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# Pole Position

## Spanish snorefests: a thing of the past?

### ANTICIPATION AHEAD OF THE SPANISH GRAND PRIX

is usually stunted by soporific memories of snorefests past. But after last year's tense thriller and surprise winner, and against the backdrop of fragile tyres and a lengthy DRS zone, the prospect of an exciting and unpredictable event is heightened.

This week's cover star, Lotus, is undoubtedly a pre-race joint-favourite. Last year, Kimi Raikkonen three-stopped like the majority and finished 3s away from the win. Although Barca has one of the shortest pitlanes in F1, Lewis Hamilton gained almost 20s during his 'burn from the stern' thanks to his two-stop strategy.

Raikkonen's outstanding tyre-management skills, coupled with a supple chassis, will pay dividends if he can stop one time less than his rivals, as he has in most races this year. Two big questions, however: Will his car be quick enough on Saturday to put him in striking distance? Has this tortoise/hare scenario been stymied by Pirelli's choice of the medium tyre over the soft?

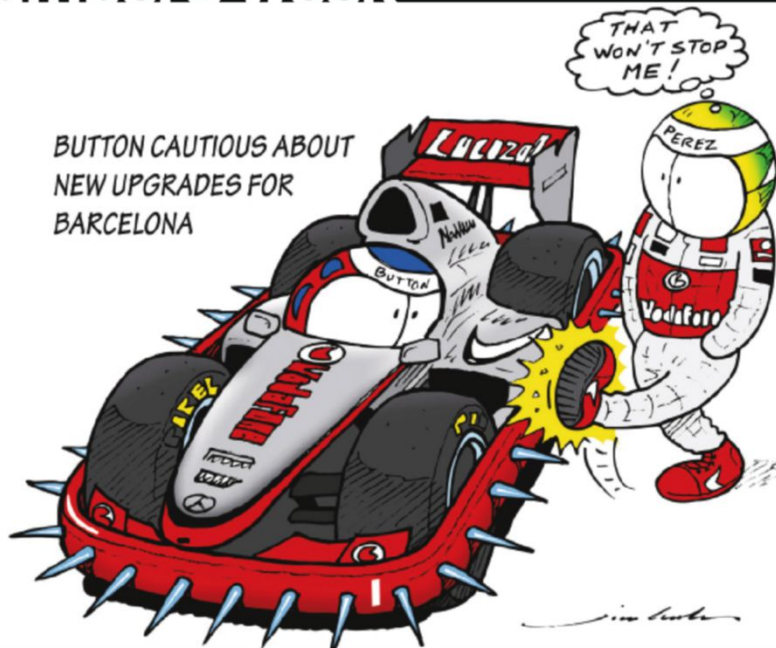
● AUTOSPORT extends its sincere condolences to the family and friends of historic Mini racer Christian Devereux following his tragic accident at Donington Park on Sunday.

*Charles Bradley*

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## Bamber's week



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Ebrey/LAT

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# THE BIG PICTURE

A huge crowd turned out in Sao Paulo, which was treated to one of the most exciting IndyCar races in ages, and featured a last-corner pass for victory

4







# This week in F1



HONE/LAT

## DRIVER PENALTY TALKS CONTINUE

Discussions about introducing a system of race-licence endorsement points, which would lead to repeat offenders being hit with grid penalties or race bans, will be held at the Spanish Grand Prix.

Talks between FIA race director Charlie Whiting and the teams took place late last year, but were put on hold amid question marks about how such a system will work. As a trial, a mock penalty points system is being run to study the efficiency of such a scheme.

"It's a complex question and we need to get the balance right because banning a driver is a serious issue," said Whiting on the reasons why the scheme was not given the green light for this season despite broad support among the teams.

"We need to make sure a driver genuinely deserves any ban. We will be monitoring offences and running a [hypothetical] system in the background to see how it would all work if put into practice. We need to do that for a while."

## BIG NUMBER

# 56

If Sebastian Vettel does not retire from the Spanish Grand Prix, he will equal Nick Heidfeld's record for consecutive races without a driver error-induced retirement.



## HRT CARS RETURN TO RACE ACTION

A brace of 2011 HRT F111s now owned by Spanish scrap entrepreneur Teo Martin will race in the BOSS GP series for this season.

**P78 FULL STORY: CLUB AUTOSPORT**

## Mercedes: tyres still a problem

Mercedes team principal Ross Brawn has warned that his outfit's rear-tyre management problems will not be solved in the short-term despite having made some progress since the Bahrain GP.

"We have focused our efforts in two key areas: finalising our upgrade package for Spain and understanding our comparative lack of race pace in Bahrain," said Brawn. "We have made progress in the latter area and will evaluate some developments over the upcoming races to help improve things."





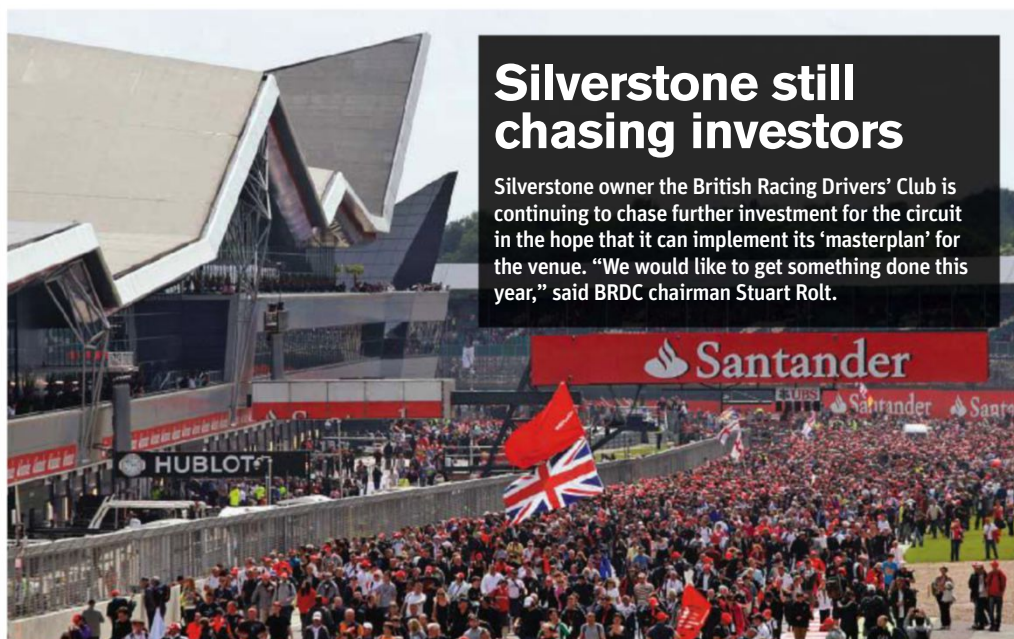
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## RENAULT STILL PUSHING ITS V8

Renault insists that work on its current V8 engine will not suffer even though it is focused on its new-for-2014 1.6-litre turbocharged powerplant.

"In terms of the care and maintenance and going racing right now, we want to be at the top of our game all the way through the season," said Renault Sport F1 deputy managing director Rob White.



## Silverstone still chasing investors

Silverstone owner the British Racing Drivers' Club is continuing to chase further investment for the circuit in the hope that it can implement its 'masterplan' for the venue. "We would like to get something done this year," said BRDC chairman Stuart Rolt.



## British GP promise

British Grand Prix organisers insist they have implemented the measures necessary to prevent a repeat of last year's weather-triggered traffic meltdown, which led to ticket holders being told not to turn up on Saturday. "What happened last year was a wake-up call and we have put a lot of measures in place to ensure that people have a good time in 2013," said managing director Richard Phillips, who also admitted that ticket sales are down on 2012.

## Sauber to trial new rear wing in Spain

Sauber will try a new rear wing aimed at troubleshooting its car problems in Friday practice for this weekend's Spanish Grand Prix. The team has struggled for rear-end grip so far this season.



## RAIKKONEN SETS HIS SIGHTS HIGH

Kimi Raikkonen believes that Lotus needs to make strides with its car if it is to stay in the title hunt. He cited improving qualifying pace as the key. "It's no secret we need more speed in qualifying," he said.

## Caterham not worried about midfield teams

Caterham's sole target for this year is to regain 10th in the constructors' championship, with the main focus on 2014 development. Technical director Mark Smith said: "We can set our objective to chase people ahead, but with the resources we have, that will really hinder our 2014 development. That is the focus."

## DID YOU KNOW?

The past seven Spanish GPs have been won by seven different drivers. Kimi Raikkonen (2005, below, and '08) is the only active two-time winner, while Lewis Hamilton has never won in Spain.



## ROOKIE TYRE PLAN IS PUT ON HOLD

Pirelli has dropped plans to give rookie drivers an additional set of extra-durable tyres for use during Friday-morning practice over issues with the definition of a rookie. However, teams will trial the long-life harder compound on Friday in Spain for future use.

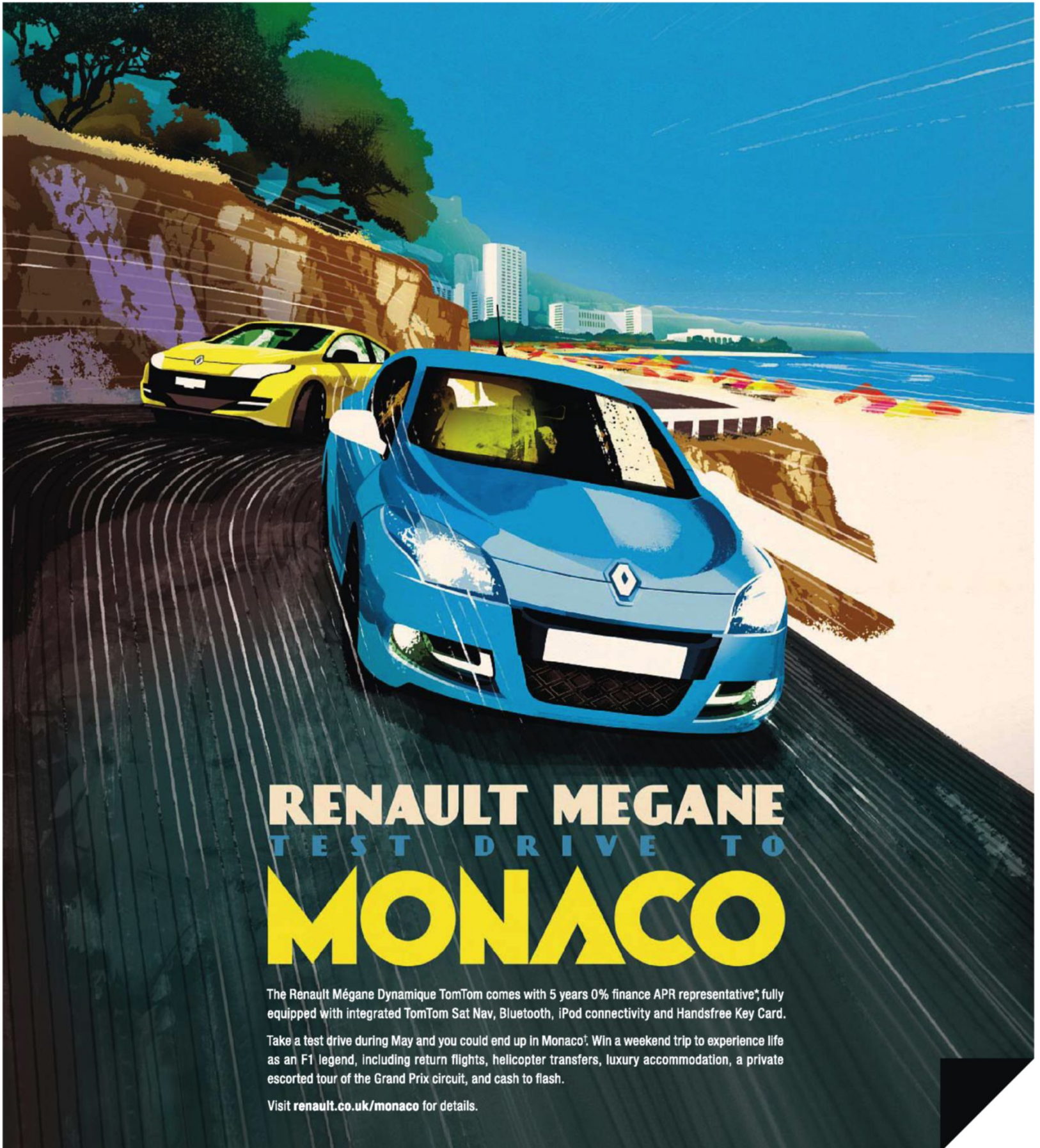
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# Mark Hughes

## MPH



The start of Formula 1's European leg, and the upgrades this traditionally brings, gives teams a chance to rewrite the early-season form book

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON AUTOSPORT +

**A**s we head into the European leg, the season stands at a crossroads. The competitive order established in the first four quickfire fly-away races was very clear, and it will be interesting to see if the traditional Barcelona upgrades alter that picture.

As competitive race cars, there has been little to choose between Red Bull, Ferrari and Lotus so far. Lurking a little behind them, but probably even faster in qualifying, is the Mercedes. Then a significant gap to Force India and McLaren, followed by Toro Rosso, Sauber, Williams, Marussia and Caterham.

While Red Bull, Ferrari and Lotus, having established that their cars are sound and not needing any remedial work, will now be on the hard slog of incremental development, many of the other teams will have been grappling with basic flaws apparent in their designs at those opening races. At Mercedes, that shortfall is again tyre usage — just as in the last two seasons. Until rain interrupted the final session of qualifying in Malaysia, Nico Rosberg — who had gone significantly faster than anyone else in Q2 — had looked strong favourite to take pole and if he'd done that, Mercedes would have started three of the first four rounds from the prime spot. Yet at none of the races did they figure as potential winners. Whether the generic tyre limitation

from the recruitment last year of chief of aero Mike Elliott from Lotus and the belief at the Brackley-based team is that the Lotus suspension system, although similar in concept to theirs, is simpler and more effective. Perhaps Mercedes' problems stem only from not having fully understood and maximised the suspension, and if that's the case, we might expect the three weeks of contemplation and data analysis since Bahrain to have been put to very good use.

At McLaren, the problem has been rather more basic: a simple lack of downforce. It began the season almost 2s off the pace and this deficit had been halved by the end of the flyaway period, but only through using set-up to ameliorate the car's stall-prone underbody traits. The underbody airflow was stalling at low ride heights in a way that hadn't been identified in correlation. The team was tweaking the diffuser design in Malaysia, China and Bahrain, trying to energise the underfloor flow, but only as a bandage to a bigger problem.

As well as the underfloor, McLaren's comparatively basic-looking front wing has come under scrutiny as all the other quick cars now have hugely complex and intricate multi-element endplates to keep the flow as consistent as possible through the full range of ride height, speed and steering angles. A very heavily revised MP4-28 is expected

**“Many teams will be grappling with basic design flaws apparent at the opening races”**

was front wear, such as in China, or rear graining like in Australia and Malaysia, or the thermal degradation of Bahrain, the Mercs were more heavily afflicted by it than the Lotus, Ferrari or Red Bull (in that order).

Could there be a link between how effectively the W04 uses the tyres on Saturday and how hard it is on them on Sunday? “It's possible,” said Ross Brawn in Bahrain, “and it's something we're looking at.” Dynamic weight distribution, involving both aero maps and suspension kinematics, may turn out to be key here. Although much has been made of the Merc's hydraulic suspension, which therefore stands out as a suspect, the neat counter to that is the Lotus, which has a similar system but is by far the easiest of all on its tyres.

One of the chief advantages of the hydraulic system is its tunability for whatever traits are desired. But there are an immense number of variables playing upon the ultimate set-up and how it's achieved. Mercedes has benefitted

this weekend in Spain, but after the way the team's launch confidence was hurt so badly by the reality of the track and the timing beam, expectations are being kept in tight check.

Correlation inconsistency has also troubled Sauber. Everything seemed to be going to plan through winter testing, the car behaving much as suggested in the windtunnel and CFD. A race-one update was supposed to bring a big boost in rear downforce — to the tune of around half-a-second. Melbourne showed that gain to be zero. Sauber spent the subsequent races attempting to find the lost thread and was cautiously optimistic by Bahrain that it was a long way to understanding the problem. Things were less clear-cut at Williams and there was concern that there may be an inherent limitation in the mechanical layout of the rear end that would not be a quick fix.

Let's see how it all looks after this weekend's reset button has been pressed.



# This week in motorsport

10



## THE MARTINI PORSCHE IS BACK!

The iconic Martini Racing livery will make a comeback in this weekend's Porsche Supercup season opener at Barcelona. Nine-time World Rally champion Sebastien Loeb, who will race Porsche's VIP car, tested the latest 911 GT Cup at Monza this week and will carry a livery reminiscent of the 1973 Targa Florio winning 911.



**P52 RALLY ARGENTINA REPORT**



STALEY/GP2

## Todt to manage Brit ace Calado

GP2 racer James Calado has signed with the All Road Management stable of Nicolas Todt, joining Formula 1 racers Felipe Massa, Pastor Maldonado and Jules Bianchi. Calado has raced for the ART Grand Prix team, which Todt co-owns, since his 2011 GP3 campaign.

## WILLIAMSON BACK IN GP3

Lewis Williamson, the 2010 McLaren AUTOSPORT BRDC Award winner, will race in GP3 with new squad Bamboo-Engineering. The 23-year-old Scot was a winner in the series with MW Arden in 2011 and made a handful of starts with Status last year.



Williamson tested over the winter

STALEY/GP3



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## DORAN TO KEEP CITROEN FOR ERX

Liam Doran will continue to drive his own LD Motorsport team's Citroen DS3 supercar in the European Rallycross Championship this year, despite announcing recently that he will campaign a Prodrive-built Mini, based on the outfit's World Rally Car, in the rest of this year's Global Rallycross Championship contests.

The 26-year-old Briton will give the Mini its competitive debut at the next GRC round, X Games Spain in Barcelona, on May 18-19.



## SEAT REVEALS HOT NEW LEON

SEAT this week unveiled a concept version of its 'Leon Cup racer' on which a new touring car could be

based. The Spanish manufacturer, which last competed as a full factory entrant in the WTCC in

2009, has yet to commit to entering when the series' new technical rules kick in.

## Penske loses appeal

Penske Racing last week lost its initial appeal against the 50-point penalties and additional punishments incurred by Brad Keselowski and Joey Logano after their cars failed pre-race inspections ahead of the Kansas NASCAR Sprint Cup race last month. The team will now take the matter to NASCAR's chief appellate officer, as is allowed under the sporting regulations.

## RENAULT SPORT CONFIDENT OF 3.5 ENGINE SOLUTION

Renault Sport believes it will not suffer a repeat of the engine problems that marred the Formula Renault 3.5 round at Aragon two weeks ago. Renault and engine builder Zytek have been investigating the problem since the event. Renault Sport motorsport technical manager Francois Champod told AUTOSPORT: "We are in a good way to have found the cause and the definitive cure."

## GIOVANARDI IS A SUPERSTAR AGAIN

Two-time British Touring Car champion Fabrizio Giovanardi will return to touring car racing in the Superstars International Series at Brno next weekend after agreeing to race the Petri Corse Porsche Panamera S vacated by champion Johan Kristoffersson after the Monza season opener.

Giovanardi, who won four times in the series in 2010 in a similar car run by N.Technology, has not raced since last year's Nurburgring 24 Hours.



Giovanardi won in Porsche in 2010

## In brief

### MORE GP2 FOR FRIJNS

Formula Renault 3.5 champion Robin Frijns will remain with Hilmer Motorsport for this weekend's Barcelona GP2 round. The Sauber F1 reserve driver's deal is for the Spanish round only, and he is still chasing a full-time seat.

### SAN MARINO OFF ERC

The European Rally Championship has been reduced to 12 rounds after the San Marino Rally, scheduled for July 11-13, was last week dropped from the calendar for financial reasons.

### SAINZ TO X GAMES?

Rally legend Carlos Sainz has been linked to drive in the Spanish X Games. Sainz, who now works as a development driver for Volkswagen's World Rally project, tested European Rallycross driver Anton Marklund's Polo at Montalegre last week.

### HAMLIN RETURNS

Denny Hamlin returned to NASCAR Cup action at Talladega last weekend for the first time since fracturing his back in March. The Joe Gibbs Toyota man handed over to relief driver Brian Vickers on lap 24.

### DRACONE IN AUTO GP

Former IndyCar driver Francesco Dracone made a one-off return to Auto GP with Super Nova at the Hungaroring last weekend. The 29-year-old Italian finished 11th in both races.

## OZ V8 SUPERSTAR CRAIG LOWNDES IN NUMBERS

# 91

V8 SUPERCAR & ATCC WINS – A NEW RECORD



# 1997

The year he ditched V8s to race – unsuccessfully – in International F3000 with RSM Marko.

5 wins at the Bathurst 1000

22 – AGE AT WHICH HE BECAME THE YOUNGEST V8 CHAMP AND BATHURST WINNER IN 1996

# 212

V8 EVENTS CONTESTED; THE SAME NUMBER AS LEGEND PETER BROCK



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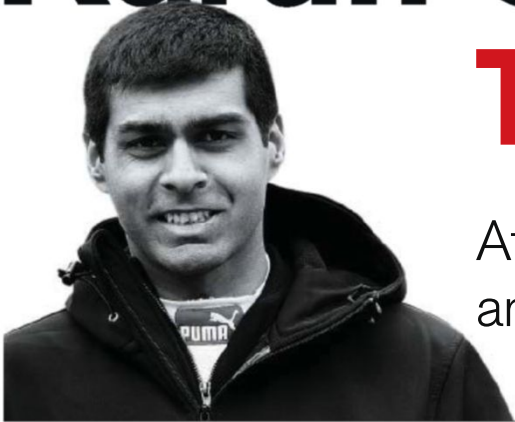
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# Karun Chandhok

## The inside line



After his own experiences, the sometime F1 and latter-day sportscar racer feels that nothing compares with the education F3 gives a driver

**W**hen the lords and masters of AUTOSPORT sounded me out about writing this week's *Inside Line*, I had asked for some suggestions on a subject. Rather than talking about F1, sportscars or GT racing, we thought it'd be a good idea to look further down the ladder. As I write this, the European Formula 3 races at Hockenheim are on the telly in the background, and I think I should really talk about the revival of F3.

I am a big fan of Formula 3. I raced in the class from 2002 to '04 and have to say that it was one of the most educational phases of my career. Those cold, wet, horrible winter days standing in the garage at Pembrey in Wales or Snetterton in Norfolk really harden you up as a person and a driver. Since my days in F3 I've been back to countless races and test days as a driver coach and a spectator, because I think it's a fantastic category for teams and drivers.

"Why is F3 special?" you ask. Well, in this era of spec formulae and heavily controlled technical regulations, F3 still allows teams to be innovative and think outside the box. As a driver, I loved going testing in F3. You would have the opportunity to test completely different configurations of aero packages and suspensions (mass

It's great to see F3 having a bit of a revival this year, although I think all of us who are fans of the history of the sport feel a tinge of sadness that British F3 has become a heavily diluted version of what it used to be. For the past few years, I would say to team-owner friends of mine that now that F3 has got serious competition from GP3, things have to change. My suggestion was why not keep the traditional great British F3 tracks like Oulton Park, Silverstone GP and Brands Hatch GP as part of a merged calendar? It would have meant the end of British F3 as a name I suppose, but it would have kept the essence of the championship, which is these great venues. Now the FIA's European F3 Championship seems pretty much like an upgraded version of the F3 Euro Series, while British F3 pales significantly in comparison.

There's no doubt about the fact that F3 has been under pressure from GP3, and to some extent World Series by Renault, for the past few years, as we've seen a number of drivers go straight from Formula Renault 2.0 to FR3.5. Despite GP3 having the unquestionable benefit of racing on the F1 weekends, and also with an updated car that has moved it further ahead in terms of

**"It's great to see F3's revival, although us fans feel a tinge of sadness about British F3"**

dampers, mono vs twin shocks, huge array of dampers from multiple manufacturers). At the time, you're looking at it with blinkered vision and only thinking about how it'll benefit you for the next race at Knockhill or wherever, but in the big picture you actually learn so much about how different set-up changes and configurations affect a car that it helps you when you go to more open formulae like F1 or the WEC.

The one criticism of F3 used to be that the drivers with the bigger budgets could gain a big advantage in terms of mileage. I remember being at Pembrey in 2004 when Nelson Piquet Jr and I were testing. Nelson had scheduled 58 days of testing for the year with over 100 sets of new tyres, whereas we had planned 28 days with about 40 sets of tyres! You just can't compete with that, but the situation has been addressed over time with tighter testing rules and tyre restrictions.

performance, Formula 3 is holding its own superbly. The grid for the European championship is fantastic, the classic races at Zandvoort and Macau still attract the best of the best and the drivers still get a great education. The testing rules and race-weekend format in F3 mean that the drivers get a serious number of kilometres under their belts in a season (probably 30 per cent more than GP3), which goes some way towards making up for the loss of not doing F1 weekends.

I can guarantee that the education a driver gets in an open formula like F3 will be invaluable for wherever their career may take them. At the moment, if I was a driver coming out of Formula Renault 2.0/Formula Ford/Formula 4, I wouldn't think twice about doing at least one season of European F3 before then either staying for a second season or moving to GP3, because there really is no short cut to a good education! ❧





# IS THIS F1'S BEST TEAM?

Pound for pound, Lotus has become regarded as the master of spending its budget in the right places. **EDD STRAW** visits Enstone to get a taste of an unquenchable underdog team spirit





TEE/LAT

**T**he accepted wisdom that those who spend the most win the most hasn't always held true through grand prix history. OK, those who spend the most *have the potential* to win the most, but there have been plenty of big-money flops over the decades. And just as vast sums of cash are no guarantee of success, it is possible for those on more-modest budgets to thrive. Lotus, otherwise known as 'the Enstone team' thanks to its numerous changes of identity over the years, is doing just that.

Lotus is not exactly a minnow on resources, but what team principal Eric Boullier describes as a 'medium' budget has propelled the squad into the remarkable position of being Red Bull's nearest challenger in the constructors' championship, with Kimi Raikkonen second in the drivers' standings. On pounds per point, Lotus is perhaps the best team in Formula 1.

Since starting its F1 life in 1981, the team has generally overachieved. Then known as Toleman, it went from serial non-qualifier during that first season to podium finisher in '84, when Ayrton Senna came close to winning the Monaco Grand Prix. It metamorphosed into Benetton in '86 after being bought by the Italian fashion brand and won races sporadically until Michael Schumacher's back-to-back titles in 1994-5, with the team also winning the constructors' crown in the second of those years. After a difficult time, it re-emerged as a championship force with Fernando Alonso in 2005-6. With Raikkonen triumphing twice in the past seven races, the team is riding the crest of a wave, which could conceivably lead to a third period of glory.

Through all the success, the team has never had the biggest budget, suggesting that for all the name changes, there is something special about it. "Either you deliver an identity because of your name or because of the place," says Boullier, installed by new owner Genii Capital at the start of ▶



◀ 2010. Ever since Genii took over, there have been rumours and counter-rumours about the team's financial situation, but Boullier has no doubts that Lotus has the cash to keep up the good work. The evidence supporting this is there to see at Enstone, where Genii has recently bankrolled multi-million-pound investments into a new simulator and gearbox dyno.

"We believe we have the budget in place and we have the technical resources that will allow us to keep developing the car," says Boullier. "I know what is in the pipeline and there is a very good progress slope coming up. More resources help, but it's a question of how you get your people to be creative and how fast you can produce parts going on your car."

Since Genii took over the team, the workforce has, in fact, grown. Enstone – more correctly called the Whiteways Technical Centre – is a facility not often talked about, but it arguably has more character than the imposing clinical edifice that is McLaren's MTC. Built in a disused quarry and lurking unobtrusively on a country road – so unobtrusively in fact that you barely have the chance to see it before you're tripping over it –

the site has developed a huge amount since the team moved in 21 years ago.

Gearbox dyno and simulator structures have recently sprouted behind the main building, while a few years ago a very potent CFD facility, nestled in a small hillside and with a facade like something out of a particularly ambitious project from *Grand Designs*, came online. CFD is one of the team's particular strengths, and this has helped to create a car that this year appears to be at home in a wide range of conditions. Add to that an on-site windtunnel (60 per cent scale and capable of running at 50 m/s, both the maximum allowed by the regulations), which has recently been bolstered by the addition of particle-image velocimetry (roughly analogous to flo-vis, but inside the windtunnel), and it's clear to see where Lotus's performance comes from.

"These are multi-million-pound projects, not small things, and Genii has invested in them," says trackside operations director Alan Permane, a team 'lifer' who has been there since 1989. "There has not been any reticence from them to invest and show they're serious."

Enstone is often cited as one of the best F1

teams to work for, and this appears to be at the heart of its success. When Flavio Briatore ran the show, he was very effective at installing the right people in senior positions and letting them get on with it, while stepping in when he needed to, and that approach continues today.

"Flavio put people in that he trusted and let them get on with it," says Permane. "He rarely got involved and when he did, he said, 'This needs to happen' and you just got on with it. The same thing happens now. Gerard Lopez and Eric Lux [Genii's owners] very rarely lay down the law, but you know they're there."

"With Eric [Boullier] as team principal, it's a similar situation. He is far more involved in the racing side of things and likes to know what's going on, but he offers his advice and is happy for us to use our experience and judge what is best. It's a nice way of management."

While Lotus does not have a Mercedes or a Red Bull behind it, it has made its relatively non-corporate status a virtue. With Genii owning 100 per cent of the team (confusingly, Lotus does not own any of the team and, in fact, does not pay a penny in sponsorship), the decision-making



Raikkonen has led the team to two race victories

STALEY/LAT



process can be swift. Crucially, risks can be taken that are usually shied away from in a more conservative, corporate environment.

In 2011, Lotus rolled the dice on an innovative forward-facing-exhaust design which, while ultimately a mistake, did yield some good results very early in the season and had the potential to pay off big-time. And no matter how strong Raikkonen has been, his recruitment was a gamble. He has thrived on track, but more impressively the team has turned his infamous aversion to corporate spiel into a virtue. A recent advert for Renault has him uttering seven words, four of them “no”, while his terse radio messages during last year’s Abu Dhabi Grand Prix have, astonishingly, built him into the kind of strong, if offbeat, brand unimaginable a few years ago.

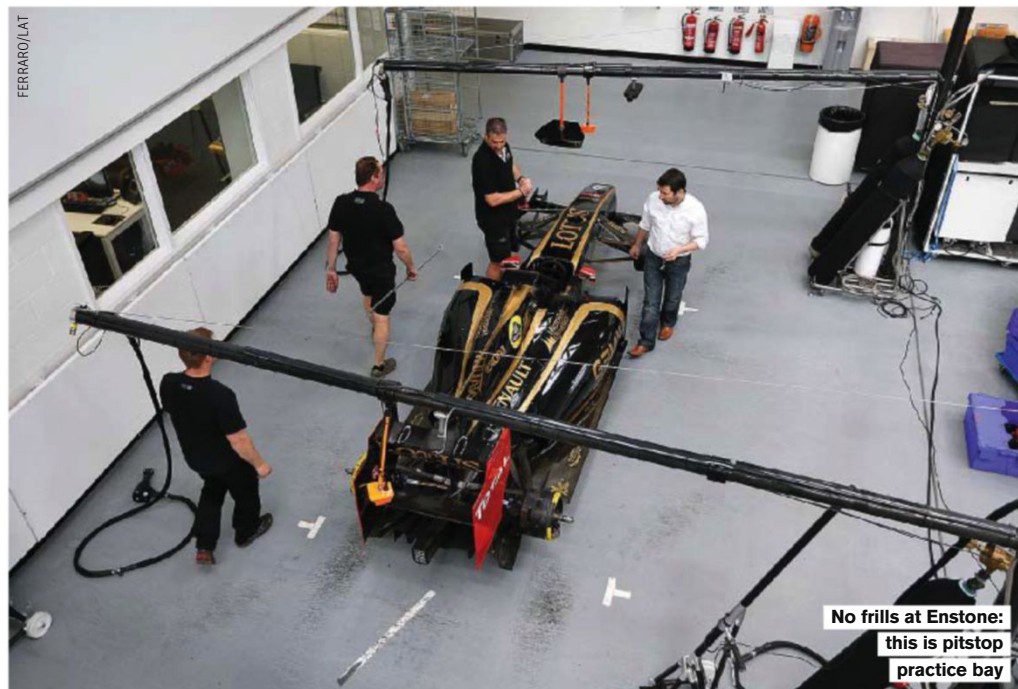
“We have built a different brand and a different identity,” says Boullier. “We have put effort into the communications and brand management. Red Bull, McLaren and Ferrari have had the problem that they are promoting one brand but, while we are promoting Lotus, we’re not owned by Lotus. So we have flexibility and can be independent. That allows us to use the drivers as a key asset.

The personality of Kimi has made him famous with the fans. He may have had some issues in the corporate world, but now he can use it.”

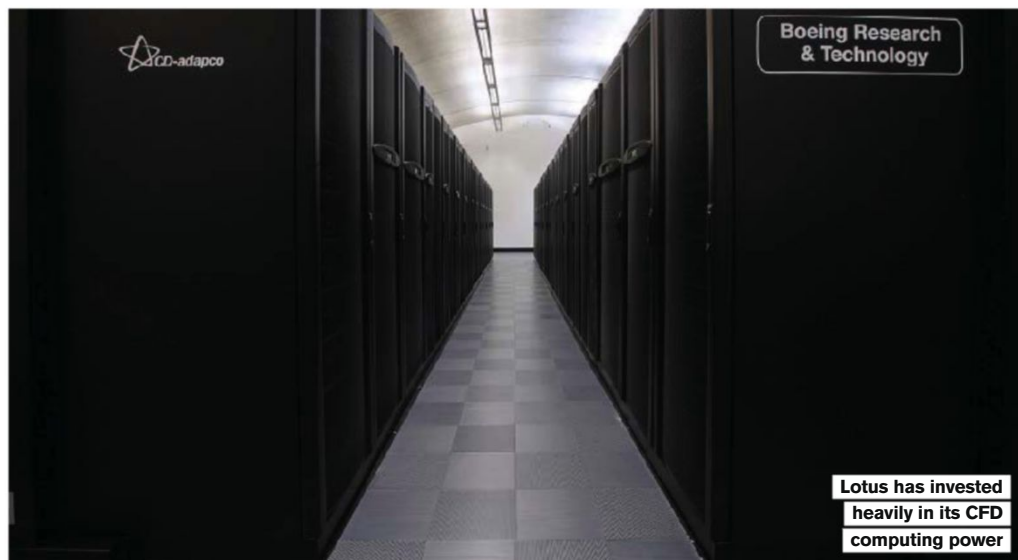
Inevitably, there is a downside to the absence of bottomless pits of corporate money, and the team has had to be very careful in where it allocates its funds. But Boullier believes that the necessity of doing this in the short term, as opposed to rivals that have a longer-term need to cut back but haven’t done so, is a positive for the team.

“We have a different strategy because we had to build one,” says Boullier. “Teams like Red Bull, Ferrari, McLaren are still operating the way they were five years ago when competing as and against manufacturers. When Renault left, we had to re-adapt Enstone for the new strategy, the new budget, the new economic climate.”

With Genii Capital being a venture-capital company, it would be wrong to suggest that the long-term ownership of the team is settled. By definition it is dependent upon its parent company believing the investment is worthwhile, presumably with a long-term aspiration of selling at a profit. As for the long-term financial stability of the team, a major sponsor is a priority after a ▶



No frills at Enstone:  
this is pitstop  
practice bay



Lotus has invested  
heavily in its CFD  
computing power

## A BRIEF HISTORY OF 'TEAM ENSTONE'

1981

Toleman makes its Formula 1 debut, with Derek Warwick (below) and Brian Henton qualifying once apiece in 12 events.



1983

Driving the Rory Byrne designed 'batmobile' – the TG183 – Warwick picks up the team's first points with fourth in the Dutch Grand Prix.

1984

Ayrton Senna takes three podiums, including a near-win at Monaco.

1985

Hart turbo-engined car only finishes once, but Teo Fabi takes pole at Hockenheim. Sponsor Benetton buys team at end of year.

1986

Gerhard Berger claims the first win for the team, now called Benetton, in Mexico (below).



1988

Alessandro Nannini and Thierry Boutsen fail to win a race, but Benetton joins the big league with third in the championship.

1990

Nelson Piquet (below) claims back-to-back wins in the final two races of the season in Japan and Australia.



1992

Having signed Michael Schumacher in 1991, team moves from Witney to Whiteways Technical Centre in Enstone, built in a disused quarry.



◀ hoped-for deal with Honeywell proved too good to be true. Thanks to the team's success, there is also the risk of losing key personnel, with technical director James Allison the subject of sustained interest from some big-name rivals. But as Boullier has pointed out in the past, remarkable as Allison is, the team also has tremendous strength in depth. All of these are occupational hazards for a squad in Lotus's position, but there are certainly teams in more-precarious financial positions.

But while the on-track success continues, the team has to be seen to be in a promising position. The fundamental characteristics that made it a championship-winning operation in the middle

of the past two decades remain, and a no-nonsense attitude ensures that the money can go further here than at any other top team.

"It feels like the same team that we had here in the mid-2000s when we were winning championships with Fernando, and Flavio running the place," says Permane. "There's still a huge amount of people here who were there then, and we still have the good team spirit. Every team talks about having that, but there is something special about it.

"The lack of politics is absolutely a strength. That comes from the top down. There isn't a blame culture and if someone has done something wrong or a certain area is weak, no-one is afraid

to put their hand up and say we need to do better, or could have done this or that better.

"[The success] says a lot about the way Enstone is, the good-quality people we have here and how wisely we must spend our money. If we are doing a similar job, but spending less money than the others, we must therefore be more efficient. It's too simplistic to say we're doing a better job, but it indicates that there is something about this place that allows us to extract the same in terms of pace and reliability from a car for less money."

The question now is whether Lotus is able to sustain its challenge for the rest of the season. In four races it has claimed four podium finishes,



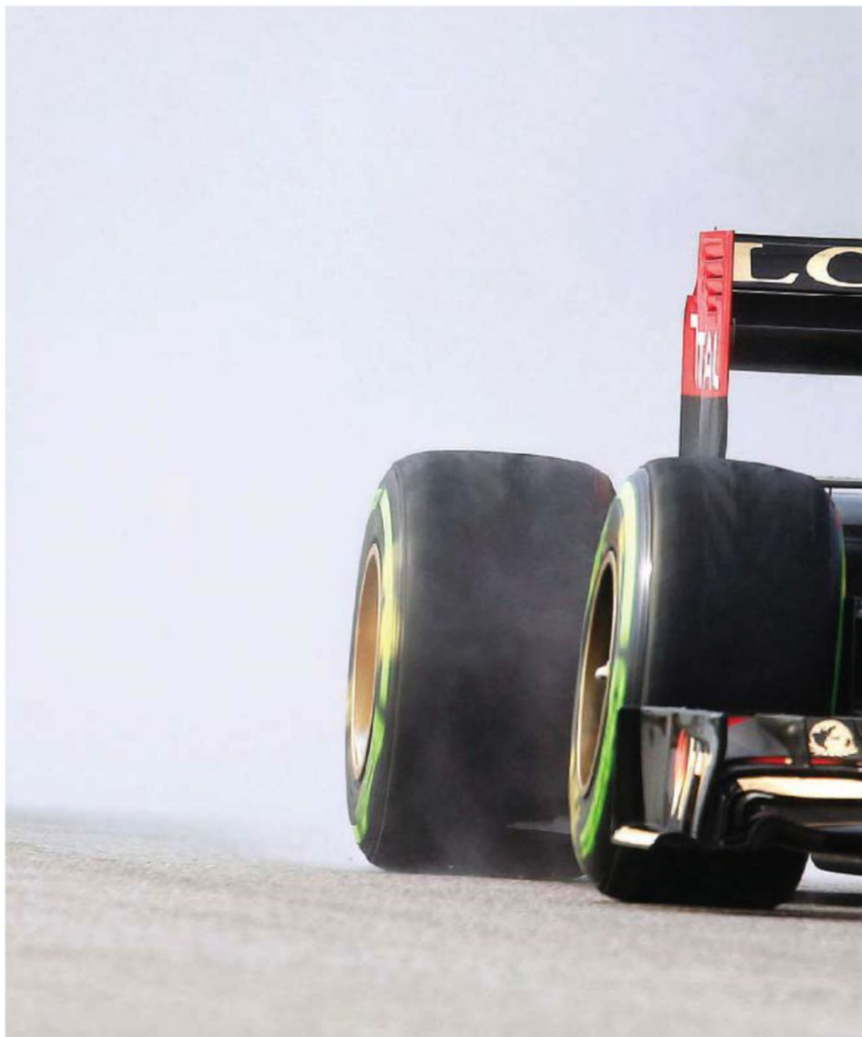
The foyer display at Whiteways isn't quite the MTC boulevard

FERRARO/LAT



The last two world titles – to date

FERRARO/LAT



Martin has been with squad since Toleman days

FERRARO/LAT

## THE FABRIC BEHIND THE TEAM'S LONGEVITY

You won't have heard of him, but Chris Martin has literally had a hand in every one of the 49 victories claimed by the Lotus team in its various guises. Parts hand-crafted by him have helped names as illustrious as Ayrton Senna, Gerhard Berger, Nelson Piquet, Michael Schumacher, Johnny Herbert, Fernando Alonso and Kimi Raikkonen to podiums and, in most cases, wins.

