TOCA test at Thruxton on April 9 and expected to continue his campaign at Donington, but was stood down from driving duties on the eve of the race.

"I thought we had this weekend, but I got a call to say it wasn't happening and I don't believe it's down to money," Malvern told AUTOSPORT. "Every person I speak to seems to have a different version of



events. Obviously it's disappointing but I've just got to look at my other options."

Fellow FFord racer Neil Winn was also missing from the Donington grid, meaning the field remained at just 12 cars. Winn's father was taken ill in the build up to the event, so Winn Jr's Falcon Motorsport Mygale went unraced.

SWR has signed two more for F4



BRDC F4

Comtec backtracks on F4 plans

COMTEC WILL NOT RUN A CAR AT the BRDC F4 opener at Silverstone this weekend, AUTOSPORT has learned.

The team originally bought three cars for the new single-seater series, but has already off-loaded two and AUTOSPORT understands there will not be a Comtec entry at Silverstone. Its third car may still be run independently.

Chris Dittmann Racing was yet to confirm its drivers, but 21 of a capacity 24 seats were filled before the official pre-season test at Snetterton on Tuesday.

Sean Walkinshaw Racing completed its three-car line-up with karting graduate Jack Barlow and Chinese racer Zou Sirui, while 16-year-old Brazilian Gustavo Lima was confirmed at HHC Motorsport.

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Formula Renault

Parry grabs NEC points lead with double victory at the Nurburgring

MATT PARRY WON BOTH FORMULA

Renault Northern European Cup races at the Nurburgring last weekend to continue his impressive start to the season.

The Fortec Motorsport driver claimed his first Formula Renault wins to open up a 35-point lead over his main NEC rivals.

Having converted third on the grid into victory in the opener, he doubled up by controlling the 37-car field from pole position – his third of the season – in the second race.

"This is such a relief," he said.

"I think I've proved to myself that I can

compete at the highest level.

"Winning once this weekend would have been great, but to win both races is beyond expectation."

The other Brits in action in Germany had mixed results. Reigning NEC champion Jake Dennis failed to finish the first race after a Turn 1 incident and the damage incurred caused him to miss race two.

Raoul Owens also failed to finish the first race, and was 19th in the second.

Jack Aitken was eighth and ninth, while Ed Jones improved from 11th in the first race to sixth in the second.



Parry lies second at turn one as Dennis is about to get taken out

Formula Ford

Jamun fears fuel tank shortfall as series heads for fastest track

BRITISH FORMULA FORD TEAM

Jamun Racing is likely to change the fuel tanks on its fleet of cars over concerns its drivers will run short of fuel during the next round at Thruxton on May 4-5.

Nico Maranzana lost a certain second place when his Mygale ran dry in the third race at Donington Park last weekend. The next races take place on the fastest circuit on the calendar and team boss James Mundy is concerned his drivers won't make the finish.

"The problem is that the fuel tank isn't big enough," Mundy told AUTOSPORT. "It only takes 21 litres, which is fine for a Duratec engine, because that only uses 0.3 litres per mile. The EcoBoost engine



Maranzana (leading) ran out of fuel in race three at Donington

uses more fuel and the races are several minutes longer now.

"It's not a problem for the Sinters, because they've fitted an appropriate fuel tank. We've pointed out the issue to Ford, but they're not prepared to shorten the races, so I will have to talk to ATL [a fuel cell company] and see what I can do."

Endurance racing

Caterham champ Wilson to VLN with Century Motorsport Ginetta

REIGNING CATERHAM R300

Superlight champion Paul Wilson will team up with series frontrunner Stuart Leonard to contest the next round of the VLN Endurance Championship on the Nurburgring Nordschleife this weekend.



Wilson won R300 crown in 2012

The pair will race the Century Motorsport Ginetta G50 campaigned by Declan Jones and Zoe Wenham in British GT4. They will prepare by testing at Spa on Thursday, before moving on to a public track day at the Nurburgring on Friday.

Wilson said: "It should be a lot of fun. The car has already won once in British GT at Oulton and should be pretty competitive in its class.

"Mike Simpson has been on the podium in VLN in an old spec G50. Ours has the bigger G55 engine in it and we both know the circuit reasonably well, so we'll see how we get on."

Humble Pye

The voice of club racing



Woodgate's DB3 beat Milligan's Jag in Abecassis race

Special Abecassis race proves a big hit at VSCC 'Spring Start'

Amid a sea of fascinating vintage cars in Silverstone's 'Heritage Paddock' (OK, the old one!) at last weekend's VSCC season-opener, the section dedicated to machines encapsulating the racing career of George Abecassis DFC – the 100th anniversary of whose birth, on March 21, 1913, was celebrated with a special race – was always buzzing with excited people.

Abecassis, who with John Heath founded the HWM marque that competed in grands prix between 1951-'54, was an able racer. At the '51 Swiss GP the company entered cars for Stirling Moss and George, but Paul Frere's fifth in the '52 Belgian GP (with Formula 2 rules in force) stands as the ambitious but under-resourced effort's best result at world championship level.

Two of Abecassis's earliest race cars took centre stage at Silverstone. The bizarre Almack Austin 7 'Einsitzer' he drove at Brooklands in the '30s (a restoration project, its body in a state) and one of artisan engineer Geoffrey Taylor's Alta single-seaters built at Tolworth, less than 10 miles from Hersham and Walton Motors' current Walton-on-Thames, Surrey, base.

Although Abecassis also raced ERA R2A in 1947, several Aston Martins – having represented the marque (also in its centenary year) as its first agent from '51 – and Healeys, there was no fairytale HWM victory in his

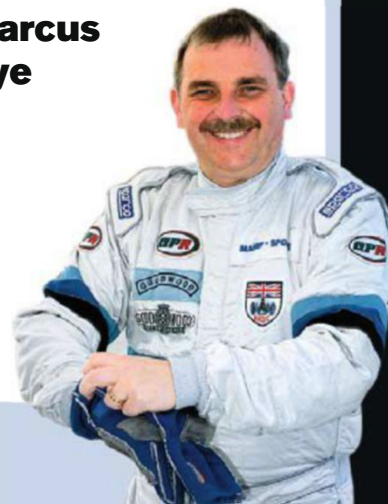
inaugural pitstop race. Championed by son David and Healey 100/4 racer grandson Jonathan (who finished seventh), the family hope it will be run annually.

Michael 'Spike' Milligan was determined to land the prize and made the getaway of his life, his howling HWM-Jaguar arriving at Copse corner in the lead. "In 40 years of racing I'd not led into the first corner. It was such unfamiliar territory that I didn't know what to do next," he rued.

Milligan was still ahead in the final stages, but a missed gear enabled Chris Woodgate (son of fabled Aston Martin mechanic Rex, later David Brown's US team manager) to pip him in Mark Midgley's AM DB3, in which first owner Robert Dickson contested the British GP-supporting race at Silverstone in 1953.

German Wolfgang Friedrichs's ex-Peter and Graham Whitehead AM DB3S placed third, chased by Peter Thornton's Austin-Healey 100S and the DB2s of Andrew Sharp and David Reed. The 21-car feature also embraced the chunky HW Alta-Jaguar (forerunner of the HWMs) of Charly Willems, Philip Schnedler's HWM-Jaguar GT Coupe, a lone Alta sportscar, and a quintet of Healey Silverstones.

Marcus Pye



"George Abecassis founded the HWM marque that did grands prix, and was an able racer"

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Snetterton attracted a small Duratec field

Formula Ford

Club Duratec series makes shaky start at Snett

THE BRSCC WILL CONTINUE WITH its Formula Ford Duratec Championship despite a disappointing entry for its first round at Snetterton last weekend.

Just seven cars qualified for the event, which was also the first for the new Formula Ford International North Sea Series, catering for Duratec and Zetec-engined machinery.

BRSCC competitions director Drew Furlong conceded support had not been as strong as hoped, but believes more owners of the cars, which were replaced by EcoBoost-engined racers in British

Formula Ford for 2012, would come out.

"We were a little disappointed but I think it's a reflection of single-seaters as a whole," he said.

"We had a lot of people interested, but I think many stayed away to see what would happen before committing.

"Where we go from here we're not sure, but the [2013] calendar will stay as published and hopefully more people will come out now it's up and running.

"Once it gets established I think people will wonder why we hadn't done it before. I think there is space

in the market for a Duratec series."

The second meeting of the BRSCC's planned seven-round calendar is the British GT event at Rockingham next month, and further tie-ups with the North Sea Series are scheduled at Zandvoort and Brands Hatch.

North Sea Series prime mover Nelson Valkenburg, who brought most of the Snetterton entries from Europe and has six more events planned, said: "The racing was good and for the next event we'll have four or five more Duratecs. The grid will grow."



Pattison's Clio return

Lee Pattison (above) returned to the Renault Clio Cup at Donington Park last weekend. The 2010 runner-up rejoined leading squad JHR Developments. The 38-year-old qualified 11th and 14th for the two races and finished in the top-10 in both; improving to ninth in the first and seventh in the second.

Dennis tops Eurocup test

Jake Dennis topped the afternoon session in the final pre-season Formula Renault 2.0 Eurocup test. The reigning NEC champion lapped the Austrian Red Bull Ring in 1m29.511s to head Racing Steps Foundation stablemate Oliver Rowland in the second session. Pierre Gasly set the fastest time overall with a 1m28.885s.

F3 class wins for Sinclair

Tony Sinclair is considering further outings in Classic F3 after taking two class wins at Cadwell Park. Sinclair raced Damien Magee's Monaco podium-finishing Brabham BT41. "The car is owned by Andrew Peach and I had done some work on it, so decided to race it and see how it went," he said.

Irish Vee Festival is back

The Irish Formula Vee Festival will return for a second season after its resurrection last year. The charitable event, which last year raised over €13,000 for the late Paul Newman's Barretstown Hole in the Wall Gang, will take place at Mondello Park on July 6-7.

Walker wins in Lotus

Briton Jon Walker (yellow car in fourth) won in the new Lotus Exige V6 Cup racer at the Nurburgring last weekend. Having triumphed on the car's debut at Snetterton earlier this month in the Lotus Cup UK, he repeated the feat in the opening round of the Lotus Cup Europe.

Historics

Dutton makes F3 comeback

FORTEC MOTORSPORT BOSS

Richard Dutton finished fifth on his return to single-seater racing at Cadwell Park last weekend.

Dutton drove a Chevron B38 in the Historic Formula 3 category, 34 years since his last single-seater race – at the same circuit.