Martin was a fabricator for Toleman when it came into Formula 1 in 1981. He has the same role in the team today, specialising in building aluminium water radiators, pipes and oil radiators. It's not a glamorous job, but it is a hugely skilled

and important one, requiring the components to be made to very precise tolerances.

"There were 45 of us," says Martin of the team in the early days. "It was a lot smaller and everyone knew everyone, just like a big family. We started off with two industrial units in Witney and gradually grew and grew, taking up the next units. At one time, I think we ended up with nine. We got too big for that and had this place [Enstone] built.

"A lot of the character of the team has stayed the same. There are little changes here and there as you would expect. It's a good team to work for, but I'm going to say that because I'm still here!"




with only a mediocre weekend in Malaysia meaning Raikkonen hasn't been an ever-present. Last year, Lotus was able to sustain a good level of performance throughout the year, albeit with a mid-season lull before introducing its Coanda-effect exhaust, so it's no foregone conclusion that it will slump.

"It's too early to say, but I can't see why not," says Permane when asked if it feels like the team is in a title fight. "We are second in both championships at the moment and, while some of that has been down to other teams' bad fortune, we outscored Red Bull as a constructor in both China and Bahrain. And if we finish second or third in every race, we're likely to do

very well in the championship. But we want to push for more wins."

More wins this year are likely. As for a title push? Well, Raikkonen's ability to deliver consistently excellent race performances should keep him not too far off the points lead and, if team-mate Romain Grosjean sustains his Bahrain form, there will be plenty of constructors' championship points.

It would be fanciful to predict a Lotus title given the strength of Red Bull. But then again, you could have said that about Benetton against Williams in the mid-1990s or Renault against Ferrari and McLaren in the mid-2000s.

In other words, this team has previous. 

Lotus E21 has been  
a force in various  
conditions in 2013



In the early days, Martin was able to travel to some races as an on-site fabricator. His job has since become exclusively factory based, one of a workforce that is a dozen times larger than it was in Toleman times.

The nature of the job has also changed. Today, Martin must craft parts to precise specifications, but back then there was room for improvising.

"I used to go with the team as a travelling fabricator," he says. "There wasn't as much composite stuff on the car then, so they needed a fabricator more than a composites person. But that stopped because they needed just one person who had to be on the pit crew and couldn't keep changing.

"Because of the aerodynamics these days, the

bodywork is so tight that you cannot be more than a millimetre out. Everything is jiggled so precisely, whereas when I started we made our own jigs so had a little bit more room to play."

After two difficult years when Toleman often struggled to qualify, he cites Derek Warwick topping the times at a pre-season tyre test in 1983 as a standout memory. Since then he has seen 49 victories and seven championship titles, and still gets a kick out of the on-track success.

"Probably not quite as much as the first one, because that was absolutely amazing, but it still gives you a buzz," he says. "You would need to be pretty hard for it not to give you that.

"The job has had to change, but it's probably not just like any factory job. It's more than that."

1994

Michael Schumacher claims the team's first drivers' championship (below).



1995

Benetton switches from Ford engines to Renault. Michael Schumacher leads it to both world championships before leaving for Ferrari.

1997

Renault pulls out of F1 at the end of the season, sending Benetton into a run of five years without a win.

2002

After being bought by the marque a year earlier, Benetton is renamed Renault.

2003

Fernando Alonso wins in Hungary (below), the team's first victory since Berger won the 1997 German GP.



2005

Renault claims the constructors' title and, with Alonso, the drivers' crown. It is the first of back-to-back title sweeps.

2008

After Renault went winless in 2007, Alonso returns and wins the infamous Singapore GP after Nelson Piquet Jr crashes deliberately. He adds another win in the next race at Fuji.

2009

Renault decides to pull out as a team owner after the Singapore crash scandal is revealed. Venture capitalist Genii Capital buys the team.

2011

Team lands Lotus backing, leading to its renaming the following year.

2012

Kimi Raikkonen returns from two years of rallying, finishing third in the championship and winning in Abu Dhabi.

2013

After four races, Raikkonen and Lotus hold second in the drivers' and constructors' championships respectively.

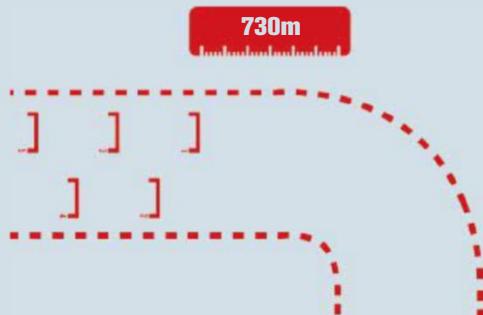




# SPANISH GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS** HD

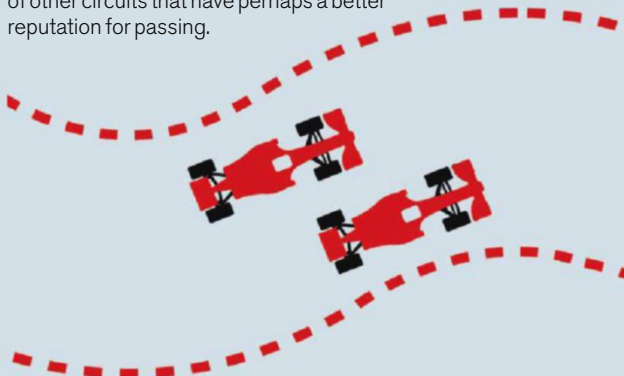
## FIRST CORNER



A full 730 metres makes the distance from pole to Turn 1 the longest run off the line by some margin – 10 per cent longer even than the pole-to-Turn 1 length in Malaysia. Thankfully Turn 1 is a benign 85mph right-hander, but it triggered a few bumps and bruises last year on the opening lap.

## OVERTAKING STATS

Barcelona gets a bad rap for delivering boring races, but some of this is undeserved. The overtake count in last year's race places the Circuit de Catalunya in 10th place, well ahead of a number of other circuits that have perhaps a better reputation for passing.



## FULL THROTTLE



56%

Despite its long main straight, pedal-to-the-max time only occurs for 56 per cent of the lap, the fifth-lightest drivetrain demand all season using this measure.

## PITLANE

It's a case of long main straight, short pitlane at the Circuit de Catalunya – at only 367m, it is shorter than all circuit pitlanes bar three, partly due to its relative age and the smaller frontage allocated to garaging.



MELBOURNE

### BARCELONA

Pitlane length	367m
Length rank	15th longest
Pitlane loss	21 seconds



SILVERSTONE

## SAFETY CARS

Based on a decade of data, you're likely to see half a safety car per race – or put another way, in 10 race starts the safety car has been called into action by the race director on five occasions.



USA/INDIA

SINGAPORE

## FUEL PENALTY



At 2.2kg of fuel consumed per lap, the Circuit de Catalunya is an economical circuit in comparison to its peers, with only three F1 tracks recording lower consumption requirements.

## GEAR CHANGES

With only 40 gear changes per lap, Barcelona requires the fewest shifts from the driver to complete the 2.892-mile lap. The next fewest is Interlagos in Brazil, with 42 shifts per lap.



### BARCELONA

Circuit Length	2.892 miles
Race Laps	66
Race Distance	190.825 miles
Lap Record	Kimi Raikkonen 1m27.760s (2008)
Corners	16 (seven left, nine right)
Circuit Direction	Clockwise
Corners <62mph	3 (Turns 10,14,15)
Corners >155mph	0

## WEATHER



### MONTHLY AVERAGES

Daily sunshine	7.87hrs
Rainfall	59mm
Min temp	12.0C
Max temp	20.5C

Barcelona and its metropolitan area has warm-temperate sub-tropical climate. Atlantic west winds often arrive in Barcelona with low humidity, producing little rain.

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

### THURSDAY

**1400 Sky Sports F1**  
**LIVE** Drivers' Press Conference

### FRIDAY

**0845 Sky Sports F1**  
**LIVE** Free Practice 1  
**1245 Sky Sports F1**  
**LIVE** Free Practice 2

**1450 Sky Sports F1**  
**LIVE** GP2 Qualifying  
**1700 Sky Sports F1**  
**LIVE** The F1 Show

### SATURDAY

**0945 Sky Sports F1**  
**LIVE** Free Practice 3  
**1200 Sky Sports F1**  
**LIVE** Qualifying

### SUNDAY

**0930 Sky Sports F1**  
**LIVE** GP2 Sprint Race  
**1130 Sky Sports F1**  
**LIVE** Spanish GP

### ALL WEEK

Classic Spanish F1 GP races shown throughout the week as a build-up to 2013 race.



100%

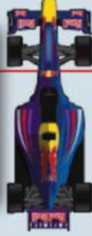
## GRAND PRIX SUPERGRID

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

Rosberg 100.220



Vettel 100.360



Hamilton 100.453



Raikkonen 100.548



Alonso 100.595



Massa 100.754



Weber 100.772



101%

Grosjean 101.029



Sutil 101.304



di Resta 101.355



Button 101.574



Ricciardo 101.807



Hulkenberg 101.953



Perez 101.986



102%

Vergne 102.293



Gutierrez 102.414



Maldonado 102.430



Botas 102.733



103%

Maldonado is gaining on Gutierrez, and the Venezuelan's great form at Barcelona (he won last year) suggests he could leapfrog the Sauber.

## AND THE REST...

They're too slow to be on our main scale, but there's some intrigue here: Caterham's big step forward in Bahrain means Marussia's Bianchi is vulnerable from Pic now.

Bianchi (Marussia)	103.789
Pic (Caterham)	103.915
Chilton (Marussia)	104.730
Van der Garde (Caterham)	105.201

Watch the Spanish Grand Prix live on Sky Sports F1 HD – go to [sky.com/F1](http://sky.com/F1) or call 08442410826





## SPANISH GP PREVIEW

# Duct-driven downforce

Getting performance from brake ducts is the key to good aero and, in turn, good lap times at Barca

**T**here was a time when brake ducts existed simply as a way to channel air to cool the brakes. However, as the downforce war has escalated over recent years, what was once their primary purpose has become almost secondary to helping stick the car to the ground.

While this weekend's Spanish Grand Prix at Barcelona will not unduly stretch the brakes in terms of heat, the downforce-producing potential of their ducts will be one of the keys to doing well.

The return of harnessing exhaust gases to produce downforce has also made brake duct design vital,

particularly since the regulation changes ahead of the 2012 season that limited where you could blow the gas. On the current generation of grand prix cars, the rear ducts are being worked extremely hard by the Coanda-effect exhausts.

"Harnessing exhaust gases is one of those things that's never been cracked down on," says AUTOSPORT technical expert Gary Anderson. "For a long time now, brake ducts haven't been worthy of the name. They're there to produce downforce, particularly the rear ones, which has always seemed strange."

There are no plans to curb the use of brake ducts in producing

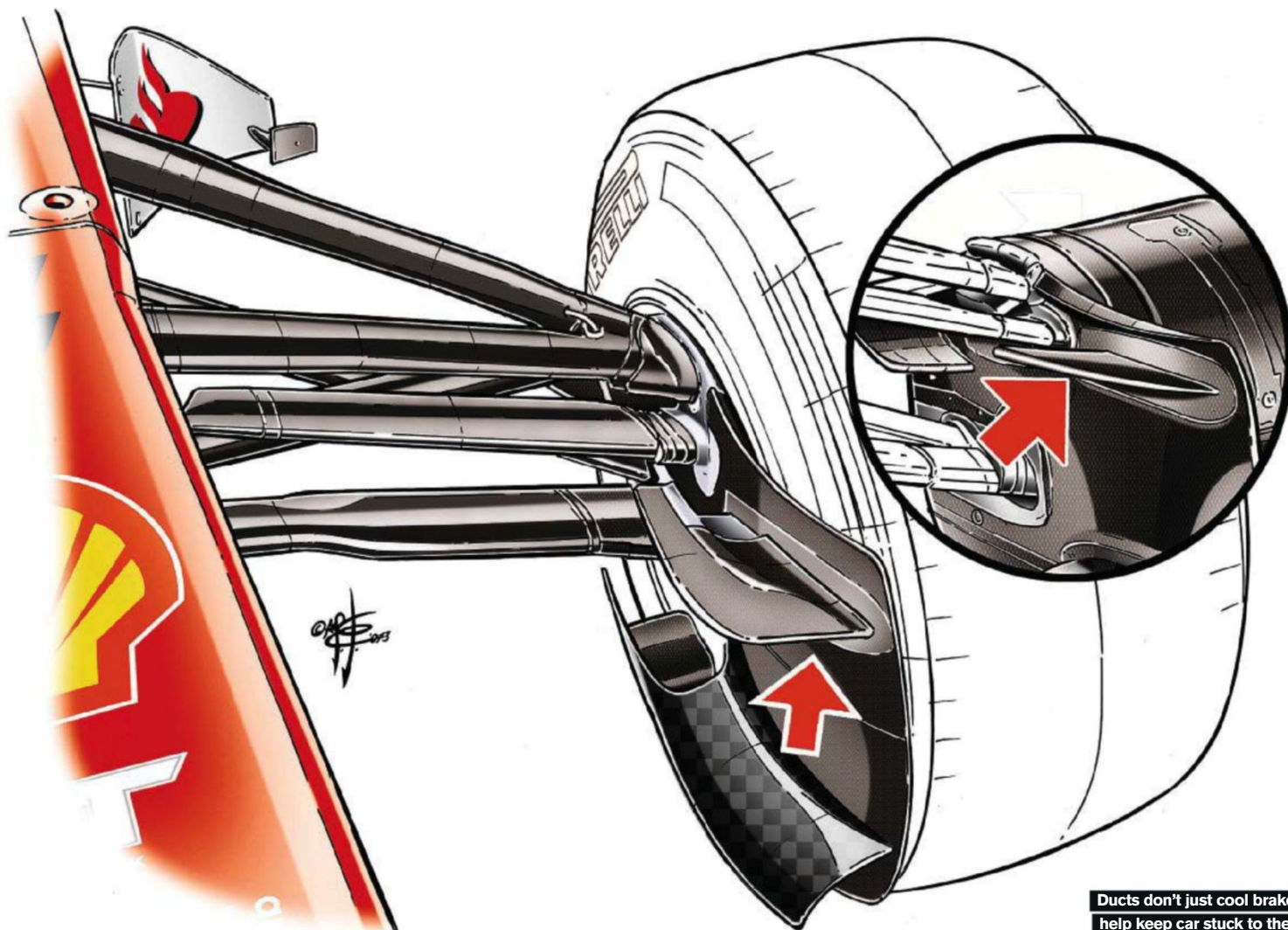
downforce, which is good news for the teams. It means there is an art to making sure only the minimum possible cooling levels are achieved for a given circuit because, in the most simple terms, any air flow that you are employing to cool something down is not being used to push the car into the ground.

As the Williams team's technical director Mike Coughlan explains, the potential loss of performance would be significant if downforce-producing brake ducts were suddenly banned tomorrow. This is because the teams' understanding of the complex interaction of airflow and vortices around the car's

exposed wheels has grown considerably over the years.

"The understanding of inner-wheel aerodynamics is very advanced, and I think we would lose at least a second a lap if we went back [to not using the brake ducts for downforce]," says Coughlan, "because we use the airflow around the wheels a lot better than we used to."

The power of brake ducts to increase performance is a stark reminder that generating downforce is not just about wings. The aero map of a Formula 1 car is a complex one in which any exposed surface, and a lot that are hidden, can have an influence on lap times.



Ducts don't just cool brakes but help keep car stuck to the track



## THE CIRCUIT BRIEF



**XEVI PUJOLAR**  
**Williams**  
**chief race engineer**

Barcelona's very hard on tyres. The layout has a bit of everything – slow, medium and high-speed corners. It's a high-downforce track that we know a lot about from our testing there.

Nowadays, for all of the generic tracks, all of the mechanical set-up is

about how you work with the aero. Barcelona's the same. You need to work with the ride heights, the stiffness, etc.

You have a few specific tracks where you have to do something slightly different, but on the others, such as Barcelona, you are in a window that's not

very wide, so it's about working with the tyres and the driver.

We also need to see how Barcelona is in higher temperatures. During winter testing, we all had problems with graining tyres because of the heat, so it was hard to see what was going on with the car.

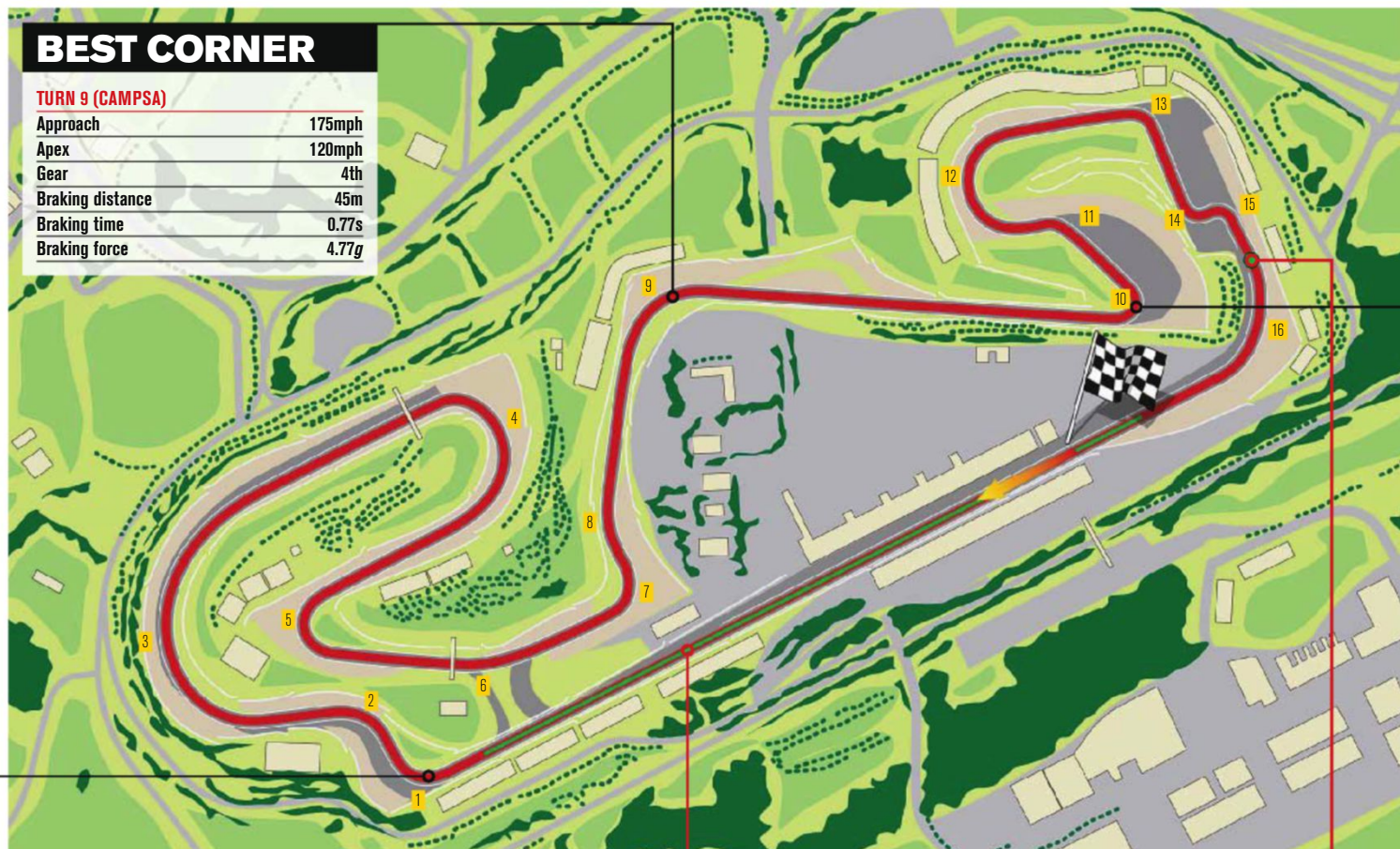


Testing doesn't give teams the full picture

### BEST CORNER

#### TURN 9 (CAMPSA)

Approach	175mph
Apex	120mph
Gear	4th
Braking distance	45m
Braking time	0.77s
Braking force	4.77g



DRS Zone

DRS Detection

### PASSING SPOT

#### TURN 1

Approach	193mph
Apex	100mph
Gear	3rd
Braking distance	79m
Braking time	1.28s
Braking force	6.15g



DRS helps the action at Turn 1

### THE STORY OF 2012

After Lewis Hamilton was disqualified from qualifying for running out of fuel, Pastor Maldonado started on pole. Despite losing the lead at the start, he jumped Fernando Alonso in the second round of stops and held off the Ferrari driver brilliantly to end a Williams win drought that stretched back to the start of 2005. Kimi Raikkonen was third after closing the gap to the leaders late on.



Maldonado win came as a shock

### POTENTIAL FLASHPOINT

Hairpin bunches cars up after back straight



#### TURN 10

Approach	186mph	Braking distance	104m
Apex	53mph	Braking time	2.35s
Gear	2nd	Braking force	5.79g

ETHERINGTON/LAT

ETHERINGTON/LAT

FERRAROLI/LAT



# “Our aim from now on is not to be excited about getting into Q3”

**Jenson Button says he won't be cheering on the radio if McLaren's Spanish GP update leaves it still scrapping to make the top 10. By EDD STRAW**



24

The Bahrain Grand Prix was the fourth race in succession that the uncompetitive McLaren MP4-28 had made the top 10 in qualifying. Even then, Jenson Button made it clear that from this weekend onwards that, and perhaps picking up a fifth place thanks to an alternative strategy, is no longer acceptable.

It would be unrealistic to expect McLaren's upgrade for Spain to transform the car into a race winner straight away, because it would require a net gain of well over one second per lap. However, it needs to demonstrate a clear step forward with the Barcelona package, expected to include tweaks to the front and rear wings, and possibly the exhaust set-up, to justify team principal Martin Whitmarsh's vow in March to “make this car into a winner during the course of the year”.

McLaren has banked 23 points from the first four races, with Button's fifth place in China the highlight. The priority, though, has been to

understand the car. During practice sessions, a multitude of experimental parts has been trialled. Remarkably, this includes some ‘best-guess’ parts not tried in the windtunnel to accelerate the learning process. While Whitmarsh admits that not all have offered a performance gain, this process has helped McLaren to zero in on the main areas where there is potential for improvement. It has been able to discover not only gains, but also where there are losses.

“Some have given us some steers to some scenarios where there is a lack of sensitivity and some where there is big sensitivity,” said Whitmarsh of the experiments with the car, which have included changes to the exhausts as well as aerodynamic parts.

“It's good direction for the people in Woking,” he continued. “We have to make sure we apply the resource and make sure we apply it correctly. Finding the areas that respond, even if they respond badly, tells you they are sensitive. If nothing is happening,



you aren't likely to spend time on those insensitive areas.”

While the overall performance of the upgrade will be a key indicator, how happy McLaren is that its parts deliver on expectations, therefore validating the updates planned for the races that follow, is everything. If they do not correlate, it will have to seriously consider switching greater focus to 2014 rather than chasing its

tail this year. As Button points out, it is all part of a wider development programme, so if McLaren turns out to have headed down a blind alley with this upgrade, it could be fatal to its hopes of a recovery.

“Returning to a circuit where we undertook two of the pre-season tests will give us a useful benchmark of our progress,” said Button. “There's been a lot of talk about the importance of



Button fights with  
the MP4-28 in Bahrain



DUNBAR/LAT



Perez talks Whitmarsh  
through car's problems

next weekend's upgrade, but it's simply part of the continuous improvement. As always, there'll be elements that work, elements that perhaps work in a different way from what we'd anticipated and elements that don't work, or perhaps require further development."

Barcelona will be a good indicator of where the car is. As well as the long, high-speed Turn 3 that's a stern test

of aerodynamic consistency and downforce on any car, the twisty final sector, particularly the chicane, is a good measure of low-speed traction.

Whitmarsh suggested in Bahrain that McLaren would be very competitive with another "25-35 points of downforce" – a significant amount. This applies not just to peak downforce, but also to consistency. So far, with the car only working in a

relatively narrow range of states it's shown glimpses of prodigious speed, particularly at low ride heights.

The team admits it's a 'peaky' car. "It's downforce at various ride heights, pitch, roll and exhaust blowing – there's a matrix you have to cover," Whitmarsh said. "But generally you'd say the envelope of performance is too low. At the moment, we need more downforce, particularly at low speed, and therefore at high ride heights. The drivers are really struggling for traction in low-speed corners."

McLaren is adamant there's a lot of potential in the MP4-28. Whether it will be able to turn a struggling machine into a winner, as happened in 2009, is something that will start to be answered in Spain. If things don't improve, then serious questions will be asked about McLaren's development strategy, and the rest of the season could prove hard work.

After all, as Whitmarsh put it, "None of us likes celebrating getting through to Q3."

## UPGRADE WARS

The Spanish Grand Prix is always a key weekend for car upgrades. While Red Bull is setting the pace, there are several teams in the chasing pack – and at the back – needing to make significant strides.

### THE CHASERS



#### LOTUS

Technical director James Allison describes its Spain upgrade as "nothing revolutionary". It's set to include new front wing endplate detailing, diffuser tweaks and a modified rear wing.



#### FERRARI

Time and again, senior members of the team have talked of the need to unlock more single-lap pace to improve qualifying. Rear-end grip, largely from the exhaust-blowing effect, is one key area to improve.



#### MERCEDES

In Bahrain, Mercedes showed that the rear tyre degradation problems that it has carried in recent years remain. The changes for Spain are expected to address this, but not necessarily eliminate the problem entirely.

### THE STRUGGLERS



#### SAUBER

Although Nico Hulkenberg led the Chinese GP and has two points finishes to his name, Sauber is struggling. A lack of rear-end stability is at the heart of this, and a new rear wing will be used in Spain to combat this.



#### WILLIAMS

Without a point this year, Williams heads to a race it won 12 months ago knowing that even cracking the top 10 would be a major step forward. Tweaks to the exhaust and mechanical platform of the car are expected in Spain to boost downforce.



#### CATERHAM

For the Bahrain GP, Caterham introduced what Giedo van der Garde described as "half an update" that ran on Charles Pic's car. That was worth as much as half a second, with a similar gain hoped for this weekend.



#### MARUSSIA

Caterham's strides in Bahrain shocked Marussia. A significant package of aero tweaks will be seen in Spain on Friday that it hopes will close the gap.



# Time for the new Grosjean to kick on

The Lotus driver has to prove his Bahrain resurgence wasn't a one-off, as his team hails the Frenchman's change over the winter after a troubled end to his 2012 campaign. By **EDD STRAW**

**R**omain Grosjean started the season with the Sword of Damocles hanging over his head. Despite last year's mishaps, the Lotus team retained confidence in the Frenchman, but only to the point where he kept his seat under the condition of regular review.

After three races and one qualifying session of this year's campaign, his future looked shaky, but a superb drive to third in the Bahrain Grand Prix, ending a podium drought of 11 races, has the potential to be the launchpad from which to consolidate his long-term future at the top level.

One result in isolation doesn't mean very much, but after his stuttering start to 2013, there are reasons to believe that Grosjean has made a significant step forward. His race performances in Australia and China were disappointing, but he was able to beat team-mate Kimi Raikkonen in a straight fight in Malaysia to finish sixth.

Rear tyre degradation has been a big problem for him in 2013, and that has played a part in the mystery car problems he highlighted during each of the first four race weekends. However, while he didn't attempt the two-stopper of team-mate Raikkonen in Bahrain, he was able to be consistently quick in that race.

After some frustrations with Grosjean's struggles to understand his car issues early in the season, the team suspects that Bahrain could be a breakthrough. This is not simply

Grosjean joined Raikkonen at the front in Bahrain



because of the result, but also the driver's off-track approach. While he was given a new chassis after complaining of car problems ahead of Bahrain, this doesn't appear to have been decisive in his turnaround.

"Romain had a very strong race in Bahrain," Lotus trackside operations director Alan Permane told AUTOSPORT. "I hesitate to say turning point, because a lot of people are talking about that, but it was more than just his race performance. There were a lot of things throughout the weekend that aren't evident from the TV or the outside. The tyre wear, the management of things such as out-laps, pitstop performances; we're analysing things like that all the time."

"He really did change himself, and I think that bodes well for the rest of the year."

The key now is for Grosjean to ensure that Bahrain is not a freak

incident. On paper, his start to the 2013 season is actually stronger than last year because he's scored in every race and picked up three more points than he had at the same stage last year. This is still less than half of the 67 points Raikkonen has amassed, though, indicating that Grosjean must score more heavily from now on.

Raikkonen is a tough yardstick for Grosjean to be measured against. The Finn is regarded as one of the finest in his field when it comes to tyre management, a characteristic that is vital in the era of high-degradation Pirelli rubber. Grosjean must turn his team-mate's presence into a positive by learning from the 2007 world champion.

Permane added: "Romain has got great opportunities to learn from Kimi. I don't feel anyone is managing the tyres better than Kimi. They might be managing them as well as him, but he's very good at it. If Romain can learn from him, he's got a very good chance of building on that [Bahrain GP] result."

Arguably the most positive element of Grosjean's season has been his lack of major errors. In every race, he has been involved in wheel-to-wheel fights, but there's been no repeat of the litany of accidents that blighted his 2012 campaign. This was the first weakness he needed to tackle, and potentially his new-found caution

has played a part in some indifferent performances early on in the year.

Grosjean has downplayed this. When he was asked about four-time world champion Alain Prost's suggestion last month that he was lacking self-confidence, Grosjean disputed the idea. That said, Prost also pointed out that his compatriot might be only one big result away from a strong run of form.

"The fact that I could come back from a very difficult situation proves that I think he was wrong," said Grosjean after his podium. "I have a deep respect for what he did, but it's easy to speak when you are not here."

Of course, Grosjean would say that. But he could be forgiven for his confidence being low given the way last season ended. After being banned in Italy, he hit Mark Webber at the start in Japan, leading to an angry visit from the Australian in Lotus's hospitality area shortly after the race. In the season finale at Interlagos, a run of clean races was spoiled when he first collided with Pedro de la Rosa's HRT in qualifying and then crashed on the sixth lap of the race.

That's why the Bahrain podium is so important. With test driver and GP2 champ Davide Valsecchi, who recently tested an old car at Paul Ricard, eyeing his seat, Grosjean has laid the foundations for what could be a career-saving run of races between now and the August break.

Early-race shunts must remain a thing of the past







## GROSJEAN'S SEASON SO FAR



DUNBAR/LAT

### AUSTRALIA

Started: 8th      Gap to Raikkonen: +0.295s  
 Finished: 10th      Gap to Raikkonen: +82.759s

Lined up alongside Kimi Raikkonen on the grid after a solid qualifying performance, but complained of mystery car imbalance in the race. A poor start cost him places, and he spent much of the race struggling with tyre degradation in traffic.



FERRARO/LAT

### MALAYSIA

Qualified: 11th      Gap to Raikkonen: +0.996s  
 Finished: 6th      Gap to Raikkonen: -12.915s

After raising further car issues on Friday, the Frenchman was stronger on Saturday, but underachieved in Q2. Like Raikkonen, he struggled on intermediate tyres, but in dry conditions was able to beat his team-mate in a straight fight.



DUNBAR/LAT

### CHINA

Started: 6th      Gap to Raikkonen: +0.603s  
 Finished: 9th      Gap to Raikkonen: +43.255s

Again he was hampered by difficulties with the car in practice, but was happier come qualifying, despite failing to match Raikkonen. He spent too much time in traffic in the race and slipped behind slower cars, but salvaged a couple of points.



MASON/GETTY

### BAHRAIN

Started: 11th      Gap to Raikkonen: +0.616s  
 Finished: 3rd      Gap to Raikkonen: +10.396s

A change of chassis lifted the Lotus driver going into the weekend, but again in qualifying he dropped the ball. Even though he was sent out too early in Q2, he should have made a better fist of his lap. Drove superbly to take third in the race, however.

THOMPSON/GETTY



# Spicing up the DTM

How did DRS and option tyres, among the raft of rule changes

for this year, affect the racing last weekend? By **JAMIE O'LEARY**

**L**ast weekend's DTM season opener at Hockenheim was a big event for the series – in more ways than one.

A raft of new regulations, aimed at spicing up the action and increasing on-track overtaking, made their debut. These included Formula 1-style option tyres and the series' own take on the rear-wing drag-reduction system.

Despite the reservations of many that F1-style 'easy' passes would be possible down Hockenheim's back straight, the DRS was a roaring success. A DTM car is less aerodynamically efficient than a winged single-seater, meaning that when the single-plane wing was

flattened out to enable DRS, the advantage was significantly less than expected.

As a result, cars were able to regain the time lost through following closely through a corner, but no more, and were able to draw alongside rivals into braking zones but not pass beforehand.

More than three times as many on-track passes were completed compared to the previous race at Hockenheim, held last October (see graph, right).

Two-time DTM champion Mattias Ekstrom said: "It's exactly the way it should be. Passing isn't supposed to be easy, so what they've done is quite a

good thing and I think it's good for the fans too."

## TYRES: A GOOD OPTION

There is no doubt that the introduction of Hankook option tyres will have the biggest single effect on the outcome of races this year. With a range of strategies employed, some of which were influenced by the appearance of the safety car between laps seven and 10, track position became key as teams struggled to work out what their rivals were doing.

Hankook undoubtedly missed its brief to produce rubber that was up to 1.5 seconds per lap faster than standard tyres for up to seven laps before degrading severely; race runner-up Dirk Werner completed a 31-lap stint on the soft rubber following an early switch from hard tyres during the safety car period.

Former champion Gary Paffett, whose run on option tyres lasted 22 laps during the middle stint, said: "My option tyres were fine during the race, holding on really well. It's the better tyre of the two, but obviously we're only allowed one set in the race. It was quite

easy to hold off Christian [Viektoris], despite him using DRS, when I was on the options, but once we switched to the standards his car was faster and he got by.

"We knew it would be a bit of a trip into the unknown. And with Pascal [Wehrlein] and Dani [Juncadella] running really long first stints on the options and the rest of us at Mercedes splitting things a bit more evenly, you can see that all the teams are a long way from working out what the optimum strategy is yet."

## PRACTICE REDUCTION

Not all the new regulations were so well received.

The loss of 110 minutes of pre-race track time – 90 of which was down to the scrapping of Friday practice – caused problems for rookie drivers Marco Wittmann, Timo Glock, Juncadella and Wehrlein, none of whom were able to drive any totally dry laps before the race.

"I could really have done with more dry laps," said reigning Euro F3 champion Juncadella, who led at one stage thanks to his long







**Tyre strategy**  
allowed Wehrlein  
to lead for a while

opening stint, and finished 12th. "It wouldn't have been so bad without the rain on Saturday, but it's going to be like this all season. For rookies it's a big disadvantage. Maybe we could have a little bit of extra testing – just for new drivers – to make up for it."

The new parc ferme rules also have the possibility to ruin a driver's weekend. Ten-place grid penalties were dished out to Roberto Merhi and Wittmann after their cars were brought out of parc ferme post-qualifying for repairs. Although they were near the back anyway, the first driver to crash in Q3 or Q4 this year will not be anywhere near as lucky.



**Paffett praised**  
the option tyres

## THE KEY NEW RULES

### DRS

**WHAT HAPPENS?** One use per lap provided a driver is within 2s of the car ahead. Rear-wing assembly tilts backwards, reducing 15-degree maximum angle to 0.

**DOES IT WORK?** Yes. With DTM cars less efficient than F1 machines, the effect of DRS is limited.



**A new option**

### OPTION TYRES

**WHAT HAPPENS?** One set per driver, to be used in races only. Up to 1.5s per lap over standard rubber

**DOES IT WORK?** Yes and no.

Hankook failed to hit its target – instead producing a tyre that was still faster than the standard over a 25-lap stint. Strategy game is still fascinating, but not in the manner intended.

### QUALIFYING TWEAKED

**WHAT HAPPENS?** Drivers can now change tyres between Q3 and Q4, albeit to the detriment of fresh rubber available for the race. Cars now enter parc ferme after qualifying.

**DOES IT WORK?** Yes. Cars from row three and downwards may have a rubber advantage on Sunday, adding to the number of drivers capable of winning.

### REDUCED TRACK TIME

**WHAT HAPPENS?** Friday practice is no more and Sunday warm-up is gone too, a total of 110 minutes less track time than in 2012.

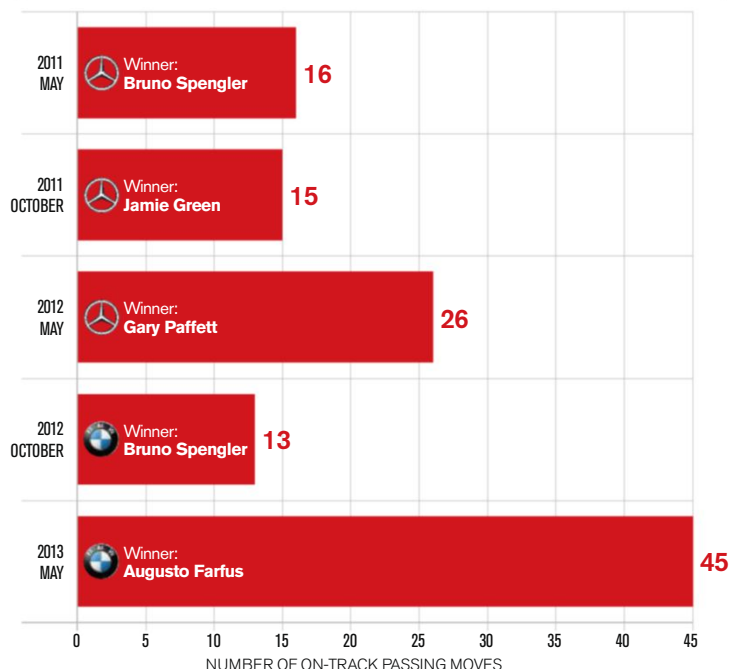
**DOES IT WORK?** No. Neither the teams nor the drivers wanted it, and fans are getting short-changed too.

### ONE-SECOND PENALTIES

**WHAT HAPPENS?** Drivers who gain an advantage by exceeding track limits have to back off on the following lap by 1s, thereby giving back the time gained.