He had hoped to race an ex-Nigel Mansell March 783, the same model he piloted the last time he drove the track in an F3 car, in 1979, but switched to the B38 after delays preparing the 783.

Dutton is planning more appearances towards the end of the summer, in preparation for a planned crack at the Monaco Grand Prix Historique in 2014.

"It didn't all coming flooding back, it took a lot longer than expected to get up to speed," he said. "Next time I'd like to be a bit more prepared."



HWM Jaguar Coupe stars in special Abecassis display

This is the last road car built by the HWM company co-founded by ex-GP racer George Abecassis. Doctor Wolfgang Schnedler raced the 1957 car in the first Abecassis Centenary Trophy race at Silverstone last weekend.

Historics

Australian cars to race in the UK

THE WEST AUSTRALIAN

Motorsport Museum has shipped nine cars to the UK to contest European races.

Lance Carwadine drove an ex-Bob Jane Tasman Brabham to third and fourth in class in the HSCC Classic Racing Cars championship at Cadwell Park last weekend. Further outings for various

single-seaters are planned at Silverstone, Snetterton, Brands and Oulton Park.

"We did some races in new Zealand at the start of the year and have now come to the UK for five months," he said.

"The museum owner doesn't want cars just sitting there, so we have based ourselves in a workshop in Kimbolton."



Dutton drove the Chevron in CF3





VSCC SILVERSTONE, APRIL 20-21

'Spring Start' is extra special

THE VINTAGE SPORTS-CAR CLUB'S Spring Start (GP Itala Trophy) race meeting is one of the social events of the season, to which hundreds of enthusiasts make the pilgrimage.

This year's was an extra special window on the club's passion. Expanded to a weekend – with Sunday's bill broadcast to 38 countries by Motors TV – it featured a record 400-strong entry and guest classes to contrast with the VSCC's staples. It was magical.

The 100-mile Commander Yorke Trophy 500cc Formula 3 races from 1949 starred Stirling Moss and all the class luminaries. Fittingly, the 500OA's twin-legged retrospective attracted the biggest field since 1955. Thirty-five of the 42 entries made it to practice, with 16 chassis marques and five engine makes represented.

Cooper-Norton pilots Steve Jones and Nigel Ashman set a scorching pace, but the seven-car swarm behind them on Sunday – which initially embroiled Simon Frost and Roy Hunt (Martins), plus Cooper stalwarts John Turner, Mike Fowler and Nigel Challis, George Shackleton (in Paul Hewes' car) and invitee Simon Brown's 1100cc Cooper V-twin – was magnificent.

Hunt, Shackleton and David Woodhouse, who had diligently scythed through the pack, broke clear of the peloton before Shackleton gyrated, but Jones and Ashman were clear again. Hunt was third on aggregate, while septuagenarian Turner won what

would have been the Junior class (for JAP-powered cars) in period with sixth overall in his beloved ex-David Boshier-Jones Mk9.

Saturday's Patrick Lindsay (Pre-War) and Amschel Rothschild (Pre-'61) Memorial race was also a corker, with initial leader Julian Bronson (Scarab-Offenhauser) and Tony Wood (TecMec Maserati) duelling mightily behind Philip Walker's Lotus 16 as they carved through traffic. The podium order was the same in Sunday's Pre-'61 stanza, when Wood drove superbly to catch Bronson having "lost 500 yards" during early lappery at Copse.

Fourth on day one was Mark Gillies, who landed his eighth Lindsay title in nine years in ERA R3A. Marshall Bailey and Graham Adelman made promising debuts in Lotus 16 and ex-Stirling Moss Maserati 250F respectively, while Old Stoic Nic Rossi wound up his Lotus 12 like never before for sixth.

Gillies later jumped horses to an ERA-Riley to chase the ERAs of Mac Hulbert (R4D) and Terry Crabb (R12C) in a short Pre-War race. Hulbert led another ERA one-two in Sunday's photogenic Pre-1941 field, Charles McCabe chasing him back in R5B 'Remus', which the Lindsay family owned for half a century. Geraint Owen (Bugatti T35B) split the ERAs of Crabb and marque newcomer Nick Toppliss (R4A) on the final lap and was rewarded with the Boulogne Trophy.

Neil Twyman growled his 1932

Walker (Lotus 16)
won 'corking' Pre-'61
GP cars thrash...



Targa Florio spec Alfa Romeo 8C to fifth in the 39-car Fox & Nicholl Trophy field, but retained the annual sportscar crown. Energetic Frazer Nash conductor Charles Gillett was uncatchable even before Sam Stretton's Alta went "off-song".

Bugatti ace Geraint Owen completed a GP Itala Trophy hat-trick among 80-year-old cars. Robert Carr (AC/GN) chased hard and the pendulous GN hybrids of Justin Maeers (Parker) and fast-closing Dougal Cawley ('Piglet') finished three lengths apart.

Committed Frazer Nash dicers Fred Wakeman and Charles Gillett circulated as if chained together ahead of a splendid Owner-Driver-Mechanic series pack, American Wakeman taking the chequer 0.28s ahead. Eight marques in the top 10 and wonderful paddock bonhomie typified the competition as ever.

Philip Walker's '50s Sports victory came after a terrific scrap with the similar Lotus 15 of Peter Horsman, who retired his newly restored ex-works car with a weeping diff oil seal. Julian Majzub's ferocious Sadler-Chevrolet led initially, but dropped to second when bold Mercedes-Benz GP engineer Robin Tuluie took over. Tony Bianchi's snarling Farrelac was third, with the Lister-Jaguar of Tony Wood looming menacingly behind.

Although a time-keeping meltdown made the live scoreboard farcical (the results of this and Sunday's HGPCA race were resolved at 2145), front-engined Formula Junior interest lay behind runaway victor Stuart Roach's Alexis. Robin Longdon (Lola) beat Mark Woodhouse (Elva) in a duel for second, while Martin Sheppard (Stanguellini) won the Italian-engined split.

500cc F3 got
biggest field
since 1955



JONES



...and also grabbed
'50s sportscar glory

READ



GT Aston lost to
Galaxie in Allstars

READ

Tony Armstrong won the Aston Martin Centenary race for Pre-War cars with Jane Varley in hot pursuit having wriggled through from fourth. Josh Sadler also improved to third on his 70th birthday, as 10 seconds blanketed the top five.

An HWM came within an ace of winning the George Abecassis Centenary Trophy celebration, but Michael 'Spike' Milligan snatched defeat from the jaws of victory when he missed a gear at Luffield and Chris Woodgate howled Mark Midgley's Aston Martin DB3 past.

Bill Shepherd's thundering Ford Galaxie was too quick for Wolfgang Friedrichs (Aston Martin DP214) atop the HRDC Allstars thrash. The miscellany included such curiosities as Ed Glaister's unique Cannon GT, Mark Bevington's Isuzu Bellett and Guy Harman's Fiat 1500S Abarth.

● Marcus Pyle



Harper's BT4
won the first
Pre-'66 GP race

READ

HGPCA PRE-66 GP CARS

Honours even for opposites Harper and Hughes

GRIZZLED VETERAN JOHN HARPER, a winner since the early 1960s, and Jonathan Hughes – making his HGPCA debut in the Cooper T53 last raced by Alasdair McCaig – came out on top of two action-packed Pre-1966 races on the National Circuit.

The top six were split by 0.88s in practice, which augured well for the HGPCA's 'Magical History Tour' opener. Jon Fairley (ex-Jack Brabham BT11) headed the 30-car pack, his 1m03.29s just 0.07s swifter than 'Harps' (ex-Charles Vogeles BT4), with 2012 top gun Peter Horsman (ex-Tony Shelly Lotus 18/21) third.

A trio of Formula 1 Coopers shadowed the Tasman brigade, Will Nuthall and Hughes (T53s) ahead of Miles Griffiths in John

Bond-Smith's ex-Stirling Moss/Harry Schell Yeoman Credit T51. With a quartet of later 1500cc V8 F1 cars and fierce class rivalry, the races did not disappoint.

Hughes established himself in front on Saturday, and had put daylight between himself and Harper, Horsman, Nuthall and Fairley when a plug lead detached, dropping him to eighth. Andrew Beaumont (Lotus 24) earned V8 honours after a battle royal with Sid Hoole (Cooper T66) and Peter Mullen (BRM P261).

Horsman squeezed ahead on Sunday before Harper and Hughes asserted themselves. Harper got away, but Hughes was keener in traffic and hauled him in, going ahead when crown wheel and pinion failure sent his rival

pitward a lap from home. Horsman and Nuthall completed the podium.

Hoole passed Beaumont, who eyed rising water temperatures, and Mullen slid off at Copse. Late-braker Eddie Perk (ex-Tony Maggs Heron-Alfa Romeo) won a 1500cc four-pot thriller, defeating Barry Cannell (ex-Hugh Dibley Lola Mk3) and Alex Morton (ex-Neville Lederle Lotus 21). Michael Steele's Connaught was amid them before it broke.

HGPCA PRE-1966 GP CARS (12 LAPS) 1 John Harper (Brabham BT4); 2 Peter Horsman (Lotus 18/21) +6.02s; 3 Will Nuthall (Cooper T53); 4 Jon Fairley (Brabham BT11); 5 Andrew Beaumont (Lotus 24 V8); 6 Andrew Smith (Cooper T43). **CW** Harper; Nuthall; Beaumont; Smith; Alex Morton (Lotus 21); Clive Wilson (Cooper T43). **FL** Harper 1m03.60s (92.77mph). **RACE 2 (19 LAPS)** 1 Jonathan Hughes (Cooper-Climax T53); 2 Horsman; 3 Nuthall; 4 Fairley; 5 Sid Hoole (Cooper T66 V8); 6 Smith. **CW** Horsman; Hoole; Smith; Eddie Perk (Heron F1); Wilson. **FL** Hughes, 1m03.08s (93.54mph).

COMMANDER YORKE TROPHY 500CC F3

(20+16 LAPS) 1 Steve Jones (Cooper-Norton Mk10); 2 Nigel Ashman (Cooper-Norton Mk11) +41.73s; 3 Roy Hunt (Martin-Norton); 4 Simon Frost (Martin-Norton); 5 David Woodhouse (Cooper-Norton Mk9); 6 John Turner (Cooper-JAP Mk9). **Class winners** Hunt; Shirley Monro (Cooper-JAP Mk4).

RACE 1 (20 LAPS) 1 Jones; 2 Ashman +30.71s; 3 Hunt; 4 Turner; 5 Frost; 6 Woodhouse. **Fastest lap** Jones 1m16.48s (77.17mph).

RACE 2 (16 LAPS) 1 Jones; 2 Ashman +11.02s; 3 Hunt; 4 Woodhouse; 5 Frost; 6 Gordon Russell (Mackson-Norton). **FL** Jones 1m16.26s (77.37mph).

PATRICK LINDSAY & AMSCHER ROTHSCHILD

MEMORIAL TROPHIES (12 LAPS) 1 Philip Walker (Lotus 16); 2 Julian Bronson (Scarab) +1.14s; 3 Tony Wood (TecMec Maserati F415); 4 Mark Gillies (ERA R3A); 5 Michael Steele (Connaught C-type); 6 Nic Rossi (Lotus 12). **FL** Wood 1m06.00s (89.40mph).

FRONT-ENGINE PRE-1961 GP CARS (14 LAPS)

1 Philip Walker (Lotus 16); 2 Julian Bronson (Scarab) +2.41s; 3 Tony Wood (TecMec Maserati F415); 4 Eddie McGuire (Lotus 16); 5 Michael Steele (Connaught C-type); 6 Stephen Bond (Lotus 18). **FL** Walker 1m04.79s (91.07mph).

PRE-WAR SCRATCH (5 LAPS)

1 Mike Painter (MG Kayne); 2 Robert Lewis (Lagonda V12 Le Mans) +7.03s; 3 Andrew Kellock (Fiat AC); 4 Alastair Pugh (Frazer Nash BMW 328); 5 Peter Butler (Bentley 3/4 1/2); 6 Graham Paddock (McDowell Ford). **FL** Painter 1m22.56s (71.47mph).

RACE 2 (5 LAPS) 1 Mac Hulbert (ERA R4D); 2 Terry Crabb (ERA R12C) +11.87s; 3 Mark Gillies (Riley ERA); 4 Pete Candy (Riley Super Rat); 5 Duncan Wood (Morgan

Super Aero); 6 Tim Metcalfe (Brooke Spl). **FL** Hulbert 1m11.13s (82.95mph).

PRE-1941 STANDARD & MODIFIED RACE CARS (9 LAPS)

1 Mac Hulbert (ERA R4D); 2 Sean Danaher (Maserati 6CM) +17.65s; 3 Paul Jaye (Alta Norris Spl); 4 Terry Crabb (ERA R12C); 5 Geraint Owen (Bugatti T35B); 6 Nicholas Topliss (ERA R4A). **FL** Hulbert 1m10.92s (83.20mph).

FOX & NICHOLL TROPHY (8 LAPS)

1 Charles Gillett (Frazer Nash Super Sports); 2 Sam Stretton (Alta Sports) +8.03s; 3 Andrew Mitchell (HRG 1 1/2 Litre); 4 Fred Wakeman (Frazer Nash SuperSports); 5 Neil Twyman (Alfa Romeo 8C 2600 'Muletto'); 6 Mike Preston (Bugatti T35B). **FL** Gillett 1m18.37s (75.29mph).

GP ITALIA & LANCHESTER TROPHIES (10 LAPS)

1 Geraint Owen (Bugatti T35B); 2 Robert Carr (AC/GN Special) +7.29s; 3 Charles Gillett (Frazer Nash Super Sports); 4 Justin Maers (GN Parker); 5 Dougal Cawley (GN Ford 'Piglet'); 6 Christopher Williams (Bentley Napier). **FL** Owen 1m15.64s (78.01mph).

STANDARD & MODIFIED PRE-WAR SPORTS CARS

(8 LAPS) 1 Fred Wakeman (Frazer Nash Super Sports); 2 Charles Gillett (Frazer Nash Super Sports); 3 Andrew Mitchell (HRG 1 1/2 litre); 4 Sue Darbyshire (Morgan Super Aero); 5 Neil Twyman (Alfa Romeo 8C 2600 Muletto); 6 Richard Black (Talbot T150C). **FL** Gillett 1m17.41s (76.22mph).

1950s SPORTS CARS (30 LAPS)

1 Philip Walker (Lotus-Climax 15); 2 Julian Majzub/Robin Tuluie (Sadler-Chevrolet Mk3) +32.80s; 3 Tony Bianchi (Allard Farrelac); 4 Barry Wood (Lister-Jaguar Knobbly); 5 Peter Rutt (Lola Mk1); 6 Chris Keen (Kurtis-Chevrolet 500S). **FL** Walker 1m04.84s (91.00mph).

FRONT-ENGINE FORMULA JUNIOR (18 LAPS)

1 Stuart Roach (Alexis Mk2); 2 Robin Longdon (Lola Mk2) +7.89s; 3 David Woodhouse (Elva 100); 4 John Chisholm (Gemini Mk2); 5 Stephen Barlow (BMC Mk1); 6 Gordon Russell (Gemini Mk2). **CW** Martin Sheppard (Stanguellini); Jon Gross (Envoy Mk1). **FL** Roach 1m08.71s (85.87mph).

ASTON MARTIN CENTENARY RACE (8 LAPS)

1 Tony Armstrong (Le Mans); 2 Jane Varley (15/98) +3.25s; 3 Josh Sadler (Monoposto); 4 Charles Knill-Jones (Ulster LM21); 5 Paul Alcock (15/98); 6 Richard Lake (15/98 Speed Model). **FL** Sadler 1m21.23s (72.64mph).

GEORGE ABECASSIS CENTENARY TROPHY (30 LAPS)

1 Mark Midgley/Chris Woodgate (Aston Martin DB3); 2 Michael Milligan (HWM-Jaguar) +2.49s; 3 Wolfgang Friedrichs (Aston Martin DB3S); 4 Peter Thornton (Austin-Healey 100S); 5 Andrew Sharp (Aston Martin DB2);



Gillett's Frazer
Nash was among
the winners

READ



Pryke's Riley
won Silverstone
Trophy race

READ

6 David Reed (DB2); 7 Jonathan Abecassis (Austin-Healey 100-4); 8 Matthew Collings (Austin-Healey 100M BN2); 9 Grahame Bull (Healey Silverstone); 10 Martin Melling (Aston Martin DB3). **CW** Milligan; Thornton; Bull. **FL** Milligan 1m10.96s (83.15mph).

HRDC ALLSTARS (26 LAPS)

1 Bill Shepherd (Ford Galaxie 500); 2 Wolfgang Friedrichs (Aston Martin DP214) +10.20s; 3 Rae Davis (Mini Jem GT); 4 Ian Hulett (Austin-Healey WSM Sprite); 5 Peter Alexander (Ford Anglia); 6 Joe Allenby-Byrne (Ford Cortina GT). **FL** Friedrichs 1m07.63s (87.25mph).

SILVERSTONE TROPHY SPECIAL PRE-WAR SPORTS

CARS (8 LAPS) 1 David Pryke (Riley 12/4 TT Sprite Rep); 2 Dougal Cawley (GN Ford 'Piglet') +1.94s; 3 Brian Maile (Alvis Speed 25 Sports); 4 Durward Lawson (Riley Spl); 5 Guy Plante (Alvis Speed 25 Spl); 6 Tim Kneller (Riley 12/4 Spl). **FL** Cawley 1m19.15s (74.55mph).

ALLCOMERS SCRATCH (9 LAPS)

1 Mac Hulbert (ERA R4D); 2 Charles McCabe (ERA R5B 'Remus') +39.87s; 3 Pete Candy (Riley Super Rat); 4 Robert Carr (AC/GN); 5 Tom McWhirter (Jaguar SS100); 6 Guy Plante (Alvis Speed 25 Spl). **FL** Hulbert 1m11.43s (82.60mph).

PRE-WAR SPORTS CARS HANDICAP (5 LAPS)

1 Robert Lewis (Lagonda V12 Le Mans); 2 Guy Plante (Alvis Speed 25 Spl) +0.72s; 3 Tom McWhirter (Jaguar SS100); 4 David Saxl (Riley 12/4 Spl); 5 Geoff Toms (Fiat 508S); 6 Mark Brett (Ballamy-Ford V8). **FL** McWhirter 1m21.55s (72.35mph).

SPECIAL SPORTS CARS HANDICAP (6 LAPS)

1 Guy Plante (Alvis Speed 25 Spl) +3.13s; 2 Andy Bell (Aston Martin 15/98); 4 Brian Maile (Alvis Speed 25 Sports); 5 David Pryke (Riley 12/4 TT Sprite Rep); 6 Tim Kneller (Riley 12/4 Spl). **FL** Plante 1m18.79s (74.89mph).



HSCC CADWELL PARK, APRIL 20-21

Tizzard wins amid F3 drama

DEAN FORWARD AND STUART TIZZARD shared the wins in a dramatic pair of Historic Formula 3 races.

Tim Kary and his Brabham BT28 led race one from the start but was soon overhauled by Forward's BT21B. Stuart Tizzard (Chevron B15C) and Keith Messer's Vesey Ford managed to ease away from the chasing pack too and began to look fairly settled.

Forward took the win but stopped almost immediately after the flag. "It just died on me; I couldn't have managed another lap," he explained. Kary, Tizzard and Messer all held station behind, but Forward's problems were enough to force him out on the out-lap for race two. "I could hear the death rattle," he said.

Kary was straight into the lead, with Tizzard demoting Messer from

an early second. But as Kary arrived at the Mountain for the fifth time he spun onto the grass. "I should know my limitations," he admitted.

Tizzard shot into the lead, with Messer and the Brabhams of John Counsell and Jim Timms following before Kary was able to rejoin.

Tizzard took the win from Messer, but Kary charged back to pip Counsell for third on the last lap. Nigel Bancroft's Chevron came from the back of the grid to secure fifth.

For the first seven laps of the opening Formula Junior race James Murray's Lola Mk5A had the edge over its rivals, with James Claridge's similar car taking second by Hall Bends on the first lap, at the expense of Lotus driver Andrew Hibberd.

But the leader was forced onto the

grass by backmarkers as they crested the Mountain, allowing Claridge to dive ahead. A lap later Murray was back in front, with Claridge retaining second. Jack Woodhouse's Lotus was third after Hibberd fell back with clutch problems.

It was lights-to-flag for Jonathan Milicevic's Cooper T59 in race two, with Woodhouse and Murray completing the podium after Hibberd fell back from a race-long second with a couple of laps to go.

Both Historic Formula Ford 2000 races were convincingly won by Nelson Rowe in his Reynard SF79. Andrew Storer's Royale RP27 and John Hayes-Harlow (RP30) escaped from an early four-car battle to retain second and third in race one.