**DOES IT WORK?** No. Have you tried slowing by exactly 1s on a lap?

## NUMBER OF ON-TRACK PASSES IN PAST FIVE HOCKENHEIM RACES



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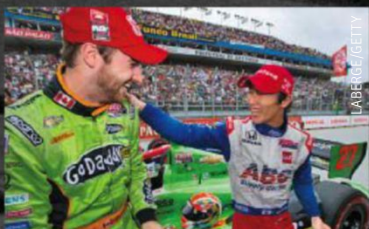
# RACE CENTRE

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## 38 Spa 6 Hours

All categories hotly-contested in Belgian endurance classic



## 42 IndyCar Sao Paulo

Last-corner pass on Sato gives Hinchcliffe mega win



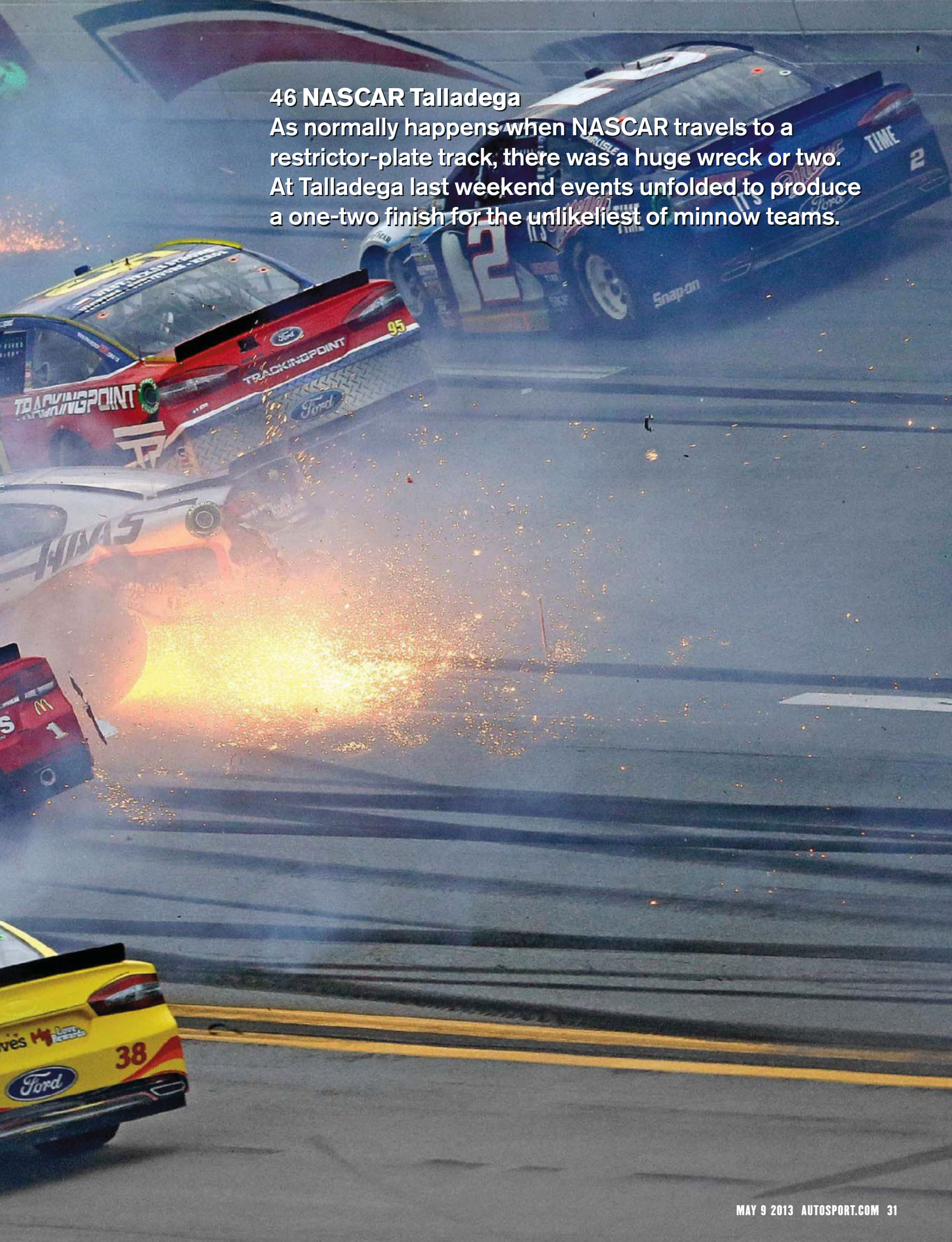
## 56 DTM Hockenheim

'Iron man' Tambay catches fire as Augusto Farfus is victorious



## 46 NASCAR Talladega

As normally happens when NASCAR travels to a restrictor-plate track, there was a huge wreck or two. At Talladega last weekend events unfolded to produce a one-two finish for the unlikelyst of minnow teams.





## BTCC Thruxton (GB)

May 5

Round 3/10



### RESULTS

RACE 1: 16 LAPS, 37.70 MILES

1	MATT NEAL (GB) Honda (Dynamics) Honda Civic	21m14.471s
2	JASON PLATO (GB) MG (Triple Eight) MG6	+6.663s
3	TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC	+7.522s
4	SAM TORDOFF (GB) MG (Triple Eight) MG6	+9.579s
5	JEFF SMITH (GB) Eurotech Honda Civic	+10.205s
6	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+14.803s
7	MAT JACKSON (GB) Motorbase Ford Focus	+15.454s
8	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+15.899s
9	ARON SMITH (IRL) Motorbase Ford Focus	+16.104s
10	ADAM MORGAN (GB) Ciceley Toyota Avensis	+16.735s
11	ANDREW JORDAN (GB) Eurotech Honda Civic	+19.579s
12	JACK GOFF (GB) Hard Vauxhall Insignia	+24.298s
13	ROB COLLARD (GB) WSR BMW 125i M Sport	+25.696s
14	DAN WELCH (GB) Welch Proton Gen-2	+30.506s
15	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+31.230s

Winner's average speed: 106.48mph. Fastest lap: Jordan, 1m17.876s, 108.91mph.  
Pole: Jordan, 1m16.527s, 110.83mph. Jack Sears Trophy: Liam Griffin (Motorbase Ford Focus). No soft tyres used for Thruxton meeting.

RACE 2: 19 LAPS, 44.76 MILES

1	NEAL Honda	27m46.053s
2	ONSLow-COLE VW	+1.468s
3	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+1.676s
4	JORDAN Honda	+1.891s
5	PLATO MG	+3.560s
6	J SMITH Honda	+4.949s
7	TORDOFF MG	+13.072s
8	MORGAN Toyota	+14.410s
9	GOFF Vauxhall	+20.433s
10	A SMITH Ford	+22.457s
11	TURKINGTON BMW	+22.950s
12	NEWSHAM Toyota	+23.190s
13	COLLARD BMW	+23.489s
14	JAMES COLE (GB) Hard Vauxhall Insignia	+26.856s
15	M JACKSON Ford	+28.789s

Winner's average speed: 96.72mph. FL: Jordan, 1m17.999s, 108.74mph.  
Pole: Neal. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).

RACE 3: 16 LAPS, 37.70 MILES

1	SHEDDEN Honda	21m14.790s
2	NEAL Honda	+0.643s
3	JORDAN Honda	+0.692s
4	ONSLow-COLE VW	+6.646s
5	A SMITH Ford	+8.202s
6	J SMITH Honda	+9.167s
7	M JACKSON Ford	+9.506s
8	TORDOFF MG	+13.600s
9	NEWSHAM Toyota	+13.962s
10	TURKINGTON BMW	+17.289s
11	WELCH Proton	+26.120s
12	MORGAN Toyota	+31.720s
13	NICK FOSTER (GB) WSR BMW 125i M Sport	+31.992s
14	COLE Vauxhall	+35.878s
15	COLLARD BMW	+39.372s

Winner's average speed: 106.45mph. FL: Shedden, 1m17.849s, 108.94mph.  
Pole: Goff. Jack Sears Trophy: Wood.

### CHAMPIONSHIP

1	NEAL	137	6	J SMITH	85
2	JORDAN	124	7	MORGAN	85
3	PLATO	121	8	TURKINGTON	80
4	SHEDDEN	109	9	ONSLow-COLE	66
5	TORDOFF	103	10	A SMITH	58

### JACK SEARS TROPHY

1	GRIFFIN	3	3	KAYE	2
=	WOOD	3	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.

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# "There's fight left in me yet"

Overshadowed recently by his Honda rivals, Matt Neal had a perfect answer at Thruxton.

KEVIN TURNER reports

Neal took two wins despite Jordan's impressive pace

### SOMETIMES, BEING THE FASTEST ISN'T ENOUGH.

Andrew Jordan continued his great 2013 form with pole at Thruxton last weekend and set two fastest laps, while Gordon Shedden also took a fastest lap and overtook almost every car in the field. But it was Matt Neal who came away from the high-speed Hampshire circuit with two victories and the championship lead.

As has become the norm, the Honda Civics were in a class of their own at Thruxton. Jason Plato's MG was the best non-Civic in qualifying, half a second clear of team-mate Sam Tordoff, but was still half a second off the pace.

"I'm fifth, a second off Jordan, which shows Honda's pace," said Tordoff. "We're best of the rest."

The pace of the Honda was particularly impressive given that the Civic was the only NGTC entry not to get a pre-Thruxton turbo-boost increase under the BTCC's equalisation rules.

"We haven't got the straightline speed, but the stability and the grip of the Civic in the fast corners is so superior to the others," reckoned Neal.

Come race one, Shedden beat Jordan away, but was taken out of contention in a clash with Plato (see page 35). Jordan thus led and kept Neal at arm's length throughout in a controlled drive.

After 15 of the 16 laps, it looked as though Jordan was about to take the lead in the title race, ahead of all the works drivers. Then his left-front tyre let go.

Was it optimistic camber choice?

Eurotech team boss Mike Jordan reckoned not: "All four Hondas were on the same cambers, so we don't know what caused it. We've been doing this long enough not to be silly with cambers."

So had Jordan been abusing the Dunlop rubber

more than the others? "It felt like the car was looking after the front-left nicely and I was driving to the tyres," said the reigning Independent champion. "I stayed off the kerbs for two laps [at the start, when tyre pressures are low] and I could have been going quicker."

Honda reckoned Neal was less than a lap away from a similar failure. The man himself nevertheless believed his decision to keep pushing had paid off, and showed his determination to win is still there after 500 BTCC starts.

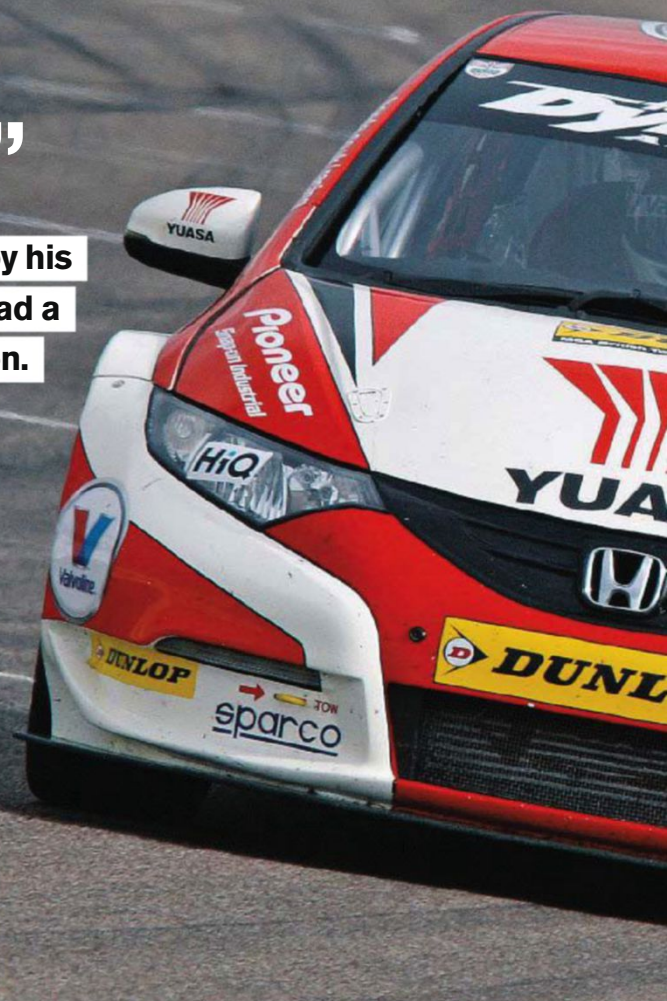
"I got halfway through and I thought, 'Do I throttle back?'" said Neal after securing his 50th win in the championship. "I was going to radio in and then I thought they'd pension me off and I'd have to hang up my boots! I decided to keep the pressure on Andy. You never know what's going to happen, and it worked."

"I'm so chuffed with reaching 50. It feels as good as the first. There's fight left in me yet."

The victory put Neal on pole for race two, with Jordan back in 11th thanks to the puncture and Shedden having to charge from row 13. Both lowly-starting Honda men did fantastic jobs to charge through to fourth and third respectively, but Neal – once he had fought off an early attack from Plato – was always too far down the road.

Second place behind Shedden in the reversed-grid encounter meant Neal scored an impressive 59 points at Thruxton, leaving him 13 clear of Jordan and 16 ahead of Plato.

"I think it's my best-ever weekend, results-wise, but there are plenty of races still to go," he said. "Andy's quick, Sheds is quick and Jason's quick, but none of them had great weekends. The







EBREV/LAT

33

luck's gone my way this time."

What's clear is that the opposition has a lot of work to do to stop the Civics, which have now won six of the nine races so far in 2013, something MG/Triple Eight boss Ian Harrison admitted.

"Our car just builds understeer and we can't go anywhere," he said. "They've got a better chassis and we've got some work to do."

"While we're struggling we've got to keep the points ticking over and we need to improve the car before Oulton Park [scene of the next round]."

Plato added: "It's not so much tyre wear as we're lacking a lot of front-end grip. If you've got understeer in a fast corner there's not a lot you can do. We haven't got our car working tremendously well this weekend."

With MG struggling, Honda's other main challenge came from an unexpected quarter: Team Hard's Volkswagen Passat CC, which is less than two months old, flew.

Tom Onslow-Cole, who put AmD's S2000 Golf sixth on the grid at Thruxton in 2011, was a spectacular seventh in qualifying, holding some lurid slides, and went even better in the races. He charged onto Plato's tail in race one to secure the car's first podium, went one better by holding Shedden and Jordan off second time out, and even managed fourth in the reversed-grid finale with 36kg of success ballast.

"We're consistently running success ballast without the success! We haven't had time to get the extra weight out of it yet," said the 25-year-old, who admitted the improvement was partly car and partly his affinity with the circuit.

"I've always run well here. I've worked here ▶



Shedden (left) and Neal shared the wins as Honda dominated



Plato pushed his rubber beyond its limit in bid to win race three

LAT





**Onslow-Cole's VW was the sensation of the weekend**

◀ since the age of 17 and have done tens of thousands of laps. And I like fast tracks – you can hustle the car around.

“We’re still looking at simple things, like springs and bar. At Donington Park the car was good but the suspension wasn’t man enough for the springs. This time it’s much better. The progress we’ve made is fantastic.”

Despite its apparent size, the Passat, which was one of the quickest through the speed traps, also seemed to use its tyres well.

“I think it’s quite light on its toes,” added Onslow-Cole. “We almost want to extract more from the tyres at other tracks, but here we’ll take it.”

“I thought we would take longer [to get a podium], but Thruxton is an unusual track. This is a fantastic morale booster and I think we can get a win this year with a bit of luck.”

Elsewhere, more experienced teams had less encouraging meetings. Fresh from the NGTC BMW’s first win at Donington, WSR struggled with high-speed oversteer. Even 2009 champion Colin Turkington managed a 360-degree spin at Allard on Saturday, though he fought his way to two top-tens on raceday.

“It’s never been the best circuit for rear-wheel drive,” said team boss Dick Bennetts.

After a difficult start to the season, the

Motorbase Ford Focuses showed better race pace at Thruxton but were still a little way off. Aron Smith outqualified Mat Jackson and took a fine fifth in race three, but in between Jackson had his moments.

A typically gutsy performance got him from 13th to seventh in race one and, when he jumped to fifth early in race two, Jackson’s weekend looked like it was coming together. But he then lost the car at Church, going off on the inside a few minutes after Smith had done the same thing on the outside!

Adam Morgan, one of the stars of 2013 so far, also had a chance to make life difficult for Honda. Having been shuffled out of the pack in race two, the Ciceley Racing Toyota driver performed well to recover to eighth, which put him on the front row for the reversed-grid race.

He made a good start to lead and, with battles going on behind, opened a healthy lead on the opening lap. At least as far as Church, where he committed too much speed and the Avensis went off onto the grass. Morgan kept the lead, but one lap later had to pit to remove grass from the radiator. The chance was gone.

All of this indicates several teams have the potential to worry Honda, but they need to start doing it quickly. “I think we’ll have plenty more wins,” reckoned Jordan, and it’s hard to disagree with that at the moment. ❧

**Motorbase Fords showed improved race form**



## IN THE PADDOCK

### Kevin Turner



THE BTCC HAS A PROBLEM THIS SEASON, but it’s a good one to have.

The Honda Civic is even better this year than it was in 2012. It is visibly more planted in the high-speed corners than the other cars and Andrew Jordan looks just as much of a threat in his Eurotech example as the works cars, even with success ballast.

So why is this a problem? The turbo-equalisation measures this season allow smaller changes than they did in 2012. This was a wise move by the series and teams, because it skewed the competitive order too much at times last year, but it means that it alone won’t rein the Hondas back in. That much was obvious at Thruxton as the Civics dominated, despite being the only NGTC cars to remain on base boost.

The reason it’s good is that it encourages other teams and drivers to do a better job rather than moan. There are still some complaints about the boost levels but most teams – such as MG, Motorbase and WSR – are talking more about making their cars work better.

If any of them can make a big enough step, which is entirely possible, then wins will be far worthier than if achieved merely via added boost.

Until then, it’s up to Jordan to stop the Neal-Shedden combo from running off with a third consecutive title.

## DRIVER BY DRIVER



#### 1 GORDON SHEDDEN

**Qualifying: 2 Races: 25/3/1**

Played a part in his own downfall in R1, but charged back in typical style as he strives to defend title.



#### 2 MATT NEAL

**Qualifying: 3 Race: 1/1/2**

Stayed out of trouble, showed strong pace and had a bit of luck. The sort of combination that wins championships.



#### 66 LIAM GRIFFIN

**Qualifying: 24 Race: 20/R/R**

Clearly has the pace with the Focus to challenge in S2000. Gearbox and steering issues limited him to one win.



#### 29 COLIN TURKINGTON

**Qualifying: 10 Race: 6/11/10**

Good starts and strong defence kept Turkington in the game, but the WSR BMWs were hard work at Thruxton.



#### 6 TOM ONSLOW-COLE

**Qualifying: 7 Race: 3/2/4**

Star of the weekend. Spectacular to watch, great race pace, and looked after the tyres. Popular podiums.



#### 31 JACK GOFF

**Qualifying: 14 Race: 12/9/R**

Encouraging meeting in the mix, notwithstanding being shuffled out of the way and off the track in R3.



#### 43 LEA WOOD

**Qualifying: 22 Race: 21/20/16**

Rapid in the damp of free practice, then at the sharp end of S2000 on raceday to take two wins.



#### 90 JOE GIRLING

**Qualifying: 21 Race: 23/R/20**

Class pole, but lack of running with the car meant the race set-up wasn’t there and he couldn’t quite hang on.



# Wood takes double in class fight

## LEA WOOD MADE A STRONG CASE FOR

his status as S2000 class favourite with two Jack Sears Trophy wins at Thruxton, but the battles were close once again.

Joe Girling's Chevrolet Cruze narrowly pipped Wood to pole as the top four of the six class runners were covered by less than a second, but the Chevy looked less comfortable come the races.

Wood's Vauxhall Vectra found a way through in the first encounter before James Kaye hit the front in AmD's Volkswagen Golf, the only S2000 runner not to get a turbo-boost increase for Thruxton. Driveshaft failure left Kaye stranded and Wood's battle with the NGTC Audi of Rob Austin allowed Liam Griffin's Motorbase Ford Focus to take its turn in the lead.

He kept Austin between himself and Wood for

much of the race to take his third Jack Sears Trophy success. "I think the wins will be spread around," reckoned Griffin. "Lea's a quality driver and I don't think he's had a good run at it yet."

Griffin's words proved prophetic. Wood's Vauxhall controlled race two, helped by gearbox-shaft failure hitting the chasing Motorbase man and a clash between David Nye's Welch Focus and an angry Kaye.

Wood did it again in the finale, managing to put a bit of distance – and Will Bratt's Audi – between the Vectra and Nye, who just held off Kaye for second.

The final class runner was the ever-improving Warren Scott and his Team BMR Restart SEAT Leon. The former bike racer was happy to be closer to the pace, even though a suspension-breaking kerb hit denied him the chance of a podium in race one.



Wood had a cleaner run and managed two class wins

Plato-Shedden fight did not end well

## Plato-Shedden duel kicks off

### THE CLASH BETWEEN JASON PLATO AND

Gordon Shedden in race one was one of the talking points of the Thruxton weekend.

Shedden's Honda had snatched the lead when Plato's MG went round the outside of Andrew Jordan at Campbell. That gave Plato the inside for Cobb, where he touched Shedden's Civic.

Both survived, but then Shedden swung across to the left for Segrave, with Plato still there, taking himself out across the front of the MG.

An irate Shedden took the matter to the stewards, but no further action was taken. "I don't want to dwell on it, but he made contact with me twice that resulted in me off the road," he said. "It seriously compromised my weekend.

"It finished with a win [in race three], Jason got a puncture; a bit of karma."

But Plato was adamant that Shedden should not have moved so far to the left: "He needs to start looking at the TV. He caused the accident. He could have given me a bit of room. I'm losing respect for him."



#### 99 JASON PLATO

Qualifying: 4 Race: 2/5/22

Hard to see how he could have done more. Look after the tyres more in R3? It was his one chance to win.



#### 5 ROB COLLARD

Qualifying: 16 Race: 13/13/15

Again attracted the team's bad luck, with boost problems on Saturday. "His time will come," said Dick Bennetts.



#### 20 JAMES COLE

Qualifying: 20 Race: 17/14/14

Still a long way from being at the front, but at least there was little drama and he scored some points.



#### 39 WARREN SCOTT

Qualifying: 26 Race: R/R/21

Continues to make progress, despite R1 error. Was only just over a second off S2000 pole in qualifying.



#### 88 SAM TORDOFF

Qualifying: 5 Race: 4/7/8

Had difficulty maintaining form given MG's shortcomings, but again did a good job and is still fifth in the points.



#### 18 NICK FOSTER

Qualifying: 17 Race: 24/16/13

Not happy at being "punted off" in R1, but gradually moved forward thereafter. Hoping BMW pace can improve soon.



#### 10 DAN WELCH

Qualifying: 19 Race: 14/R/11

Different brake issues hampered him and caused R2 crash, but great effort to finish 11th from the back in R3.



#### 77 ANDREW JORDAN

Qualifying: 1 Race: 11/4/3

Should be leading the championship after great pole and race one, despite 36kg of ballast. Didn't deserve puncture.



#### 17 DAVE NEWSHAM

Qualifying: 9 Race: 8/12/9

A relatively quiet weekend, but good points, and team reckons it has found something to push the car further up.



#### 12 DAVID NYE

Qualifying: 27 Race: 22/21/18

Still waiting for first Jack Sears Trophy win after steering issues and contact at Thruxton.



#### 55 JEFF SMITH

Qualifying: 6 Race: 5/6/6

Another fine weekend and he finally made a good start in R3. Shame about spin that prevented Honda 1-2-3-4.



#### 48 OLLIE JACKSON

Qualifying: 15 Race: 16/17/R

Tricky event that included a big spin in R3, which spoiled his tyres and forced him out.



#### 11 FRANK WRATHALL

Qualifying: 8 Race: 15/19/NS

Driveshaft failure, an off avoiding Aron Smith and a suspected fuel-pump problem made for a tough event.



#### 7 MAT JACKSON

Qualifying: 13 Race: 7/15/7

Motorbase found some race pace and Jackson started marching forwards, until lurid off at Church in R2.



#### 13 ROB AUSTIN

Qualifying: 25 Race: 19/18/R

Horrible weekend, struggling to get a decent set-up on the Audi and was again not quick in a straight line.



#### 33 ADAM MORGAN

Qualifying: 11 Race: 10/8/12

Good pace. It would've been interesting to see what might have transpired in R3 without grassy excursion.



#### 8 ARON SMITH

Qualifying: 12 Race: 9/10/5

Continues to match up to Jackson well, though Smith got in first when it came to huge Church moment.



#### 14 WILL BRATT

Qualifying: 18 Race: 18/22/17

See left. Fighting the S2000 cars is not where Austin or Bratt should be in the BTCC. Surely things will improve soon...



#### 15 JAMES KAYE

Qualifying: 23 Race: R/R/19

Kaye was not a happy man after R1 driveshaft failure and R2 contact. Still in Jack Sears Trophy hunt.







Ingram took race three victory to hold points lead over Breeze

# BTCC SUPPORTS Thruxton (GB)

May 4-5

Round 3/10



## GINETTA GT SUPERCUP THRUXTON (GB), MAY 4-5

# Breeze wins but Ingram stays ahead

WITH THE BENEFIT OF A YEAR'S EXPERIENCE, Tom Ingram is adding consistency to the raw speed that won him six Ginetta Supercup races in his rookie G55 season.

That combination is why Ingram holds a 32-point lead over nearest challenger Carl Breeze, despite the defending champion winning twice at Thruxton.

Breeze dominated the first two encounters, but Ingram was on the podium in both before turning the tables in race three. Victory in the final race was his seventh straight podium, though he admitted he was pleased it came by virtue of a second 2013 win.

"My engineer said, 'You've got to stop bugging around and start winning,'" he said. "I know we have to get points, but we need wins too."

Before Ingram fought back on Sunday, Breeze looked to be in a class of his own in Hampshire. He swiftly moved from third to first in race one,

with Andrew Watson up to second from sixth and Ingram bumped down to fifth before the safety car emerged when James Birch and Colin White came together.

At the restart on lap seven, Ingram made short work of Matt Nicoll-Jones and poleman Fergus Walkinshaw to claim the third podium spot behind Breeze and Watson.

Breeze was peerless again in the second race, as contact between the fast-starting Nicoll-Jones and Watson delayed the latter.

Ingram passed Nicoll-Jones for second at Segrave on lap six, but Breeze had pulled out a substantial gap and won by six seconds. Behind, Pepe Massot spun, allowing Carl Boardley through to take third.

Breeze started sixth for Sunday's reversed-grid encounter, but stormed to second by the end of the first lap. He quickly passed TCR team-mate Jamie Orton for the lead, with Ingram – who started fifth – delayed until lap nine of 16.

Once clear, he made full use of his two new tyres, setting several fastest laps in pursuit and on lap 15 made his move, passing Breeze on the outside into Campbell. Breeze briefly fought back, but his tyres were spent.

"He just had so much more grip," Breeze conceded later. "I tried to look after the tyres, but it was too much."

● Scott Mitchell

### RESULTS

**Race 1 (11 laps)** 1 Carl Breeze; 2 Andrew Watson +2.499s; 3 Tom Ingram; 4 Matt Nicoll-Jones; 5 Carl Boardley; 6 Pepe Massot.

**G50 winner** Sean Huyton. **Fastest lap** Breeze 1m16.226s (111.26mph). **Race 2 (16 laps)** 1 Breeze; 2 Ingram +6.645s; 3 Boardley; 4 Reece Somerfield; 5 Mark Davies; 6 Jamie Orton.

**CW Huyton. FL** Breeze 1m16.345s (110.09mph). **Race 3 (16 laps)** 1 Ingram; 2 Breeze +2.262s; 3 Orton; 4 Davies; 5 Boardley; 6 Somerfield. **CW Huyton. FL** Ingram 1m16.252s (111.23mph).

**Points** 1 Ingram, 258; 2 Breeze, 226; 3 Nicoll-Jones, 198; 4 Massot, 190; 5 Orton, 156; Rob Boston, 155.

## RENAULT CLIO CUP THRUXTON (GB), MAY 4-5

# Files nears the front without a victory

JOSH FILES CLOSED IN ON THE TOP OF THE CLIO Cup standings after the Pyro-run racer bagged another pair of podiums at Thruxton.

Yet Files played second fiddle to Lee Pattison and Stefan Hodgetts, who both claimed their first wins of the season.

Poleman Pattison took the lead at the start of race one as Files dropped back, while Hodgetts moved to second from sixth on the grid.

Files' recovery got him up to fourth by lap five, which became second when Jake Giddings hit Hodgetts at the chicane, dropping the latter down the order.

This, coupled with Giddings falling back as the race progressed, promoted Alex Morgan onto the podium, with championship leader Paul Rivett, who had started in a lowly

13th, charging through to fourth.

Files caught Pattison and began to pressure him, but had to settle for second, the winner later commenting on the drama around them: "We were just fighting for survival."

Hodgetts was eager to make amends for his race-one disappointment and turned pole for race two into a lead he'd never lose.

"I went to bed last night thinking there was no way in a million years we were not winning the second race," said the Scuderia Vittoria driver.

Pattison tucked into second, with Files taking the final place on the podium.

"I've had a lot of podium finishes now," said Files, who is now three points behind Rivett. "The win will come my way soon enough."

● Scott Mitchell



Pattison took a fine victory in race one for JHR

### RESULTS (both 12 laps)

**Race 1** 1 Lee Pattison; 2 Josh Files +0.306s; 3 Alex Morgan; 4 Paul Rivett; 5 Josh Cook; 6 Jake Giddings. **FL** Rivett 1m25.617s (99.06mph). **Race 2** 1 Stefan Hodgetts; 2 Pattison +0.900s;

3 Files; 4 Cook; 5 Devon Modell; 6 Mike Bushell. **FL** Cook 1m25.159s (99.59mph). **Points** 1 Rivett, 150; 2 Files, 147; 3 Morgan, 135; 4 James Colburn, 119; 5 Bushell, 92; 6 Cook, 89.



PORSCH CARRERA CUP GB THRUXTON (GB), MAY 4-5

# Meadows and Stoneman fight hot up

## THE GLOVES ARE OFF BETWEEN TITLE RIVALS

Michael Meadows and Dean Stoneman after their race-one clash handed Jonas Gelzinis the Carrera Cup points lead.

Gelzinis's consistency paid dividends as he claimed yet another podium double. Stoneman did not finish the second race, which was won by Meadows, and dropped to third in the standings.

Meadows is one point behind Gelzinis after a difficult first race, where contact with Stoneman exiting Allard sent him spinning just before they entered the complex for the first time.

Stoneman had made a better start than the defending champion and swept around the outside. But he then moved right heading towards Campbell, pushing Meadows' car onto the grass, causing him to spin and drop to the back of the nine-car field.

Unsurprisingly, the two drivers' views differed. "It was a racing incident," protested Stoneman, who eventually finished third. "I had a good start, but I had a bit of understeer and didn't expect to see him there."

But Meadows lay the blame squarely at the ex-Formula 2 driver's feet. "Dean's just crazy," he said immediately afterwards. "I owe him one now."

Benefitting from the incident was Daniel Lloyd. The KX Academy driver, who took his maiden Carrera Cup win at Thruxton 12 months ago, had started on the outside of the front row and once in the lead was never headed.

Rory Butcher briefly held second after passing Stoneman and Gelzinis, before overcooking his tyres and spinning with a puncture late on.

Meadows also suffered a late puncture after



flat-spotting his Michelins in the first-lap spin, limping over the line sixth behind Pro-Am1 winner Victor Jimenez and Dan de Zille.

But next time out his dominance surprised even himself, controlling a more subdued race from start-to-finish. Lloyd put in a measured performance to take second, with Gelzinis there again in third.

Stoneman had another adventurous first lap, taking a ride over the grass on the exit of Campbell. He rejoined fifth but later suffered a blowout, forcing his retirement. That leaves

Stoneman third in the table, 12 points behind the new Jura Racing-run leader.

● Scott Mitchell

## RESULTS (both 21 laps)

**Race 1 1 Daniel Lloyd;** 2 Jonas Gelzinis +2.357s; 3 Dean Stoneman; 4 Victor Jimenez; 5 Dan de Zille; 6 Michael Meadows. **FL** Rory Butcher 1m15.115s (112.91mph).

**Race 2 1 Meadows;** 2 Lloyd +1.250s; 3 Gelzinis; 4 Richard Kent; 5 Jimenez; 6 Yucel Ozbek. **FL** Meadows 1m15.101s (112.93mph).

**Points 1 Gelzinis, 103;** 2 Meadows, 102; 3 Stoneman, 91; 4 Lloyd, 71; 5 Kent, 67; 6 Jimenez, 63.



GINETTA JUNIOR THRUXTON (GB), MAY 4-5

# Woodhead continues his victory march

HARRY WOODHEAD MADE IT SIX OF THE BEST after securing yet another Ginetta Junior double in 2013.

His HHC Motorsport team-mate Will Palmer had taken pole position, but made a poor getaway in race one, spinning at the chicane while battling Ollie Chadwick on the opening lap.

As the cars navigated around Palmer, Woodhead broke clear, eventually winning by nine seconds.

Keith Donegan was second ahead of the dogged Palmer, who outdragged Tom Jackson to the line by 0.063s to cap an impressive recovery drive.

Palmer made a much better start to race two and led Donegan and Woodhead through Turn 1. Woodhead passed both on the second lap, but Palmer fought back on lap six,

attempting a move at Campbell. The pair made contact as Palmer locked up and ran straight on, after which he spun and dropped down the order. He would finish fifth.

Woodhead was kept on his toes as Chadwick chased him home, two tenths behind, to make up for a late spin in race one that dropped him to 11th.

● Scott Mitchell

## RESULTS (both 9 laps)

**Race 1 1 Harry Woodhead;** 2 Keith Donegan +9.060s; 3 Will Palmer; 4 Tom Jackson; 5 James Kellett; 6 Jack Mitchell. **FL** Woodhead 1m32.760s (91.43mph).

**Race 2 1 Woodhead;** 2 Ollie Chadwick +0.218s; 3 Jackson; 4 Donegan; 5 Palmer; 6 Kellett. **FL** Palmer 1m33.050s (91.15mph).

**Points 1 Woodhead, 218;** 2 Palmer, 146; 3 Chadwick, 135; 4 Jackson, 127; 5 Kellett, 118; 6 Donegan, 109.

FORMULA FORD THRUXTON (GB), MAY 4-5

# Cammish makes it nine from nine

## DAN CAMMISH'S DOMINANCE OF BRITISH

Formula Ford continued with three more wins.

He fought off the briefest of challenges from Andy Richardson at the start of the opening race, but strolled to victory thereafter. And he was comfortably clear in the second and third races, leaving the rest to sort themselves out behind.

A reinvigorated Richardson headed the chasing pack in race one before coming under pressure from Lassi Halminen and Harrison Scott.

Halminen's challenge ended with an engine problem, which kept him out of race two, handing Richardson second ahead of Scott.

Scott was third again in race two, joined by Jamun pair Luke Williams and Juan Rosso in the battle for second, with Rosso prevailing. Rosso repeated the feat in race three.

● Scott Mitchell

## RESULTS (all 15 laps)

**Race 1 1 Dan Cammish (Mygale M12-SJ);** 2 Andy Richardson (M13-SJ) +5.249s; 3 Harrison Scott (M13-SJ); 4 Juan Rosso (M12-SJ); 5 Luke Williams (M12-SJ); 6 Fred Martin-Dye (Sinter LA12).

**FL** Cammish 1m12.412s (117.12mph). **Race 2 1 Cammish;** 2 Rosso +5.153s; 3 Scott; 4 Camren Kaminsky (M12-SJ); 5 Nico Maranzana (M12-SJ); 6 George Blundell (M12-SJ). **FL** Cammish 1m12.337s (117.25mph).

**Race 3 1 Cammish;** 2 Rosso +10.041s; 3 Richardson; 4 Scott; 5 Sam Brabham (M13-SJ); 6 Martin-Dye. **FL** Cammish 1m12.186s (117.49mph). **Points 1 Cammish, 276;** 2 Scott, 189; 3 Maranzana, 180; 4 Rosso, 152; 5 Blundell, 136; 6 Williams, 122.



# WEC

Spa (B)  
May 4

Round 2/8



## RESULTS

168 LAPS, 731.14 MILES

<b>1</b>	<b>A LOTTERER (D)/B TRELUYER (F)/M FASSLER (CH)</b>	<b>LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q1)</b>	<b>6h00m55.971s</b>
<b>2</b>	<b>L DUVAL (F)/T KRISTENSEN (DK)/A McNISH (GB)</b>	<b>LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q3)</b>	<b>+1m05.815s</b>
<b>3</b>	<b>M GENE (E)/L DI GRASSI (BR)/O JARVIS (GB)</b>	<b>LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q2)</b>	<b>+1m54.992s</b>
<b>4</b>	<b>S BUEMI (CH)/A DAVIDSON (GB)/S SARRAZIN (F)</b>	<b>LMP1 Toyota Racing Toyota TS030 HYBRID (Q5)</b>	<b>-1 lap</b>
<b>5</b>	<b>N HEIDFELD (D)/N PROST (F)/N JANI (CH)</b>	<b>LMP1 Rebellion Racing Lola-Toyota B12/60 (Q6)</b>	<b>-3 laps</b>
<b>6</b>	<b>A BELICCHI (I)/M BECHE (CH)/CF CHENG (PRC)</b>	<b>LMP1 Rebellion Racing Lola-Toyota B12/60 (Q7)</b>	<b>-3 laps</b>
<b>7</b>	<b>J KANE (GB)/D WATTS (GB)/N LEVENTIS (GB)</b>	<b>LMP1 Strakka Racing HPD ARX-03c (Q8)</b>	<b>-7 laps</b>
<b>8</b>	<b>N MINASSIAN (F)/P KAFFER (D)/L PEREZ COMPANC (RA)</b>	<b>LMP2 Pecora Racing (AF Corse) ORECA-Nissan 03 (Q9)</b>	<b>-11 laps</b>
<b>9</b>	<b>O PLA (F)/A BRUNDLE (GB)/D HEINEMEIER HANSSON (OK)</b>	<b>LMP2 OAK Racing Morgan-Nissan LMP2 (Q11)</b>	<b>-11 laps</b>
<b>10</b>	<b>O TURVEY (GB)/L LUHR (D)/S DOLAN (GB)</b>	<b>LMP2 Jota Zytek-Nissan Z11SN (Q10)</b>	<b>-11 laps</b>
<b>11</b>	<b>B BAGUETTE (B)/M PLOWMAN (GB)/R GONZALEZ (MEX)</b>	<b>LMP2 OAK Racing Morgan-Nissan LMP2 (Q12)</b>	<b>-12 laps</b>
<b>12</b>	<b>J MARTIN (AUS)/M CONWAY (GB)/R RUSINOV (RUS)</b>	<b>LMP2 G-Drive Racing ORECA-Nissan 03 (Q14)</b>	<b>-16 laps</b>
<b>13</b>	<b>J NICOLET (F)/J-M MERLIN (F)</b>	<b>LMP2 OAK Racing Morgan-Nissan LMP2 (Q17)</b>	<b>-16 laps</b>
<b>14</b>	<b>D KRAHAMER (A)/T HOLZER (D)/J CHAROUZ (CZ)</b>	<b>LMP2 Lotus (Kodewa) Lotus-Praga (Judd/BMW) T128 (Q16)</b>	<b>-16 laps</b>
<b>15</b>	<b>G BRUNI (I)/G FISICHELLA (I)</b>	<b>GTE Pro AF Corse Ferrari 458 Italia (Q19)</b>	<b>-19 laps</b>
<b>16</b>	<b>R BELL (GB)/B SENNA (BR)/F MAKOWIECKI (F)</b>	<b>GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q18)</b>	<b>-19 laps</b>
<b>17</b>	<b>T VILANDER (FIN)/K KOBAYASHI (J)</b>	<b>GTE Pro AF Corse Ferrari 458 Italia (Q20)</b>	<b>-19 laps</b>
<b>18</b>	<b>D TURNER (GB)/S MUCKE (D)/P DUMBRECK (GB)</b>	<b>GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q21)</b>	<b>-20 laps</b>
<b>19</b>	<b>M LIEB (D)/R LIETZ (A)/R DUMAS (F)</b>	<b>GTE Pro Porsche AG Team Manthey Porsche 911 GT3-RSR (Q24)</b>	<b>-20 laps</b>
<b>20</b>	<b>P LAMY (P)/R STANAWAY (NZ)/P DALLA LANA (F)</b>	<b>GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q22)</b>	<b>-21 laps</b>

In each car, first-named driver started race.

Winners' average speed: 121.54mph. Fastest lap: Lotterer, 2m00.435s, 130.09mph; LMP2: Baguette, 2m09.294s, 121.18mph; GTE Pro: Bruni, 2m19.106s, 112.63mph; GTE Am: Matteo Malucelli (8 Star Ferrari 458 Italia), 2m20.601s, 111.43mph. There were 34 starters.

## CHAMPIONSHIPS: LMP DRIVERS

<b>1</b>	<b>LOTTERER/TRE/FASSLER</b>	<b>44</b>	<b>4</b>	<b>JANI/HEIDFELD/PROST</b>	<b>20</b>
<b>2</b>	<b>McNISH/DUVAL/KR'SEN</b>	<b>43</b>	<b>5</b>	<b>BELICCHI/CHENG/BECHE</b>	<b>16</b>
<b>3</b>	<b>DAVIDSON/BUEMI/SAZIN</b>	<b>27</b>	<b>6</b>	<b>DI GRASSI/GENE/JARVIS</b>	<b>15</b>

## GTE DRIVERS

<b>1</b>	<b>SENN</b>	<b>44</b>	<b>3</b>	<b>FISICHELLA/BRUNI</b>	<b>36</b>
<b>2</b>	<b>TURNER/MUCKE</b>	<b>38</b>	<b>4</b>	<b>MAKO' &amp; KOBASHI/V'DER</b>	<b>33</b>

## LMP1 MANUFACTURERS

<b>1</b>	<b>AUDI</b>	<b>51</b>	<b>2</b>	<b>TOYOTA</b>	<b>31</b>
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## GTE MANUFACTURERS

<b>1</b>	<b>FERRARI</b>	<b>72</b>	<b>3</b>	<b>PORSCHE</b>	<b>32</b>
<b>2</b>	<b>ASTON MARTIN</b>	<b>66</b>			

## LMP2 TEAMS

<b>1</b>	<b>PECORA RACING</b>	<b>41</b>	<b>3</b>	<b>OAK RACING #35</b>	<b>27</b>
<b>2</b>	<b>OAK RACING #24</b>	<b>36</b>	<b>4</b>	<b>DELTA-ADR</b>	<b>26</b>

## GTE AM TEAMS

<b>1</b>	<b>ASTON MARTIN #95</b>	<b>44</b>	<b>3</b>	<b>LARBRE COMPETITION</b>	<b>33</b>
<b>2</b>	<b>8 STAR MOTORSPORTS</b>	<b>40</b>	<b>4</b>	<b>ASTON MARTIN #96</b>	<b>25</b>

### POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

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FORIX

# Audi maintains its momentum

Despite the arrival of this year's Toyota TS030 HYBRID for round two of the World Endurance Championship, Audi's R18 e-tron quattros were still the cars to beat at Spa. **GARY WATKINS** reports



ANDRE LOTTERER MUST HAVE BEEN THINKING THAT maybe luck wasn't going to be on the side of the number one Audi R18 e-tron quattro at Spa. The German had screwed up his start and then sustained a puncture at the worst moment possible to end up well over a minute down on the leader. However, such was the advantage enjoyed by Lotterer and his co-drivers Marcel Fassler and Benoit Treluyer last weekend that they were able to come through to claim a clear World Endurance Championship victory.