Callum Grant's Delta had started the first race from the pitlane after engine-mount problems, but he featured near the front in race two. After being held back by the Lola T580 of Andy Huxtable for five laps, Grant picked off Harlow a lap later, before taking second from Storer into Charlies on the last lap.

Ian Jones took Classic Racing Cars pole by nearly three seconds in his Lotus 59, but lost out to Tony Keele's Palliser WDB3 at the start of both races. Having shadowed his rival for four laps on each occasion, Jones made the decisive move exiting Chris Curve both times and pulled clear.

Keele was an equally comfortable second in both, but with Michael

Scott's Brabham BT28 expiring from third in race one, Steve Seaman's BT21 completed the podium. Scott had better fortunes in the second race, retaining third spot well clear of the BT28 of Leif Bosson.

After Peter Shaw's Elan went sick on the third lap of the first Roadsports race, Steve Hodges and his Lotus Seven edged away from Justin Murphy's Ginetta G4, only to crash out with four laps remaining. Murphy was well clear of the similar Ginetta of Patrick Ward-Booth, while Simon Haughton's Lotus Seven was third after Jim Grant (Elan) spun twice at the Mountain.

Murphy had a terrific duel with Andy Shepherd's Lotus Seven for much of the second race en route to another victory. Jonathan Stringer (Lotus Seven) finally secured second over Haughton and Ward-Booth after battling throughout.

Both Classic Formula 3 races were dominated by Graham Fennimore in his ex-Martin Brundle Ralt RT3. Benn Simms (March 803B) and the 793 of Jamie Brashaw had the legs of Fennimore at the start of race one. He quickly passed Brashaw but took five more laps to clear Simms.

"He left a big gap as we approached the Mountain, but I really need to get my starts sorted out," said Fennimore.

Simms kept Brashaw at bay for second until they swapped at Park. But with Brashaw excluded for a black-flag infringement, Simms



**Tizzard held off Messer
to win the second
Historic F3 race**



WALKER

70'S ROADSPORTS

Ford keeps his cool to double up as rivals falter

FOR THE MOST OF THE TWO 70'S Roadsports races it was a personal duel between the Lotus Europa of Oliver Ford and Julian Barter's TVR 3000M, but it was Ford who claimed the victory double.

Barter qualified on pole but, with Steve Hodges's Lotus Seven sidelined after crashing out in an earlier race, Ford became Barter's closest threat.

It was Barter who grabbed the early initiative, and by the end of the opening lap they already had a sizeable gap over Philip Goddard's Morgan Plus 8.

Goddard was an early casualty, which promoted Howard Bentham (Lotus Elan) into a solitary third. Robert Barter was fourth in his Jensen Healey, with Nicholas Strong's Capri fifth.

At the front, Barter was forced to surrender to the pressure as they came through Barn on lap six and approached tailenders.

**Ford's Lotus Europa
was unbeatable
at Cadwell**



WALKER

"I got baulked by backmarkers and he put me under a lot of pressure again," said Ford, who pulled out a 1.8s gap at the flag.

Much of race two was spent with the leaders side by side, sharing the lead until the TVR spun on the penultimate lap.

70'S ROADSPORTS (12 LAPS) 1 Oliver Ford (Lotus Europa); 2 Julian Barter (TVR 3000M) +1.877s; 3 Howard Bentham (Lotus Elan); 4 Robert Barter (Jensen Healey); 5 Nicholas Strong (Ford Capri); 6 Paul Stafford (Datsun 240Z).

Class winners J Barter; R Barter; Strong.

Fastest lap J Barter 1m43.724s (75.90mph).

RACE 2 (12 LAPS) 1 Ford; 2 J Barter +12.645s; 3 Bentham; 4 R Barter; 5 Strong; 6 John Spencer (Lotus Elan Sprint). **CW** J Barter; R Barter; Strong. **FL** J Barter 1m43.673s (75.94mph).

**Fennymore (8) was
never beaten in
Classic F3**



WALKER

reclaimed second with Paul Dibden's Ralt RT1 third.

Fennymore made a better start at the second attempt, and after running side by side with Simms through Coppice he never looked back. Adrian Hole's Chevron B38 just managed to keep Hugh Price's similar car at bay for third.

Simms also led a processional first Historic FF1600 race, until his Jomo cut out at Barn on the last lap, dropping him to fourth. Sam Mitchell claimed a maiden win in his Merlyn, from the Lolas of David Wild and Simon Toyne. Simms suffered a similar fate on the opening lap of race two, and Mitchell spun out of the lead at Charlies. So,

when Wild picked up a misfire, Toyne drove past him on Park Straight to take the win, with Pertti Kivieri's Kvantti third.

Simon Benoy and his Hillman Imp were never headed in the up to 1300cc Historic Touring cars, while Warren Briggs's Mustang topped the big class from Richard Dutton (Mustang) and the Falcon of Mike Gardiner. The combined second race handed Briggs his second win, while Gardiner kept Dutton at bay for second.

Mark Charteris won both Classic Clubmans races in his Mallock, but had to fight for the second as Ray Mallock was a constant shadow.

● Peter Scherer

HISTORIC FORMULA 3 (13 LAPS) 1 Dean Forward (Brabham BT21B); 2 Tim Kary (Brabham BT28) +0.765s; 3 Stuart Tizzard (Chevron B15C); 4 Keith Messer (Vesey Ford); 5 Peter Thompson (Brabham BT21); 6 John Counsell (Brabham BT18A). **Class winner** Mauro Poponcini (Cooper T76). **Fastest lap** Kary 1m37.268s (80.94mph).

RACE 2 (12 LAPS) 1 Tizzard; 2 Messer +7.800s; 3 Kary; 4 Counsell; 5 Nigel Bancroft (Chevron B17); 6 Jim Timms (Brabham BT21B). **CW** Nigel Winchester (Mallock U2). **FL** Kary 1m38.145s (80.22mph).

HISTORIC FORMULA JUNIOR (REAR ENGINE) (12 LAPS) 1 James Murray (Lola Mk5A); 2 James Claridge (Lola Mk5A) +4.819s; 3 Jack Woodhouse (Lotus 20/22); 4 John Sykes (Merlyn Mk5/7); 5 Chris Drake (Elva 300); 6 Andrew Hibberd (Lotus 22). **CW** Greg Thornton (Cooper T52); Andrew Robertson (Crossle 4F); Drake. **FL** Murray 1m37.361s (80.86mph).

RACE 2 (13 LAPS) 1 Jon Milicevic (Cooper T59); 2 Woodhouse +5.363s; 3 Murray; 4 Hibberd; 5 Claridge; 6 Drake. **CW** Thornton; Drake. **FL** Murray 1m37.189s (81.00mph).

HISTORIC FF2000 (13 LAPS) 1 Nelson Rowe (Reynard SF79); 2 Andrew Storer (Royale RP27) +20.389s; 3 John Hayes-Harlow (Royale RP30); 4 Andrew Huxtable (Lola T580); 5 Colin Wright (Reynard SF79); 6 Callum Grant (Delta T78). **CW** Jon Randall (Lola T324). **FL** Grant 1m31.527s (86.02mph). **RACE 2 (13 LAPS)** 1 Rowe; 2 Grant +18.606s; 3 Storer; 4 Hayes-Harlow; 5 Huxtable; 6 Wright. **CW** Randall. **FL** Rowe 1m31.538s (86.01mph).

CLASSIC RACING CARS (13 LAPS) 1 Ian Jones (Lotus 59); 2 Tony Keele (Palliser WDB3) +14.722s; 3 Steve Seaman (Brabham BT21); 4 Chris Holland (Brabham BT21); 5 Leif Bosson (Brabham BT28); 6 Lance Carwadine (Brabham). **CW** Holland; Jonathan Baines (Merlyn Mk20). **FL** Jones 1m35.867s (82.12mph).

RACE 2 (13 LAPS) 1 Jones; 2 Keele +18.662s; 3 Michael Scott (Brabham BT28); 4 Bosson; 5 Holland; 6 Carwadine. **CW** Bosson; Baines. **FL** Jones 1m36.118s (81.91mph).

HISTORIC ROAD SPORTS (12 LAPS) 1 Justin Murphy (Ginetta G4); 2 Patrick Ward-Booth (Ginetta G4) +24.116s; 3 Simon Haughton (Lotus Seven); 4 Jonathan Stringer (Lotus Seven); 5 Andy Shepherd (Lotus Seven); 6 Jim Grant (Lotus Elan). **CW** John Shaw (Porsche 911); Tony Davis (Austin Healey Sprite); Richard Owen (Triumph TR2); Kristy Brooks (Lotus Elan). **FL** Steve Hodges (Lotus Seven) 1m43.760s (75.87mph).

RACE 2 (12 LAPS) 1 Murphy; 2 Shepherd +5.457s; 3 Stringer; 4 Haughton; 5 Ward-Booth; 6 Roger Waite

**Murphy won
in G4**



WALKER

**Briggs Mustang was
top touring car**



WALKER

(Lotus Elan). **CW** J Shaw; Davis; Owen; Brooks. **FL** Murphy 1m43.984s (75.71mph).

CLASSIC FORMULA 3 (14 LAPS) 1 Graham Fennymore (Ralt RT3); 2 Benn Simms (March 803B) +5.374s;

3 Paul Dibden (Ralt RT1); 4 Adrian Hole (Chevron B38); 5 Richard Dutton (Chevron B38); 6 Chris Drake (March 743). **CW** Tony Sinclair (Brabham BT41). **FL** Fennymore 1m28.846s (88.61mph). **RACE 2 (14 LAPS)** 1 Fennymore; 2 Simms +4.879s; 3 Hole; 4 Hugh Price (Chevron B38); 5 Drake; 6 Bruce Bartell (Chevron B34). **CW** Sinclair. **FL** Fennymore 1m29.299s (88.16mph).

HISTORIC FF1600 (13 LAPS) 1 Sam Mitchell (Merlyn Mk20); 2 David Wild (Lola T200) +6.353s; 3 Simon Toyne (Lola T200); 4 Benn Simms (Jomo); 5 Josh West (Merlyn Mk20A); 6 Pertti Kivieri (Kvantti Mk1). **FL** Mitchell 1m35.439s (82.49mph). **RACE 2 (13 LAPS)** 1 Toyne; 2 Wild +0.438s; 3 Kivieri; 4 Mitchell; 5 West; 6 Roland Svensson (Merlyn Mk17). **FL** Mitchell 1m35.422s (82.50mph).