Lotterer and co were in a different league from their other team-mates within the Audi camp, most significantly Loic Duval, Tom Kristensen and Allan McNish in the second high-downforce

R18. By the end of the race, the reigning WEC champions were over a minute ahead.

The bad fortune for Lotterer was that he sustained the puncture, caused by debris, on the first lap of a safety car period, and WEC rules dictate that the pits don't open for three laps once the yellows are thrown. Worse still, the race director, somewhat controversially, decided that the pits should remain closed until after all the cars had crossed the line as the race went green at the completion of that third lap. That meant Lotterer completed a fourth lap with the right-rear tyre pressure dangerously low.

The good fortune for the German and his co-drivers was that the puncture came sufficiently



Lack of pace led to concerned faces in Toyota's camp





early in the race to allow them to make up the lost time. Even better was that it came deep enough into Lotterer's second stint to ensure the car wouldn't need to make an extra fuel stop over the remainder of the race.

"A victory is even better when it is so hard-earned," said Lotterer afterwards. "The safety car came, and it didn't look so good after that. From that point on, it was maximum attack for the three of us, and I think we drove an awesome race."

Lotterer had overshot La Source at the start, baulking Marc Gene in the long-tail R18 in the process. The German dropped to fifth, but made light work first of Gene and then of Nicolas Lapierre in the 2013 Toyota TS030 HYBRID, which was making its debut.

The winning Audi was nearly six seconds behind Duval in the other short-tail car when he passed the Toyota, but he was able to close down that advantage in the space of seven laps.

The number one Audi was back in front in the third hour shortly before Treluyer handed over to Fassler, although the advantage continued to swing back and forth given that the two regular R18s were out of synch on both fuel and tyres.

Lotterer took over from Fassler early in the fourth hour and set a series of fastest laps. Yet only in the final minute, after Duval had relieved McNish and got a new set of Michelins as a consequence, did the number one car stay in front after its own stop.

The second-placed crew struggled to explain their lack of pace in comparison to their team-mates, although Duval and Kristensen came up with some one-word answers in an attempt.

"I was a little disappointed with my car in the race," said McNish. "It didn't have the consistent

performance. It certainly wasn't like we had at Silverstone, so we are going to have to have a look at where the losses were. It seemed we lost grip."

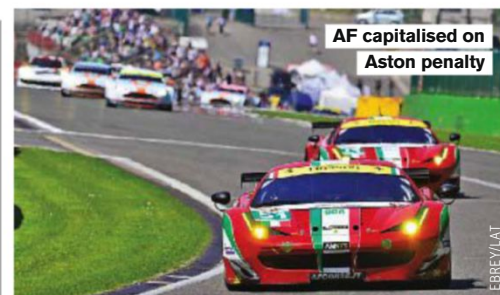
The long-tail R18, in which Gene was joined by Lucas di Grassi and Oliver Jarvis, ended up third, a further 50s behind the second-placed car. That margin equates to almost a full lap of Spa.

The low-downforce version of the car that Audi is planning to run next month at the Le Mans 24 Hours didn't have the one-lap pace of the short-tail, nor the same consistency over a stint.

Toyota only got one car to the finish at Spa, which is why Audi was able to lock-out the podium positions. Stephane Sarrazin, Anthony Davidson and Sebastien Buemi took fourth place in the high-downforce 2012 machine, although it wasn't in the mix in qualifying or the race. It was so far off the pace that it only just outqualified the lead Rebellion Racing Lola-Toyota B12/60 shared by Nick Heidfeld, Neel Jani and Nicolas Prost, which predictably finished best of the rest behind the factory cars in fifth place, despite a late-race misfire.

The new Toyota, a Le Mans-spec car that lacked the kind of downforce required to make it quick in the middle sector at Spa, did lead the race – and as late as the fourth hour before its energy retrieval system stopped harvesting with Kazuki Nakajima at the wheel. The disappearance of the braking effect that comes with it put extra stress on the TS030's conventional brakes, which overheated and precipitated the retirement of the car.

Another good day for Audi and a bad one for Toyota on the debut of its 2013 car has confirmed that the WEC momentum is now firmly back with the German manufacturer. And next up is Le Mans, its home from homes.



GTE

## Ferrari beats Aston Martin

FERRARI AND AF CORSE BOUNCED BACK FROM THE pummelling it received from Aston Martin Racing at Silverstone to notch up victory in the GTE Pro category with Gianmaria Bruni and Giancarlo Fisichella. The Italian car was almost a match for Aston's Vantage GTE this time, and the vagaries of fortune more or less evened themselves out to set up a thrilling finish.

The Ferrari showed it was not quite the blunt weapon it had been at the season opener when Toni Vilander in the other AF Ferrari and then Bruni moved past Rob Bell in the Aston that had been qualified on pole by Bruno Senna and Frederic Makowiecki during the opening exchanges. Bruni subsequently passed his team-mate and had five seconds in hand when they pitted.

The Ferraris made their stops just before the safety car came out, whereas Bell and co-driver Darren Turner came in as the course vehicle pulled into the pits.

That meant the Ferraris effectively had a free stop, which gave them a lead of more than a minute after the Astons came in for fuel and tyres, controversially, as the safety car was pulling in. Next it was the Bruni/Fisichella Ferrari's turn to suffer misfortune. The car was penalised twice for misdemeanours in the second hour – once for exceeding the track limits at Eau Rouge and once for an infraction behind the safety car. However, the relatively short pitlane in use at Spa last weekend (the cars came out at the exit of La Source rather than the top of Eau Rouge) limited the effects of the penalties.

Each time, Fisichella and then Bruni were able to come back at the sister car, in which sportscar newcomer Kamui Kobayashi joined Vilander. The Finn admitted that he was not quite a match for his team-mates in the other car, while the Japanese driver's lack of experience in traffic showed. He was quick over one lap, but not consistently so.

The pace of the Astons, and their ability to go longer between stops, combined with the Ferrari's penalties, brought the number 98 car driven by Makowiecki into play as the race drew to a close.

Both of the lead Astons would have to take stop-goes in the final hour, however. Their first stops had been done according to the rulebook, but the race director had informed the teams that the pitlane would be closed until after all cars crossed the line. AMR went by what was written in black and white, and not by what was said. After much arguing, the team was penalised.

Makowiecki just lost out to the Ferrari at Eau Rouge after exiting the pits and, on tyres already well worn, was unable to keep up with Bruni.

"This was a race I really wanted to win," said the Italian. "I made a mistake at Silverstone, and we lost out here to Porsche by a few tenths last year." ▶



Pecom took  
the P2 spoils



LMP2

## Pecom earns breakthrough win

THE AF CORSE-RUN PECOM SQUAD HAD THE FASTEST LMP2 car at Spa, and a giant slice of luck early in the race. Yet Nicolas Minassian, Luiz Perez Compagnon and Pierre Kaffer were still biting their nails as the chequered flag approached on the way to what would be the team's first prototype victory.

They appeared to have long since had the race in the bag when their Michelin-shod ORECA-Nissan 03, with Kaffer at the wheel, made contact with the number eight Toyota with just over 45 minutes to go. A front-left puncture, a slow lap back to the pits and the need for an additional splash-and-dash stop was the result, but they had just enough in hand to take Pecom and AF's maiden P2 victory after more than two seasons of trying.

Kaffer found himself chasing the Jota Sport team's Zytek-Nissan Z11SN, and being chased in turn by Olivier Pla in the best of the OAK Racing Morgan-Nissan LMP2s, as the clock ticked towards the six-hour mark. The Pecom driver pushed hard, but his pursuit was tempered by the knowledge that the Zytek, with Lucas Luhr aboard, would have to come in one more time for fuel.

That pitstop did not arrive until 10 minutes before the end of the race, but what really was just a splash still left the Jota car, which team debutant Luhr shared with Turvey and Simon Dolan, in third place behind the Pecom entry and the OAK Racing car Pla shared with David Heinemeier Hansson and Alex Brundle.

Minassian, who had qualified on pole with Kaffer, lost out to what he described as a "brave move" by Pla at the start, and spent the first stint glued to a car that he could not overtake courtesy of its superior straightline speed.

Pizzonia escaped  
unhurt from huge  
Eau Rouge crash



The AF crew turned the ORECA around during the first sequence of pitstops to get Minassian ahead. They didn't know it then, but it was the pivotal moment in the race.

The Pecom car pulled away from the Morgan and was eight seconds ahead of Pla when the only full-course caution of the race was called.

Those eight seconds turned into 90 courtesy of the safety car joining just behind the Pecom car. And once Perez Compagnon proved to be more than equal to fellow silver-rated drivers Heinemeier Hansson and Dolan, who had completed just eight laps ahead of the race after their car missed most of first free practice, the race looked done and dusted until the final hour.

There was not too much disappointment in the OAK camp after the race.

"They deserved to win," said Pla. "The result was decided after the first hour, but they were faster than us anyway. I'd had to work very hard to keep them behind in the first stint."

The Michelin-shod Pecom ORECA, running 2013-spec tyres for the first time, had the edge over its Dunlop-equipped rivals and, crucially, was able to double stint after its first stop for tyres.

The Silverstone-winning G-Drive/Delta-ADR squad came away with only a fifth place finish to show for its efforts with its pair of ORECA-Nissans last weekend. The car, driven by John Martin, Mike Conway and Roman Rusinov, was in the hunt for second – which might have meant a sniff of victory given Pecom's late dramas – when the Russian driver crashed in the fourth hour for the most unlikely of reasons. The drinks tube had become entangled in the steering wheel, which meant he was unable to take off the lock out of the Campus left-hander and hit the barrier on the straight down to Stavelot.

"It was completely jammed," explained Rusinov. "It took me more than a minute to get the tube off after I crashed."

A further four laps were lost to bodywork repairs, leaving the car no chance of making it onto the podium.

The crew that had won at Silverstone were long since out of the race when Rusinov crashed. Antonio Pizzonia, who shared with James Walker and Tor Graves, lost time with a spin out of Les Combes early on and then crashed at Eau Rouge when, it was suspected, a rear suspension link failed, which was almost certainly the result of earlier contact rather than his spin.

## IN THE PADDOCK

### Gary Watkins



This is the last time I'm going to rail against the World Endurance Championship's new aggregate qualifying procedure. It's what we have and it's what we're going to have for the remainder of 2013. Which is the subject of my rant here.

The system clearly has no merits and has no fans up or down the pitlane – or, I reckon, in the grandstand or living room. Yet the powers that be refuse to change. There will be no changes before next season.

In my view, they should admit that it doesn't work. It does put cars out on the track during qualifying, but it does not create excitement and is downright confusing. So, surely, for the good of the championship it should be changed forthwith.

That's not going to happen, so I'm going to concentrate on the positives from Spa – and not just the fully operational timing system that told the world who was where on the grid in real time.

There was a little bit of excitement in GTE Pro. Gianmaria Bruni stayed in after his mandatory two laps to try to lower his average and leapfrog his Ferrari up the grid. He was successful in his bid and came within four-hundredths of pipping the pole-winning Aston.

I just hope that people watching at home were alerted to his efforts.

Bruni was mega  
in qualifying



## BIG NUMBER

**3** The number of class wins for AF Corse-run cars at the Spa World Endurance Championship round. It claimed the LMP2 division under the flag of Pecom Racing, won the GTE Pro category as Ferrari's official representative and took GTE Am victory with its 8Star Motorsports entry. Does this constitute some kind of record? Answers on a postcard, please...



# Le Mans-spec cars in Spa debut

**ONLY ONE COMPARISON MATTERED AT SPA** last weekend – the one between the long-tail R18 e-tron quattro and the 2013 Toyota TS030 HYBRID.

They were the cars running to similar specifications, and that means Le Mans trim. Even so, drawing conclusions was not straightforward.

Audi Sport Team Joest admitted that it had put on as much downforce as possible on the car it was testing for Le Mans, technical director Ralf Juttner suggesting

it was equivalent to a wet-weather set-up. Toyota, on the other hand, didn't have the ability to pile on aero to the same extent, and that took its toll around Spa.

"We are quicker in a straight line," said Toyota driver Nicolas Lapierre, "but we are in full Le Mans trim, and we don't have enough downforce."

The long-tail Audi was 0.7s quicker than the new Toyota on aggregate in qualifying, while Lucas di Grassi, who set the overall best time of the session, was 1.8s ahead of the TS030's best by Alex Wurz.

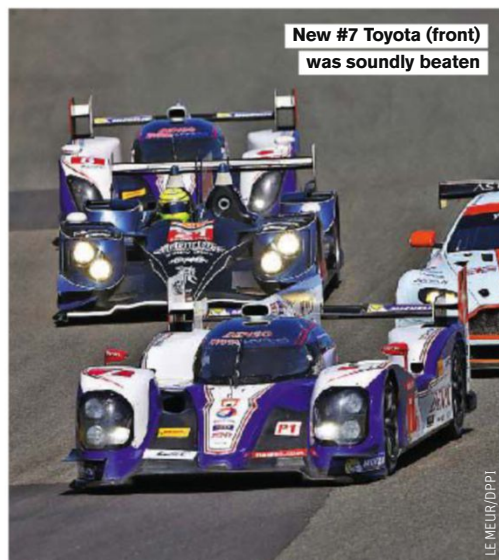
The gap was reduced in the race, but the suspicion was that Audi had chosen not to show its hand with its Le Mans contender in the race.

That said, the new Toyota was ahead in real terms for the first three hours. That was partly down to a disappointing opening stint from Marc Gene in the German car. He struggled on his first set of overpressured Michelins and changed tyres at the first round of stops, which lost the car more time to its Japanese rival.

Lapierre reckoned the long-tail R18 was still quicker, although he agreed that his mount appeared to look after its tyres better through a double stint.

Then there is fuel economy: once again, the Toyota went further on a tank. The two laps more the TS030 could achieve saved the fourth-placed 2012 car a stop and would have done the same for the new machine had it made the finish.

That would have resulted in a podium for Toyota. What really matters, though, is whether two laps of Spa equates to a full lap of Le Mans.



New #7 Toyota (front) was soundly beaten

## Audi admits to 'blown diffuser'

**AUDI ADMITTED THAT ITS 2013 R18 E-TRON** quattro is running a system similar to a Formula 1-style blown diffuser.

The German manufacturer did not share the secrets of the system, but Audi Sport head of LMP Christopher Reinke confirmed that the exhaust gases from its V6 turbodiesel were exiting under the car. He also stated that this was for aerodynamic gain.

When asked if this was a blown diffuser such as those employed in F1 prior to their effective ban for 2012, Reinke said: "That's a good way of putting it. It is not exactly the same philosophy as F1, but we have made developments in that area to use the exhaust gases for aerodynamic purposes."

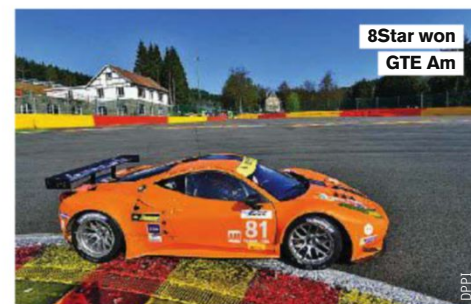
It is unlikely that the system works in the same way as those used in F1 because of the lower discharge from a low-revving turbodiesel engine. Put simply, the energy of the exhaust flow is diminished by the act of spinning the turbocharger.

One theory is that Audi uses the exhaust gases to create what one rival engineer described as "virtual skirts" to help direct airflow under the car and through the diffuser.

Toyota, which would in theory have more to gain with a normally-aspirated engine, admitted it has experimented with a blown diffuser, but decided against running it because of the negative effect of the hot gases on tyre wear.



Audi has run a blown diffuser



8Star won GTE Am

### MALUCELLI INSPIRES 8STAR WIN

Italian Matteo Malucelli made a winning debut in the WEC at Spa. Brought in at short notice to replace Philipp Peter in the AF Corse-run 8Star Ferrari squad alongside Enzo Potolicchio and Rui Aguas, he moved their 458 Italia into the GTE Am lead early in the opening stint, which turned out to be crucial when the safety car came out.

### GREAVES CRASHES OUT OF SPA

Greaves Motorsport's involvement in the round two of the WEC did not stretch beyond a few minutes of the prototype qualifying session. Chris Dyson crashed at the Bruxelles hairpin, damaging the LMP2 Zytek's front suspension pick-up points, rendering the car *hors de combat*.

### BOTH LOTUS CARS REACH FINISH

The Lotus LMP2 team managed to get both of its new T128 LMP2 chassis to the end of the Spa 6 Hours, as it continued to develop the coupe in the public gaze. The only post-Silverstone running had been a brief test to try out some new parts at the Goodyear/Dunlop test facility at Colmar in Luxembourg.

### FUEL RULES TWEAKED IN LMP1

The diameter of the refuelling restrictor for the Toyota was increased by one millimeter at Spa. The rule tweak followed the validation at Silverstone of the team's pre-season claim that Audi had a two-second advantage under refuelling with this year's new restrictors.

### PORSCHE PACE INCREASES

Porsche was unable to improve upon its fourth place in GTE Pro from Silverstone with its latest-generation 911 RSR, but the car was at least able to run with the Astons and Ferraris during the opening hour. Marc Lieb, Richard Lietz and Romain Dumas ended up fifth, while the sister car shared by Jorg Bergmeister, Patrick Pilet and Timo Bernhard retired with engine problems after a tap from the class-winning Ferrari.

### GULF MAKES 2013 DEBUT AT SPA

The Gulf Racing Middle East squad, now without Gulf sponsorship, made its 2013 WEC debut at Spa with a solo Lola-Nissan B12/80 shared by team boss Fabien Giroix, Frederic Fatien and Keiko Ihara. Giroix is aiming to expand back to two cars after the Le Mans 24 Hours in June, and is looking to share a car himself with former grand prix driver Stefan Johansson.



Gulf car, odd livery



## INDYCAR Sao Paulo (BR)

May 5



Round 4/16

### RESULTS

75 LAPS, 190.20 MILES

<b>1</b>	<b>JAMES HINCHCLIFFE (CDN)</b>	<b>2h09m34.7384s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 5th-1m20.9893s	
<b>2</b>	<b>TAKUMA SATO (J)</b>	<b>+0.3463s</b>
	AJ Foyt Racing Dallara-Honda; Qualifying: 12th-1m21.3618s	
<b>3</b>	<b>MARCO ANDRETTI (USA)</b>	<b>+1.1376s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 10th-1m21.1716s	
<b>4</b>	<b>ORIO SERVIA (E)</b>	<b>+1.1745s</b>
	Panther Dreyer & Reinhold Racing Dallara-Chevrolet; Qualifying: 13th-1m21.7963s	
<b>5</b>	<b>JOSEF NEWGARDEN (USA)</b>	<b>+1.6516s</b>
	Sarah Fisher Hartman Racing Dallara-Honda; Qualifying: 23rd-no time	
<b>6</b>	<b>EJ VISO (VV)</b>	<b>+2.8119s</b>
	Andretti Autosport/HVM Dallara-Chevrolet; Qualifying: 2nd-1m20.7380s	
<b>7</b>	<b>DARIO FRANCHITTI (GB)</b>	<b>+3.5961s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 3rd-1m20.8922s	
<b>8</b>	<b>SIMONA DE SILVESTRO (CH)</b>	<b>+4.7772s</b>
	KV Racing Technology Dallara-Chevrolet; Qualifying: 8th-1m20.9390s	
<b>9</b>	<b>SIMON PAGENAUD (F)</b>	<b>+7.6331s</b>
	Schmidt Hamilton Racing Dallara-Honda; Qualifying: 24th-4m23.1097s	
<b>10</b>	<b>CHARLIE KIMBALL (USA)</b>	<b>+9.0265s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 17th-1m22.2482s	
<b>11</b>	<b>RYAN HUNTER-REAY (USA)</b>	<b>+9.5135s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 1st-1m20.4312s	
<b>12</b>	<b>ALEX TAGLIANI (CDN)</b>	<b>+10.4393s</b>
	Bryan Herta Autosport Dallara-Honda; Qualifying: 15th-1m21.8636s	
<b>13</b>	<b>HELIO CASTRONEVES (BR)</b>	<b>+11.1234s</b>
	Team Penske Dallara-Chevrolet; Qualifying: 18th-1m25.1734s	
<b>14</b>	<b>SEBASTIEN BOURDAIS (F)</b>	<b>+13.6406s</b>
	Dragon Racing Dallara-Chevrolet; Qualifying: 7th-1m20.8210s	
<b>15</b>	<b>JR HILDEBRAND (USA)</b>	<b>+13.7377s</b>
	Panther Racing Dallara-Chevrolet; Qualifying: 11th-1m21.2961s	
<b>16</b>	<b>TRISTAN VAUTIER (F)</b>	<b>+14.3517s</b>
	Schmidt Peterson Motorsports Dallara-Honda; Qualifying: 21st-3m20.5417s	
<b>17</b>	<b>JAMES JAKES (GB)</b>	<b>+19.8585s</b>
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 25th-no time	
<b>18</b>	<b>SCOTT DIXON (NZ)</b>	<b>+29.4261s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 6th-1m21.1183s	
<b>19</b>	<b>SEBASTIAN SAAVEDRA (CO)</b>	<b>+54.7223s</b>
	Dragon Racing Dallara-Chevrolet; Qualifying: 20th-4m00.2612s	
<b>20</b>	<b>JUSTIN WILSON (GB)</b>	<b>-2 laps</b>
	Dale Coyne Racing Dallara-Honda; Qualifying: 9th-1m21.0570s	
<b>21</b>	<b>TONY KANAAN (BR)</b>	<b>-3 laps</b>
	KV Racing Technology Dallara-Chevrolet; Qualifying: 4th-1m20.9812s	
<b>22</b>	<b>GRAHAM RAHAL (USA)</b>	<b>-4 laps</b>
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 19th-1m22.2998s	
<b>23</b>	<b>ED CARPENTER (USA)</b>	<b>-4 laps</b>
	Ed Carpenter Racing Dallara-Chevrolet; Qualifying: 14th-1m24.0203s	
<b>24</b>	<b>WILL POWER (AUS)</b>	<b>17 laps-fire</b>
	Team Penske Dallara-Chevrolet; Qualifying: 22nd-4m05.5886s	
<b>25</b>	<b>ANA BEATRIZ (BR)</b>	<b>6 laps-broken exhaust</b>
	Dale Coyne Racing Dallara-Honda; Qualifying: 16th-1m24.8864s	

Winner's average speed: 88.072mph. Fastest lap: Kanaan, 1m20.4364s, 113.503mph.

All drivers in Dallara DW12

### DRIVERS' CHAMPIONSHIP

<b>1</b>	<b>SATO</b>	<b>136</b>	<b>6</b>	<b>HUNTER-REAY</b>	<b>94</b>
<b>2</b>	<b>ANDRETTI</b>	<b>123</b>	<b>7</b>	<b>WILSON</b>	<b>91</b>
<b>3</b>	<b>CASTRONEVES</b>	<b>116</b>	<b>8</b>	<b>SERVIA</b>	<b>89</b>
<b>4</b>	<b>HINCHCLIFFE</b>	<b>112</b>	<b>9</b>	<b>DE SILVESTRO</b>	<b>86</b>
<b>5</b>	<b>DIXON</b>	<b>101</b>	<b>10</b>	<b>KIMBALL</b>	<b>80</b>

#### 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.



Andretti was third

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## Hinch wins a 'cliffhanger'

Canadian breaches Sato's dogged defence – just 300 yards from the finish line. **MARK GLENDENNING** reports

#### IF YOU HAVEN'T YET SEEN LAST WEEKEND'S

IndyCar race around the streets of Sao Paulo, then stop before you read any further. Make yourself a drink, go online, find a video of the full race, and turn your phone off for a couple of hours (note that this is a bad idea if you're at work). Once you've seen the whole thing, come back and read this, because there will be plenty of gaps to be filled.

Superlatives come cheap in all sports, but this race was truly epic. James Hinchcliffe won the thing by taking the lead for the first time within spitting distance of the finish line, but any number of the subplots that had played out earlier would have been just as worthy of the headlines: Tony Kanaan, driving with an injured hand, passing rivals for the lead twice; Oriol Servia leading just days after learning that he is probably going to be out of a drive after Indy due to the financial squeeze at Panther DRR; Will Power's ill-fated charge from near the back of the field; Josef Newgarden, a 21-year-old driving for the series' smallest team, going from literally last to come within a shout of winning... There were seven caution periods, but only two retirements – neither of which were due to accidents. IndyCar fans have been spoiled for good races in recent times, and for strange races too. But, on both counts, Brazil 2013 will take some beating.

Until seven laps from the end, when he passed

Simon Pagenaud, Hinchcliffe wasn't even in a podium position. At that point the lead battle was two seconds down the road, where Takuma Sato was doing everything in his power to keep Newgarden in check. Sato had got himself into contention by making an early stop for fuel under caution while running with the lead group, freeing himself from needing to stop later, and also by double-stinting a set of scrubbed reds.

He'd been quick all afternoon, but the sight of Newgarden camped on his rear wing with one more push-to-pass available than Sato had meant that a second win on the trot was far from guaranteed for the Japanese driver. Indeed, Newgarden got close enough to launch two good attacks, one of which Sato defended in a manner that blurred the lines between fair play and the series' definition of blocking.

Their squabble allowed Hinchcliffe to breach the gap and join the fight just as Newgarden was beginning to struggle with his rear tyres. He was relieved of second with five laps remaining and dropped another couple of places before the end, leaving Hinchcliffe with the task of fighting Sato.

The Andretti Autosport man took to the job straight away, taking several swings at getting past his AJ Foyt Racing rival – and, like Newgarden, occasionally facing some exuberant defending in





L-r: Andretti, Hinchcliffe and Sato celebrate

return — before Sato made the tiniest of mistakes braking for the final corner. Hinchcliffe was right on top of it, pulling a perfect undercut move to pop out of the exit with his nose in front. It wasn't much but, as he outdragged Sato across the finish line, it was enough.

There was plenty of chat about the legality of some of Sato's defensive moves after the race, although all were investigated and cleared by race control. But it's a safe bet that the topic of blocking will be high on the agenda at the drivers' briefing for the forthcoming Indianapolis 500.

Marco Andretti deserved his third place after a strong run. He actually didn't make that great a start, dropping a few places in the opening laps, but just after the race passed its mid-point he'd recovered sufficiently to pass Kanaan for the lead; a position he held until the pitstops a few laps later. As was the case in St Petersburg, his plan was to save something for the end and see what he could do with it. During the penultimate stint, he was on scuffed red 'option' tyres when most of his rivals were on primes, and he then put a set of new reds on for the finish. In the closing laps he was flying.

"The reds held up well because we had the balance pretty close," he said. "We looked like a hero for a few laps."

Dario Franchitti probably should have been in

the mix at the end too. He'd qualified on the second row, and on pace alone looked strong enough to have been a factor in the podium fight. But for the second weekend in a row he was brought undone by slow pitstops — two, on this occasion. His final position of seventh certainly wasn't a disaster, but there must have been some sense of an opportunity missed.

Most races can be condensed down to one prevailing strategy, but Sao Paulo was one of the exceptions. This owed something to the strange grid, caused in part by Team Penske making a bit of a mess of qualifying. Helio Castroneves and Will Power opted to leave their runs as late as possible, only to have the session end early under a red flag and consign both to the rear of the field.

The other curveball was the number of cautions, and the fact that just under a quarter of the race was under yellows. The flags first waved as early as lap six, when Ana Beatriz's car stopped on the track with an exhaust problem. Immediately, several of the cars toward the back of the field took the opportunity to stop and theoretically turn the race into a three-stopper. It was certainly effective to a point — Newgarden was one of those to stop early, although he also needed a new front wing. But many of the other quick cars in that group encountered later problems before they could



Castroneves was in the wars



Hunter-Reay faded from pole

exploit any potential advantage.

Power, for example, was making superb early progress through the field, working his way up to 11th and picking cars off at the rate of one per lap, when his own mount suddenly caught fire and put him out of the race. Castroneves also briefly offered a hint of what might have been before getting overexcited on a lap-26 restart and overshooting the first corner. He ended up with a broken front and rear wing, and spent the rest of the afternoon stuck in traffic.

A more dramatic exponent of the early-stop movement was Sebastien Bourdais, who took the lead from Kanaan during the second stint. But he too was left pondering what might have been after a string of incidents that included breaking a front wing, stopping in the wrong pit bay and breaking another front wing, prompting a stop to have the original, less-broken wing put back on.

Scott Dixon's speed was also masked, albeit in less dramatic fashion. He'd suffered a broken wing following contact with Castroneves, but managed to hang onto the outer edges of the top 10 before going into a tailspin after the fifth(!) restart and tumbled back with a broken turbo wastegate.

The first driver to take advantage of Dixon's slide was EJ Viso, whose rapid adaptation to life at Andretti Autosport was underlined by the fact that he was annoyed to have only finished sixth. He probably had some justification too. The Venezuelan overtook Franchitti for third in the second half of the race, but had the misfortune to make his final stop right before a couple of late cautions, which dropped him back into the pack.

As for reigning champion Ryan Hunter-Reay, it was a case of what might have been. He started from pole, and was the foil for massed excitement in the stands when he was passed by Kanaan for the lead on lap 10. The American reclaimed the lead later on, and remained a contender until being forced to pit with a puncture. He'll go to Indy sitting sixth in the championship: a potential cause for concern in any other year, but entirely in keeping with how 2013 is playing itself out. ▶



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## IN THE PADDOCK

## Mark Glendenning



I'VE NEVER ASKED INDYCAR RACE DIRECTOR Beaux Barfield how often someone thanks him for getting a call right, but I'm guessing that it doesn't happen often. Wielding the judicial stick seems a long road to gratitude.

But he'll be quick to hear when something is wrong. Barfield has never needed to weather anything like the 'Angry Birds' that Will Power dished out to his predecessor Brian Barnhart in New Hampshire in 2011, but he did erroneously penalise Scott Dixon at Milwaukee last year...

In the immediate aftermath of the Sao Paulo race, it was widely felt that letting Takuma Sato's defensive moves against Josef Newgarden and James Hinchcliffe go



unpunished might join the list. Sporting rule 9.3.2 states 'a driver must not alter their line based on the actions of pursuing drivers to inhibit or prevent passing'. Look at a replay of the last few laps of Sunday's race, and you'll spot three incidents that could be interpreted as breaching that rule. One, you could write off as being instinctive rather than intentional. But three? Even Sato himself hinted after the race that he was perhaps lucky to get away with it.

At time of writing, AUTOSPORT's request for clarification on the decision not to take action against Sato had gone unanswered, but here's hoping the call was indeed the right one.

## Indy 500 grid filling up nicely



**THIS YEAR'S INDIANAPOLIS 500 IS EDGING** closer to its traditional 33-car field with the confirmation that Dale Coyne Racing and Panther Racing have both secured additional entries.

Pippa Mann will attempt to make her second Indy 500 start after securing a deal to drive a third Coyne entry alongside Justin Wilson and Ana Beatriz, while Panther will run Townsend Bell alongside JR Hildebrand. Bell began his IndyCar career with Panther in 2004, although he did not appear at Indy until '06 with Vision Racing.

The 33-car grid will be completed if 2004 race winner Buddy Rice completes his expected Schmidt deal, while the ongoing efforts by Buddy Lazier, Bryan Clauson and Jay Howard to put together drives leaves open the possibility that some drivers' campaigns could end on Bump Day.

Ironically, the departure of engine manufacturer Lotus at the end of 2012 has made it easier for would-be one-off Indy entrants to secure engine deals, as the regulations now compel Honda and Chevrolet to be prepared to supply a greater number of cars. Howard was unable to race at Indianapolis last year due to his inability to secure an engine.

## Serbia struggling to keep drive

**ORIOLE SERBIA HOPES THAT HIS STRONG** performance at Sao Paulo will help attract a sponsor to his Panther Dreyer & Reinbold Racing team after it announced last week that it does not have the funding to continue racing beyond the Indianapolis 500 at the end of this month.

The Spaniard briefly led in Brazil before finishing fourth, a result that came off the back of his sixth place at Long Beach two weeks ago. He sits eighth in the standings, and said that the priority is to ensure that the team can build upon its good form.

"We had a good enough car to win," he said. "I just don't know what's going to happen. We work so hard to have the car and the team we have. We just need to find a little more money."



Panther DRR aims to re-enter IndyCar with a full programme in 2014, and already has a sponsor in place for next year's Indy 500. It is also looking at other racing categories in the meantime.



## BUSCH SET FOR INDYCAR TEST

NASCAR star Kurt Busch was scheduled to test an Andretti Autosport IndyCar at Indianapolis today (Thursday). Busch, who tested a Rahal Letterman Racing Champ Car 10 years ago, said that he is open to an Indy 500 attempt in the future.

## KANAAAN HITS BIG MILESTONE

Tony Kanaan made his 200th consecutive Indy-style start in Sao Paulo last weekend. The 38-year-old Brazilian, who was racing with an injured right hand, led the race twice before running out of fuel.

## JAKES RACES SPARE CAR

James Jakes was forced to use Rahal Letterman Lanigan's spare chassis for Sunday's race after his original car was damaged in an engine fire on Saturday. Despite the mishap, the Briton was able to race with the same engine, thus avoiding a grid penalty. The spare car was last run in testing at Sebring in 2012.

## RAHAL ADMITS ERROR

Graham Rahal took responsibility for the accident that ruined his race in Sao Paulo. The RLL driver, who had earlier been hit by team-mate James Jakes, lost control under braking for Turn 1 and was flicked into the Turn 2 barriers. He was classified 22nd, four laps down on the winner.

## WILSON CRASHES OUT

Justin Wilson's Brazil weekend was derailed when he ended up in the tyres at Turn 5 after an attempt to pass EJ Viso went awry. The Dale Coyne driver lost two laps while his car was retrieved, and was classified 20th.

## TOUGH RACE FOR SCHMIDT PAIR

Schmidt Peterson Motorsport had a frustrating weekend in Sao Paulo, with both drivers starting near the back of the field. Simon Pagenaud managed to fight his way into the top 10, but rookie Tristan Vautier fell off strategy due to the timing of a caution and then ran out of fuel on the mile-long straight.





Larini noses ahead  
of van der Linde



### VW SCIROCCO R-CUP

Ex-Formula 1 driver Nicola Larini won the season opener at Hockenheim, grabbing the lead when Kelvin van der Linde outranked himself at the Spitzkehre. Kasper Jensen and Michelle Gattling completed the podium with Brit Ross Wylie 10th.

### NASCAR NATIONWIDE

Chevrolet driver Regan Smith hit the front at Talladega thanks to a push from JR Motorsports team-mate Kasey Kahne at the final restart and won by dint of being ahead when the field was frozen because of a final-lap pile-up behind him. Joey Logano (Gibbs Toyota) and Kahne were next up.

### ITALIAN GT

Marco Mapelli and Cristian Passuti took an early series lead with a win and a second place in their Antonelli Motorsport Porsche at Misano. Race one went to the similar Ebimotors car of Vito Postiglione/Luigi Lucchini. Gabriele Lancieri/Giuseppe Ciro also took two podiums in their MP1 Ferrari.

### V8 DEVELOPMENT

Ex-Formula Renault racer Ash Walsh leads the points after a win at Barbagallo in his Ford. Dale Wood (Ford) and Jack Perkins (Holden) won the other races. Casey Stoner qualified 10th but suffered first-lap contact and took a best result of 20th.

### CARRERA CUP ASIA

Ex-A1GP racer Earl Bamber snatched the series lead with a double win for Nexus Racing at Zhuhai. The Kiwi beat Rodolfo Avila both times, while previous points leader Martin Ragginger struggled to seventh and third after taking both poles.

### SPEED EUROSERIES

Avelon Racing pair Ivan Bellarosa/Alessandro Latif won both races in their Wolf by, respectively, 88 and 33 seconds at the Hungaroring season opener. British duo Simon Phillips/Rob Garofall took a second and a third, as did fellow Ligier-Honda combo Julien Schell/Niki Leutwiler.

### GERMAN CARRERA CUP

Frenchman Kevin Estre was untouchable in the wet and the dry as he took a double win at Hockenheim with Attempto Racing. Brit Sean Edwards (Tolimit) was second twice while Christian Engelhart (Konrad) and Nicki Thiim (Attempto) each had a third.



Estre won  
twice



Ragan (34) beat  
team-mate  
Gilliland (38)

NASCAR SPRINT CUP TALLADEGA (USA), MAY 5, RD 10/36

# Dauids beat NASCAR Goliaths

THERE WAS AN UPSET OF BIBLICAL proportions at Talladega as Davids Ragan and Gilliland teamed up to slingshot past the favoured series giants and secure an improbable one-two for Front Row Motorsports.

With Gilliland's Ford Fusion tucked right up behind the sister car of Ragan for the green-and-white two-lap dash to the chequered flag, the pair built up unstoppable momentum. They blasted by Carl Edwards's Roush Fenway Ford through the final turn and maintained their advantage to secure Ragan's second NASCAR Cup win, and Front Row's first.

"The draft is a big equaliser and anything can happen," said Ragan. "Our Ford was fast. We made the right pit calls all day. Our pit crew was flawless and we were just in the right place at the right time. I had a great team-mate: David Gilliland gave us a great push. I owe him a lot."

The final showdown was set up by the second huge accident of the race. Ricky Stenhouse Jr tried to go four wide around the outside of surprise frontrunner JJ Yeley. But there was no room and the inevitable contact sent Yeley into the unfortunate Kurt Busch, who was pitched into a series of airborne rolls that ended with him landing on the roof of Ryan Newman's Stewart-Haas Chevrolet.

Chaos broke out in the pack, with cars scattered across the track. All the drivers emerged unscathed.

It was the second time in three years that Newman has had another car land on him at Talladega, and naturally he was far from amused. "They can build safer race cars, they can build safer walls, but they can't

get their heads out of their asses far enough to keep them on the racetrack and that's pretty disappointing," he said. "That's no way to end a race. Our car was much better than that. That's just poor judgement."

The race was held under red-flag conditions for over three hours following a rain shower and a freak hailstorm. The first segment had been dominated by the Joe Gibbs Racing Toyota of Matt Kenseth but, as was to be the case at the chequered flag, he was out of position when the music stopped. He eventually took eighth, separated from Martin Truex Jr in seventh by a photo finish.

Three of the pre-race favourites were eliminated in another massive crash caused when Marcos Ambrose pushed Kyle Busch into the back of Kasey Kahne, who spun his Hendrick Motorsports Chevy into the wall before bouncing back into the track. Kahne collected 10 other cars, including Greg Biffle and Kevin Harvick, who were forced out of the race.

With so many of the fancied runners picking up damage, it was an opportunity for some lesser lights to take advantage. Part-time racer and team owner Michael Waltrip scraped the wall as he avoided the Kurt Busch crash, but produced a great restart to take fourth for his eponymous team.

Regan Smith finished just behind Jimmie Johnson to take sixth for Phoenix Racing, while there was a rare top-10 finish for ex-Toro Rosso Formula 1 driver Scott Speed, ninth in his Leavine Family Racing Ford.

● Connell Sanders Jr

### RESULTS

**1 David Ragan (Ford Fusion)**, 192 laps in 3h26m02s; **2 David Gilliland (Ford)**, +0.212s; **3 Carl Edwards (Ford)**; **4 Michael Waltrip (Toyota Camry)**; **5 Jimmie Johnson (Chevrolet SS)**; **6 Regan Smith (Chevy)**; **7 Martin Truex Jr (Toyota)**; **8 Matt Kenseth (Toyota)**; **9 Scott Speed (Ford)**; **10 Aric Almirola (Ford)**. **Points** **1** Johnson, 383; **2** Edwards, 342; **3** Dale Earnhardt Jr, 324; **4** Clint Bowyer, 316; **5** Brad Keselowski, 314; **6** Kasey Kahne, 299; **7** Almirola, 293; **8** Paul Menard, 290; **9** Kyle Busch, 285; **10** Greg Biffle, 280.