HISTORIC TOURING CARS (UP TO 1300) (9 LAPS)

1 Simon Benoy (Hillman Imp); 2 Tim Harber (Austin Mini) +2.114s; 3 Pete Morgan (Austin Mini); 4 Andrew Jones (Singer Chamois); 5 Roger Godfrey (Austin Cooper S); 6 Steven Platts (Singer Chamois). **CW** Harber; Tim Bishop (DKW F12). **FL** Harber 1m49.319s (72.02mph).

HISTORIC TOURING CARS (1301 AND OVER) (12 LAPS)

1 Warren Briggs (Ford Mustang); 2 Richard Dutton (Ford Mustang) +4.521s; 3 Mike Gardiner (Ford Falcon); 4 Tim Davies (Lotus Cortina); 5 Greg Thornton (Ford Mustang); 6 James Fuller (Alfa Romeo Giulia Sprint). **CW** David Lloyd (Ford Mustang); Davies; Robyn Slater (Ford Anglia); Dutton; John Avill (Lotus Cortina). **FL** Dutton 1m47.288s (73.38mph). **COMBINED (12 LAPS)** 1 Briggs; 2 Gardiner +1.212s; 3 Dutton; 4 Thornton; 5 Davies; 6 Benoy. **CW** Lloyd; Davies; Slater; Morgan; Benoy; Gardiner; Roger Cope (BMW 1800); Neil Brown (Lotus Cortina); Bishop. **FL** Briggs 1m46.945s (73.61mph).

CLASSIC CLUBMANS (14 LAPS) 1 Mark Charteris (Mallock Mk20/21); 2 Anthony Denham (CKM Doris) +16.909s; 3 Malcolm Jackson (Mallock Mk21); 4 Mike Hickson (Mallock Mk20B); 5 Barry Webb (Mallock Mk16BW); 6 Clive Wood (Mallock Mk20B). **CW** Webb. **FL** Charteris 1m25.896s (91.66mph).

RACE 2 (14 LAPS) 1 Charteris; 2 Ray Mallock (Mallock Mk18B); 3 John Harrison (Mallock Mk21); 4 Jackson; 5 Hickson; 6 Mike Lane (Mallock Mk18). **CW** Webb; Bob Yarwood (Ladybird Mk6B). **FL** Charteris 1m26.849s (90.65mph).

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JRM Racing is pleased to offer its 2012 Honda Performance Development ARX-03a LMP1 car for sale (less engine).

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CATERHAM R300 SUPERLIGHT
SNETTERTON, APRIL 20-21 BRSCC

Taylor double on comeback

CATERHAM'S PREMIER CATEGORY

certainly lived up to its billing, as the R300 Superlights season started with a dramatic double-header.

The action came early in race one, as polesitter Flick Haigh grabbed the lead, only to be tipped into a spin by the chasing Mark Shaw as they swept together into Riches on lap three.

While Haigh plummeted towards the back of the 27-strong field, Shaw diced for the lead with Ed Hayes, Stuart Leonard, Terry Langley and Adam Balon.

But closing remorselessly on all of them was Ollie Taylor, returning to Superlights for the first time since 2010. By lap eight he had made his way up to third, and sat behind the top two waiting for the right moment to strike. He made his move on the final lap, getting a tow onto Bentley Straight and sweeping into the lead.

Taylor took the flag just clear of Langley and Balon.

Shaw was next across the line, but was penalised for an earlier collision. This meant that Haigh's remarkable charge through the field was rewarded



Taylor made a winning return to Caterhams

with fourth position.

Race two was less frantic, with Langley, Haigh and Taylor breaking away from the chasing pack in the closing laps to contest the win.

Each of them sought to manoeuvre themselves into position to get the best slipstream on the final straight, but it was Taylor who got it right, completing a remarkable comeback

weekend with his second victory.

● Oliver Timson

RESULTS (BOTH 14 LAPS)

RACE 1 1 Ollie Taylor; 2 Terry Langley +0.748s; 3 Adam Balon; 4 Flick Haigh; 5 Kurt Brady; 6 David Pearce. **Fastest lap** Haigh 2m06.190s (84.69mph). **RACE 2** 1 Taylor; 2 Langley +0.100s; 3 Haigh; 4 Stuart Leonard; 5 Balon; 6 Aaron Head. **FL** Leonard 2m06.812s (84.28mph).

CATERHAM SUPERSPORT SNETTERTON, APRIL 20-21 BRSCC

Hart wins two slipstreaming Snett thrillers

MIKE HART EARNED AN IMPRESSIVE

brace of wins in the relentlessly competitive double-header for Caterham Supersports.

Once the field settled down in the opening laps of race one, a seven-car train battled hard to make a break from the rest of the pack.

No quarter was asked nor given as last year's runner-up Lee Wiggins sparred with frontrunners Hart, Craig Currie, David Robinson and others.

Hart timed his last-lap charge

perfectly, catching the slipstream down Bentley Straight to secure a slender win by just 0.222 seconds from Robinson.

In race two, Currie seized the early initiative while Hart was shuffled down the order and left with work to do to recover lost ground.

He made his way back up the order, claiming the lead by lap six.

With the frantic pace unabated to the finish, a group of five including Hart, Robinson, Adam White, Currie

and Wiggins hurtled together into the final tour, with Hart edging out White and Robinson to win again, this time by a 'massive' 0.425s.

● Oliver Timson

RESULTS (BOTH 14 LAPS) RACE 1

1 Mike Hart; 2 David Robinson +0.222s; 3 Lee Wiggins; 4 Craig Currie; 5 Steve Day; 6 Adam White. **FL** White 2m11.604s (81.21mph). **RACE 2** 1 Hart; 2 White +0.425s; 3 Robinson; 4 Currie; 5 Wiggins; 6 Sean Byrne. **FL** Robinson 2m11.106s (81.57mph).



Ellesley won then had mechanical woe

FORD FIESTA CLASS C SNETTERTON, APRIL 20-21 BRSCC

Clutch failure stops Ellesley making it four wins from four

TWO RACES FOR THE WELL-SUPPORTED Class C Fiestas proved the pick of the weekend's non-Caterham events.

Having battled to a double victory in the opening round at Rockingham, polesitter David Ellesley again proved the man to beat with a controlled win in race one at Snetterton.

Despite dropping to second behind Daniel Holland at the start, Ellesley reclaimed the lead next time around and stayed just out of the chasing pack's reach.

Meanwhile, Curtis Mitchell passed Lee Napolitano and Holland in the space of two laps to claim second. Holland was later excluded for failing

post-race scrutineering.

Ellesley's hopes of making it four wins from four races this season were undone by clutch failure in the sequel.

He led from the start, and looked comfortable for three laps, until the gremlins struck. He stayed in fourth gear to be sure of a finish, but dropped out of contention to 15th.

Meanwhile, an engaging battle raged at the front, as new leader Nicholas Bowers doughtily resisted Napolitano's efforts to get past, and was rewarded with the win.

It was a similar story behind, where Mitchell held off brothers Andrew

and Matthew Foley to take third.

● Oliver Timson

RESULTS (BOTH 9 LAPS) RACE 1

1 David Ellesley; 2 Curtis Mitchell +2.307s; 3 Lee Napolitano; 4 Nicholas Bowers; 5 Andrew Foley; 6 Aaron Trigwell. **FL** Ellesley 2m16.854s (78.09mph). **RACE 2** 1 Bowers; 2 Napolitano +0.317s; 3 Mitchell; 4 A Foley; 5 Matthew Foley; 6 Trigwell. **FL** Napolitano 2m17.411s (77.78mph).



CATERHAM TRACKSPORT

Michael Gazda and Oliver Jarratt recovered to fight for the lead after both had lost time in the opening laps of the first Tracksports race at Snett. They crossed the line as one, with Gazda victorious by three hundredths of a second. In a cracking sequel, Gazda (#6 above) slipstreamed past Paul Lewis on the final lap to win again.

DURATEC FORMULA FORD

This triple-header featured some cracking scraps between Dutch trio Bart van Os, Max van Splunteren and Woeter Boerenkamps. Although van Os escaped to win race one, the trio ran nose to tail throughout race two. With van Os incurring a jump-start penalty, van Splunteren triumphed. In a dramatic finale, Boerenkamps rolled, and van Os survived a collision with van Splunteren to win.

CATERHAM ROADSPORT

The first race was halted mid-distance by a stranded car. On the restart, Alexander Gurr, Stephen Nuttall and Pete Fortune resumed their battle for the lead, with Gurr winning by a whisker. Nuttall led every lap of race two, beating Fortune to the flag by two tenths.

FORD FIESTA A, B & D

David Abbott was made to work hard for a victorious double in Ford Fiesta classes A, B and D at Snett. In race one he was chased hard by Jack Williams and Ian Scruton, before he finally eked out a winning gap. In race two he finally pulled clear of Scruton and Alan Donnelly to edge victory.

MAZDA MX5 SUPERCUP

Matthew Davies and Andrew Clarkson shared the spoils at Snett. Davies overhauled his rival halfway through race one and narrowly held him off at the flag (below). Clarkson led almost throughout a keenly contested second race, holding his nerve to win with just two seconds covering the top four.



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LEGENDS BRANDS HATCH, APRIL 20-21 BARC

Mickel denies dominant Brace clean sweep

LAST YEAR'S VICE-CHAMPION DEAN Brace dominated his Legends rivals at Brands — with one exception.

The opening heat provided the perfect pointer for Saturday's final. Brace opened up a slight lead while his father, Nick, took on the role of tail-gunner until John Mickel found a way through to finish second.

Any chance of a repeat result seemed remote as Brace Jr had to start from the sixth row for the final.

Nevertheless, he set about his task as his dad fought his way through to the front and was fifth by the fourth lap. Over the next two laps Mickel and Brace Jr overhauled Stephen Whitelegg and Jean-Michel Poncelet and soon caught Brace Sr.

Mickel hit the front, but Dean had

his dander up and with the help of a bump-draft from his dad dived past at Paddock to beat Mickel by a couple of lengths. His father was third, with Ben Power a fighting fourth.

Brace would narrowly miss out on a clean sweep, though. He started Sunday's final 18th, but romped through the field until he caught leader Mickel after only four laps.

He snatched the lead at Druids but Mickel fought back, tucked underneath Brace at the last corner and then outdragged him to the line to win by half a length.

Brace Sr held off Power to join his son on the podium.

Mickel said: "I couldn't let Dean win all six, could I?"