Bowyer (15) and  
Newman head to  
head, as Yeley spins



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Friday	12 July	Whilton Mill
Friday	9 August	Buckmore Park
Friday	20 September	Clay Pigeon
Friday	11 October	Whilton Mill
Friday	25 October	Llandow
Friday	15 November	Rye House

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V8 SUPERCARS BARBAGALLO (AUS), MAY 4-5, RD 4/14

# Triple win for Triple Eight pair in Perth

LAST YEAR, TRIPLE EIGHT AND FORD Performance Racing won every V8 Supercar race between them. Triple Eight returned to that kind of form at Barbagallo Raceway, becoming the first team to close out all three races on one weekend in 2013.

Champion Jamie Whincup ruled the weekend, his two wins coming despite a qualifying problem and an excursion in the second race, which the team covered almost instantly with a flawless pitstop.

Saturday was perfect for Craig Lowndes, whose second win of the season made him the most successful driver in Australian Touring Car history in terms of race wins. Whincup won the second race, but only after Jason Bright missed the start and then left his challenge for the win a lap too late. The final race looked to be Lowndes's, especially when Whincup and FPR's Mark Winterbottom speared off at the final corner on some spilled coolant.

As has been the case for much of the season, the FPR Fords and Brad Jones Racing Holdens were closest to the pace, but a wheelhub problem during a pitstop cost Winterbottom a



Whincup leads  
Lowndes in  
race three

CIANFLONE/GETTY

probable Sunday win. BJR man Fabian Coulthard's chance of a Saturday win ended with a blown tyre, but he came back strongly on Sunday, while FPR's Will Davison went in a similar direction, coming back strongly after struggling on Saturday.

Further back in the field, the Mercedes and Nissan teams showed improved speed, the best of the new cars being that of Kelly Racing's

James Moffat. He took a hat-trick of top-10 finishes in his Nissan Altima. Tim Slade's 13th spot in race one was the best result for the Erebus Mercedes squad.

● Phil Branagan

## RESULTS

**Race 1** 1 Craig Lowndes (Holden Commodore VF), 50 laps in 1h13m05.089s; 2 Jamie Whincup (Holden), +1.857s; 3 Mark Winterbottom (Ford

Falcon FG); 4 Jason Bright (Holden); 5 Alex Davison (Ford); 6 Alexandre Premat (Holden).

**Race 2** 1 Whincup, 42 laps in 43m38.514s; 2 Bright, +0.753s; 3 Winterbottom; 4 Fabian Coulthard (Holden); 5 Will Davison (Ford); 6 James Courtney (Holden). **Race 3** 1 Whincup, 41 laps in 46m16.009s; 2 Lowndes, +1.572s; 3 Bright; 4 W Davison; 5 David Reynolds (Ford); 6 Shane van Gisbergen (Holden). **Points** 1 Whincup, 958; 2 W Davison, 893; 3 Lowndes, 843; 4 Bright, 797; 5 van Gisbergen, 720; 6 Coulthard, 712.

BRITISH RALLY CHAMPIONSHIP PIRELLI RICHARD BURNS FOUNDATION RALLY (GB), MAY 4-5, RD 1/6

# Korhonen takes maiden BRC win

JUKKA KORHONEN BECAME THE first Finn to win a British Rally Championship event since Jari-Matti Latvala in 2003 when he dominated the Pirelli Richard Burns Foundation Rally in Kielder Forest last weekend.

After topping four of the six opening-day gravel stages to lead overnight by a minute, Korhonen controlled his advantage on day two to win in his Citroen by 1m13.78s.

The battle for the remainder of the podium spots was more frantic. Alastair Fisher dropped time with a puncture on the opening day but made his way back up the leaderboard

thanks to three fastest stage times on the final day. The Northern Irishman – who also competes in the Citroen Top Driver series on the World Rally Championship – overhauled former Proton factory driver Tom Cave to seal the runner-up spot.

Another star performer was former WRC Academy driver John MacCrone, who made his way back up to fifth with fastest time on the final stage after dropping to 13th overnight following a puncture and broken damper.

Retirements included Pirelli Star Driver Mark Donnelly, who was out with a broken radiator after a heavy landing on the final morning. The exact same spot also claimed the identical Citroen of Desi Henry.

● Anthony Peacock

## RESULTS

**1** Jukka Korhonen/Marko Salminen (Citroen DS3 R3T), 1h13m57.7s; 2 Alastair Fisher/Gordon Noble (Citroen), +42.5s; 3 Tom Cave/Ieuan Thomas (Citroen); 4 Jonny Greer/Kirsty Riddick (Citroen); 5 John MacCrone/Phil Pugh (Citroen); 6 Steve Rokland/James Aldridge (Ford Fiesta R2). **Points** 1 Korhonen, 20; 2 Fisher, 18; 3 Cave, 16; 4 Greer, 15; 5 MacCrone, 14; 6 Rokland, 13.



Goransson top scored  
at Knutstorp in his  
West Coast BMW

TONY WELAN

SCANDINAVIAN TOURING CARS KNUSTSTORP (S), MAY 4, RD 1/8

# Goransson starts year in fine fettle

RICHARD GORANSSON WAS THE MAN on form as the newly-reunited Scandinavian Touring Car Championship kicked off.

With the STCC name and the silhouette rules used in the TTA last year now in force, Goransson won by 10 seconds in his West Coast Racing BMW on the twisty Knutstorp track.

Goransson's team-mate Fredrik Larsson started from pole position, but was slow off the line and came off second best in an intense scrap for second with Polestar Volvo driver Robert Dahlgren.

Thed Bjork, who finished fourth in race one, took his Polestar Volvo into

the lead of race two after starting from the front row and went on to beat Goransson by 1s.

Larsson was third again, albeit seven seconds further back.

● Tege Tornvall

## RESULTS

**Race 1** 1 Richard Goransson (BMW SR), 20 laps in 19m33.156s; 2 Robert Dahlgren (Volvo S60), +9.786s; 3 Fredrik Larsson (BMW); 4 Thed Bjork (Volvo); 5 Linus Ohlsson (Volvo); 6 Fredrik Eklblom (Volvo). **Race 2** 1 Bjork, 20 laps in 19m33.931s; 2 Goransson, +0.878s; 3 Larsson; 4 Dahlgren; 5 Ohlsson; 6 Eklblom. **Points** 1 Goransson, 47; 2 Bjork, 39; 3 Larsson, 34; 4 Dahlgren, 32; 5 Ohlsson, 20; 6 Eklblom, 16.



Finn Korhonen  
dominated in  
Kielder

EBREVILAT



# Rally Argentina

Villa Carlos Paz (RA), May 1-4  
World Rally Championship  
Round 5/13

## RESULTS

14 STAGES, 253.307 MILES

1	SEBASTIEN LOEB (F)/DANIEL ELENA (MC)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #1	4h35m56.7s
2	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #8	+55.0s
3	JARI-MATTI LATVALA (FIN)/MIKKO ANTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #7	+2m00.8s
4	EVGENY NOVIKOV (RUS)/ILKA MINOR (A)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #5	+2m36.7s
5	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #11	+4m40.5s
6	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #2	+6m23.9s
7	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #4	+11m02.2s
8	ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #9	+13m22.1s
9	DANI SORDO (E)/CARLOS DEL BARRIO (E)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #10	+13m22.3s
10	MARTIN PROKOP (CZ)/MICHAL ERNST (CZ)	
	Jipocar Czech National Team Ford Fiesta RS WRC #21	+14m07.6s

## OTHERS

11	GABRIEL POZZO (RA)/DANIEL STILLO (RA)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #23	+16m59.6s
12	DANIEL OLIVEIRA (BR)/CARLOS MAGALHAES (P)	
	Stohl Racing Ford Fiesta RS WRC #22	+25m57.9s
R	MICHAL KOSCIUSZKO (PL)/MACIEK SZCZEPANIAK (PL)	
	LOTOS Team WRC Mini John Cooper Works WRC #	SS6-suspension

## DRIVERS' CHAMPIONSHIP

1	OGIER	122	6	NEUVILLE	35
2	LOEB	68	7	SORDO	29
3	HIRVONEN	57	8	NOVIKOV	27
4	LATVALA	49	9	PROKOP	21
5	OSTBERG	38	10	NASSER AL-ATTIAH	20

## MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	154	5	ABU DHABI CITROEN	29
2	CITROEN TOTAL	140	6	JIPOCAR CZECH NATIONAL	23
3	QATAR M-SPORT	73	7	VW MOTORSPORT 2	14
4	QATAR WORLD RALLY	46	8	LOTOS TEAM WRC	12

## STAGE TIMES

### SS1 SUPER SPECIAL 1 (3.75 miles)

Fastest: Ogier 4m42.1s

Leader: Ogier

### SS2 SANTA CATALINA-LA PAMPA 1 (16.83 miles)

Fastest: Ogier 18m20.1s

Leader: Ogier

### SS3 ASCOCHINGA-AGUA DO ORO 1 (32.33 miles)

Fastest: Hirvonen 37m55.1s

Leader: Ogier

### SS4 SANTA CATALINA-LA PAMPA 2 (16.83 miles)

Fastest: Ogier 18m01.5s

Leader: Ogier

### SS5 ASCOCHINGA-AGUA DO ORO 2 (32.33 miles)

Fastest: Ogier 38m08.6s

Leader: Ogier

### SS6 SANTA ROSA-VILLA DEL DIQUE 1 (25.28 miles)

Fastest: Ogier 22m28.5s

Leader: Ogier

### SS7 AMBOY-VACANTO 1 (24.33 miles)

Fastest: Ostberg 22m57.3s

Leader: Loeb

### SS8 SANTA ROSA-VILLA DEL DIQUE 2 (25.28 miles)

Fastest: Loeb 21m58.6s

Leader: Loeb

### SS9 AMBOY-VACANTO 2 (24.33 miles)

Fastest: Loeb 22m28.3s

Leader: Loeb

### SS10 SUPER SPECIAL 2 (3.75 miles)

Fastest: Latvala 4m49.4s

Leader: Loeb

### SS11 MINA CLAVERO-GIULIO CESARE 1 (14.06 miles)

Fastest: Latvala 18m36.4s

Leader: Loeb

### SS12 EL CONDOR-COPINA 1 (10.14 miles)

Fastest: Loeb 10m02.2s

Leader: Loeb

### SS13 MINA CLAVERO-GIULIO CESARE 2 (14.06 miles)

Fastest: Latvala 18m14.3s

Leader: Loeb

### SS1 EL CONDOR-COPINA 2 (10.14 miles)

Fastest: Latvala 12m 57.2s

Leader: Loeb

## Rally route

Based out of Villa Carlos Paz, west of Cordoba, the events runs three different legs in the north and south and culminating in the west with the stunning Condor and Mina Clavero stages.

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FORIX

# Loeb wins the battle of the Sebs

Sebastien Ogier and Sebastien Loeb were in a league of their own in Argentina – until the VW man tripped up, handing the laurels to his countryman and main title rival. By **DAVID EVANS**



WHEN THE LOCAL NIGHTCLUB STARTED TWEETING its support for Sebastien Loeb, Sebastien Ogier must have seen the writing on the wall. The most eagerly awaited fight of the season raged, but raged all too briefly after Ogier slipped off the road on Friday morning. With the Volkswagen driver's lead gone, Citroen's star shone brighter than any for the eighth successive season in South America.

## LEG ONE (98.14 miles)

Overcast – ambient temperature range on stages 15-26C

At almost four miles, and all of it gravel, Wednesday afternoon's superspecial was anything but Mickey Mouse. And with 60,000 spectators watching, fastest time was definitely worth having.

So Ogier took it. What's more, he took it from under the nose of Loeb after the pair had started the stage side by side.

"That was nice," smiled the immediate leader.

There were no mistakes from Ogier on the first stage on Thursday morning. He was fastest again

– his only gripe being the lack of split times for him to compare his progress with the best of the rest through the 17-miler.

It was a similar story in the sister Polo of Jari-Matti Latvala. However, the Finn admitted he'd been lucky. Dropping his VW into a ditch under braking had taken a chunk out of the left-rear rim. Latvala's countryman, Mikko Hirvonen, was close behind in third, but moved into second after going quickest down the 32-mile road between Ascochinga and Agua do Oro.

That road climbed high into the Sierra Chicas mountains, with dense fog greeting the drivers at the stage's high point of 1,607 metres. And where the fog wasn't, misty rain was.

Almost 38 minutes after Jarmo Lehtinen said go, Hirvonen slowed the Citroen. He was now just 3.6 seconds off Ogier's lead, but could've been in front.

"I had to slow down for the last eight kilometres," explained Hirvonen, "the rears had gone and the car was sliding too much."





Loeb was also able to take time out of Ogier, the leader dropping 6.7s in the stage. And Dani Sordo's third Citroen was partly – wholly, in Ogier's view – to blame. The Spaniard rolled his DS3 after co-driver Carlos del Barrio called a pacenote wrong. It was the second time Sordo had done it in four days, having turned over a promo DS3 WRC at a demonstration event in Buenos Aires on Saturday.

"He [del Barrio] told me the corner was flat," said Sordo. "It wasn't."

More than seven minutes were lost as he manhandled his Citroen (minus its powersteering) out of the stage, unwittingly holding Ogier up for a couple of miles.

The championship leader arrived at the end of the stage, fuming.

"Yeah," he said with an ironic smile. "Nice strategy to block us in there."

On being told Sordo had rolled, Ogier replied deadpan: "I don't care." But by the time he returned to service the leader had relaxed a little.

"I couldn't get close enough to hit him," he said. "There was some dust, and I couldn't see clearly enough. He pulled out on us straight from his roll."

Almost 50 miles into the event, Loeb was third and 6s off the front. The rust had been knocked off, but he was now ruining the fact that he'd missed the team's final pre-rally test.

Citroen's test had delivered a new set-up for the DS3, one that was completely new to Loeb. It took him the morning to fathom it – by driving more aggressively, in the style of Hirvonen.

Latvala slipped to fourth in SS3, struggling for grip from his soft Michelins as the stage progressed. Mads Ostberg was the leading M-Sport driver in fifth, despite losing his wipers in the rain and his confidence in the fog.

After a damp start, the afternoon's weather was going to be much tougher to call. Ogier and Latvala took four softs with a couple of hard tyres in the boot for the fronts of their Polos on the re-run long stage. Citroen went with hards all around. The



Parisian's ability to second-guess the weather deserted him as the dank, drizzly conditions continued into the afternoon, with visibility shrinking to around 30 metres in places.

Unconcerned by the weather, Ogier went quicker and quickest to add 10s to his advantage during the afternoon – despite a late left-rear puncture on the final stage of the day.

After driving competitively for almost two hours, Ogier admitted his recent illness was taking its toll. "I'm feeling quite tired tonight," he said at the end of the day.

Loeb passed Hirvonen for second in SS4, and stayed there in SS5, with Hirvonen just 1.8s behind.

"We didn't expect this weather, we got it completely wrong," Loeb said. "The soft tyre would have worked much better for me on this loop. It was really slippery."

Hirvonen was happy. "We're in the fight," he said. "And that's a very good thing."

Latvala was not happy. VW had changed the rear differential on his Polo after he clouted its backside in the morning, but the new unit lost pressure in the afternoon, robbing him of the ability to handbrake the car.

"We have 15 hairpins or something like that towards the end of SS5," said Latvala. "And I lost one second in each of them. With no handbrake, I had to really force the car to slide. I rarely get annoyed, but I was really annoyed with this!"

Evgeny Novikov was the leading M-Sport runner in an overnight fifth, following the departure of Ostberg, who retired after damaging the steering on a rock in SS4. Andreas Mikkelsen was a trouble-free and confidence-building sixth in the third VW. Thierry Neuville was on a similar mission in seventh, having had an uncomplicated word in his ear from team boss Malcolm Wilson about rocks and the importance of avoiding them.

#### POSITIONS AFTER DAY ONE

1 Ogier/Ingrassia	1h57m14.1s
2 Loeb/Elena	+16.3s
3 Hirvonen/Lehtinen	+18.1s
4 Latvala/Anttila	+40.7s
5 Novikov/Minor	+1m37.7s
6 Mikkelsen/Markkula	+1m55.1s

#### LEG TWO (102.99 miles)

##### Overcast/sunny – ambient temperature range on stages 14-25C

Fog, rain, mist and mud awaited leader Ogier at the end of a lengthy road section south. For much of the Santa Rosa stage, which opened Friday, he trailed Loeb by a second or two until the final sector where the latter lost 4s.

"We went off the road," explained the Citroen driver. "I slid into a ditch, but we made it back on. The mud was really bad in places."

What had made it worse was that the mud arrived overnight, unseen on the recce. Heavy rain had turned the sandy surface like Teflon and as troublesome as black ice. That might have been just about tolerable on the twistier tests of day ►





Sordo rolled on day one

◀ one, but on the super-quick stages in the Calamuchita valley, it just wasn't funny.

Undeterred, Loeb pushed again in the next stage, and this time he was really making inroads. Midway through SS7, he was 6s up on Ogier. Then things changed dramatically for the man unbeaten on these roads since 2004.

"I saw his split," said Loeb at the end of the stage, not needing to explain who, 'he' was. "I was minus six, then it was minus 28, minus 32... It was a very difficult stage."

Two minutes later, Ogier arrived at the end of the stage, sporting a smashed windscreen, but seemingly not much else wrong.

"We came to a slow corner that was full of mud," said Ogier. "I wasn't too fast into the corner, but when I pulled on the handbrake it locked the front wheels. We understeered more, and I had to go off the road."

He lost 44s to Loeb. And the lead.

Seventeen up to 26 down in a flash. Would he fight Loeb again?

"I won't go crazy," he said. "I said at the start that my focus was on the championship."

Relaying that message to Loeb brought a wry smile from the champion.

"You know him, don't you?" said the leader. "You know that's shit."

So Citroën's star wouldn't be relaxing just yet. By the end of the afternoon he would, however.

Ogier nibbled at Loeb's lead through the re-run Santa Rosa stage, but when he got to the end 3.4s down on SS8 and 29.7s behind Loeb in total, the deal was pretty much done.

"I hit something," said Ogier. "We got a puncture. OK, the fight is still on."

Whether he was trying to convince himself or make a psychological statement that he knew would be relayed to Loeb, who knows? As soon as he was forced to swap his holed left-front Michelin for the only spare in the back of the Polo, however, his race was over. The second pass of Amboy-Yacanto was full of rocks, and pushing his soft Michelins – in the knowledge that another flat would have spelled retirement – would have been the tyre equivalent of Russian roulette.

Loeb headed for the Friday night superspecial 40s to the good. Not that his advantage had been handed to him – the sweat at the end of SS9 was testament to his efforts.

The afternoon did, however, wreak havoc elsewhere. Hirvonen had gone off the road on the second stage of the morning and admitted that he was lucky to lose little from it. His luck deserted him in the afternoon, though. A puncture and an electrical glitch dropped him to sixth.

Having got wind of Hirvonen's trouble, Latvala put the hammer down and pushed as hard as

possible to make up time on his fellow Finn – only to get his own puncture in SS9. Novikov was up to third, with Latvala just 13.5s behind.

#### POSITIONS AFTER DAY TWO

1 Loeb/Elena	3h32m15.9s
2 Ogier/Ingrassia	+39.8s
3 Novikov/Minor	+2m43.3s
4 Latvala/Anttila	+2m51.5s
5 Neuville/Gilsoul	+3m32.5s
6 Hirvonen/Lehtinen	+6m43.3s

#### LEG THREE (48.41 miles)

##### Sunny – ambient temperature range on stages 5-17C

There were fewer than 50 miles to run on the final day, but nothing could be taken for granted. Particularly when all of those miles took place with no service, and they also all went to make up Giulio Cesare and El Condor. A more technical, twisty and potentially treacherous set of tracks could not have been imagined.

Loeb, though, was the master of the rope bridges, the big rocks and the sandy surface. In a landscape that looked like the moon, Loeb was over it.

Ogier was second and quick to point to an improved advantage over his main title rival as a solid result for his efforts.

The fight that captured everybody's imagination, however, was for the bottom step of the podium. Novikov knew he would be in for a battle as he attempted to defend his position. Sitting alone at breakfast, he silently made his plan. On the other side of service, Latvala was anything but silent, talking 19 to the dozen to engineer after engineer as he drank in every last drop of data. Anything that might help.

Latvala took first blood, chiselling nine-tenths of a second off through Cesare. Novikov's defence was heroic, given that an electrical fault forced him to run in road mode, resulting in a less responsive engine.

Condor had been regraded; there were fewer rocks around. Latvala took caution, cast it to the wind and cascaded down the mountain, 3.9s up on his rival. "We were at the limit a couple of times there," he grinned.

Second time through Cesare, and the rocks were everywhere. Latvala took it up a notch. Fastest again, he was third. A half-spin from Novikov on the final stage sealed the deal in the Finn's favour.

Neuville was a problem-free fifth, with Hirvonen sixth and ruining what might have been.

While Hirvonen pondered the past three days, Loeb arrived in service to a noise not heard since January. And he arrived as only he knows how to – with the steering wheel in one hand and a glass of champagne in the other.

So, until Alsace and October... ❧

## IN THE SERVICE PARK

### David Evans



And with a wave, he was gone. Sebastien Loeb left gravel rallying behind him in Cordoba last week. The world's best had one last chance to beat him on the dirt, and they missed it. Just as it should be.

The intensity of the Seb versus Seb battle intensified as Rally Argentina approached. Could a deep purple patch really get the better of massive experience and clearly undiminished speed?

Maybe. Initially.

Ultimately? No.

Sebastien Ogier certainly had Loeb on the rack. The champion's mistakes during Wednesday night's superspecial were rust related, but the number one Citroën's presence in ditches on Thursday and Friday morning was all about the gap between Loeb and his deadliest of rivals – who also happened to be the rally leader.

And then came a water-filled right-hander in SS7. Ogier insists that he would have made the corner with the help of the handbrake. Everything, he says, was normal on the run into the bend. The handbrake, however, didn't work, and the Polo nosed its way down a bank.

The team accepted the handbrake hadn't been perfect, but added that Ogier was using it in an 'emergency'. The leader had made no mention of any emergency...

That would infer that Ogier was certainly on and probably over the limit. And if he was there, he was there for one reason: the man who stood and saluted South America from the top step one last time on Saturday afternoon.



Loeb won the battle of the Sebs



"I'm not that desperate!"

Mikko Hirvonen rejects the offer of a man-hug from AUTOSPORT after suffering from electrical woes in Argentina



# Powerstages to decide rallies?

## A FUNDAMENTAL CHANGE IN THE WAY

World Rally Championship events are won will be debated at the highest level later this month.

The sport's new promoter, Oliver Ciesla, is working on a plan for the powerstage element of the WRC to decide the outcome of the whole rally.

Ciesla said that the plan had been developed in an effort to make the powerstage worth more than its current three points – and to attract TV broadcasters to offer live coverage of the test. Volkswagen team principal Jost Capito has backed the idea.



Fans want to see 'real' action

MCKENDE

Ciesla said: "If we take the decision that live TV coverage makes sense, the next question is under what conditions? It has to have meaning. We must give this live element relevance for the fans, the drivers and the broadcaster. The next point is what gives this relevance? It could be championship points, or maybe this different format – quite how it works is the homework we are doing right now. We are thinking outside the box. We have to, otherwise it will be difficult to create that relevance. But we think that if we don't do anything, then that would be the worst thing."

"Imagine the excitement at the end of the rally, when a guy jumps out of the car and he's won the event in a real final-stage shoot-out. It's a great story. The only way this thing works is if these drivers become global stars. We need to do something to build them up into that. What we need to do is to build the show."

Mikko Hirvonen is not much of a fan, however. The Citroen driver says he's unable to see the benefit. "It sounds really stupid," he said. "What's the point of doing three days rallying if you can decide the result in the final stage?"

"If you look at last year, in many rallies me and Seb were first and second for the whole event – what's the point in spending all that money, and then you get to the final stage and decide the rally?"



UK pleases Mouton

MCKENDE

## MOUTON PRAISES GB CHANGES

WRC manager Michele Mouton praised Rally GB organisers in their efforts to improve Britain's round of the series. The world rally winner said: "For me, it's simple: it cannot be worse than Cardiff last year. We have been used to a fantastic event in Britain, and these changes, cheaper tickets and night stages are all going to help the rally get back to what it was."

## LOEB ATTENDS SUPERCLASICO

Citroen star Sebastien Loeb ended his week in Argentina by handing over the match ball at Sunday's 'superclasico', the Buenos Aires football derby between Boca Juniors and River Plate.

## VW DOMINATES POWERSTAGE

Jari-Matti Latvala's first powerstage win in a Polo in Argentina last Saturday maintains Volkswagen's dominance of the bonus-point tests this season. The powerstage was cancelled on the Monte Carlo Rally, and Sebastien Ogier won the following three.

## FIESTA FOR BERTELLI

Lorenzo Bertelli, whose father runs the Prada fashion house, will become an M-Sport driver from the next round of the WRC. Bertelli, who currently runs a Subaru, will drive a Fiesta RRC in Greece and Sardinia before switching to a Fiesta R5 for Spain and GB.

## PADDON RETURNS IN WRC2

Hayden Paddon, the 2011 Production WRC champion, will contest WRC2 in Finland and Germany in a Baumschlagger Rallye Skoda Fabia S2000 this year. The Kiwi has competed on New Zealand national events so far in 2013.

## AL-KUWARI WINS WRC2 EVENT

Abdulaziz Al-Kuwari's second win of the WRC2 season moved him to the top of the table. There is no rest for the Ford Fiesta RRC driver, however, who jumped straight on a plane bound for the Middle East and this weekend's Jordan Rally.



Al-Kuwari won again

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Ogier believes lottery is unfair

MCKENDE

# Running order changes mooted

## NEXT YEAR'S RUNNING ORDER ON WORLD

Rally Championship rounds could be decided by lottery, in an effort to stop one driver – Sebastien Ogier – dominating the sport. Currently the fastest qualifier chooses his preferred place on the road.

Ogier isn't keen on the change, however. "Why," he asked, "would we want a lottery? It's not making it equal,

it's just a question of chance. We all work hard to get what we have, and I don't like that there is a place for a lottery. I think it's fair right now."

Ogier's Volkswagen team boss Jost Capito said: "How many millions play a lottery at the end of every week? And they do this because they want to be treated unfairly? I don't think so."

# No hurry on VW tech upgrades

## VOLKSWAGEN WILL NOT BE RUSHED INTO

making changes to the Polo R WRC – despite Sebastien Ogier's call for urgent attention to the car's handbrake, which failed in Argentina.

Despite recent issues, VW technical chief Francois-Xavier Demaison says the new system won't be on the lead cars until it's ready.

Demaison said: "We don't know yet when it will be completely signed off. But it's not Seb Ogier who will decide that date. We have a validation process that we will stick to."

Ogier said: "I know that the team is working hard on it, but still there are a few problems on the new system we want to homologate. Normally, we would have it for the next rally, but I've heard that for many months already,"



Ogier wants new handbrake

MCKENDE



# DTM Hockenheim (D)

May 5

Round 1/10



## RESULTS

42 LAPS, 119.37 MILES

<b>1</b>	<b>AUGUSTO FARFUS (BR)</b>	<b>1h10m11.583s</b>
	RBM BMW M3; Qualifying: 2nd-1m36.034s	
<b>2</b>	<b>DIRK WERNER (D)</b>	<b>+3.692s</b>
	Schnitzer Motorsport BMW M3; Qualifying: 22nd-1m50.926s	
<b>3</b>	<b>CHRISTIAN VIETORIS (D)</b>	<b>+9.675s</b>
	HWA Mercedes C-coupe; Qualifying: 3rd-1m36.194s	
<b>4</b>	<b>GARY PAFFETT (GB)</b>	<b>+12.613s</b>
	HWA Mercedes C-coupe; Qualifying: 6th-1m40.496s	
<b>5</b>	<b>BRUNO SPENGLER (CDN)</b>	<b>+13.212s</b>
	Schnitzer Motorsport BMW M3; Qualifying: 7th-1m41.184s	
<b>6</b>	<b>TIMO SCHEIDER (D)</b>	<b>+13.753s</b>
	Abt Sportsline Audi RS5; Qualifying: 1st-1m35.918s	
<b>7</b>	<b>JOEY HAND (USA)</b>	<b>+14.100s</b>
	RBM BMW M3; Qualifying: 9th-1m41.637s	
<b>8</b>	<b>MIKE ROCKENFELLER (D)</b>	<b>+14.477s</b>
	Phoenix Racing Audi RS5; Qualifying: 14th-1m49.366s	
<b>9</b>	<b>MARCO WITTMANN (D)</b>	<b>+17.894s</b>
	MTEK BMW M3; Qualifying: 21st*-1m50.871s	
<b>10</b>	<b>ROBERTO MERHI (E)</b>	<b>+19.537s</b>
	HWA Mercedes C-coupe; Qualifying: 20th*-1m50.810s	
<b>11</b>	<b>PASCAL WEHRLIN (D)</b>	<b>+20.902s</b>
	RSC Mücke Mercedes C-coupe; Qualifying: 8th-1m41.337s	
<b>12</b>	<b>DANIEL JUNCADELLA (E)</b>	<b>+26.169s</b>
	RSC Mücke Mercedes C-coupe; Qualifying: 10th-1m43.775s	
<b>13</b>	<b>MARTIN TOMCZYK (D)</b>	<b>+30.904s</b>
	RMG BMW M3; Qualifying: 11th-1m48.947s	
<b>14</b>	<b>JAMIE GREEN (GB)</b>	<b>+41.166s</b>
	Abt Sportsline Audi RS5; Qualifying: 12th-1m49.129s	
<b>15</b>	<b>MIGUEL MOLINA (E)</b>	<b>+43.535s</b>
	Phoenix Racing Audi RS5; Qualifying: 18th-1m50.399s	
<b>16</b>	<b>FILIPPE ALBUQUERQUE (P)</b>	<b>+54.077s</b>
	Team Rosberg Audi RS5; Qualifying: 16th-1m50.296s	
<b>17</b>	<b>ANDY PRIAULX (GB)</b>	<b>-2 laps</b>
	RMG BMW M3; Qualifying: 17th-1m50.190s	
<b>R</b>	<b>MATTIAS EKSTROM (S)</b>	28 laps-driveshaft
	Abt Sportsline Audi RS5; Qualifying: 5th-1m40.005s	
<b>R</b>	<b>EDOARDO MORTARA (I)</b>	21 laps-splitter/floor
	Team Rosberg Audi RS5; Qualifying: 19th-1m50.418s	
<b>R</b>	<b>TIMO GLOCK (D)</b>	17 laps-wheel fell off
	MTEK BMW M3; Qualifying: 15th-1m49.812s	
<b>R</b>	<b>ROBERT WICKENS (CDN)</b>	5 laps-throttle
	HWA Mercedes C-coupe; Qualifying: 4th*-No time	
<b>R</b>	<b>ADRIEN TAMBAY (F)</b>	4 laps-fire
	Abt Sportsline Audi RS5; Qualifying: 13th-1m49.136s	

Winner's average speed: 102.036mph. Fastest lap: Farfus, 1m35.504s, 108.267mph.  
\*10-place grid penalty. \*\*Q4 time disallowed.

## CHAMPIONSHIP

<b>1</b>	<b>FARFUS</b>	<b>25</b>	<b>6</b>	<b>SCHEIDER</b>	<b>8</b>
<b>2</b>	<b>WERNER</b>	<b>18</b>	<b>7</b>	<b>HAND</b>	<b>6</b>
<b>3</b>	<b>VIETORIS</b>	<b>15</b>	<b>8</b>	<b>ROCKENFELLER</b>	<b>4</b>
<b>4</b>	<b>PAFFETT</b>	<b>12</b>	<b>9</b>	<b>WITTMANN</b>	<b>2</b>
<b>5</b>	<b>SPENGLER</b>	<b>10</b>	<b>10</b>	<b>MERHI</b>	<b>1</b>

## MANUFACTURERS

<b>1</b>	<b>BMW</b>	<b>61</b>	<b>3</b>	<b>AUDI</b>	<b>12</b>
<b>2</b>	<b>MERCEDES</b>	<b>28</b>			

### POINTS SYSTEM EXPLAINED

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

**BMW's ruled  
on race day**



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Farfus started his  
year with a win

# Farfus carries 2012 form into new DTM campaign

THE WINTER HAS BEEN AN EVENTFUL ONE FOR the DTM. New Formula 1-style soft 'option' tyres from Hankook and DRS, plus a couple of new and seemingly unpopular punishments for minor driving offences threatened to change the landscape of Germany's most popular racing series.

On the driving front, however, little looked different. Indeed, one element was as constant as ever. His name was Augusto Farfus, and for one reason or another, he failed to notice that between the final three races of 2012 (in which he was fifth, first and third) and last weekend's Hockenheim series opener there had passed more than seven months that were supposed to remove any built-up form and reset everyone to zero.

Not a chance. After timing his qualifying efforts on a drying track to perfection and securing a front-row grid spot, Farfus was imperious during the race. He wasn't markedly better than the rest, but better by just enough to win with a comfortable gap.

Farfus started on option tyres, but was (sort of) forced into an early change to standard rubber when the safety car was deployed on lap seven to allow Adrien Tambay's flaming Audi to be shifted from the side of the track.

Where the Brazilian really won the race, though, was in the five laps after switching back to the one set of options allowed for use in a race. Five consecutive laps on the yellow-striped Hankooks in the high 1m34s and low 1m35s broke the back of potential challenges from the HWA Mercedes machines of Gary Paffett and Christian Vietoris — the latter up from 11th spot at the end of the first lap.

"That was the key," Farfus admitted. "But the difficult thing was knowing who was where. First I thought maybe Bruno [Spengler] was making up a lot of time, and then that Pascal Wehrlein had something to come to the front with [the German having led for 17 laps on a long first stint on options], and then there was Dirk



Vietoris (silver Merc) was  
third, despite this clash

[Werner] in P2! I didn't expect that when he'd started P20. Quite confusing."

Amid the constant guessing game of working out who was on what compound of tyre and when (see In the Paddock, right), Werner's strategy decision had owed far more to his having nothing to lose after qualifying 22nd (which became 20th thanks to grid penalties for Marco Wittmann and Roberto Merhi).

Stopping like most of the rest of the field on lap seven, the Schnitzer man fitted option rubber and ran a 31-lap stint — the longest of anybody in the race.

Just nine of his 28 'racing' laps during the stint were completed in under 1m36s; significantly slower than the race-winning bursts produced by Farfus, but plenty quick enough in clear air that he was able to emerge ahead of Vietoris, Paffett and the rest after his final stop.

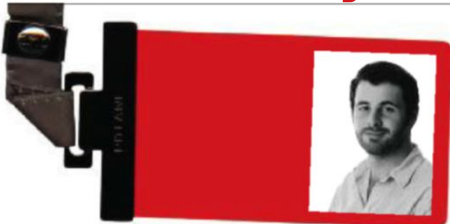
The fastest cars during the second half of the race belonged to Farfus's team-mate Joey Hand and polesitter Timo Scheider, who had dropped back due to staying out one lap more than the safety car stoppers (see story, right). Both regularly lapped in the high 1m34s inside the final 10 laps, but were so far out of position early on that seventh and sixth were as high as they could climb once DRS use was disabled with three laps to go.

On the evidence of last weekend, those Belgian BMWs are sensationally quick. Shake-up in the Munich pecking order, anybody?



## IN THE PADDOCK

## Jamie O'Leary



I was confused. Very confused. But not about the DTM's all-new DRS. I'm quite happy to admit that my reservations about the introduction of the overtaking aid may well have been misplaced – certainly on the evidence of Hockenheim anyway.

With DTM machines far less aero-dependent than Formula 1 cars, the drag reduction achieved by the tin-tops was significantly less than their single-seater counterparts. The result was overtaking made easier – but not easy – on the run down to the Spitzkehre.

There was a problem, though, and it was nothing to do with Hankook's new option tyres proving faster than the standard rubber for up to 30 laps, rather than the seven their manufacturer and organising body the ITR had intended.

No. Instead it was trying to guess who was on what rubber and when. TV graphics indicated this just twice during the race. The timing screens gave nothing away, and as for the thin yellow bands on the tyres themselves that differentiate between the options and standards, good luck trying to spot them when the trackside cameras seemed to be permanently 100 feet in the air!

Would it really be so difficult to paint the sidewalls of the options a different colour, as IndyCar does? Or for drivers' names to appear in yellow on timing screens rather than white when on the softer rubber?

Journalists, fans and even teams were faced with the same problem, and it's something the ITR has to fix in time for Brands Hatch.



## MILESTONE

Timo Scheider's 11th DTM pole – which puts him sixth on the all-time list – came nearly 10 years after his first, achieved in a Phoenix Racing Opel Astra Coupe at Zandvoort in 2003.



## Driving penalties come under fire

## ONE OF THE DTM'S NEW REGULATIONS CAME

under fire from a handful of competitors at Hockenheim. The 'one-second' penalty is invoked when a driver is deemed to have gained an advantage by exceeding track limits. Drivers are instructed to slow down by a second on the following lap to cede back the time.

Six drivers were caught out by the new rule, including Roberto Merhi, Jamie Green and Edoardo Mortara.

Audi new boy Green was the worst hit, saying: "I was told to give back the time, so I backed off, but the lap I slowed on was the one the officials needed for reference, so it didn't count. So when I then backed off on the next lap by about a second, it wasn't enough because the reference lap had been slower than a normal lap and it didn't look like I'd slowed enough – I'd had a 'DRS disabled' message flash up in front of it, so I couldn't even see what the delta time was."

Green, whose RS5 was already damaged from earlier contact, twice failed to slow sufficiently and was given a resultant drive-through penalty for his trouble.

"It's the cherry on a pretty yucky cake," he said after



finishing 14th. "But the rule itself is actually pretty dangerous, because you're allowed to block drivers while you're backing off – I did it to Daniel Juncadella to keep him behind. The issue was raised at the drivers' briefing, and they said it was OK."

Mortara, another to be penalised, was equally incensed, saying: "When you back off, you lose more than a second every time. I asked why they don't just add a second to your race time, and they said it would confuse the fans. It's a stupid rule."

## Scheider back in top shape

## TIMO SCHEIDER IS CONFIDENT THAT THE

abysmal form that blighted his 2012 DTM season will not be repeated in this campaign.

The Abt Audi driver, who finished only 14th in last year's points, started from pole position and was running second when he pitted for his first tyre stop under safety car conditions – one lap after most of the field had already been in.

After dropping to 19th, he climbed steadily through the field at a time when more than half of the drivers in the race – including Scheider himself – were on standard tyres, and was one of the two fastest men on track during the final 15 laps.

A brilliant move around the outside of Joey Hand's BMW at the Sachs Kurve netted him sixth at the flag.

"Pole was probably quite lucky because of how we ended up on track in each qualifying session," he said, "but it shows the team is getting the tactics right, and it's a big confidence boost for me after what was a really tough year, maybe one of the worst of my career, in 2012."

"Sure it was a mistake not to pit one lap earlier behind the safety car, but it was a split-second decision to stay out, and we at least showed good speed and made some good moves with the DRS."

"The pace wasn't good enough to win against the BMWs, but I think P2 was possible."



## GLOCK RUNS WELL ON DEBUT

Formula 1 convert Timo Glock failed to finish on his DTM debut when his MTEK BMW's right-rear wheel fell off on his out lap following his first pitstop. The German had run as high as second before his retirement, but had fallen back to seventh after taking a trip through the gravel at the Sachs Kurve.

## PAIR INCUR PARC FERME PENALTIES

Roberto Merhi and Marco Wittmann were both given 10-place grid penalties after the HWA Mercedes and MTEK BMW teams opted to take their cars out of parc ferme on Saturday evening. Merhi's car required repairs after a Q1 crash, while Wittmann's BMW needed replacement electronics after stopping, also in Q1. The pair dropped from 20th and 21st to 21st and 22nd.

## PAFFETT SLAMS TOMCZYK

Gary Paffett slammed Martin Tomczyk's "idiotic" driving during his drive to fourth place. Tomczyk was accused of slowing through the kink after the Spitzkehre in a bid to help Bruno Spengler, who was alongside Paffett at the time, pass the Brit. "[Tomczyk] told me he didn't brake," said Paffett, "and that he had wheelspin instead. But I've watched the onboard footage, and the brake lights even come on! He could have caused a serious crash."

## TWO NEW FACES ON PODIUM

Both Dirk Werner and Christian Vietoris took their maiden DTM podium finishes at Hockenheim. The best finish previously recorded by HWA Mercedes man Vietoris was fourth in the same race last year, while Schnitzer BMW driver Werner has only failed to score points once since Spielberg last June.

## WICKENS STRONG RUN ENDED

Robert Wickens retired from fifth place early on at Hockenheim when the throttle on his HWA Mercedes stuck open on the sixth lap while he was approaching the Spitzkehre. "I had to come off the brakes so I could turn the car and avoid hitting Bruno Spengler," he said. The Canadian qualified a career-best fourth, despite losing his Q4 time for exceeding track limits on his flying lap.



## EURO F3

Hockenheim (D)  
May 5

Round 3/10

### RESULTS

RACE 1: 19 LAPS, 54.00 MILES

1	RAFFAELE MARCIELLO (I)	36m00.250s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-1m33.623s	
2	FELIX SERRALLES (USA)	+14.834s
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 5th-1m33.841s	
3	TOM BLOMQVIST (GB)	+15.719s
	EuroInternational Dallara-Mercedes F312; Qualifying: 4th-1m33.832s	
4	SVEN MULLER (D)	+20.088s
	Ma-con Dallara-Volkswagen F312; Qualifying: 6th-1m33.974s	
5	HARRY TINCKNELL (GB)	+27.135s
	Carlin Dallara-Volkswagen F312; Qualifying: 11th-1m34.246s	
6	JOSH HILL (GB)	+29.504s
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 9th-1m34.153s	
7	LUCAS AUER (A)	+32.245s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-1m33.776s	
8	FELIX ROSENQVIST (S)	+32.875s
	Mücke Motorsport Dallara-Mercedes F312; Qualifying: 12th-1m34.329s	
9	WILL BULLER (GB)	+36.821s
	T-Sport Dallara-Nissan F312; Qualifying: 13th-1m34.369s	
10	DANIIL KVIAT (RUS)	+44.211s
	Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m34.206s	

Winner's average speed: 89.99mph. Fastest lap: Marciello, 1m51.936s, 91.41mph.

RACE 2: 21 LAPS, 59.69 MILES

1	MARCIELLO	35m11.372s
	Qualifying: 1st-1m33.685s	
2	HILL	+8.389s
	Qualifying: 6th-1m34.214s	
3	BLOMQVIST	+10.395s
	Qualifying: 2nd-1m33.938s	
4	AUER	+11.077s
	Qualifying: 3rd-1m34.015s	
5	SERRALLES	+12.784s
	Qualifying: 4th-1m34.040s	
6	DENNIS VAN DE LAAR (NL)	+15.687s
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 8th-1m34.476s	
7	ALEX LYNN (GB)	+16.166s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 7th-1m34.288s	
8	MULLER	+19.692s
	Qualifying: 5th-1m34.094s	
9	JORDAN KING (GB)	+20.271s
	Carlin Dallara-Volkswagen F312; Qualifying: 12th-1m34.549s	
10	ROSENQVIST	+21.213s
	Qualifying: 10th-1m34.526s	

Winner's average speed: 101.77mph. Fastest lap: Marciello, 1m33.940s, 108.92mph.

RACE 3: 21 LAPS, 59.69 MILES

1	ROSENQVIST	35m48.454s
	Qualifying: 4th-1m33.536s	
2	SERRALLES	+4.841s
	Qualifying: 5th-1m33.574s	
3	KVIAT	+5.340s
	Qualifying: 1st-1m33.367s	
4	MARCIELLO	+6.580s
	Qualifying: 10th-1m33.718s	
5	KING	+7.178s
	Qualifying: 2nd-1m33.418s	
6	LYNN	+7.768s
	Qualifying: 6th-1m33.583s	
7	MULLER	+8.930s
	Qualifying: 11th-1m33.737s	
8	BLOMQVIST	+16.563s
	Qualifying: 9th-1m33.641s	
9	EDDIE CHEEVER (I)	+17.586s
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 7th-1m33.595s	
10	PIPO DERANI (BR)	+18.613s
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 18th-1m34.406s	

Winners' average speed: 100.01mph. Fastest lap: King, 1m33.690s, 109.21mph.

### CHAMPIONSHIP

1	MARCIELLO	171.5	6	TINCKNELL	73
2	ROSENQVIST	100	7	BLOMQVIST	62.5
3	LYNN	76.5	8	WEHRLEIN	49
4	SERRALLES	76	9	HILL	36
5	AUER	75	10	BULLER	35

#### POINTS SYSTEM EXPLAINED

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

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Rosenqvist lit  
up Sunday race

## Rosenqvist bounces back from early gloom

YOU CAN'T KEEP A GOOD MAN DOWN, SO THE saying goes. And in the Formula 3 European Championship, Felix Rosenqvist is about as good as they come.

The Swede is a cool customer inside the car or out, so when he reflected on what had, to date, been a pretty poor weekend at Hockenheim last Saturday night, it was with his usual air of Scandinavian calm rather than with any of the histrionics that you may associate with some of his rivals.

"I've got four new tyres for Sunday and I'm on the second row, so you never know what might happen," was his assured statement.

After making a sensational getaway to lead into the first corner and lay the foundation for his second win of 2013, he certainly did know what was going to happen.

He probably hadn't bargained on front-row-starting F3 rookie Jordan King pushing him hard and even having the tenacity to briefly grab the lead 10 laps in before running wide and ceding back the advantage. But once Rosenqvist was ahead again, he pulled away to an assured victory.

"There was really nothing different about the car from Saturday," said Rosenqvist, who set his car up to be quick in the twisty stadium section and sacrificed straightline speed as a result. "We had the same problems on the straights we suffered on Saturday, and had this time last year.

"The difference was nothing more than having new tyres and qualifying near the front. The balance was good, but the lack of straightline speed meant that I was having to push really hard to make up the time in the twisty last sector.

"The big problem is that when you're down in the pack you can't exploit that pace advantage, and then you lose ground on the straights. I didn't have to worry about that today."

The Mücke Motorsport driver's season has been blighted by inconsistency; an issue familiar to Alex Lynn, Lucas Auer, Tom Blomqvist and a few of the others expecting to challenge for honours this year.

It is not a comment you could make about the campaign of Ferrari protégé Raffaele Marciello, who continued his serene 2013 progress by



Marciello won  
wet race one

winning both Saturday races from pole.

He ended the opening lap of the wet opener 5.1s clear of the pack and even survived a quick spin at Turn 1 at half-distance, caused when he misjudged the track conditions and attempted to find grip on a still-slippery piece of kerbing on his way to a 14s victory.

"Conditions were improving and I decided to drive over the green strip on the outside of the kerb to see if there was grip... There was no grip, so I stayed away after that," said the Prema Powerteam driver.

Marciello's weekend, which ended with an impressive run to fourth place from 10th on the grid after a Rosenqvist-induced red flag in Q3 stopped him while on an ultra-fast lap, increased his championship lead to 71.5 points over Rosenqvist. That's the equivalent of three race wins in modern money, and is going to take some beating if his ever-increasing momentum is anything to go by.

They will try though, and none more so than Prema team-mates Lynn and Auer. Brit Lynn spun out of second place in the wet opener on the first lap before battling back from last to 15th, and was frustrated by the removal of his second-best time for exceeding track limits in Q1. That cost him a front-row starting spot and led to a race finish of seventh; exactly where he started.

Auer, meanwhile, took seventh and fourth places in the opening two races and had to bang wheels with Josh Hill to take a fighting 12th in race three after nerfing the back of King's Carlin car and needing a nose change.



## IN THE PADDOCK

## Jamie O'Leary



FORMULA 3 CARS DON'T HAVE LIGHTS. SO WHY then, were their occupants asked to qualify and race at gone 6pm at Hockenheim last weekend?

The question seemed all the more pertinent given the banishment of Friday practice for the DTM – on whose support bill the series was appearing in Germany – and the resultant increase in the number of available slots into which the qualifying sessions and races could be placed.

One team boss told AUTOSPORT: "You don't expect to be given the arse-end of a race meeting when you're competing in an FIA series, and there are plenty of other cars here like the Porsches and the Sciroccos that have lights and would be a bit safer to be out in when the light's fading."

It did seem a bit odd, but the official explanation for the Friday time schedule – essentially a decision of DTM promoter the ITR (a sister company of which also organises the Formula 3 European Championship) – was that cost-cutting measures mean Friday track use before midday is no longer permitted, and there is a mandate that there must be a three-hour gap between the end of practice and the start of qualifying.

Whispers that the final race slot on Saturdays could be alternated with the German Porsche Carrera Cup at points during the year may appease some for now, but there's no question that this is an oddity that looks set to stay in play for a while.



## MILESTONE

Daniil Kvyat (right) became the first Russian to stand on the podium of a European Formula 3 Championship event at Hockenheim when he finished third in race three for Carlin.



## Hill gets closer to the summit

## HOCKENHEIM PROVIDED A BREAKTHROUGH

weekend in the still-embryonic Formula 3 career of Josh Hill as the Briton took his maiden podium finish in the category in race two.

On what was a strong weekend for Fortec Motorsport – it also featured a pair of second places for Puerto Rican team-mate Felix Serralles – Hill qualified inside the top 10 for all three races and added to his sixth spot in race one with a hard-fought runner-up spot of his own.

"We've had good pace this weekend," Hill said. "Being in the top 10 of the grid for all the races was the aim, but maybe not quite what I'd expected. Certainly it helped that Fortec came here last year with Felix and Pipo [Derani] and got some Hankook experience here."

The standout moment of Hill's weekend was passing Tom Blomqvist's EuroInternational Dallara and Lucas Auer's Prema car in one round-the-outside move as the duo fought each other approaching the Sachs Kurve in race two.

"It was planned from the corner before," said Hill. "But what I hadn't planned for was the gap being quite so small. To be honest, it didn't seem like such a small gap at the time, but when I watched it back it looked bloody close."

Hill blotted his copybook by stalling at the start of race



three, but a safety car-aided recovery brought him up to 13th by the finish as part of a multi-car battle that featured Auer, Nicholas Latifi, Lucas Wolf and several others.

Fellow Fortec driver Serralles had his own bit of breathtaking racing in race three, the Puerto Rican running side by side with King for four corners in the stadium section while successfully grabbing second in race three.

"It was a pretty good move, wasn't it?" he said. "But we needed to be quick in that part of the track because we weren't that quick down the straights, like Felix [Rosenqvist]."

## Kvyat wants more F3 races

## DANIIL KVYAT HAS RATED HIS CHANCES OF

making further appearances in the Formula 3 European Championship this year as "fifty-fifty."

The Red Bull-backed Russian made his category debut after signing a late deal with Carlin last week to contest the Hockenheim races, and capped his weekend with pole position and third place in race three after earlier qualifying and finishing on the fringes of the top 10.

"I enjoyed the event, but my main programme for the year is GP3, which starts at Barcelona this weekend," said Milton Keynes-based Kvyat. "That's what I'm focusing on."

Kvyat's third-race performance was a strong one, despite a poor getaway that involved him losing out to winner Felix Rosenqvist, Carlin team-mate Jordan King and Prema Powerteam's Lucas Auer on the run to the first corner.

He repassed King for third at two-thirds distance while the Brit was still recovering from losing spots to Rosenqvist and Felix Serralles on the previous lap, and kept hold of the final podium spot until the end.

"If I do some more F3, then I definitely need to work on my starts, because they were bad all weekend," he added. "If I do that, then I think I can win some races here."



## BULLER'S TOUGH WEEKEND

Will Buller's Hockenheim weekend started badly when the T-Sport team was forced to change his Nissan engine between practice and qualifying after the Northern Irishman "heard something odd". Buller did not qualify higher than 13th and was restricted to a ninth-place finish as his best result. His race three was ruined when Harry Tinncknell spun him out of 10th at the Spitzkehre, for which the Carlin driver was penalised.

## GEAR PROBLEM STRIKES CHEEVER

Eddie Cheever's opening race was blighted by a problem with his gearshifter due to Saturday morning rain wearing away a cable within the system. "I could feel it from the time I went out of the pits to the grid," said the Prema Powerteam driver. "It probably didn't cost me much time, but it screwed with my head a bit and I spun because I wasn't concentrating." The series rookie recovered to take points with ninth in race three.

## FERRARIS MISSING IN GERMANY

The Romeo Ferraris team was not at Hockenheim, Michela Cerruti's Italian GT duties with the ROAL BMW squad at Misano taking priority due to her links with the manufacturer's Italian importer, and Irishman Gary Thompson also absent. The Italian squad aims to return at Brands Hatch with both drivers.

## VAN AMERSFOOT MOVING ON UP

Dennis van de Laar took the best result in European F3 for Dutch squad Van Amersfoort Racing with sixth place in race two. The F3 rookie had qualified eighth and drove consistently in the race. Van Amersfoort's previous best result was a seventh at the same track last year courtesy of Lucas Auer.

## GIOVINAZZI PENALISED AGAIN

Double R rookie Antonio Giovinazzi was given a five-place grid penalty for race three after he was judged to have caused an opening-lap pile-up in race two at the Spitzkehre that eliminated the Italian, broke Jann Mardenborough's front suspension, forced Spike Goddard to pit for a new nose and delayed Lucas Wolf.



## WTCC Hungaroring (H) May 5

Round 4/12



### RESULTS

RACE 1: 12 LAPS, 32.67 MILES

1	YVAN MULLER (F)	23m17.125s
	RML Chevrolet Cruze 1.6 T; Qualifying: 1st-1m53.426s	
2	NORBERT MICHELISZ (H)	+0.617s
	Zengo Motorsport Honda Civic WTCC; Qualifying: 2nd-1m53.806s	
3	GABRIELE TARQUINI (I)	+12.670s
	Honda (JAS) Honda Civic WTCC; Qualifying: 3rd-1m53.953s	
4	ROB HUFF (GB)	+13.573s
	Munnich Motorsport SEAT Leon WTCC; Qualifying: 8th-1m54.380s	
5	MEHDI BENNANI (MA)	+13.861s
	Proteam Racing BMW 320 TC; Qualifying: 9th-1m54.455s	
6	TOM CORONEL (NL)	+14.133s
	ROAL Motorsport BMW 320 TC; Qualifying: 5th-1m54.077s	
7	TOM CHILTON (GB)	+15.021s
	RML Chevrolet Cruze 1.6 T; Qualifying: 6th-1m54.181s	
8	ALEX MACDOWALL (GB)	+17.343s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 10th-1m54.533s	
9	JAMES NASH (GB)	+18.073s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 7th-1m54.270s	
10	MICHEL NYKJAER (DK)	+18.465s
	Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 11th-1m54.972s	

Winner's average speed: 84.11mph. Fastest lap: Muller, 1m55.801s, 84.62mph.

RACE 2: 14 LAPS, 38.11 MILES

1	HUFF	29m35.871s
	SEAT; Grid: 3rd	
2	BENNANI	+0.426s
	BMW; Grid: 2nd	
3	MACDOWALL	+4.043s
	Chevrolet; Grid: 1st	
4	NASH	+4.465s
	Chevrolet; Grid: 4th	
5	MULLER	+4.783s
	Chevrolet; Grid: 9th	
6	CORONEL	+5.490s
	BMW; Grid: 6th	
7	CHILTON	+6.835s
	Chevrolet; Grid: 5th	
8	MICHELISZ	+7.232s
	Honda; Grid: 8th	
9	NYKJAER	+8.413s
	Chevrolet; Grid: 10th	
10	DARRYL O'YOUNG (PRC)	+8.663s
	ROAL Motorsport BMW 320 TC; Grid: 14th-1m55.229s	

Winner's average speed: 77.21mph. Fastest lap: Huff, 1m56.408s, 84.18mph.

### CHAMPIONSHIP

1	MULLER	160	6	CORONEL	64
2	TARQUINI	114	7	NYKJAER	60
3	HUFF	68	8	MACDOWALL	53
4	CHILTON	67	9	ORIOLA	49
5	NASH	65	10	MICHELISZ	48

### YOKOHAMA TROPHY

1	NASH	59	4	BENNANI	38
2	MACDOWALL	53	5	O'YOUNG	29
3	NYKJAER	52	6	BARTH	21

### POINTS SYSTEM EXPLAINED

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



Tarquini crashed heavily in race two



Huff took SEAT's first win in race two

# Hungary Huff has the best SEAT in the house

THE LAST TIME ROB HUFF CLIMBED ONTO THE TOP of a World Touring Car podium it was to toast a first championship success at Macau last year. A lot has changed since then.

The Briton hadn't even been certain of a drive for the defence of his world crown in 2013 until a third seat opened up at Munnich Motorsport, and he hadn't even had a car until four days before the season opener. His new team, meanwhile, came with masses of racing pedigree – it won the 2012 drivers' and teams' FIA GT1 titles – but precious little in the way of WTCC experience.

Add in a SEAT Leon that had won just twice over the past two seasons, and victory seemed a long way away as this year's campaign commenced. Four rounds in, and as Huff says (see story, right) that just made it all the sweeter.

The Briton was the architect of his own success, pulling off an excellent move around the outside of Mehdi Bennani's Proteam BMW at Turn 1 – "I allowed myself a little smile after that one," admitted Huff – to head the field. Fortune also smiled on him, however. A great defensive drive by James Nash kept Yvan Muller, Tom Coronel and Tom Chilton at bay, while a nasty Turn 2 accident led to a restart that allowed Huff to close up on Bennani in the first place.

The crash, which came in the opening-lap melee, was caused when Gabriele Tarquini's Honda ran across the bows of Muller's RML Chevrolet and was sent slewing head-on into the barriers. After a massive impact, the Italian's car collected Franz Engstler's BMW, with both men subsequently taken to hospital for checks (see story, right).

Tarquini's exit presented Muller with the opportunity to do massive damage in the championship, but he was ultimately unable to find a way past Nash and had to settle for fifth. Bamboo was rewarded doubly for Nash's efforts as Alex MacDowall took an assured third, albeit four seconds down on the Huff/Bennani lead battle.

Muller was at least racing in the knowledge that he had victory in race one to fall back on. His



Bennani took maiden podium

third top step of the season – he remains the only repeat winner in 2013 – was born in qualifying, when he produced what team-mate Chilton termed a "lap of the gods" to shatter his own track record and put himself well clear of everyone bar home favourite Norbert Michelisz.

The same story played out in the race, the pair stretching away from a pack that was led by Tarquini and Huff. Aware of Muller's speed, Zengo Honda man Michelisz opted to save rubber for a final push, but the experienced Muller had the tactic covered.

"I knew Norbert would be faster after mid-distance," Muller explained. "So I tried to make a gap and then push again in the last two laps to be safe. Still, he pushed me to my limit."

Michelisz was denied what would have been a second home victory in as many years, but did have the consolation of his best result since he and Zengo switched over to Honda machinery at the start of the season.

"I'm really sorry not to win, but I'm also happy to be on the podium and in second place," came the home driver's verdict. "I wanted Yvan to make a mistake so badly, but he's a three-time champion – he doesn't make many."

Tarquini completed the race one rostrum, which would prove the works team's only success. Tiago Monteiro was also taken out at the start of race one and, from the damage, had to start from the pitlane in the second contest.

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FORIX



## IN THE PADDOCK

## Sam Tremayne



The time gap between Rob Huff's last two podiums also provides an interesting barometer of how much the World Touring Car Championship itself has shifted following a winter of change.

On one hand, we now have a runaway championship leader in Yvan Muller, meaning the kind of three-way showdown in which Huff prevailed last year seems incredibly remote. The Briton, for example, now sits third, but with less than half of Muller's 160-point total.

On the other hand, this year's races have been far more open. Six winners from the first eight, and for four manufacturers, is the kind of variety the championship was screaming for during the days of Chevrolet's sledgehammer works effort.

Put crudely, 2012 was a predictable season that built to a wild climax; 2013 – so far at least – is a wild season building to a predictable climax.

Which state of affairs is preferable is largely down to personal inclination, but it is worth noting that there's a general air of positivity in the paddock. Championship success may still be off limits for all but one or two squads, but podiums and victories are suddenly available to all.

RML and Muller may still be a likely part of every race's equation, but they are no longer the equation. That's a compromise I'm willing to accept.



## REMEMBER WHEN

SEPTEMBER 5, 2004



...Rob Huff last won in a SEAT? It was nine years ago when the Brit took his second BTCC win of the year in an RML-run works Toledo.

## BRIT SAVOURS 'SWEET' WIN

**ROB HUFF SAID HIS HUNGARORING TRIUMPH**, the first World Touring Car win for Munnich Motorsport, ranks among the greatest victories of his career.

After winning last year's crown with the RML-run factory Chevrolet squad, Huff's future was uncertain until he secured a late, and shock, switch to the series newcomer.

Huff said his change of scenery, and his own acceptance that victory opportunities could prove fleeting during his title defence, made his Hungary win all the sweeter.

"Winning a world championship is a bit different, but for sure this is as good a feeling as I've ever had winning a race," he told AUTOSPORT.

"The last four years' wins have been expected," he said. "Here we have a new team, and while the boys have done fantastically, we're not anticipating winning. So when we do it counts all the more.

"In this car, you have to absolutely wring its neck, whereas in the Chevrolet I didn't – there was some time in hand, and of course being a manufacturer team there were sometimes team orders in place. It tended to be 1-2-3 a lot.

"This season, I've had to really dig deep and throw



everything I have at it. It's a lot harder, but it makes the results all the sweeter."

Huff also paid tribute to BMW rival Mehdi Bennani's driving throughout the race, particularly in regards to his Turn 1 pass. "Speaking to the team before the race, we agreed it was all or nothing," said Huff. "I knew I had one opportunity, but Mehdi was very fair and didn't try anything stupid. A good fight and an epic result."

## Debate over new rules rambles on

## THE WORLD TOURING CAR CHAMPIONSHIP'S

intended 2014 rule changes could yet be postponed amid uncertainty over new manufacturers and rapidly diminishing deadlines, AUTOSPORT understands.

The FIA announced last December that it intended to open up regulations to allow cars with more power and aero-dependency to compete.

The changes were based on predictions of new manufacturers entering the series, with the current generation of cars unable to be adapted. While Citroen, Renault, Subaru and Kia have all shown various levels of interest, none has yet confirmed an entry.

Current teams are now pushing for a deadline of June 30 for the new regulations to be rubber-stamped. AUTOSPORT understands the issue will be discussed at an FIA Touring Car Commission meeting on May 13-14.

"My personal feeling is that they will postpone everything for one year," one team boss told AUTOSPORT. "There are no new manufacturers here. They are knocking on the door, but none is confirmed. And we have to make a deadline for the new manufacturers – if you say end of June, then the teams can work out if they can do it.

"If only a few can do it, then you have two tiers, which can sometimes destroy the series. It's not fair that all the teams in the championship wait for decisions from new manufacturers; it should be the opposite."



## VALENTE CONFIRMS SCHEDULE

SEAT racer Hugo Valente told AUTOSPORT that he will race with Campos Racing in all of the WTCC's remaining flyaway events bar Suzuka. The Frenchman could also compete in Japan, subject to securing a budget. "It's a learning year for 2014," he said. "So this first round was pretty good. I only had two days of testing in the build-up, but I was fifth in FP1 and on a similar pace to people such as Rob Huff in the races."

## FIGHT FOR SECOND CAMPOS SEAT

Nikolay Karamyshev and Igor Skuz are the two men in contention to stand in for Valente in the two rounds the Frenchman will miss at Moscow and Porto. "We are waiting to close a deal," said Campos team manager Joan Orus. "We have two options, and we will confirm before Austria." A decision on the team's Suzuka line-up has not been made, but running three cars is not a possibility.

## TARQUINI AND ENGSTLER CRASH

Honda's Gabriele Tarquini and Team Engstler owner/driver Franz Engstler were both taken to hospital following their race-two collision. While both escaped serious injury, Tarquini was held overnight for checks. Engstler was released and flew home on Sunday night, his right arm in a sling. "Just a bit of bruising, nothing more," he said.

## MICHELISZ WANTS MORE PODIUMS

Norbert Michelisz hopes his Slovakia and Hungary podiums will provide a springboard for the rest of the season and atone for a poor start to the year. "A new season has started for us," the Zengo Honda driver said. "I have so much confidence in the car now. I pushed to find a way past Yvan [Muller], but I had to take P2. The target for the rest of the year is to win."

## BENNANI REMAINS CAUTIOUS

Mehdi Bennani admitted he was not prepared to risk it all in pursuit of what would have been a maiden WTCC win in race two. A rapid start gave the Moroccan an early lead, only for a safety car to rob him of his advantage and give Rob Huff the chance to pass. "We're fighting for the front, so I didn't want to give an opportunity to the drivers behind us," said Bennani.

## MacDOWALL SURE OF VICTORY

Alex MacDowall thinks Bamboo-Engineering will claim a breakthrough WTCC victory this year. The Brit has had two rostrums this season and lies second to team-mate James Nash in the Yokohama Trophy. "I was quite shocked by how much we struggled this weekend," he said.



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Ghirelli puts the pressure on series leader Sato

AUTO GP SERIES HUNGARORING (H), MAY 4-5, RD 3/8

# Sato denies Ghirelli a double

**CHAMPIONSHIP LEADER KIMIYA SATO'S** qualities became further defined in Hungary last weekend. Missing ultimate pace, the Japanese seized his opportunities to narrowly deny Vittorio Ghirelli, the weekend's dominant force, a maiden car racing victory in race one.

Fasano teenager Ghirelli made significant strides at the Hungaroring, surpassing a previous best front-row start in Formula Renault ALPS by taking a career-first pole position. Ghirelli's Super Nova car was on target for a comfortable victory in the feature race until delayed by a jammed left-rear wheel at his mandatory pitstop. That breakthrough win would materialise in race two after a flawless surge to the front of the field.

The teenager's Super Nova predecessor, outgoing champion Adrian Quaife-Hobbs, had dominated at the Mogyorod venue last year. Despite 2013's aero-kit overhaul, Ghirelli still clearly possessed a superbly sorted package.

Auto GP organisers flamed local interest by

assisting Tamas Pal Kiss's return to racing. Unable to secure a full-time drive, Kiss advertised his abilities by qualifying the MLR71 car on the front row for race one on his third single-seater outing at the venue in nine months.

Expecting the start lights to dim in sequence, Kiss was wrong-footed when the red bulbs switched off in unison. Sato, in contrast, produced a flying getaway from third, and squeezed through a narrow gap to lead.

Ghirelli hounded Sato, who reported a handling imbalance in the early laps, before producing a confident dive around the outside of the Euronova driver into Turn 1 on lap two. Once uncorked, Ghirelli created an enviable advantage with minimal apparent effort.

But an uncooperative left-rear tyre during a late mandatory pitstop four laps from home would wipe out Ghirelli's 8s-plus lead. Rejoining on cold tyres, and with less than a car length's advantage over Sato, a frustrated Ghirelli was helpless to

prevent Sato drawing along the outside into Turn 2, smoking his fronts and sweeping into the lead. Short on laps to offer a response, Ghirelli contended with the distraction of 2013 double victor Sergio Campana's imposing presence in his mirrors to finish just 0.356s behind the victor.

Kiss maintained contact with Sato during an early fight for third before suffering his own slow pit turnaround, dropping to fifth behind Italian F3 champion Riccardo Agostini.

Recent grand prix driver Narain Karthikeyan's patience was tested by an unspecified handling issue in qualifying and a master-cylinder problem in the first race, but he picked up reversed-grid pole following a late tangle between Zele Racing team-mate Luciano Bacheta and Robert Visoiu.

Karthikeyan led the opening laps of race two from Manor MP pair Daniel de Jong and Meindert van Buuren. But van Buuren's promising run ended when he suffered a burst radiator on the second lap, and de Jong's adoption of team-mate Agostini's set-up failed to yield dividends.

The dramas hastened Ghirelli's journey to the front. On lap eight he found an opening on Karthikeyan at Turn 2 to snatch the lead and head an all-tricolore podium, as Campana shadowed Ghirelli for pace to take second from Agostini.

Sato complained of a loose front wing and off-putting vibrations that limited his progress to sixth, and is just five points clear of Campana ahead of round four at Silverstone in June.

● Peter Mills



Karthikeyan takes early lead in reversed-grid race

## RESULTS

**Race 1 1** Kimiya Sato (Euronova Racing), 19 laps in 30m55.139s; 2 Vittorio Ghirelli (Super Nova International), +0.356s; 3 Sergio Campana (Ibiza Racing Team); 4 Riccardo Agostini (Manor MP Motorsport); 5 Tamas Pal Kiss (MLR71); 6 Meindert van Buuren (Manor MP). **Race 2 1** Ghirelli, 19 laps in 31m11.327s; 2 Campana, +7.994s; 3 Agostini; 4 Narain Karthikeyan (Zele Racing); 5 Kiss; 6 Sato. **Points** 1 Sato, 97; 2 Campana, 92; 3 Ghirelli, 83; 4 Agostini, 51; 5 Luciano Bacheta, 45; 6 Karthikeyan, 33.





BRITISH GT ROCKINGHAM (GB), MAY 5-6, RD 2/7

# Porsche duo starts GT title charge

**RICHARD WESTBROOK AND GREGOR Fiskens** sparked their British GT season into life with a dominant victory at Rockingham.

The Trackspeed Porsche pairing endured a pointless opening round at Oulton Park, where Fiskens was penalised for causing a crash at the first corner of race one, before a starter switch problem ruined their second race.

There were no such issues on Bank Holiday Monday, as the trio of Trackspeed Porsches dominated. The circuit's layout has always suited the 911 and so it proved again. Trackspeed topped both practice sessions and its cars were

four tenths clear in qualifying.

Championship leaders David Ashburn and Nick Tandy qualified fastest (with Tandy setting the time) and Ashburn led the race in the early stages before gradually falling back. Damage from a collision with Marco Attard's Ecurie Ecosse BMW as it tried to follow Andrew Howard's Beechdean Aston Martin past the 911 eventually led to retirement for Ashburn/Tandy, and exclusion for the BMW, which finished 11th on the road in Ollie Bryant's hands.

Ashburn's Trackspeed team-mate Jon Minshaw starred in the first half of the two-hour

race, which was neutralised almost immediately when Zak Brown's United Autosports McLaren (which almost went from fourth to first at the first corner) speared into Lee Mowle's Triple Eight/Optimum BMW at Yentwood as Brown recovered from an off at Deene.

Minshaw grabbed the lead from Ashburn at Deene after the restart and pulled away. Fiskens took three more laps to relieve Ashburn of second, but E-type ace Minshaw was already six seconds down the road. Fiskens came back at Minshaw as the pitstops approached, slashing the lead in half, but the Demon Tweaks Porsche remained in front as Phil Keen took over from Minshaw and Fiskens relayed Westbrook.

Keen had already let the closing Westbrook by when his car stuttered to a halt.

"Phil started having throttle issues and losing power," confirmed Trackspeed team manager Keith Cheetham. "He did an outstanding job to do the times he did, but then it got worse and worse. We think it's a recurrence of the problem that put David out at Silverstone last year."

Trackspeed's weekend was saved by Westbrook, who was deeply concerned about tyre wear going into the race, having suffered a puncture in practice, but nursed Fiskens' 'tartan terror' home to an untroubled 16.6s victory. "Gregor drove the race of his life," said Westbrook. "I was really worried about the tyres,





Trackspeed scored  
its third consecutive  
British GT victory

BRITISH GT SUPPORTS ROCKINGHAM (GB), MAY 5-6

## Burns smokes to Ginetta G40 treble

**WILL BURNS TOOK HIS MAIDEN VICTORY** in the Ginetta GT5 Challenge, and then made it look easy by completing a treble.

As David Pittard and Luke Davenport battled in race one, Brad Bailey was forced wide into the Deene hairpin, giving Burns a decisive break.

Pittard held onto second but Bailey's charge finally netted him third, after he ousted Davenport into Deene on the last lap.

Although Bailey made a good start in race two, Burns and Pittard went either side into Deene and emerged with first and second. As Burns consolidated his advantage again, Oli Basey-Fisher began to put the pressure on Pittard for second, which resulted in an overshoot for Pittard at Deene, leaving Basey-Fisher clear.

Basey-Fisher was later excluded for exceeding track limits and, with Davenport also penalised, Clive Richards was promoted to second.

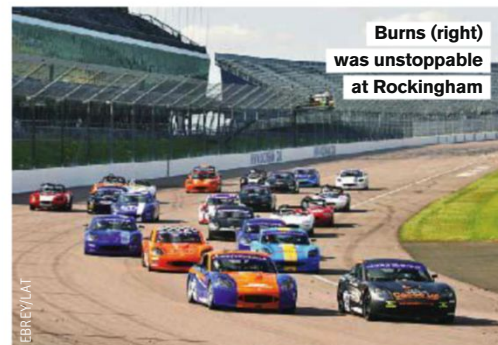
The third and final Ginetta race was headed from start to finish by Burns. "A perfect weekend – my first wins and the team gave me such a great car," he said.

Davenport held onto second until lap eight, when Pittard nosed ahead exiting Yentwood and soon made it secure.

Bailey also finished strongly, taking Richards for fourth into Deene on lap 10 before squeezing out Davenport for third on the final tour.

Aaron Mason battled his way to the front of the first VW Racing Cup race on the opening lap, as Phil House and Martin Depper settled into second and third in a Scirocco 1-2-3. David Sutton lost his initial fourth to Didge Dziurzynski, before the lead quartet all settled and remained fairly evenly spaced for the remaining distance. Joe Fulbrook and Henry Gilbert rounded off the top six, both debuting new Golf GTIs.

Gilbert started race two from pole, but lost his initial lead to Fulbrook into Tarzan and continued to slip down the order as Fulbrook, Mason and Dziurzynski ran in close formation



Burns (right)  
was unstoppable  
at Rockingham

at the head of the field.

Dziurzynski was second into Deene on lap three and briefly nosed ahead a lap later, before Fulbrook got clear and headed off to victory.

After Dziurzynski went off at Brook on lap eight, Stewart Lines dived past the delayed Mason and successfully held off his rival for second at the flag. "I knew something was going to happen, so just waited for it," said Lines.

● Peter Scherer

### RESULTS

**GT5 Challenge (13 laps)** 1 Will Burns; 2 David Pittard +8.153s; 3 Brad Bailey; 4 Luke Davenport; 5 Clive Richards; 6 Ben Hyland.

**G20 winner** Gary Simms. **Fastest lap** Burns 1m37.577s (75.63mph).

**Race 2 (13 laps)** 1 Burns; 2 Richards +4.086s; 3 Davenport; 4 Bailey; 5 Matthew Flowers; 6 Tor McIlroy. **G20** Stuart Pearson. **FL** Burns 1m38.391s (75.00mph).

**Race 3 (12 laps)** 1 Burns; 2 Pittard +5.865s; 3 Bailey; 4 Davenport; 5 Thiago Calvet; 6 Richards. **G20** Pearson. **FL** Burns 1m39.015s (74.53mph).

**VW Cup (13 laps)** 1 Aaron Mason (Scirocco R); 2 Philip House (Scirocco R) +1.843s; 3 Martin Depper (Scirocco R); 4 Didge Dziurzynski (Golf GTI); 5 Joe Fulbrook (Golf GTI); 6 Henry Gilbert (Golf GTI). **FL** Fulbrook 1m38.141s (75.19mph).

**Race 2 (12 laps)** 1 Fulbrook; 2 Stewart Lines (Scirocco R) +0.824s; 3 Mason; 4 Andy Wilmot (Golf GTI); 5 House; 6 Gilbert. **FL** Dziurzynski 1m38.354s (74.89mph).



M-Sport Audi  
took a fine  
second

but running in clean air made it a lot easier to look after them and it was straightforward in the end. Only a win was going to make up for Oulton."

Warren Hughes finished an impressive second in the M-Sport Audi R8 LMS ultra he shared with Rembert Berg. Berg started 11th and climbed as high as sixth. A strong pitstop boosted Hughes further up the order.

"It was a fantastic effort all-round, but Rembert's drive was the foundation of that result," Hughes said. "Rockingham is a strange place in terms of tyre life and I was very mindful of that. M-Sport is a fabulous group of people and hopefully we're building something special."

Jonny Adam's Beechdean Aston chased Hughes home. Beechdean looked to have put a wretched run of bad results behind it with a podium finish, but Howard was later penalised

60 seconds for overtaking Ashburn under yellow flags, relegating the Aston to seventh.

Matt Bell thus inherited third in the United Autosports Audi R8 LMS ultra he shares with Mark Patterson. The pair might have finished second but for Patterson spinning late in his stint. "Mark was so happy with the car that he turned the traction control off," said Bell. "But on that lap he spun! Tyre degradation was huge in that race and it caught a lot of people out."

Fourth went to the Fortec Motorsport Mercedes AMG SLS of Ben Hetherington and Jason Minshaw, which rose stealthily through the order as others hit trouble.

John Gaw starred in the Kinfaun AMR Aston in the first half of the race, but his strategy was undone by a post-pit-window safety car, which wiped out co-driver Phil Dryburgh's advantage over their chasers. They were still running third when Dryburgh lapped a slower car before the restart line, incurring a stop-go penalty that dropped him out of the top 10.

The second UA McLaren of Jody Firth (in which ex-F1 driver Mark Blundell climbed from 24th on the grid to sixth before the stops) was excluded for contact with Danny Candia's Fortec Merc (which single-seater ace Oli Webb took from 13th to fourth before pitting), so both cars missed out on a strong result.

The Barwell Aston of Mark Poole/Richard Abra

made its series debut at Rockingham, and Abra qualified seventh, ahead of Jonny Adam. Abra was sixth when a brake problem forced him out.

A clean run for the FF Corse Ferrari 458 shared by Gary Eastwood and Rob Barff was thus rewarded with a fine fifth place, ahead of the Motorbase Porsche of Ahmad Al Harthy and reigning GT3 champion Michael Caine.

This duo recovered from an early drivethrough penalty for Al Harthy, for rejoining the circuit unsafely (something Caine later described as "ridiculous"), and a puncture for Caine, to complete the top six.

● Ben Anderson

### RESULTS (2 hours: 78 laps)

**1 Gregor Fiskén/Richard Westbrook (Porsche 997 GT3 R);**

2 Rembert Berg/Warren Hughes (Audi R8 LMS ultra) +16.611s;

3 Mark Patterson/Matt Bell (R8 LMS ultra); 4 Jason Minshaw/Ben Hetherington (Mercedes AMG SLS); 5 Gary Eastwood/Rob Barff (Ferrari 458 Italia); 6 Ahmad Al Harthy/Michael Caine (997 GT3 R); 7 Andrew Howard/Jonny Adam (Aston Martin V12 Vantage);

8 Derek Johnston/Jake Rattenbury (458 Italia); 9 Gregoire Demoustier/Duncan Tappy (McLaren MP4-12C); 10 Shaun Balfe/Tommy Erdos (458 Italia). **GT4 winners** Steve Chaplin/Tom Wilson (Aston Martin V8 Vantage). **Fastest lap** Joe Osborne (BMW Z4) 1m25.622s (86.19mph). **GT3 points** 1 David Ashburn/Nick Tandy, 43; 2 Patterson/Bell, 42.5; 3 Fiskén/Westbrook, 37.5; 4 Hetherington, 33; 5 Berg/Hughes, 27; 6 Jason Minshaw & Al Harthy/Caine, 26. **GT4** 1 Zoe Wenham/Declan Jones, 77.