● Kerry Dunlop

RESULTS

SATURDAY HEAT 1 (10 LAPS) 1 Dean Brace; 2 John Mickel +0.927s; 3 Ben Power; 4 Matthew Pape; 5 James Holman; 6 Jean-Michel Poncelet. **Fastest lap** Power 55.846s (77.86mph).

HEAT 2 (10 LAPS) 1 D Brace; 2 Mickel +0.073s; 3 Guy Fastres; 4 Holman; 5 N Brace; 6 Steve Whitelegg. **FL** Holman 55.795s (77.93mph).

SATURDAY FINAL (12 LAPS) 1 D Brace; 2 Mickel +0.113s; 3 N Brace; 4 Power; 5 Fastres; 6 Holman. **FL** D Brace 55.793s (77.94mph).

SUNDAY HEAT 1 (10 LAPS) 1 D Brace; 2 Mickel +0.215s; 3 Fastres; 4 Power; 5 N Brace; 6 Whitelegg. **FL** Fastres 55.624s (78.17mph).

HEAT 2 (10 LAPS) 1 D Brace; 2 Holman +0.037s; 3 Fastres; 4 Power; 5 N Brace; 6 Whitelegg. **FL** Power 55.627s (78.17mph).

SUNDAY FINAL (12 LAPS) 1 Mickel; 2 D Brace +0.091s; 3 N Brace; 4 Power; 5 Pape; 6 Fastres. **FL** D Brace 55.874s (77.82mph).

CANNONS TIN TOPS/QUAIFE MN SALOONS BRANDS HATCH, APRIL 20-21 BARC

Birley bounces back with Saloons double

AFTER A PROBLEMATIC 2012 IT WAS back to business as usual for Rod Birley, who won both races from pole.

Birley's Escort WRC, which had been worked on until late the night before, lined up alongside Malcolm Wise's similar car at the front of Saturday's full grid.

Alex Sidwell's ex-Jason Bright Holden Commodore and Dale Gent's Subaru Impreza filled row two.

Birley predictably led from pole,

but Sidwell's Holden lacked traction and proved powerless to prevent Gent from racing past. Thereafter, Birley managed to stay ahead of Gent — who had a handling problem — but Sidwell began to wilt under pressure from Wise.

On the penultimate lap the Ford driver dived past under braking for Druids and he went on to finish a strong third. Chris Whiteman was the first Tin Top driver in 11th place.

Sunday's race seemed set for a repeat result until Gent lost second place due to severe brake fade and Wise was black-flagged because of flapping bodywork, so Sidwell inherited the runner-up spot.

● Kerry Dunlop

RESULTS

RACE 1 (18 LAPS) 1 Rod Birley (Ford Escort WRC); 2 Dale Gent (Subaru Impreza) +3.657s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Alex Sidwell (Holden Commodore); 5 Gavin Thomson (Peugeot 205); 6 Peter Taylor (Ford Sierra RS500). **CW** Thomson; Ian Butler (Ford Focus); Steve Rothery (Renault Clio); Chris Whiteman (Honda Civic); Andy Woods-Dean (Renault Megane); Peter Winstone (Rover Tomcat); Peter Osborne (Renault Clio); Dominic Ryan (Ford Fiesta). **FL** Gent 51.162s (84.99mph).

RACE 2 (18 LAPS) 1 Birley; 2 Sidwell +20.621s; 3 Thomson; 4 Butler; 5 Rothery; 6 Woods-Dean. **CW** Thomson; Butler; Rothery; Woods-Dean; Whiteman; Tom Bridger (Rover 220 Turbo); Osborne; Ryan. **FL** Birley 50.813s (85.58mph).



Birley's late-night work on Escort paid dividends



Pickups

Honours were shared between Anthony Hawkins (above) and David O'Regan at Brands. Hawkins soon hit the front during the first race, but O'Regan lost time passing Michael Smith and Charlie Weaver so had to be content with second place. In the second race O'Regan held on to win after a thrilling battle for the lead with Smith and Paul Tompkins.

Intermarque

Matt Moore's potent, spaceframe Mk1 Escort-Cosworth romped away to win the first race from Matt Simpson's silhouette Tigra. But next time out the Ford driver struggled to find a way past Simon Smith's Z4 from a reversed grid. As Chris Brockhurst led Jeff and Matt Simpson home, Moore and Ian Conibear surged past Smith at the last corner to finish fourth and fifth.

Classic FF1600

Mick Gardiner's Van Diemen RF80 dominated the Classic FF1600 race at Brands and he cruised home to win by 18 seconds from Andrew Smith. Polesitter Nigel Lingwood led from the start until Andy Powell surged around the outside at Druids. But after only two laps Powell's Royale RP26 coasted to a halt so Lingwood picked up the final podium place.

Pre-'90 FF1600

Gardiner won the Pre '90 FF1600 race as well, but this time his closest rival, Conor Murphy, was only five seconds adrift at the finish. Lingwood was a consistent third ahead of Terry Durdin, who received a 10s penalty for jumping the start twice. The race had to be restarted after three cars spun on oil.

Classic FF2000

Ian Pearson, Marc Mercer and Paul Wighton finished race one how they started in a subdued race. Pearson was leading the second event until his Van Diemen lost a wheel, so Mercer (below) inherited the win.



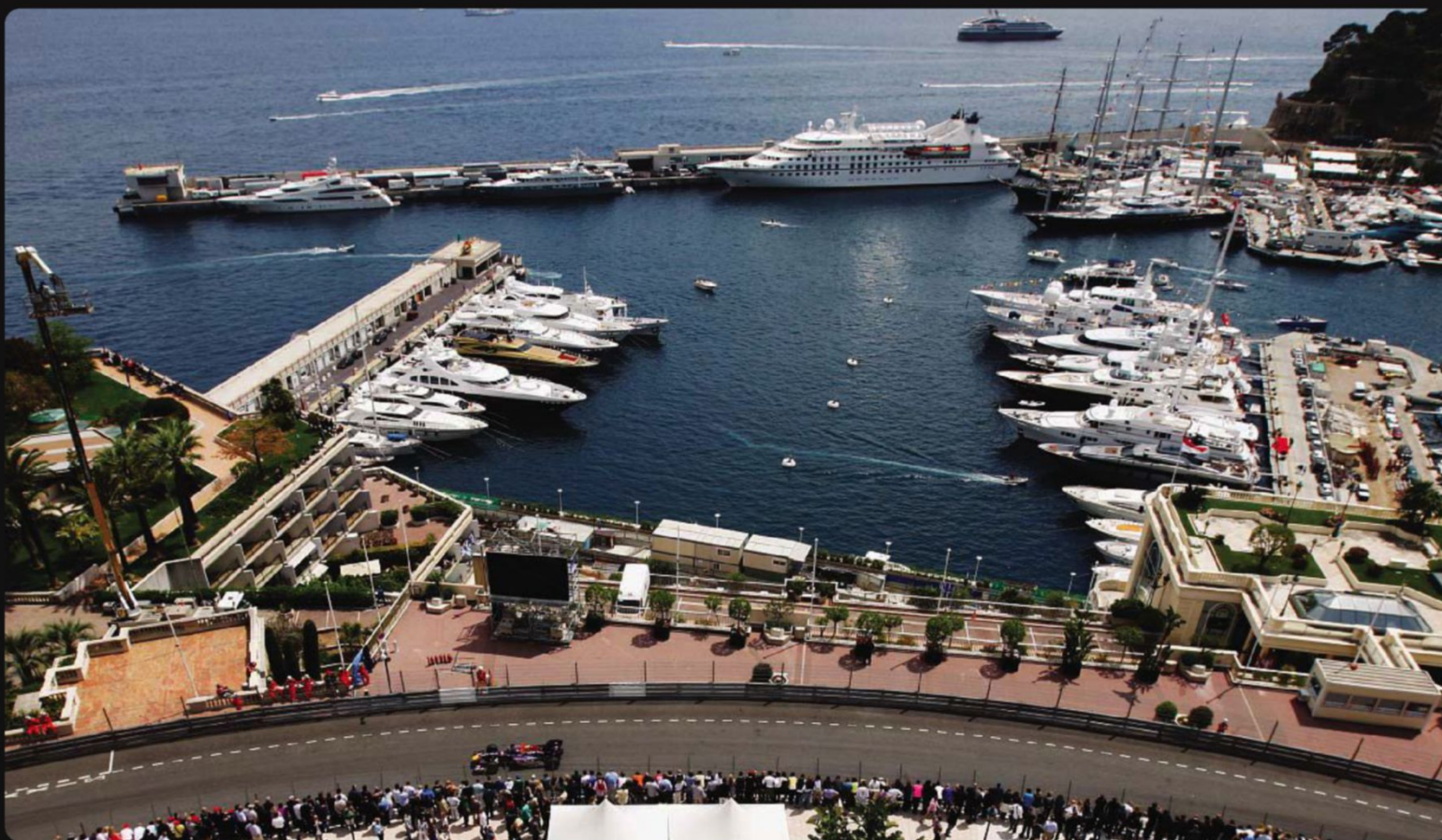
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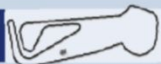
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NATIONAL RESULTS ROUND-UP

SNETTERTON 300 BRSCC, APRIL 20-21



CATERHAM TRACKSPORT (14 LAPS) 1 Michael Gazda;

2 Oliver Jarratt +0.029s; 3 Paul Lewis; 4 Matt Dyer; 5 Paul Thacker; 6 Mark Lewis. **Fastest lap** Jarratt 2m14.191s (79.64mph). **RACE 2 (14 LAPS) 1 Gazda;** 2 Lewis +0.117s; 3 Jarratt; 4 Thacker; 5 Chris Rankin; 6 Lewis. **FL** Lewis 2m14.112s (79.69mph).

FORMULA FORD DURATEC (10 LAPS) 1 Bart Van Os

(Mygale SJ10); 2 Max van Splunteren (Mygale SJ10) +2.688s; 3 Wouter Boerenkamps (Mygale Duratec); 4 Abdul Ahmed (Mygale SJ10); 5 Max Marshall (Van Diemen RF06); 6 Paul Sijljes (Mygale SJ07). **FL** Van Splunteren 1m56.903s (91.42mph).

RACE 2 (9 LAPS) 1 van Splunteren; 2 Boerenkamps

+0.065s; 3 van Os; 4 Ahmed; 5 Sijljes; 6 Thomas Craincourt (Mygale Duratec). **FL** Boerenkamps 1m58.054s (90.53mph). **RACE 3 (8 LAPS) 1 Van Os;** 2 van Splunteren +9.171s; 3 Ahmed; 4 Marshall; 5 Craincourt; 6 Sijljes. **FL** van Splunteren 1m56.917s (91.41mph).