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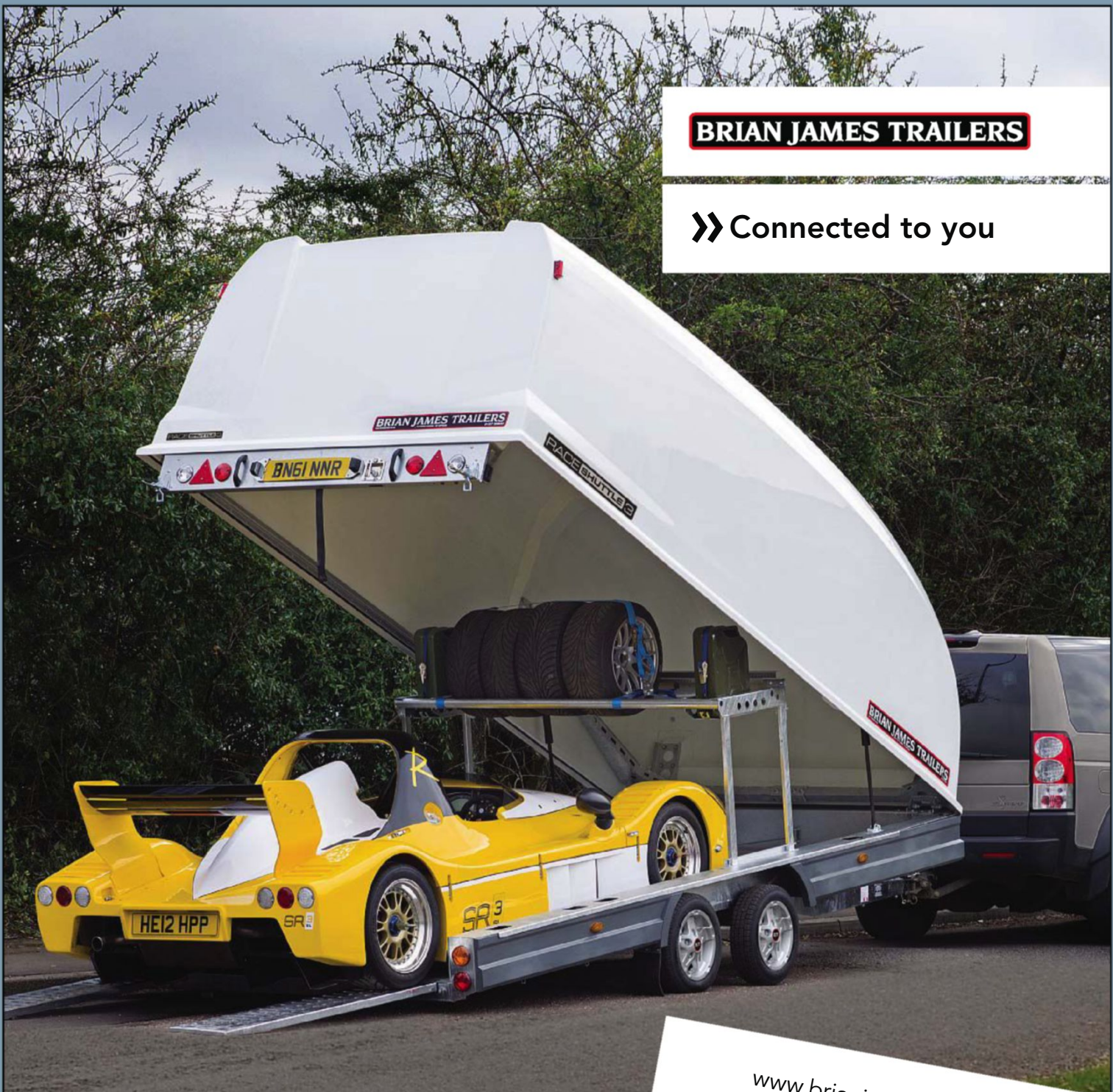
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Devereux was  
a keen Mini  
competitor



## Mini racer dies at Donington

Investigation launched after fatal Masters crash. By **MARCUS PYE**

**THE DEATH OF POPULAR MINI** racer Christian Devereux during last Sunday's Masters Pre-1966 Touring Car Festival brought the Donington Historic Festival to a premature end so the police could start their routine investigation.

Devereux, driving his Mini Cooper S solo for the hour, was dicing with Ben Beighton's Ford Mustang and had just ceded 10th place when Beighton spun at Coppice Corner with less than six minutes remaining.

Devereux – who would have been accelerating hard in third gear, having only brushed his brakes on the uphill approach to the blind right-hander – could not avoid the American V8. The Mini struck it nose-to-nose.

The race was red-flagged, but medics and rescue crews were unable to save 51-year-old Devereux. An air ambulance attended the scene but its paramedics could do nothing more. Beighton, 25, was uninjured but was said by father Chris (from whom he took over the car) to be "devastated" by the accident.

In a statement, Donington Park said: "The organising race club, HSCC and

Donington Park Racing Limited, together with the circuit's medical and emergency services, will now be co-operating with both the Leicestershire Police and motorsport's governing body, the Motor Sports Association, in order to determine the cause of this tragic accident."

A Masters statement confirmed it will also be helping the investigation and added: "Masters Historic Racing extends its condolences and thoughts to Christian's family and friends."

The damaged cars were due to be inspected by John Symes, on behalf of the MSA, at Donington on Tuesday (May 7), as part of the process it undertakes after every fatal incident at an event run under its jurisdiction.

### CHRISTIAN DEVEREUX

Christian Devereux started racing Minis about five years ago and had become one of Europe's quickest competitors in pre-'66 Cooper Ss, driving cars prepared by Dale Motorsport, of which he was co-owner.

Devereux, a former London bike courier, set up Hexagon Motorcycles in

1994 and had evolved it into one of Britain's foremost specialist accident-management companies. A great character and raconteur, he was also an authority on wine and maintained an outstanding cellar.

Engine builder and on-track rival Nick Swift recalled "a fantastic friend".

"Our families were very close. With Christian fun was guaranteed. He lived every day to the full, and seemed to have achieved the perfect life balance between work and pleasure. He was successful in business and, while away from racing he always looked like a swan floating serenely on the water, he was probably paddling like fury underneath."

Rachel Bailey of Masters Historic Racing described Devereux as "a true racer who worked hard, played hard and loved his family. He was always coming up with ideas to help us move forward and will be sadly missed."

On behalf of the racing fraternity, AUTOSPORT extends its sincere condolences to Christian's wife Nina, their young children Sasha and Charlie, and countless friends.

**KEVIN  
TURNER**  
FEATURES  
EDITOR

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### IN BETWEEN COVERING THE

British Touring Car races at Thruxton, I'd been enjoying some pictures from the Donington Historic Festival last Sunday before the sad news of Christian Devereux's fatal accident filtered through.

It's easy to say that motor racing is safer than it has ever been, and that Devereux died doing something he enjoyed, but that doesn't seem particularly comforting at times like this, particularly to his family.

As ever, a fatal accident puts other motorsport issues into perspective, and it focused the minds of several BTCC drivers away from set-up conundrums and complaints of the odd scrape as they headed home.

Of course, there should be no knee-jerk reaction to the accident and the MSA's well-established investigation procedure should ensure there isn't. If there are any lessons to be learned they certainly should be, but for now it seems like one of those rare and unfortunate sequences of events that can never be completely legislated against.

Our thoughts go out not only to Devereux's family and friends but also to Ben Beighton. It appears that all the 25-year-old did was make a small error, the same as hundreds of racers make every year, that 999 times in 1000 would be trivial. Now he has to live with far worse consequences and will also need support.

And then there are the marshals and volunteers who had to deal with the immediate aftermath.

Thankfully, safety improvements throughout the sport have made such fatalities rare, but last weekend once again proved there's no room for complacency.

Events at Thruxton  
suddenly became  
less important





Porsche hopes new car will attract drivers to Carrera Cup



Porsche Carrera Cup

# Carrera Cup targets new-car boost

**PORSCHE CARRERA CUP GB BOSS** Marion Barnaby hopes the new 911 GT3 Cup car will boost grids when it comes to Britain in 2014.

The car, which will replace the current 997-shape 911 in the series next season, was unveiled to teams at the Porsche Experience Centre at Silverstone last week.

It features a new steel-aluminium hybrid construction, longer wheelbase and uprated performance friction brakes. Power has increased by 10bhp to 460bhp, driven by a six-speed

sequential gearbox with paddleshift.

The car will retail at £120,000+VAT, around £15,000 more than the old car. Barnaby said Porsche GB, which requires a 25 per cent deposit for each new car by October, had worked hard to keep cost rises down.

"Price is a key factor for us and I think we have delivered because people seem pleasantly surprised," she said. "We know it's hard for everyone, and we can't guarantee running costs won't go up, so we have to do something."

"The new car will hopefully attract

a few people, and it's a level playing field [for next year]."

Barnaby will also consider re-admitting older cars into the series to boost numbers. Only nine cars made it to the Thruxton round last weekend, although the hope is that this will grow to 15 for the next round at Oulton Park at the end of this month.

"We've got to keep an open mind," added Barnaby. "Racing's not pleasurable for people if they've only got nine cars on the grid."

Reigning champion Michael

Meadows also hopes the new car will help attract entries but suggested other possible changes to the series.

"I think people get a bit bored of the same thing," he told AUTOSPORT. "The quality is still good but it may need to be spiced up. There are a lot of things you could do – reversed grids, longer races to introduce strategy, or single-lap qualifying."

The Carrera Cup GB will also link up with the French series for Le Mans in 2014. The category will support the 24 Hours for the first time since 2010.

## British GT

### British GT teams welcome development freeze for GT3

#### BRITISH GT TEAMS HAVE

welcomed series organiser Stephane Ratel's plans for a GT3 development freeze.

Ratel confirmed last month that he has convinced the manufacturers to agree to halt development on GT3 cars for 2014 (see AUTOSPORT, April 25).

Fortec Motorsport boss Richard Dutton, whose team runs a pair of Mercedes AMG SLs, said it was the right move.

"I really think it makes sense in the economy we're in at the moment," he told AUTOSPORT. "The cars are so expensive. When you're putting in £350,000 per car, you want to be able to run them in that spec for at least three years without having to spend another £100,000 on upgrades."

United Autosports boss Richard Dean, whose team runs two McLarens and an Audi in British GT, urged Ratel to follow



GT3 racers shouldn't change for next season

through with his promise.

"Every championship I've seen fail since I was a kid has failed because of costs," he said. "The cars are already faster than GTE so why do we need to upgrade them unless it's for reliability or safety?"

"A development freeze should have happened two years ago. We've heard it before, but I'll be the first to congratulate Ratel if it happens."

## BOSS

### HRT Formula 1 cars to race on in BOSS GP series from Monza

**A BRACE OF HRT FORMULA 1 CARS** is set to race in BOSS GP this season.

The two Cosworth-engined HRT F111s, which were raced by Vitantonio Liuzzi, Narain Karthikeyan and Daniel Ricciardo during the 2011 season, are owned by Spanish scrap magnate Teo Martin. He acquired the assets of the Madrid-based squad after it closed down last year.



HRTs are set to race on in BOSS GP

The cars will be prepared by Carlos Molla, a founder of the Epsilon Euskadi squad who now runs the Best Lap company, which organises three-seater F1 experience days at Barcelona and Valencia.

It is hoped the cars will be ready to run by the end of this month, meaning that they could appear on the BOSS GP grid at the Monza round on the first weekend of June.

No drivers have yet been finalised, although former HRT test driver Dani Clos has been linked with an outing.

BOSS (Big Open Single Seaters) caters for a wide range of open-wheel machinery. The opening round at the Jim Clark Revival meeting at Hockenheim last month featured GP2 and F3000 machinery as well as cars from the Renault World Series and its Nissan-run predecessor. There was a single grand prix car, a 1991 Dallara-Judd F191.

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Britcar

## BTCC star Jordan to drive Mosler in British Endurance encounter

### BRITISH TOURING CAR RACE

winner Andrew Jordan will compete in both the Britcar GT and Production events at Silverstone this weekend.

Jordan, who currently lies second in the BTCC, will race a Mosler with Kevin Clarke and Wayne Gibson in the British Endurance race, and the Honda Integra father Mike normally races with Nigel Ainge in the Production championship.

"Dad was going to be driving, but he's doing Tour Britannia with Philip Walker in a Jaguar E-type," said Jordan Jr.

"I've driven the Honda before, so that should be fine, but I won't drive the Mosler

until the test on Friday and I think it will probably be an eye-opener."

Jordan's only GT experience is two outings in a Ginetta G55, but he believes he will be a contender for victories around Silverstone's International circuit.

"Both cars are potential winners – the Honda in its class – and if we keep it consistent we should stand a chance in the Mosler," he added.

Jordan is set to race the Honda again in 2013, while Mike will return to the Mosler for the rest of 2013. "I wouldn't want to do anything to detract from the BTCC, but it's nice to drive these cars," said Jordan Jr.

Jordan will swap his BTCC Honda for a Mosler this weekend



WALKER

Renault Clio Cup

## Whorton-Eales misses races after high-speed Clio crash

### RENAULT CLIO CUP FRONTRUNNER

Ant Whorton-Eales was forced to withdraw from last weekend's Thruxton races after damaging his car in qualifying.

The KX Akademy-backed driver ran wide at Goodwood on his first flying lap on new tyres, drifted onto the grass and hit a ditch at 120mph.

The impact sent the Clio airborne. It landed hard, causing significant damage, which his Scuderia Vittoria team was unable to fix for the races.

"As soon as it landed I knew it was bad, but I didn't think it had done that much damage," he said. "It ripped one of the struts through the chassis, crushed the roof, ripped off the engine mounts and



AW-E's

Clio didn't race

did some cosmetic damage too."

Whorton-Eales said the team tried to source a replacement for the second race but was unable to do so, and will instead prepare a new car for Oulton Park.

"All the other drivers signed that form to let me race another car but the chance of that was zero," he added.

British Formula Ford

## Wagner hits trouble on British Formula Ford debut at Thruxton

### EX-FORMULA RENAULT BARC

frontrunner David Wagner's British Formula Ford campaign is in doubt after a problematic debut at Thruxton last weekend.

The 20-year-old only had his first drive in the Mygale, run by Falcon Motorsport, on

Saturday morning in qualifying, and a mechanical problem restricted his running.

A gear-change issue meant a last-place finish in race one and more mechanical gremlins stopped him from finishing either of the other two races.

He told AUTOSPORT he would speak to the team and Ford before making any commitment to the rest of the season.

"It's been a difficult weekend," he admitted. "But I'm very grateful to Ford and Falcon for the opportunity to be racing.

"We need to sit down with them and look at the problems."

Wagner had car troubles



EBREVY/LAT

## Humble Pye

### The voice of club racing



Smith's Frazer Nash was one of the stars of the pre-war races

## Impressive pre-war field should be back at Donington in 2014

Few racing fans beyond Murray Walker will have vivid memories of pre-war Donington GPs, thus the opportunity to be involved with the HGPCA's plan to bring the titanic machines of the 1930s back to celebrate the 80th anniversary of the first car race there at last weekend's third Donington Historic Festival was unmissable.

There was a real buzz around the pits as 28 Pre-1940 Grand Prix cars and Voiturettes were fettled for the Nuvolari Trophy. Crowds gathered round each time engines were fired up and competitors were happy to discuss the history and specifications of their wondrous steeds with arch-enthusiasts, chassis-number collectors and the casually interested alike.

Stephan Rettenmaier brought his ex-Tazio Nuvolari/Richard Seaman Alfa Romeo Tipo B (P3) and Tony Smith the sister car (in which Richard Shuttleworth won the '35 Donington GP) to the priceless field, giving special cachet to proceedings. Numerous other machines, including Dick Last's Parnell-MG, several ERAs and Richard Pilkington's Talbot, also paid homage to their past at the venue the late Tom Wheatcroft first saw as a lad and reopened in the '70s.

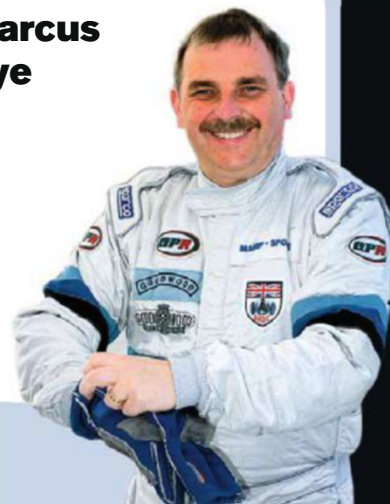
The English Racing Automobiles team – headed by US-based commuters Mark Gillies (ex-Raymond Mays R3A), Paddins Dowling (ex-Peter Whitehead R10B) and Charles McCabe

(ex-Bira R5B 'Remus') – also included Rainer Ott's ex-Charlie Martin R9B and marque newcomer Nick Topliss's R4A. The Bourne brigade squared up to Maseratis galore (raced by the likes of Count Trossi in period), Bugattis, Frazer Nashes and the remarkable six-wheeled Alta of Paul Jaye.

Perhaps the most remarkable (and certainly noisiest) car in the field, though, was the Frazer Nash Nurburg in which AFP Fane competed in the '32 German GP at the Nurburgring. Owned by Dick Smith since 1960 – a wedding present from his late wife – he has raced the supercharged 200bhp chain-driven *bolide* ever since. To witness the combo dicing with Smith's sublime blown straight-eight Alfa on Saturday was amazing.

Such was the reaction to the Nuvolari Trophy races – DHF promoter Duncan Wiltshire described as "absolutely fantastic, the grid of the event" – that the Pre-1940 grid has already been invited back in 2014. Hopefully, a few more car owners who couldn't make it this time, or preferred to sit on the fence and see how it panned out, will grace the entry and enjoy what, for many, has become Britain's most enjoyable historic race meeting.

## Marcus Pye

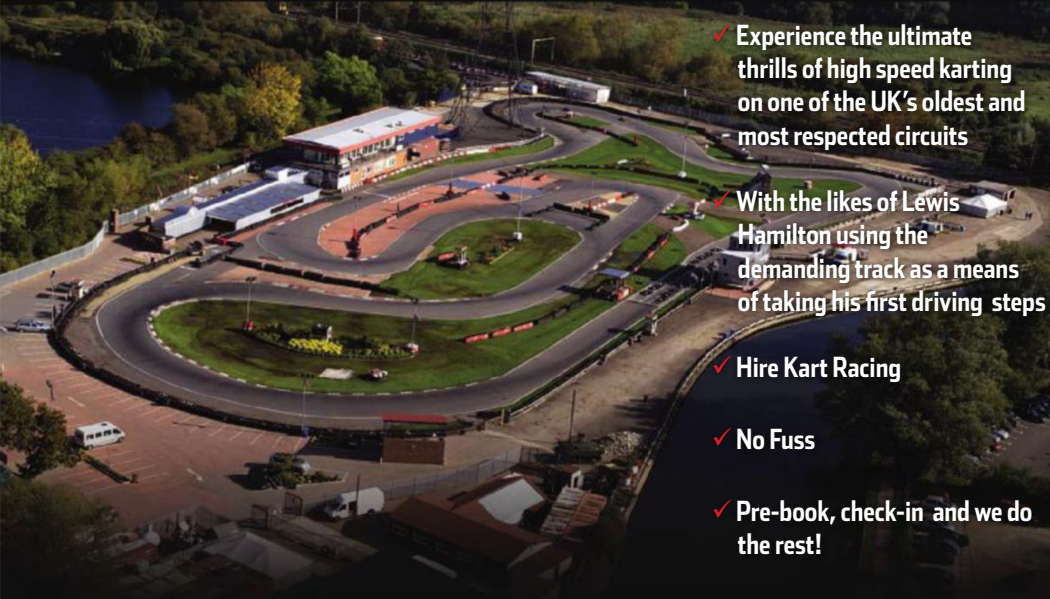


"Crowds gathered round each time engines were fired up and drivers were happy to talk"



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New Rockingham team wants more big events

## Rockingham

# Rockingham considers changes for big events

## THE NEW LEADERSHIP TEAM AT

Rockingham is considering altering the design of the circuit in a bid to attract more racing and bigger events to the Northamptonshire venue.

Stuart Wright recently became a co-owner of the site, while successful historic racer Peter Hardman became the new chief executive of the track last week.

Hardman said he was prepared to change the circuit to make it a more appealing place to race.

"What we've got here is a lot better than most tracks in the UK," he told

AUTOSPORT. "Hopefully we can get that across to people. What we don't have is a long history, but you can't catch that up. We need to change people's perception.

"We've been looking at layouts. We're restricted by the boundaries we have but we're open to change. It needs some undulation, and a scary, adjust-your-crutch-straps third- or fourth-gear corner. We're restricted by the 1.5-mile oval, but I think we can do something with the infield and create more of a challenge."

Ex-racer Wright said the venue was already popular with manufacturers, but

could do more to engage with fans and competitors.

He said: "Nothing like this will ever get built again. It's unique. It's in good condition, it's been managed well, and it turns over reasonable money.

"It's run by a team of 17 very dedicated people. I want to give them more support.

"It needs to be a bit more motorsport focused and needs to be promoted a bit more. It's never going to be Silverstone or Oulton Park, but it can have its own identity. What we need is a big international, blue-riband event."

## Historics

# Jim Clark Trophy for Classic F1

## TWO RACES AT THIS SUMMER'S

Silverstone Classic will be renamed in honour of double Formula 1 world champion Jim Clark.

This year marks the 50th anniversary of the Scottish legend's first F1 title. He also won three British GPs at Silverstone.

The Historic Grand Prix Cars Association's two races for pre-1966 rear-engined grand prix cars at the Classic will be run for the Jim Clark Trophy.

There will also be a commemorative dinner on the Friday of the meeting, open to BRDC members and Classic competitors.

Ex-F1 racer and BRDC president Derek Warwick said: "Jim Clark was one of the greatest racing drivers of all time, as well as a notable member of the BRDC and a true Silverstone hero. That's why we are so pleased and privileged to be honouring his incredible career."



Clark was a star at Silverstone



## Wheatcroft demonstrates Silver Arrow at Donington

Donington Park owner Kevin Wheatcroft showed off the Crosthwaite & Gardiner-built Mercedes-Benz W125 recreation last weekend. He has also commissioned four more of the 650bhp pre-war grand prix legends!

## Radical SR3 Challenge

# Barilla to race Radical at Brands

## FORMER LE MANS 24 HOURS

winner Paolo Barilla will compete in the Radical SR3 Challenge on the Brands Hatch GP circuit this weekend.

Barilla, who also raced for the Minardi Formula 1 team in 1989 and 1990, will join Alessandro Lanaro in a new SR3 RS run by the MotorTecnica team.

The Italian raced in European F2 before

winning the 1985 Le Mans with a Joest Racing Porsche 956, sharing with Klaus Ludwig and 'John Winter'. He then graduated to F1 via F3000, but failed to score a point.

Around 30 cars are expected for the Brands SR3 event. Bradley Smith leads the standings after two dominant wins in the opening two races at Snetterton.



## GT4 win for Aston

Aston Martin scored its maiden victory in the GT4 class of British GT at Rockingham on Monday. The Complete Racing entry of ex-VW Cup racer Steven Chaplin and Tom Wilson (above) finished a lap clear of the best Ginetta G50, driven by Zoe Wenham/Declan Jones.

## Tappy's British GT debut

Ex-Formula Renault UK champion Duncan Tappy scored a top-10 result on his British GT debut at Rockingham. He qualified 19th, 2.3s off pole, but finished ninth in the Von Ryan Racing McLaren MP4-12C he shared with Gregoire Demoustier. "This weekend was a big learning curve for everyone, with 75kg in the car on these tyres," said Tappy. "Hopefully we'll get stronger."

## Wylie makes VW trek

Briton Ross Wylie finished 10th on his Volkswagen Scirocco R-Cup debut at Hockenheim last weekend, the 21-year-old Brit being passed by Le Mans winner Jan Lammers on the final lap. Wylie, who had qualified 18th in a wet session, also set the race's fastest lap before heading to Rockingham to take an 11th and a seventh in the VW Cup.

## Peterson FF1600 move

Masters has rescheduled its Ronnie Peterson Trophy for FF1600 cars. The race was due to run at Oulton Park in March but was a victim of snow and will now be part of the annual Masters Historic Festival at Brands Hatch on May 25-27.

## Scott gets new Peugeot

FIA European Rallycross racer Andy Scott will make his first British Championship appearance of the season at Knockhill this weekend, at the wheel of a brand new Peugeot 208 Supercar.

## Breen tries Mk2 Escort

Reigning Super 2000 World Rally champion Craig Breen swapped his Peugeot 207 for a Ford Escort Mk2 on the Rally of Lakes in his native Ireland last weekend (below). He led the event after the opening day, but his efforts ended when he retired with engine failure.







**DONINGTON HISTORIC FESTIVAL DONINGTON PARK, MAY 3-5**

# Tragic end taints sublime Festival

**SCINTILLATING HSCC FORMULA 2** championship openers and an extraordinary field of 28 pre-1940 Grand Prix cars contesting the HGPCA's Nuvolari Trophy were highlights of the third Donington Historic Festival, which attracted a record audience.

This wonderful celebration ended in tragedy, however, when Mini racer Christian Devereux succumbed to injury sustained in Sunday's Masters Touring Car enduro (see p77).

In the first of two F2 epics, fourth and fifth starters Martin O'Connell (Chevron B40) and Nick Fleming (Ralt RT1) usurped the March 742s of front-row starters Martin Stretton and Andy Smith – who qualified 0.040s apart – and with Peter

Meyrick (March-Hart 782) charging it was five for the lead on Saturday.

Fleming dived past O'Connell to lead into Redgate and Meyrick climbed to second, only to lose out to Stretton and Smith as O'Connell retired with a holed radiator.

Traffic wiped out Fleming's tenuous lead and, when the Scot was forced off track lapping backmarkers, his nose was filled with grass and he pitted to avoid cooking his engine.

Stretton and Smith then ran as one to the chequer, but Grant Tromans (ex-Giacomo Agostini Chevron B42) was promoted to third when Meyrick was excluded for running 20kg underweight.

Sunday's race was without

O'Connell, while Stretton started from the pits with clutch problems.

Fleming, Smith and Phil Gladman (Chevron B34D) disputed the lead until Meyrick and Stretton joined in.

Gladman had the advantage when he ran wide at Coppice and was mugged by first-time winner Smith, Fleming and Meyrick. Stretton stopped a lap and a half from home, but left a superlative lap record.

The incredible spectacle of two Alfa Romeo P3s – Tony Smith's 1935 Donington GP-winner and Stephan Rettenmaier's ex-Nuvolari/Richard Seaman example – Maseratis, ERAs, Bugattis, Frazer Nashes and Alta, Talbot and MG cars dicing in the Park wound the clock back to its first decade.

Mark Gillies (ex-Raymond Mays ERA R3A) won both pre-1940 races, shaking off R10B – which Paddins Dowling sportingly let preparer David Morris race on Sunday – and HGPCA debutant Calum Lockie in Sean Danaher's Maserati 6CM, but every competitor delighted onlookers.

Leader Carlos Monteverde's overshoot at the chicane failed to derail a Woodcote Trophy Jaguar D-type one-two for Gary Pearson, who started brother John's car then leapt into the Brazilian's victorious white ex-Jim Clark Border Reivers version. Third in the sonorous Pre-1956 sportscar field was the tough little Cooper-Bristol of John Ure and Nick Wigley.

Despite "trundling round in top gear" after Chris Ward handed over the JD Classics Lister-Jaguar, Alex Buncombe stayed ahead of Shaun Lynn's ex-John Bekaert Knobbly for Stirling Moss Trophy Pre-'61 honours.

Dion Kremer's fleet Lotus 17 led to the stops, but Sam Stretton negated a lap's deficit to father Gabriel Kremer to snatch a class-winning third in Philip Champion's Lotus 11.

George Woodhouse withstood enormous pressure from Pete Morton in Friday's Formula Junior opener but, with his first rear-engined victory looking assured, speared into the Craner Curves gravel to miss Greg Thornton's lapped Cooper as it hit oil.





Stretton (in front) and Smith shared the F2 wins



## PRE-63 GT

## Naismith takes the glory in Aston victory battle

**JACKIE OLIVER'S SEEDS OF VICTORY** in the Pre-'63 GT race fell on stony ground, two punctures in Gary Pearson's second stint denying the Ferrari 250 SWB.

The Jaguar E-types of Andy Newall (Ross Warburton's) and the Cottingham brothers retired from the lead quintet, leaving Nick Naismith's Aston Martin DB4 and Carlos Monteverde's similar car to battle for the win.

Naismith eroded the advantage Pearson had handed Monteverde and took the lead with 14 laps remaining.

"It was pretty interesting being side by side with Carlos through Redgate," said Naismith. "I was absolutely knackered and couldn't wait for the chequered flag."

The Brazilian was typically relaxed. "I didn't realise Nick had come up so fast, but once he went by I thought I'd better hurry up..."

The flamboyant Pearson limped



Naismith's DB4 won the Pre-63 GT battle

into the pits with a flat left-rear tyre on lap 35 and a blown front-right while chasing down fifth-placed David Franklin in Peter Neumark's silver 250 SWB 11 laps later. "I'll have to have a word with the local Dunlop agent," he smiled.

Patrick Blakeney-Edwards earned third in Martin Hunt's AC Cobra, despite a left-rear puncture

forcing him to pit with it steering luridly from the back on lap 30.

● Marcus Pye

**RESULTS (51 LAPS)** 1 Nick Naismith (Aston Martin DB4); 2 Gary Pearson/Carlos Monteverde (Aston Martin DB4) +4.348s; 3 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra); 4 Karsten le Blanc/Nigel Greensall (Austin-Healey 3000); 5 Peter Neumark/David Franklin (Ferrari 250 SWB); 6 Gabriel & Dion Kremer (Morgan +4 Supersports). **CW** Hunt/Blakeney-Edwards; le Blanc/Greensall; John Emberson/Bill Wykeham (Morgan +4 Supersports); Barry & John Davison (Lotus Elite). **FL** Pearson 1m23.764s (85.05mph).

O'Connell (right) and Pearson (53) won the E-type races



Morton (Lightning Envoyette) duly passed the beached Lotus 20/22 for his maiden win, while dad Alex claimed a class win in his Ausper.

Woodhouse led on Sunday too, but with Morton on his tail rotated when he snicked first gear instead of third at Redgate. With the Battle of Britain Memorial Flight's Lancaster, Spitfire and Hurricane roaring overhead, and Woodhouse waiting to punish an error, Morton locked up avoiding front-engined winner Justin Fleming's Lola Mk2, but landed a memorable double.

A brilliant drive by Dunlop race-tyre distributor John Pearson celebrated the company's 125th anniversary with a popular Jaguar E-type Challenge victory in Friday's opener. Pearson stretched Alex Buncombe until his challenger's head gasket popped.

Sandy Watson spun out, but Martin O'Connell progressed from the back to win Saturday's wet leg, taking 12 laps to overhaul Pearson. Chris Scragg narrowly repelled Jamie Boot in a protracted tussle for third.

The muscular South African Ford Capri Perana V8 of Andrew Haddon/Shawn Lynn blitzed the HTCC Touring Car race. Gary Pearson/Alex Buncombe (TWR Jaguar XJS) took second a lap from home when Mark Bates's Porsche ran short of fuel.

Gareth Evans demonstrated Mercedes-Benz might by pulverising a thin Group C field in his Sauber C11. David Mercer's colourful Fedco Spice gobbled up Australian Paul Stubber's meaty Veskanda-Chevrolet and defending champion Mike Donovan's C2 Spice for a feisty second.

CV joint failure halted arch-rival Jackie Oliver's BMW three laps in, so Leo Voyazides' Lotus Cortina — handed unusually early to Simon Hadfield — owned the U2TC hour. An unscheduled stop dropped second-placed Sean McInerney to fourth, promoting the Banks brothers' Alfaholics Giulia Sprint GTA and Mark Jones's Cortina.

Voyazides and Hadfield also won Saturday evening's 1000KMS enduro. Their ex-Carlos Avallone

**HISTORIC F2 (BOTH 23 LAPS)** 1 Martin Stretton (March-BDG 742); 2 Andy Smith (March-BDG 742) +0.501s; 3 Grant Tromans (Chevron-BMW B42); 4 Jamie Brashaw (March-BMW 782); 5 Greg Caton (March-BDA 73B); 6 David Wild (Chevron-BDG B35D). **Class winners** Caton; Tim Barrington (March-BDA 712). **Fastest lap** Smith 1m05.697s (108.44mph).

**RACE 2 1 Smith**; 2 Nick Fleming (Ralt-BDG RT1) +3.114s; 3 Peter Meyrick (March-Hart 782); 4 Philip Gladman (Chevron-BDG B34D); 5 Brashaw; 6 Tromans. **CW** Caton; Barrington. **FL** Stretton 1m05.119s (109.40mph) record.

**HGPCA NUVOLARI TROPHY PRE-1940 GP CARS (BOTH 18 LAPS)** 1 Mark Gillies (ERA R3A); 2 Paddins Dowling (ERA R10B) +17.598s; 3 Calum Lockie (Maserati 6CM); 4 Ben Fidler (ERA AJM1); 5 Charles McCabe (ERA R5B 'Remus'); 6 James Baxter (Alfa Romeo 8C Monza). **CW** Dowling; Baxter; Paul Jaye (Alta). **FL** Gillies 1m24.446s (84.36mph).

**RACE 2 1 Gillies**; 2 David Morris (ERA R10B) +25.594s; 3 Lockie; 4 McCabe; 5 Fidler; 6 Baxter (ERA R4A). **CW** Morris; Charles Knill-Jones (Bugatti T35B); Jaye. **FL** Gillies 1m25.220s (83.60mph).

**RAC WOODCOTE TROPHY FOR PRE-'56 SPORTS CARS (41 LAPS)** 1 Carlos Monteverde/Gary Pearson (Jaguar D-type); 2 Gary & John Pearson (Jaguar D-type); 3 John Ure/Nick Wigley (Cooper-Bristol T24/25); 4 Ben Eastick (Jaguar D-type); 5 Carlo Vogele/David Franklin (Maserati 300S); 6 Derek Hood/John Young (Cooper-Jaguar T33). **CW** Ure/Wigley; Vogele/Franklin; Rick Bourne/Malcolm Paul (Lotus-Bristol 10); Andy Ruhan/Ben Shuckburgh (Cunningham C4-R). **FL** Young 1m24.936s (83.88mph).

**STIRLING MOSS TROPHY FOR PRE-'61 SPORTSCARS (44 LAPS)** 1 Chris Ward/Alex Buncombe (Lister-Jaguar Costin); 2 Shaun Lynn (Lister-Jaguar Knobbly) +38.696s; 3 Philip Champion/Sam Stretton (Lotus 11); 4 Dion & Gabriel Kremer (Lotus 17); 5 Billy Bellinger/Keith Ahlers (Lola Mk1); 6 Jurg Tobler (Lola Mk1). **CW** Champion/Stretton; Bellinger/Ahlers; Simon Edwards/Sue Darbyshire (Rejo Mk4); Rudiger Friedrichs (Jaguar C-type). **FL** Ward 1m20.175s (88.86mph).

**FORMULA JUNIOR (18 LAPS)** 1 Pete Morton (Lightning Envoyette); 2 James Murray (Lola Mk5A) +0.965s; 3 Richard Smeeton (Wainer); 4 Peter Antiss (Lotus 20/22); 5 Steve Jones (Cooper T67); 6 Christian Traber (Lotus 22). **CW** Alex Morton (Ausper T3); Greg Thornton (Cooper T56); John Arnold (Elva 100). **FL** Morton 1m18.396s (90.87mph). **RACE 2 (19 LAPS)** 1 Morton; 2 Jack Woodhouse (Lotus 20/22) +1.734s; 3 Murray; 4 Traber; 5 Antiss; 6 Jones. **CW** Andrew Wilkinson (Lynx T3);

Thornton; Justin Fleming (Lola Mk2). **FL** Morton 1m18.622s (90.61mph).

### JAGUAR E-TYPE CHALLENGE (22 LAPS)

1 John Pearson; 2 Graeme Dodd +13.945s; 3 John Bussell; 4 Joaquin Folch; 5 Chris Scragg; 6 Mike Wrigley. **CW** Grahame Bull; John Truslove. **FL** Pearson 1m20.117s (88.92mph). **RACE 2 (18 LAPS)** 1 Martin O'Connell;

2 Pearson +1.676s; 3 Scragg; 4 Jamie Boot; 5 Folch; 6 Wrigley. **CW** Christian Traber; Truslove. **FL** O'Connell 1m38.922s (72.02mph).

### HTCC TOURING CARS 1966-'85 & '70s CELEBRATION

(32 LAPS) 1 Andrew Haddon/Shawn Lynn (Ford Capri Perana); 2 Gary Pearson/Alex Buncombe (Jaguar XJS) +44.377s; 3 Mark Bates (Porsche 911 RSR); 4 Mark Wright/Dave Coyne (Ford Escort RS1800); 5 Patrick Watts/Nick Swift (MG Metro Turbo); 6 Chris Ward/John Young (Ford Capri). **FL** Coyne 1m16.724s (92.85mph).

**GROUP C (28 LAPS)** 1 Gareth Evans (Sauber-Mercedes C11); 2 David Mercer (Spice SE90C) +17.243s; 3 Mike Donovan (Spice SE88); 4 Paul Stubber (Veskanda-Chevrolet); 5 Roger Wills (Lancia LC2); 6 Tommy Dreelan (Porsche 962). **CW** Donovan. **FL** Evans 1m01.745s (115.38mph).

### U2TC (42 LAPS)

1 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina); 2 Andrew & Maxim Banks (Alfa Romeo Giulia Sprint GTA) +48.877s; 3 Mark Jones (Cortina); 4 Sean McInerney (Cortina); 5 John Griffiths/James Thorpe (Cortina); 6 Dion Kremer (Cortina). **CW** John Clark/Alasdair McCaig (BMW 1800Ti); Robert & Josh Beebee (Austin Mini Cooper S). **FL** Hadfield 1m25.289s (83.53mph).

### 1000KMS FOR PRE-'72 SPORTS RACING CARS

(49 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola-Chevrolet T70 Mk3B); 2 Martin Stretton/Grant Tromans (Lola-Chevrolet T70 Mk3B) +18.606s; 3 Paul Knapfield (Ferrari 512M); 4 Jason Wright (Lola-Chevrolet T70 Mk3B); 5 Sandy Watson/Martin O'Connell (Chevron-BMW B8); 6 Alec Hammond/Nigel Greensall (Chevron-BMW B8). **CW** Watson/O'Connell; Georg Kjallgren/James Littlejohn (Ford GT40); Jamie Boot (Chevron-BMW B16). **FL** Hadfield 1m09.500s (102.50mph).

### MASTERS PRE-'66 TOURING CARS (35 LAPS)

1 Leo Voyazides (Ford Falcon Sprint); 2 Roger Wills (Mercury Comet Cyclone) +12.635s; 3 Richard Shaw (BMW 1800Ti); 4 Rob & Ben Hall (Ford Falcon Sprint); 5 Chris Clarkson/Ted Williams (Ford Mustang); 6 Graham Wilson/Andy Wolfe (Ford Lotus Cortina). **CW** Shaw; Robert & Josh Beebee (Austin Cooper S). **FL** Voyazides 1m24.960s (83.85mph).

Lola T70 went ahead while Grant Tromans's was in the pitlane, erstwhile hare Martin Stretton having stayed out through a brief safety car trip. Paul Knapfield (Ferrari 512M evocation) was third, ahead of Martin O'Connell in the quickest Chevron B8.

Voyazides' DHF hat-trick came in

the Masters Touring Cars Pre-'66 set, his Ford Falcon clear of Roger Wills's Mercury Comet Cyclone and Richard Shaw's BMW. There was no joy, though, for the race was red-flagged five minutes early for rescue crews to attend the tragic accident at Coppice Corner.

● Marcus Pye





MGCC BRANDS HATCH, MAY 4-5

# Luti and Bray share MG wins

**PAUL LUTI AND CHRIS BRAY TOOK** a win apiece in the MG Trophy events. Luti took victory in Saturday's opening race after reigning champion Bray broke a driveshaft on his MG ZR 190 while warming his tyres up heading to the grid.

Luti had Doug Cole for close company instead and, while these two battled, Andrew Ashton had a huge moment at Graham Hill Bend.

Ashton narrowly avoided being collected as he gathered his 160 back again, and his drive back through to take the class victory justifiably earned him 'Driver of the Race'.

Luti and Cole continued their duel at the front and with four laps left a gaggle of backmarkers allowed an opening for Cole to snatch the lead. Luti fought back, sending Cole off line round Clearways to stay ahead to the flag by less than half a second and take his second win of the season. Dan Neaves was a distant third.

Bray made amends for Saturday's misdemeanour with a lights-to-flag victory in the second outing.

Despite having things all his own way this time, he still needed to demonstrate some impressive car control with a huge sideways moment through Graham Hill Bend.

Luti and Cole finished nearly 10 seconds ahead of Neaves, with

Ashton again class victor.

Thirty cars lined up for the two 30-minute Ecurie GTS races, Tom Smith's MGB taking a narrow victory from polesitter Rod Begbie on Saturday before doubling up the next day.

Smith got the jump on the TVR Grantura of Begbie in the first race, the pair soon pulling clear of John Andon (Triumph TR4) and Robi Bernberg's Grantura, but within five laps the safety car was brought out to extricate Ross Chisholm-Brown's Spitfire Le Mans from the gravel.

At the restart Smith and Begbie resumed the lead battle, the TVR having a brief spell in front before Smith recaptured the lead, where he stayed to the flag.

Malcolm Gammons drove a stormer to scythe his way from the back of the field to third at flagfall in his MGB, demoting Andon to fourth.

It looked as if a repeat was on the cards in race two on Sunday, but at the start Begbie led as Smith went backwards to fourth. Begbie seemed in command this time until a mechanical issue forced his retirement. That left Smith back in front, chased hard by Gammons, who finished almost 20 seconds behind, just ahead of Bernberg.

While Ian Hall and Simon Allaway ran away at the front of the Special

Saloons races, Paul Sibley took third in both encounters.

Hall's Darrian Wildcat and Allaway's Lotus Esprit Silhouette battled hard, Hall winning by two seconds in race one, while Sibley's wheel-to-wheel dice with Thomas Carey resulted in third.

It was very close at the front in race two until Allaway had a big moment that dropped him back from Hall. Sibley's Lotus Elan had an easier time to take third from Danny Morris in his newly finished Peugeot 309.

Rod Birley left his Saloon Car Championship competitors scratching their heads following two

dominant victories in his Ford Escort Cosworth over Dale Gent, Malcolm Wise and Paul Eve. In the race for the small fry, Chris Whiteman was a clear winner in his Honda Civic Type R from Graham Richardson.