CATERHAM ROADSPORT (4 LAPS) 1 Alexander Gurr;

2 Stephen Nuttall +0.038s; 3 Pete Fortune; 4 Michael Coulten; 5 Nick Portlock; 6 Simon Bennett. **FL** Fortune 2m16.575s (78.25mph). **RACE 2 (14 LAPS) 1 Nuttall;** 2 Fortune +0.229s; 3 Gurr; 4 Coulten; 5 Bennett; 6 Portlock. **FL** Fortune 2m16.790s (78.13mph).

FORD FIESTA CLASSES A, B & D (9 LAPS) 1 David

Abbott (Zetec S); 2 Ian Scruton (Fiesta Si) +2.647s; 3 Andrew Mollison (Zetec); 4 Jack Williams (Si); 5 Peter Dendy-Sadler (Si); 6 Peter Lloyd (Zetec). **Class winners** Scruton; Mollison. **FL** Abbott 2m24.834s (73.79mph).

RACE 2 (9 LAPS) 1 Abbott; 2 Scruton +1.450s; 3 Alan

Donnelly (Si); 4 Bateman; 5 Mollison; 6 Dendy-Sadler. **CW** Scruton; Bateman. **FL** Abbott 2m26.226s (73.09mph).

MAZDA MX5 SUPERCUP (9 LAPS) 1 Matthew Davies;

2 Andrew Clarkson +0.593s; 3 Justin Newnam; 4 Paul Sheard; 5 Mike Comber; 6 Will Chappell. **FL** Davies 2m19.175s (76.79mph). **RACE 2 (9 LAPS) 1 Clarkson;** 2 Sheard +0.827s; 3 Newnam; 4 Davies; 5 Chappell; 6 Taylor. **FL** Newnam 2m19.390s (76.67mph).

FORD FIESTA JUNIOR (9 LAPS) 1 James Ross; 2 Rory

Collingbourne +2m22.581s; no other finishers. **FL** Ross 2m21.055s (75.77mph).

RACE 2 (5 LAPS) 1 Alfonso Skrzicka; 2 Robert Cox

+2.090s; 3 Natasha Hussain; 4 Michael Higgs; 5 Collingbourne; no other finishers. **FL** Ross 2m22.075s (75.22mph).

BRANDS HATCH

BARC, APRIL 20-21



PICKUP TRUCKS (16 LAPS) 1 Anthony Hawkins; 2 David

O'Regan +0.150s; 3 Michael Smith; 4 Pete Stevens; 5 Paul Tompkins; 6 Phil White. **FL** O'Regan 52.140s (83.40mph).

RACE 2 (16 LAPS) 1 O'Regan; 2 Smith +1.073s; 3 Tompkins;

4 Hawkins; 5 Stevens; 6 Paul Poulter. **FL** Stevens 52.011s (83.60mph).

QUAIFE INTERMARQUE (18 LAPS) 1 Matt Moore

(Ford Escort Cosworth Mk1); 2 Matt Simpson (Vauxhall Tigra) +2.682s; 3 Chris Brockhurst (Vauxhall Tigra); 4 Jeff Simpson (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Malcolm Blackman (Vauxhall Tigra). **CW** M Simpson; John Chasey (Caterham 7). **FL** Brockhurst 49.425s (87.98mph).

RACE 2 (18 LAPS) 1 Brockhurst; 2 J Simpson +3.025s;

3 M Simpson; 4 Moore; 5 Ian Conibear (Caterham 7); 6 Smith. **CW** Moore; Conibear; Chasey. **FL** M Simpson 50.065s (86.85mph).

CLASSIC FF1600 (23 LAPS) 1 Mike Gardiner

(Van Diemen RF80); 2 Andrew Smith (Van Diemen FA73) +17.979s; 3 Nigel Lingwood (Van Diemen RF80); 4 Simon Davey (Van Diemen RF80); 5 Jon Nash (Van Diemen); 6 Colin Williams (PRS RH01).

CW Smith. FL Gardiner 52.298s (83.15mph).

PRE-90 FF1600 (21 LAPS) 1 Gardiner; 2 Conor Murphy

(Van Diemen RF83) +5.900s; 3 Lingwood; 4 Terry Durdin (Crossle 25F); 5 Kevin Howell (PRS RH01); 6 Chris Stuart (Van Diemen RF80). **CW** Murphy. **FL** Gardiner 52.232s (83.25mph).

CLASSIC FF2000 (26 LAPS) 1 Ian Pearson (Van Diemen

RF83); 2 Marc Mercer (Van Diemen RF82) +2.105s; 3 Paul Wighton (Van Diemen RF82); 4 Nigel Corry (Van Diemen RF82); 5 Jon Finch (Van Diemen RF82); 6 Chris Lord (Van Diemen RF82). **CW** Finch. **FL** Pearson 49.313s (88.18mph).

RACE 2 (25 LAPS) 1 Mercer; 2 Finch +11.602s; 3 Wighton;

4 Corry; 5 Lord; 6 Antonio Armelin (Reynard SF79). **CW** Armelin. **FL** Mercer 49.133s (88.50mph).

Stephen Nuttall took a Snetterton Roadsport victory



STYLES

David Abbott won two Ford Fiesta races at Snett



STYLES

Quaife Intermarque field tears through Paddock at Brands



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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



McLaren new boy
Perez ruffles feathers
at the Bahrain GP

Sergio shows his fighting spirit

Dear, oh dear – they don't like being beaten, do they? Sergio Perez reminded us on Sunday that he is worthy of his seat in Woking.

That feisty fighting spirit was what made Ayrton Senna great – and that's what Formula 1 is all about.

Not only that, Perez had previously

got a ticking off from Martin Whitmarsh and was told to raise his game. Perhaps MW should have told him to be nice and gentle when racing with Jenson Button.

For me, Perez was man of the match, so in Spain you keep your right foot hard to the cockpit floor, Sergio!

Clive Drake, Langham, Essex

I read with interest Paul

Hembery's Inside Line last week. I can see the Pirelli point of view and that they are doing a good job with the design brief they have been given.

As a fan, I would like to ask if anyone other than the engineers knows what is actually going on in a grand prix between the first and last pitstops?

Barry Hunter
By email

And then I calm down and realise that well, it's all a bit fake. I still enjoy it, but it leaves me feeling slightly cheated.

Surely it would be more honest to call it a Tyre Management Event? Can we do that from now on, please? Maybe I'll get a T-shirt printed for Silverstone – I'll put on it 'Leave me alone, I'm watching the Tyre Management Event'.

Amanda Sheridan
By email

Mark Webber has described

F1 as a bit like WWF, but for a good while now it seems to me more like *When Harry Met Sally*.

I've been known to scream "YES, YES, OH, YES!", or "OH, NOOOOO!" at the TV, depending on which driver/car is overtaking or getting overtaken.

I've found myself breathless and flushed at the chequered flag, thinking, "Wow! Now that was something else!"

Every now and then in F1 the

issue of team orders sticks up its ugly head. This is a pity because it need not be a problem.

Every driver wants to win the drivers' championship and each team the constructors' championship. Therefore, if the team employs the best racers within their budget and briefs him/her before the race and builds the best cars possible, serviced and topped up with all the

necessaries to complete the race the fastest way, further communication during a race is unnecessary.

The driver should know what to do (listen to Kimi) and utilise opportunities him/herself. Whoever wins is then totally open – is that not what we want?

Do away with the gimmicks and bring back the laptime board (as the only form of communication) and let the best driver/constructor win.

Cor Sanders
Emberton, Bucks

Pirelli seems to be the saviour

or killer of our sport, depending on what side of the fence you choose. But I've been watching F1 long enough to know this too will pass. In a few years, after the next bout of rule changes, we'll be moaning again about Sunday afternoon processions...

Frances Stewart
London SE12

In pictures

Our lensmen snapping from Long Beach to Leicestershire, via Belgium

KYLE BUSCH'S FORTUNES SLIDE
NASCAR gigastar Kyle Busch couldn't stop winning in Texas the previous weekend, but in Kansas on Sunday he just couldn't stop spinning



THACKER/LAT



CHRIS CHOTANUS

TAKU HAS RIVALS IN THE PALM OF HIS HAND

Ex-F1 racer Takuma Sato's first victory in IndyCars at Long Beach left the pack trailing in his wake after a stunning drive for AJ Foyt's team



LEVITT/LAT

KLOS BUT NO CIGAR

Renault Clio racer 'Rocket' Ronnie Klos investigates the weeds at Donington Park in the midst of some feisty panel-bashing over the weekend



EBREVY/LAT

In the shops

Desirable new releases

FUJIMI BRABHAM 1:20 KIT

£46.95 – grandprixmodels.com

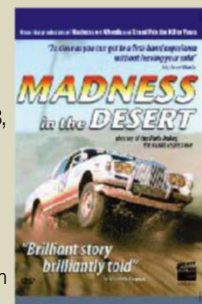
Recently arrived at GPM, the Banbury-based purveyor of all things miniature and magnificent, is Fujimi's 1:20-scale plastic kit of Brabham's BT46B fancar that sucked and blew its way to victory in the 1978 Swedish GP. Detail is ace and etched parts are also available. There's no better way for young fans to learn what went on under the skin of a 1970s F1 car.



MADNESS IN THE DESERT

£19.99 plus P+P – big-pic.co.uk

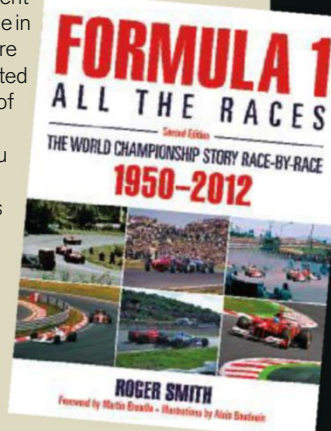
From the makers of two motorsport-film gems, *The Killer Years* (F1) and *Madness on Wheels* (Group B rallying), comes another gritty production – this time about the world's most dangerous race, the Dakar Rally. Charting the origins of the event – brainchild of motorcycle racer Thierry Sabine – in the late-1970s and its demise at the hands of terrorism in 2008, this is a story of romanticism, bravery and tragedy, superbly interspersed by recollections from hero competitors.



FORMULA 1 – ALL THE RACES

£35 – haynes.co.uk

Roger Smith's second edition of this remarkable compendium of F1 facts and figures has been updated to include the 2012 season, bringing the 878-race story of the world championship right up to date. Where this book excels (the basic info is always available on line, of course) is that the results of each race since the inaugural event at Silverstone in May 1950 are complemented by snippets of analysis and trivia that you don't get in other results tables and charts. It remains a benchmark reference work for F1 fans of all persuasion.



What's on

On track in the UK



Alice Powell leads
F3 Cup to Silverstone

EBREY/LAT

SILVERSTONE

MSVR

April 27-28

Admission **£9 each day or £15 weekend (all advance purchase)**

MotorSport Vision Racing hosts a 15-race programme over two days on the Silverstone GP circuit,

featuring the debut of Jonathan Palmer's new BRDC F4 single-seater championship, plus F3 Cup, Lotus Elise Trophy, the brand new Atom Cup series, Sports 2000, Caterham Graduates and two Track Attack Race Club invitation races.

BRANDS HATCH

750MC

April 27-28

Admission **£13 Sat, £13 Sun, £16 weekend**
Tel: 01474 872331

The 750 Motor Club hosts its first two-day meeting of the season at Brands, featuring 22 races in all: 750 Formula,

750 SSC, 750 Trophy, Formula Vee, Sports Specials, SR & GT, RGB, Bike-Sports, Stock Hatch, Classic Stock Hatch, Toyota MR2 and BMW Compact Cup will all battle it out around the 1.2-mile Kentish amphitheatre.

DONINGTON PARK

MSVR

April 27-28

Admission **£15 on the gate each day, £25 weekend**

Tel: 01332 810048

GT Cup, Monoposto, VAG Trophy, MK2 Golf GTi, plus the Trackday and Team Trophies.

CROFT

BARC

April 27-28

Admission **£10 each day**

Tel: 01325 721815

Northern Saloons and Sports Cars, Clubmans Cup, North West Sports Saloons, Citroen 2CVs, Sax Max, MaX5 Mazda MX5s, 125cc Superkarts.

PRESCOTT

British Hillclimb Championship

April 27-28

Admission **£10 Sat, £12 Sun (advance purchase)**

Tel: 01242 673136

The new British Hillclimb season gets underway in Gloucestershire this weekend. Can new champion Trevor Willis and his OMS Powertec kick off the season in style and go for a second title?

On track around the world

NASCAR SPRINT CUP

Rd 9/36

Richmond, Virginia, USA

April 27

nascar.com

FORMULA RENAULT 3.5 SERIES

Rd 2/9

Motorland Aragon, Spain

April 27-28

worldseriesbyrenault.fr

INTERNATIONAL GT OPEN

Rd 1/8

Paul Ricard, France

April 27-28

gtopen.net

RALLY AZORES

Rd 4/13

European Rally Championship

Ponta Delgada, Azores

April 25-27

fiaerc.com

EUROPEAN RALLYCROSS CHAMPIONSHIP

Rd 2/9

Montalegre, Portugal

April 27-28

rallycrossrx.com

ADAC GT MASTERS

Rd 1/8

Oschersleben, Germany

April 27-28

adac-gt-masters.de

SUPER GT

Rd 2/8

Fuji, Japan

April 28

supergt.net

V8 STOCK CARS

Rd 3/12

Taruma, Brazil

April 28

stockcar.globo.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 3/12

Slovakia Ring, Slovakia

April 28

fiawtcc.com



Your guide to the best events taking place in the UK and around the world – plus TV and online

On television

THURSDAY APRIL 25

0040-0245 **Motors TV**

ALMS: Long Beach Highlights

0300-0415 **ITV1**

BTCC: Donington Park Highlights

1915-2015 **ESPN**

Indy Lights: Long Beach Highlights

FRIDAY APRIL 26

1100-1130 **ESPN**

NASCAR Now

1210-1415 **Motors TV**

FIA GT: Zolder Highlights

1330-1430, 1800-1900 **Eurosport LIVE**

ERC: Rally Azores Day 1

SATURDAY APRIL 27

0355-0420 **Channel 5**

Motorsport Mundial

1000-1100 **ITV4**

Motorsport UK

1350-1450 **Motors TV LIVE**

Euro F3 Open: Paul Ricard Race 1

1450-1620 **Motors TV LIVE**

GT Open: Paul Ricard Race 1

1715-1950 **Motors TV**

NASCAR Nationwide: Richmond

1800-1900 **Eurosport LIVE**

ERC: Rally Azores Day 2

2000-2130 **ITV4**

BTCC: Donington Park Highlights

SUNDAY APRIL 28

0000-0100 **Eurosport**

FRenault 3.5: Motorland Race 1

0030-0430 **Premier Sports LIVE**

NASCAR Sprint Cup: Richmond

0600-0700 **Eurosport 2**

ERC: Rally Azores Day 2

0730-0745 **Eurosport**

WTCC: Slovakia Qualifying

0745-0815 **Eurosport LIVE**

WTCC: Slovakia Warm-up

1030-1130 **ESPN**

NASCAR Sprint Cup: Richmond Highlights

1105-1220 **Motors TV LIVE**

GT Open: Paul Ricard Race 2

1220-1320 **Motors TV LIVE**

Euro F3 Open: Paul Ricard Race 2

1315-1530 **Eurosport LIVE**

WTCC: Slovakia

2030-2235 **Motors TV**

GT Open: Paul Ricard Highlights

2235-2340 **Motors TV**

European F3 Open: Highlights

2300-0000 **Eurosport**

WTCC: Slovakia Highlights

MONDAY APRIL 29

0015-0045 **Eurosport**

Formula Renault 3.5: Motorland Race 2 Highlights

0500-0600, 1745-1845 **ESPN**

NASCAR Sprint Cup: Richmond Highlights

0745-0845 **Eurosport**

WTCC: Slovakia Race 2

TUESDAY APRIL 30

0800-0900 **Eurosport**

WTCC: Slovakia Highlights

0900-1000 **Eurosport**

European Rallycross: Lydden Hill Highlights

1300-1400 **Eurosport 2**

ETCC: Slovakia Highlights

1445-1545 **Motors TV**

European F3 Open: Highlights

1545-1750 **Motors TV**

GT Open: Paul Ricard Highlights

2330-0000 **Eurosport**

Inside the WTCC

Online

HOT ON THE WEB THIS WEEK

YOUTUBE:SPEED SHOWS X GAMES RIVALS A CLEAN PAIR OF HEELS



SEARCH FOR: RallyCross Final at X Games Foz (4:37)

Former Scuderia Toro Rosso Formula 1 racer Scott Speed wins the final shoot-out in last weekend's X Games in Brazil, but only after specialists Tanner Foust, Travis Pastrana and Ken Block take themselves out in a first-corner shunt at the first attempt (not shown!).

AUTOSPORT+

Exclusive content coming up in our premium website this week

The future of motorsport

Ex-F1 racer Lucas di Grassi talks about his work with Formula E and explains why he feels it is so important, while Marcus Simmons gives his thoughts on where British F3 could be headed. Plus, AUTOSPORT's Edd Straw looks back to the advent of qualifying.

GET AUTOSPORT ON THE MOVE

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...complicated Long Beach IndyCar race.

"It's finger lickin' good"

Since its switch from Sky to ESPN, none of...

"Taste the rainbow"

...countless US ad breaks have been...

"They're grrrrrrrrrr-r-r-reat!"

...filled by a studio back base, so all we get...

"Every little helps"

...is a stream of infuriating, slogan-filled...

"Because you're worth it"

...ads for things we simply aren't interested in.

"Does exactly what it says on the tin"

ESPN, sort this out, or else I'm going to...

"What's the worst that could happen?"

...come round and there'll be trouble!

Revved Up ("Just do it!")

Esteban Tuero

“We woke at about two or three in the morning to lap the circuit”

■ Monaco F3 GP ■ May 18, 1996 ■ Dallara-Alfa Romeo F396



Jarno Trulli leads
Tuero and winner
Marcel Tiemann

THE MONACO FORMULA 3

support race was approaching and I had a feeling that it could be a good opportunity to further my career.

I had arrived in Europe the year before, and had been able to win my first five races in the Italian Formula 2000 division, as well as going on to win the championship.

Simultaneously, in the latter part of that previous year I took in some Italian Formula 3 rounds with the RC outfit, and in my second outing, at Imola, I managed to start from pole position and finish on the podium.

At Monaco I was part of Enzo Coloni's team that, despite not being one of the more powerful ones, was very creative, strengthened by the ability of Enzo, whom I much appreciate and remember with affection. It was the same with some of the drivers, who I felt I identified with during my time in Europe, such as Cristiano Giardina, Ernesto Catella and Gabriele Tarquini.

I travelled with some anticipation to Monte Carlo, as I knew that many

of my rivals had previously raced there. Because of my age, I couldn't yet drive a road car on the streets, but my Dad was able to come to Monte Carlo. So quite a few days before, we'd wake up at about two or three o'clock in the morning and, with the consent of a local policeman, lap the circuit many times, including driving a short

sector in the opposite direction to the normal traffic flow. Although those laps were done at very low speed, they were very good for memorising a lot of reference points and details that would later prove very useful for me.

In qualifying I held provisional pole practically until the last lap, when Jarno Trulli managed to better

my lap time. The team had stopped me at the pits some laps before, understanding that mine was a very good lap time, and they didn't want to risk anything more.

The race itself was very demanding and hard-fought. Trulli was excessively conservative, but I had made the firm decision to win the race and I pressured until reaching the lead. You know, I've never jumped so much over the kerbs aboard a single-seater as I did that day. But, nearing the end, my damaged car called it a day, as something broke – I think because of previous contact with another car. So in the end my dream did not come true.

You might wonder why this race is so special in my memory, instead of one with a win or a good placing. The reason is very simple: I felt like a real racing driver that day, and also because my performance was what perhaps helped me to achieve my great objective: to reach Formula 1. *Esteban Tuero was talking to Tony Watson*

Profile



ESTEBAN TUERO CLIMBED

the Argentinian and international single-seater ladders rapidly, making his Formula 1 debut in 1998 just before his 20th birthday. After that sole F1 season with Minardi, he joined the works VW squad for his country's TC2000 series. Since then he has also raced in FIA GTs in an Automovil Club Argentino-run Ferrari 550. He won the touring car title in 2008 with Citroen and still races, now aged 34, in the series for Fiat.

NEXT WEEK ARE THE TYRES SPOILING F1?
The technology behind the Pirelli debate



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