The battle for Caterham supremacy produced a close fight between winner David Walley and Ian Thompson as they argued over the early CSCC Saloon v Sports Car Challenge lead, Walley finally coming out on top. Robert Singleton was a lonely third in his C400 version, over 27s further adrift of the victor.

Mike Williams took an MG Metro Cup double after a great battle with

**Hard-trying Begbie couldn't keep his TVR ahead of Smith**





Bray (1) and Luti (69) took an MG Trophy win apiece



Bradshaw scored a double in Porsche Club Boxster

# PORSCHE CLUB

## Bradshaw a quick learner with double victory

TOM BRADSHAW STEERED HIS Boxster S to a fine double victory last Saturday in only his second outing in the Porsche Club Championship.

The former Porsche Carrera Cup scholar kept Mark McAleer's 996 at bay in the first race and Mark Sumpter's 964 in the second, while John McCullagh repeated the feat in his 968 to top both Class Two encounters with top-10 finishes.

Bradshaw led from pole in race one as Donington Park winner Peter Morris collected a puncture in a touch into Paddock Hill Bend with Adrian Slater. The safety car was deployed as Chris Dyer's

Cayman was beached in the gravel at Paddock, allowing McAleer and Sumpter to close on Bradshaw, but within a lap of the restart it was out again when Karim Moudi landed his 993 in the kitty litter.

Tom had it all to do again but he kept the chasing McAleer behind all the way to the flag, with Sumpter and Slater some distance further adrift.

"I was worried I didn't have much left in the car," said Bradshaw afterwards. "But [McAleer] was a wake-up call and I held on."

Meanwhile, the impressive McCullagh claimed a well-earned fifth place, despite the close attention of Marcus Carniel's

Boxster in the closing stages.

No sooner had race two started than the safety car was out again for Moudi, who'd dumped his 993 in the gravel trap at Druids this time.

Although Sumpter got the jump at the restart, normal service was quickly resumed by Bradshaw, who stayed ahead to the finish. Morris grabbed third from Slater and McAleer.

**RESULTS (BOTH 25 LAPS)** 1 Tom Bradshaw (Boxster S); 2 Mark McAleer (996 C2) +0.826s; 3 Mark Sumpter (964 C2); 4 Adrian Slater (964 C2); 5 John McCullagh (968 CS); 6 Marcus Carniel (Boxster S). **RACE 2** 1 Bradshaw; 2 Sumpter +1.345s; 3 Peter Morris (996 C2); 4 Slater; 5 McAleer; 6 Carniel. **CW** McCullagh. **FL** Bradshaw 51.956s (83.69mph). **FL** Bradshaw 52.250s (83.22mph).

early leader Tom Sanderson in Saturday's race, declaring it "the best race we've had together!" Dick Trevett was a lonely third. In Sunday's outing Williams had an easier run to the flag from Sanderson.

Brothers Russell and Spencer McCarthy put on a great display of close racing in the 22-lap BCV8 race. Spencer held the early lead until Russell lunged ahead on lap 13 and he stayed in front to the flag.

Just as the Jaguar Saloon and GT championship was building up for the weekend finale, Philip Comer's XJS engine let go, sending him into the gravel at Paddock Hill Bend. With a deposit of oil covering the track, the race was ended after five laps, David Howard's XJ12 taking the win from the similar car of James Ramm, with Thomas Barclay third.

Simon Cripps's demon start in his MGB Roadster gained him an advantage over Russell McCarthy as the pair disputed the Thoroughbred Sports car lead. McCarthy demoted Cripps until a safety car intervention caused confusion and McCarthy slowed towards the flag, leaving Cripps to take the victory from Ian Prior and Jon Ellison. McCarthy recorded fourth place but made amends to win race two from Cripps.

● Linda Keen

**MG TROPHY (BOTH 22 LAPS)** 1 Paul Luti (MG ZR 190); 2 Doug Cole (MG ZR 190) +0.426s; 3 Dan Neaves (MG ZR 190); 4 Ross Makar (MG ZR 190); 5 Robin Walker (MG ZR 190); 6 Richard Buckley (MG ZR 190). **Class winner** Andrew Ashton (MG ZR 160). **Fastest lap** Cole 55.036s (79.01mph). **RACE 2** 1 Chris Bray (MG ZR 190); 2 Luti +10.119s; 3 Cole; 4 D Neaves; 5 Ollie Neaves (MG ZR 190); 6 Makar. **CW** Ashton. **FL** Bray 54.650s (79.57mph). **ECURIE GTS (29 LAPS)** 1 Tom Smith (MGB Roadster); 2 Rod Begbie (TVR Grantura MkIII) +0.788s; 3 Malcolm Gammons (MGB Roadster); 4 John Andon (Triumph TR4); 5 Peter Edney (MGB Roadster); 6 Nick Crewdson (MGB FIA Roadster). **CW** Andon; John Hilbery (Lotus Elite S2); Jeff Handley (Triumph Spitfire). **FL** Begbie 58.397s (74.46mph). **RACE 2 (31 LAPS)** 1 Smith; 2 Gammons +19.591s; 3 Robi Bernberg (TVR Grantura MkIII); 4 Edney; 5 Richard McKoen (Triumph TR4A); 6 Paul Latimer (MGB Roadster). **CW** Brian Arculus (Lotus Elite); Andon; Hilbery; Roger Whiteside (Morgan 4/4 Competition). **FL** Smith 58.640s (74.15mph). **SPECIAL SALOONS RACE 1 (16 LAPS)** 1 Ian Hall (Darrian Wildcat T98); 2 Simon Allaway (Lotus Esprit Silhouette Special) +2.005s; 3 Paul Sibley (Lotus Elan Modsports); 4 Thomas Carey (Honda CRX); 5 Joe Ward (Vauxhall Baby Bertha); 6 Ron Harper (Triumph Spitfire). **CW** Allaway; Sibley; Carey. **FL** Hall 49.659s (87.56mph). **RACE 2 (18 LAPS)** 1 Hall; 2 Allaway +5.017s; 3 Sibley; 4 Danny Morris (Peugeot 309 GTi Turbo); 5 Harper; 6 Chris Isaacs (Morris Minor). **CW** Allaway; Sibley; Carey; Piers Phillips (Maguire Stiletto). **FL** Hall 49.000s (88.74mph). **BARC QAIFE MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP (17 LAPS)** 1 Rod Birley (Ford Escort Cosworth); 2 Dale Gent (Subaru Impreza) +8.131s;

3 Malcolm Wise (Ford Escort Cosworth); 4 Paul Eve (Ford Sapphire Cosworth); 5 Bill Richards (Rover Mini Clubman); 6 Steve Rothery (Renault Clio). **CW** Richards; Ian Butler (Ford Focus); Andy Woods-Dean (Renault Megane); Gavin Thomson (Peugeot 205); Glen Rossiter (Renault Clio). **FL** Birley 50.971s (85.31mph).

**RACE 2 (15 LAPS)** 1 Chris Whiteman (Honda Civic Type R); 2 Graham Richardson (Vauxhall Nova) +15.294s; 3 Terry Searles (MG ZR 190); 4 Tom Bridger (Rover 220 Turbo); 5 Rossiter; 6 Peter Winstone (Rover Tomcat). **CW** Richardson; Peter Osborne (Renault Clio); Dominic Ryan (Ford Fiesta). **FL** Whiteman 54.809s (79.34mph). **RACE 3 (17 LAPS)** 1 Birley; 2 Gent +5.753s; 3 Wise; 4 Eve; 5 Rothery; 6 Thomson. **CW** Rothery; Thomson; Woods-Dean; Whiteman; Bridger; Osborne; Ryan. **FL** Birley 51.001s (85.26mph).

**CSCC SALOON V SPORTS CAR CHALLENGE (18 LAPS)** 1 David Walley (Caterham CSR); 2 Ian Thompson (CSR) +2.216s; 3 Robert Singleton (Caterham C400); 4 Tim Davis (TVR Tuscan); 5 Richard Carter (Caterham R300 Superlight); 6 Anthony Bennett (Caterham R300). **CW** Singleton; Tim Davis (TVR Tuscan); Martin Pass (Caterham 7); Ben Walker (Jaguar XJ6 Coupe); Garry Preston (Morris Mini Cooper). **FL** Walley 50.782s (85.63mph).

**MGCC DRAYTON MANOR PARK MG METRO CUP (BOTH 21 LAPS)** 1 Mike Williams (Rover 100); 2 Tom Sanderson (Rover Metro GTi) +3.321s; 3 Dick Trevett (MG Metro Turbo); 4 Thomas Grainger (Rover Metro GTi); 5 Neal Gardiner (Rover Metro GTi); 6 Tony Howe (MG Metro Turbo). **CW** Grainger; Alex Fowler (MG ZR 105). **FL** Williams 57.666s (75.41mph). **RACE 2** 1 Williams; 2 Sanderson +5.237s; 3 Jack Ashton (Rover Metro GTi); 4 Grainger; 5 Richard Garrard (MG Metro Turbo); 6 Howe. **CW** Grainger; Fowler. **FL** Williams 58.445s (74.40mph).

**MGCC MASTER AUTOGLASS BCV8 CHAMPIONSHIP (22 LAPS)** 1 Russell McCarthy (MGB GT V8); 2 Spencer McCarthy (MGB GT V8) +0.548s; 3 James Wheeler (MGB GT V8); 4 Simon Cripps (MGB GT V8); 5 Ian Prior (MGB GT V8); 6 Neil Fowler (MGB GT V8). **CW** Babak Farsian (MGB Roadster); Simon Tinkler (MGB GT); Paul Linfield (MGB). **FL** R McCarthy 54.110s (80.36mph).

**JEC JAGUAR CLASSIC PARTS SALOON & GT CHAMPIONSHIP (5 LAPS)** 1 David Howard (Jaguar XJ12); 2 James Ramm (Jaguar XJ12) +0.630s; 3 Thomas Barclay (Jaguar Coupe); 4 Rodney Frost (Jaguar XJS); 5 Richard Dorton (Jaguar XJ6 Coupe); 6 Colin Philpott (Jaguar XJS). **CW** Ramm; Barclay; Philip Comer (Jaguar



Hall's Darrian twice beat Allaway's Lotus

XJS). **FL** Ramm 56.524s (76.93mph).

**MGCC MOTORING CLASSICS THOROUGHbred SPORTSCAR / PETER BEST INSURANCE (21 LAPS)** 1 Simon Cripps (MGB Roadster); 2 Ian Prior (MGB GT V8) +21.598s; 3 Jon Ellison (Triumph TR6); 4 Russell McCarthy (MGB GT V8); 5 Barry Holmes (MGB GT V8); 6 Peter Barnard (Elva Courier Mk1). **CW** McCarthy; Holmes; James Walpole (MGB Roadster). **FL** McCarthy 54.440s (79.87mph). **RACE 2 (20 LAPS)** 1 McCarthy; 2 Cripps +0.422s; 3 Prior; 4 Ellison; 5 Barnard; 6 Holmes. **CW** Barnard; Holmes; James Darby (MGB GT); Paul Khouri (MGB GT V8); Martyn Clews (MG Midget/Sprite); Philip Lamb (Triumph TR6). **FL** McCarthy 54.725s (79.46mph).

**MGCC LACKFORD ENGINEERING MG MIDGET & SPRITE CHALLENGE (20 LAPS)** 1 Paul Sibley (MG Midget); 2 Edward Reeve (MG Midget) +9.073s; 3 Richard Bridge (MG Midget); 4 Tom Neat (MG Midget); 5 Pippa Cow (MG Midget); 6 Paul Campfield (Austin Healey Frogeye Sprite). **CW** Bridge; Campfield; Tom Walker (Austin Healey Sprite Mk1); Peter Kennerly (MG Midget). **FL** Sibley 53.212s (81.72mph).

**RACE 2 (22 LAPS)** 1 Sibley; 2 Martin Morris (MG Midget) +2.168s; 3 Reeve; 4 Neat; 5 Bridge; 6 Cow. **CW** Reeve; Neat; Patrick Harris (Austin Healey Sprite Mk1); Walker; Kennerly. **FL** Reeve 54.067s (80.42mph).

**HISTORIC INTERMARQUE/ICONIC 50S SPORTS CARS (27 LAPS)** 1 Brian Arculus (Lotus Elite); 2 Andy Shepherd (AC Ace Bristol) +5.639s; 3 John Hilbery (Lotus Elite S2); 4 Jonathan Abecassis (Austin Healey 100/4); 5 Jonathan Harker (MGA); 6 Bruce Riches (Elva Mk5 Sports Racer). **CW** Abecassis; Harker; Riches; Steve Boulteb Brooks (Aston Martin DB3S). **FL** Arculus 1m00.018s (72.45mph).



McCarthy brothers battled in BCV8s





CCRC/MOTORS TV LIVE CASTLE COMBE, MAY 6

# Norton edges FFord thriller

**SPECTRUM RACERS BEN NORTON AND Steven Jensen** finished inches apart in a sensational Castle Combe Formula Ford race, which wowed the circuit's largest live audience in a long while and international viewers via Motors TV's live broadcast.

Having missed Easter Monday's opening round, reigning champion Norton qualified his Wiltshire College-prepared car on pole, posting a cracking 1m11.096s. Points leader Jensen, Ed Moore (in his new Van Diemen JLo13K), Ashley Crossey (Spectrum 011c) and Adam Higgins (Van Diemen JK012) joined the Checkpoint Tyres driver in the '11s', with ex-GP3 racer Alice Powell (Ray GRS07) next up as she learned the circuit for August's F3 Cup event.

The Spectrum armada of Norton, Jensen and Crossey led the pack up Avon Rise, with Higgins and Powell ahead of Moore in a tight bunch. Powell was hung out to dry and didn't come out the other side, but Jensen and Norton had their heads down and started to shake off Higgins.

Norton dived inside Jensen at

## CASTLE COMBE FF1600 (13 LAPS)

**1 Ben Norton (Spectrum 010b);** 2 Steven Jensen (Spectrum 011b) +0.136s; 3 Adam Higgins (Van Diemen JLo12); 4 Ed Moore (Van Diemen JLo13K); 5 Roger Orgee (Van Diemen RF00); 6 Luke Cooper (Swift SC92F).

**Class winner** Cooper; Kyle Tilley (Van Diemen RF89).

**Fastest lap** Jensen 1m11.383s (93.29mph).

## CASTLE COMBE SPORTS & GT (13 LAPS)

**1 Craig Fleming (Juno TR250);** 2 Josh Smith (Radical PR6) +8.215s; 3 Andrew Shanley (Radical Prosport); 4 Martin Baker (Radical Clubsport Turbo); 5 Darcy Smith (Radical SR4); 6 Stephen Bracegirdle (Nemesis RME98).

**CW** Steve Putt (Maxda RX7). **FL** Simon Tilling (Radical SR3 Turbo) 1m02.210s (107.05mph).

**NON-CHAMPIONSHIP (11 LAPS) 1 Fleming;** 2 Jonty Hair (Mallock Beagle Mk36DD) +5.030s; 3 Shanley; 4 J Smith; 5 Baker; 6 D Smith. **FL** Fleming 1m03.194s (105.39mph).

**CASTLE COMBE SALOONS (12 LAPS) 1 Mark Wyatt**

(Vauxhall Astra); 2 Rob Ballard (SEAT Leon Cupra Turbo) +10.885s; 3 Will di Claudio (Peugeot 106GTi); 4 Tony Dolley (Peugeot 206GTi); 5 James Winter (Peugeot

106GTi); 6 Guy Parr (Ford Fiesta). **CW** Ballard; de Claudio; Charles Hyde-Andrews-Bird (Ford Fiesta). **FL** Wyatt 1m15.655s (88.03mph) **record**.

**NON-CHAMPIONSHIP (9 LAPS) 1 Martin Chivers (MG ZR);** 2 Angus Gorrington (VW Polo Turbo) +8.024s; 3 Hyde-Andrews-Bird; 4 Michael James (Citroen Saxo VTR); 5 Kevin Bird (BMW Mini Cooper S); 6 Paul Rhodes (MG ZR). **FL** Dolley 1m18.460s (84.88mph).

**MORGAN CHALLENGE (19 LAPS) 1 Tom Jones (Roadster);** 2 Jerry Knight (+8) +3.582s; 3 William Plant (+4); 4 Tony Lees (+8); 5 Andrew Thompson (Roadster L/wt); 6 Andy Green (+8). **CW** Knight; Tony Rivers (Roadster); Billy Bellinger (+4 SLR); Sharlie Goddard (+8); Henry Williams (4/4 Sport). **FL** Plant 1m16.506s (87.05mph).

**RACE 2 (9 LAPS) 1 Plant;** 2 Knight +4.649s; 3 Jones; 4 Lees; 5 Thompson; 6 Roger Whiteside (+8). **CW** Knight; Goddard; Rivers; Williams. **FL** Plant 1m15.657s (88.02mph).

**MGOC (10 LAPS) 1 Ben Palmer (ZR);** 2 Rob Addison (MGF) +7.046s; 3 John O'Brien (ZR); 4 David Mellor (ZR); 5 Simon Kendrick (MGF); 6 Vince Pain (ZR). **CW** Addison;

Jim Baynam (MGB). **FL** Palmer 1m22.687s (80.54mph).

**NON-CHAMPIONSHIP (7 LAPS) 1 Lee Sullivan (ZR);** 2 O'Brien +1.293s; 3 Pain; 4 Palmer; 5 Mellor; 6 Mark Baker (MGF). **CW** Baker; Baynam.

**FL** Addison 1m22.225s (80.99mph) **record**.

**750MC LOCOST (9 LAPS) 1 Alastair Garratt;** 2 Richard Jenkins +0.454s; 3 David Boucher; 4 Glenn Boyer; 5 Tim Neat; 6 Sian Stafford Atkinson. **FL** Danny Andrew 1m24.422s (78.88mph).

**RACE 2 (11 LAPS) 1 Garratt;** 2 Jenkins +0.414s; 3 Neat; 4 Max Lees; 5 Jason Gibbons; 6 Paul Bryant.

**FL** Neat 1m24.492s (78.82mph).

## MSA BRITISH SUPERKARTS (13 LAPS)

**1 James O'Reilly (PVP-Honda);** 2 Paul Platt (PVP-Honda) +5.591s; 3 Ben Davis (Anderson-Honda); 4 Louis Wall (Anderson-Honda); 5 Dan Clarke (Anderson-Honda); 6 Toby Davis (Anderson-Honda). **FL** Platt 1m07.451s (98.73mph). **RACE 2 (7 LAPS) 1 Platt;** 2 O'Reilly +0.137s; 3 Trevor Roberts (Raider-Honda); 4 Sam Moss (Anderson-Honda); 5 Ben Davis; 6 Toby Davis. **FL** Platt 1m07.697s (98.37mph).

Tower on lap four and, following a couple of brave exchanges, he just scraped home ahead in a tough scrap in which the protagonists clearly respected each other. "It was good fun in the car and I hope it was as great to watch," said Norton. The pair shared the Abrahams Jewellers Driver of the Day award.

Higgins, Moore, Orgee and Class B victor Luke Cooper (Swift)

completed the top six, while Kyle Tilley borrowed David Cobbold's Van Diemen RF89 to defeat Iain Houston in the Class C split.

Simon Tilling lapped within 0.334s of Tony Sinclair's outright Sports GT record to claim pole, but — after a better than usual getaway — his Radical SR3 Turbo's engine died while he was in front in the race. Jonty Hair then sped to the

front in his Jim Yardley 'Beagle-ised' Mallock Mk36 and traded places with first-lap leader Craig Fleming (Juno) for the next few laps.

When Hair stuttered through Camp on the penultimate tour, Fleming gratefully zapped past. His rival's front-engined machine conked-out, promoting Josh Smith (Radical PR6) to second ahead of Andrew Shanley, who started his Prosport from the back after driveshaft failure in qualifying.

Perry Waddams jumped the start outrageously in his Chevrolet-powered TVR Tuscan, incurring a 10-second penalty and ceding class victory to Steve Putt's Mazda RX7.

The resident Saloon round was led throughout by Mark Wyatt who — having crashed out of the Easter opener — needed to stay cool this time. His only blip came as he threaded his Interceptor Racing Vauxhall Astra through traffic during lappery at Bobbies, but Rob Ballard's fierce SEAT turbocar and

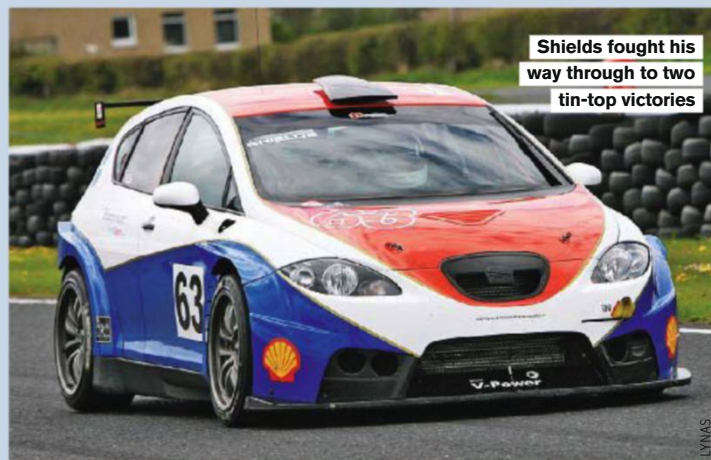


Fleming claimed a Sports & GT double in his Juno



Norton won a tight  
FF1600 encounter

Shields fought his  
way through to two  
tin-top victories



500MRCI KIRKISTOWN, MAY 4

## Low grids but close racing

JUST THREE RACES, FEATURING A total of 16 cars, meant a 'compact' programme at the second Kirkistown meeting of the year.

The presence of Superkarts meant that there was still plenty to entertain, and in fact the quality of the racing made up for the lack of quantity.

Saloons and GTs provided most of the fun and their first outing of the day was topped and tailed by Ginetta G50s.

Colin Elstrop started from pole in David Beatty's blue example while Connaire Finn, who had missed his qualifying session, lurked at the back.

It didn't take him very long to carve his way through the tin-tops however, and not much longer to haul himself up onto Elstrop's tail.

For several laps the pair stayed together, swapping the lead a number of times before Finn got the drop on his rival and pulled away to win, setting a new GT lap record in the process.

Behind these two, the saloon

action was also fast and furious. Philip Shields made a restrained start in the SEAT Supercopa before getting the hammer down to work his way past the two Hondas from the Traub family, as well as David Morrison's BMW M3, lowering the Saloon record along the way.

Later in the day they all appeared again, but with David Beatty back in his Ginetta — this time starting from the front row alongside poleman Finn.

The outcome was the same however, with the two Ginettas booming round in front while Shields' SEAT was best of the touring car brigade.

A very small three-car field appeared for the sports car event and when three became two after John Benson's Crossle broke a CV joint on the green flag lap, it turned into an unequal contest between Paul Conn's Crossle and the roadgoing Westfield of Kieron Smyth. The Crossle won.

● Richard Young

**SALOON/GT RACE 1 (20 LAPS)** 1 Connaire Finn (3.5 Ginetta G50); 2 Colin Elstrop (3.5 Ginetta G50) +3.906; 3 Philip Shields (2.0t SEAT Supercopa); 4 Stephen Traub (2.3 Honda Integra); 5 David Morrison (4.0s BMW M3); 6 Tony Traub (2.3 Honda Integra). **CW** Shields; Conor Mulholland (1.2 Ford Fiesta). **FL** Finn 59.932s (90.82mph)

**record. RACE 2 (13 LAPS)** 1 Finn; 2 David Beatty (3.5 Ginetta G50) +8.734s; 3 Shields; 4 S Traub; 5 Morrison; 6 T Traub. **CW** Shields; Mulholland. **FL** Finn 59.976s (90.75mph).

**SPORTS CARS (11 LAPS)** 1 Paul Conn (2.0 Crossle 475); 2 Kieron Smyth (3.0 Westfield GM) +29.452s; no other finishers. **FL** Conn 1m04.918s (84.67mph).



Paul Conn only  
had two rivals in the  
Sports Car race



The packed Locost  
field gets under way

defending champ Will di Claudio (Peugeot 106GTi) were not close enough to capitalise. The icing on Wyatt's cake was finally rewriting his six-year-old class lap record.

Tom Jones bagged his second Aero Racing Morgan Challenge victory in eight days, but unlike his Brands Hatch success Richard Thorne's V6 Roadster pilot was not helped by the weather. His cause was helped when 'poleboy' William Plant dropped his 4/4 at Quarry on the opening lap and spent the remainder of the race haring back to third behind Jerry Knight's +8.

Young Plant made no mistake second time out, sprinting away from Knight and Jones. Sharlie Goddard completed an excellent afternoon by clinching a +8 class double over Philip St Clair Tisdall, early pacesetter Paul Burry having slowed with a mechanical problem.

Top MGOC qualifier Lee Sullivan (ZR160) bounced back to win the second race after an ABS issue in the first. Ben Palmer (ZR160) shook off the vastly experienced Robb Addison (MGF) in the opener, in which Vince Pain shot from fifth

to second at the start only to spin in front of the pack at Quarry.

Addison had a heavy off at Bobbies in race two, triggering a safety car and a one-lap dash to the flag that Sullivan won comfortably. Sixth-placed Mark Baker claimed MGF honours in a five-car train.

After poleman Lee Bankhurst stalled on the grid and was clobbered by 41st qualifier Alex Hart, causing a stoppage, Locost championship leader Alastair Garratt won both of the 750MC counters by less than half a second from Richard Jenkins, who led both. Tim Neat started 20th in the race two and jostled through to third.

James O'Reilly and defending double champion Paul Platt shared MSA British Superkart honours after two sensational 120mph duels on their Danish-built PVP-Hondas.

The non-championship fun races for the resident classes had Craig Fleming double-up in the Sports and GT field and Martin Chivers (MG ZR) record his maiden race win after leader Tony Dolley's Peugeot broke in the thin saloon field.

● Marcus Pye





Orr won two of the three Fiesta races

SMRC KNOCKHILL, MAY 5

# Orr wins twice as Fiestas star

FORD FIESTA ST ACE GEORGE ORR HAD a new livery but it was very much business as usual with a win in Sunday's opening race.

Returning champion Oly Mortimer looked more comfortable but was still not the dominant force many expected him to be. Although Mortimer hounded Orr for much of race one, he struggled to keep with the leader on the drag up to the first corner. "I can't look at them in a straight line," he admitted. Orr jokingly suggested he didn't let Mortimer get close because he "didn't want to scratch my new paint".

There was more of the same in the second Fiesta race, but this time it was Alan Freeland who claimed runner-up spot after Mortimer went off and dropped to ninth. The Fiestas enjoyed a third race as the featured series of the weekend and this set up the challenge to unseat Orr.

Scott Robertson has become known for some bold overtaking moves in recent races and tried a surprise manoeuvre at Clark Corner to take the lead from Orr. He failed, but luckily avoided contact.

But Robertson managed to outbrake the leader to seal the victory at the first corner on lap 10 of 12 after

realising that Orr's tyres had gone off.

Qualifying in the Minis confirmed the competitiveness of the category's top stars, as only four hundredths separated the top three. After reigning champion David Sleight's dominance of April's three races it was reassuring to see the top three drivers share the victory honours.

Ex-Formula Ford ace Joe Tanner took the opening win as he continued an impressive start to his Mini career. He held off pressure from his champion team-mate and was relieved to have won in only his fourth race. Sleight took the win in race two but was frustrated to have collided with Tanner at the hairpin. The final race reversed the top five on the grid and Shane Stoney claimed a lead that was never challenged.

Craig Brunton made a surprise return to the Formula Ford scene using a borrowed Van Diemen. He dominated both races after getting his licence approved on Wednesday.

Although the second-race battle took some time to develop, it ended with a thrilling conclusion in the fight for second. Michael Gray demoted April's double winner Stuart Thorburn in a gutsy outbraking move at the hairpin. Jordan Gronkowski



Mickel came out on top in the Legends final

compounded the Border Reivers driver's woes as he outragged Thorburn by just 0.006s to take third on the line.

The final Legends race was chaotic and ended with a red flag because of stranded cars. Ross Mickel won but it was David Hunter who earned the Driver of the Day award for his fine drive to win the opening heat under pressure from the reigning champion.

After years of piloting his Ford Capri to class wins in the Classic Sports and Saloons, Tommy

Gilmartin finally took an outright win in his new Morgan +8. In race two he held off the challenge of race-one winner Harry Simpson's Ginetta G4, which looked his equal around the twisty parts but could not keep with the mighty power of the Morgan on the straights.

Ryan Magennis took the first Saloon and Sportscar win but suffered a misfire in race two, allowing Paul Brydon to take the top spot in his BMW M3.

● Jonathan Crawford

**SCOTTISH FIESTAS (ALL 12 LAPS)** 1 George Orr (ST); 2 Oly Mortimer (ST) +0.385s; 3 Scott Robertson (ST); 4 Aiden Moffat (ST); 5 Alan Freeland (ST); 6 Ian Donaldson (ST). **Class winner** Wayne MacCauley (XR2). **Fastest lap** Robertson 1m02.887s (72.78mph). **RACE 2 1 Orr**; 2 Freeland +4.357s; 3 Robertson; 4 Dave Colville (ST); 5 Donaldson; 6 Blair Murdoch (ST). **CW** MacCauley. **FL** Colville 1m02.886s (72.78mph). **RACE 3 1 Robertson**; 2 Orr +0.963s; 3 Freeland; 4 Donaldson; 5 Mortimer; 6 Murdoch. **CW** MacCauley. **FL** Colville 1m02.858s (72.81mph). **SCOTTISH MINIS (ALL 9 LAPS)** 1 Joe Tanner; 2 David Sleight +0.981s; 3 Shane Stoney; 4 Michael Doyle; 5 Kenneth Thirlwall; 6 Malcolm McNab. **FL** Thirlwall 1m03.515s (72.06mph). **RACE 2 1 Sleight**; 2 Doyle

+0.435s; 3 Thirlwall; 4 Stoney; 5 McNab; 6 Vic Covey Jr. **FL** Stoney 1m03.389s (72.20mph). **RACE 3 1 Stoney**; 2 Doyle +3.138s; 3 McNab; 4 Thirlwall; 5 Sleight; 6 Covey. **FL** Stoney 1m03.433s (72.15mph). **SCOTTISH FORMULA FORD (BOTH 12 LAPS)** 1 Craig Brunton (Van Diemen RF92); 2 Stuart Thorburn (Van Diemen RF92) +2.655s; 3 Michael Gray (Vector 93); 4 Jordan Gronkowski (Van Diemen RF92); 5 Andrew Cheshier (Van Diemen RF92); 6 Ivor Mairs (Mondiale). **CW** Mairs. **FL** Gronkowski 55.995s (81.73mph). **RACE 2 1 Brunton**; 2 Gray +2.121s; 3 Gronkowski; 4 Thorburn; 5 Ciaran Haggerty (Ray GRS09); 6 Neil Broome (Swift SC93C). **CW** Mairs. **FL** Gronkowski 56.315s (81.27mph). **SCOTTISH LEGENDS (BOTH HEATS 8 LAPS)**

**HEAT 1 1 David Hunter**; 2 Ross Mickel +0.486s; 3 David Allan; 4 Paul O'Brien; 5 Robbie Burgoyne; 6 Daniel McKay. **FL** Hunter 1m00.946s (75.61mph). **HEAT 2 1 Allan**; 2 Burgoyne +0.162s; 3 John Patterson; 4 O'Brien; 5 Mickel; 6 David Newall. **FL** Patterson 1m00.379s (76.32mph). **FINAL (10 LAPS) 1 Mickel**; 2 Colin Atkinson +2.917s; 3 Hunter; 4 Gerard McCosh; 5 Burgoyne; 6 Patterson. **FL** Patterson 1m00.608s (75.51mph). **SCOTTISH CLASSICS (BOTH 12 LAPS) 1 Harry Simpson (Ginetta G4)**; 2 Tommy Gilmartin (Morgan +8) +6.127s; 3 Robert Marshall (Ford Escort); 4 Stan Bernard (Porsche 911); 5 Alex Montgomery (MGB GTV8); 6 Matthew Gordon (TVR). **CW** Marshall; Bernard; George Leitch (Ford Fiesta); Ian Morton (MG Midget). **FL** Gilmartin 59.026s (77.54mph). **RACE 2 1 Gilmartin**; 2 Simpson +0.195s; 3 Marshall; 4

Bernard; 5 Gordon; 6 Montgomery. **CW** Simpson; Marshall; Bernard; Leitch. **FL** Simpson & Gilmartin 59.583s (76.81mph). **SCOTTISH SALOON AND SPORTSCARS (BOTH 12 LAPS) 1 Ryan Magennis (GTRO02)**; 2 Mario Caira (Mitsubishi Evo VI) +1.609s; 3 Paul Brydon (BMW M3); 4 Andrew Morrison (SEAT Leon Cupra); 5 Paul Bell (Vauxhall Nova); 6 Joe Shuttleton (Subaru Impreza). **CW** Caira; Bell; Mark Dawson (VW Corrado); Douglas Hannah (Luego Locost); Alan Kirkaldy (BMW Compact); Paul Curtis (Mazda MX5). **FL** Magennis 54.502s (83.97mph). **RACE 2 1 Brydon**; 2 Magennis +20.540s; 3 Morrison; 4 Robert Drummond (Ford Escort); 5 Alasdair Mowat (VW Golf); 6 Alex Bruce (Mitsubishi Evo). **CW** Drummond; Mark Robson (Subaru Impreza); Bell; Hannah; Kirkaldy; Curtis. **FL** Brydon 55.193s (82.92mph).



CSCC BRANDS HATCH, MAY 6

# Hird is too strong for the herd



Hird's Honda was too quick for his Tin Tops rivals

RUSSELL HIRD TOOK A WELL-EARNED victory in a thoroughly entertaining Tin Tops race at Brands Hatch on Bank Holiday Monday.

Hird's Honda Integra led from the off and, while a four-car battle for second raged behind him, he began to pull away. He didn't pull out enough of a gap to nullify his 30-second pitstop penalty for recent success, however.

The Integra was lying third after all the pitstops, behind the Peugeot of Mark Livens and Carl Chambers's Honda. Hird moved up to second at half-distance and then pulled off an audacious late-braking manoeuvre at Druids to wrestle the lead from Livens.

Livens continued to pressure Hird, but ran into the gravel at Paddock Hill Bend and slipped back to fifth. Chambers thus claimed the runner-up spot, defending well from the Collins family's rapid Renault Clio in the final few tours.

Despite having started from the pitlane, Mark Coleing looked certain to take the glory in the Magnificent 7s. The Loughton man

**TIN TOPS (42 LAPS)** 1 Russell Hird (Honda DC5 Integra); 2 Carl Chambers (Peugeot 306 Rallye) +6.794s; 3 Ian Collins/Ashley Collins (Renault Clio); 4 Richard Woods (Ford Focus); 5 Mark Livens (Honda Civic Type R); 6 Danny Cassar/Steve Cassar (Proton Satria GTI).

**CW** Matt Fowler (Honda Civic EK9); Toby Harris/Lisa Selby (Ford Puma); William Hardy (Vauxhall Nova).

**FL** Hird 55.288s (78.65mph). **MAGNIFICENT 7s (46 LAPS)** 1 Grahame Tilley (Caterham CSR); 2 Mark Coleing (CSR) +7.956s; 3 Jonathan Gibbs (Caterham C400); 4 Kevin Williams (C400); 5 Ian Thompson/Neil Thompson (CSR); 6 Peter Ratcliff (C400). **CW** Gibbs; Richard Carter (Caterham R300 Superlight); Barney Pryor (C400); Robert Singleton/Colin Watson (C400); Robert Cooper/Ian Payne (Caterham Supersport). **FL** David Walley (Caterham CSR) 48.088s (90.43mph).

**SWINGING 60s GROUP 2 (39 LAPS)** 1 Dave Boland/Roger Lee (Lotus Seven S2); 2 Richard Skinner (Marcos 1800 GT) +29.052s; 3 Gideon Hudson/Josh Sadler (Lotus Seven); 4 Chris Edwards (Lotus Seven S4); 5 Philip Rothwell/Richard Hayhow (Lotus Elan S3); 6 Jon Crayston (Lotus Elan S4). **CW** Skinner; Michael Gray/

Callum Gray (Jaguar E-type); Alasdair Coates (Ford Mustang). **FL** Sadler 53.971s (80.57mph).

**FUTURE CLASSICS (43 LAPS)** 1 Tim Davis (TVR Tuscan);

2 Nicholas Olson (Lotus Esprit S3) +49.595s;

3 David Ball/Thomas Houlbrook (BMW E30); 4 John Hammersley/Mark Hammersley (Vauxhall Astra GTE);

5 Stuart Jefcoate (Porsche 911 Carrera); 6 Mark Lloyd-Jones (Volkswagen Corrado). **CW** Olson;

Hammersley/Hammersley; Jefcoate; Mark Lucock

(Ford Escort Mk1 RS). **FL** Davis 53.326s (81.54mph).

**SWINGING 60s GROUP 1 (39 LAPS)** 1 Richard Wager/

Martin Wager (Mini Cooper S); 2 Tim Cairns (Austin

Healey Frogeye Sprite) +41.158s; 3 Charles Marriott

(Turner Mk1 BMC); 4 Brian White (Triumph TR4);

5 Philip Britten (Triumph TR4); 6 Thomas Pead (BMW

1600 Ti). **CW** White; Pead; Allan Davies/Andrew Davies

(BMW 2002Ti); Steve Chapman (Triumph TR4 SLR).

**FL** Wager/Wager 56.574s (78.86mph).

**MODERN CLASSICS (43 LAPS)** 1 Thomas Houlbrook/

David Ball (BMW E36 M3); 2 Kevin Maxted/Nick Starkey

(E36 M3) +15.562s; 3 David Marcussen (E36 M3); 4 Mark

Smith/James Moulton-Smith (E36 M3); 5 David Whelan

(Porsche 993 RSR); 6 Barry Johnson/Luke Johnson



TVR of Davis won Future Classics

(Porsche 944 S2). **CW** Maxted/Starkey; Andy Hancock/Gavin Spencer (Honda CRX); David Gardner/Christopher Mills (Ginetta G27); Thomas Pugh (Mazda MX5). **FL** Houlbrook 53.469s (81.32mph).

**JAGUAR CLASSIC PARTS SALOON & GT CHAMPIONSHIP**

(19 LAPS) 1 David Howard (Jaguar XJ12); 2 James

Ramm (Jaguar XJS) +14.788s; 3 Richard Dorlin (Jaguar

XJ6 Coupe); 4 Chris Palmer (Jaguar XJS); 5 Colin Philpott

(Jaguar XJS); 6 Cliff Ryan (Jaguar XJS). **CW** Ramm; Gail

Hill (Jaguar XJ40); Chris Pizzala (Jaguar XJS). **FL** Howard

56.238s (77.32mph).

scythed through the field in the early stages and, after the pitstops, ended up just behind Grahame Tilley in second. On the 25th tour of 46, Coleing got the lead from Tilley at Surtees and victory looked assured. But, in the closing stages, Coleing went off at Clark Curve and handed the lead, and victory, to Tilley. Jonathan Gibbs came third after a terrific scrap

with Kevin Williams.

Dave Boland and Roger Lee took Swinging 60s Group 2 honours in their Lotus Seven. Lee fought hard with the similar car of Josh Sadler in the opening few laps and there was nothing between them.

Gideon Hudson then ended up in front thanks to a particularly slow pitstop from Lee/Boland: "I couldn't find the second driver," said Lee. But Boland made amends by pushing hard to close the gap on Hudson and taking the lead.

Tim Davis scored an effortless victory in the Future Classics encounter, his TVR Tuscan lapping everybody with the exception of the second-placed Lotus Esprit of Nicholas Olson. The BMW M3 of David Ball and Thomas Houlbrook nabbed third from Stuart Jefcoate's Porsche in the closing stages.

The Mini Cooper S of Richard and Martin Wager was dominant in the Swinging 60s Group 1 race, leading for the duration. The real

battle was for second, between the Austin Healey Sprite of Tim Cairns and Charles Marriott's Turner. The decisive move came when Cairns passed Marriott at Paddock Hill Bend on the penultimate lap. Cairns crossed the line just 0.3s ahead of his rival.

Thomas Houlbrook and David Ball were on imperious form in Modern Classics. Houlbrook gained the lead on lap two, powering past the similar BMW E36 M3 pedalled by Kevin Maxted. From then on they were never headed. Maxted/Nick Starkey almost lost second to David Marcussen when Starkey ran wide onto the grass at Surtees on the final lap, but he managed to hang on to the finish line.

It was business as usual for David Howard in the Jaguar Saloon and GT Championship. The Newbury man led from lights to flag, with James Ramm coming home in a distant second.

● Matt Upton



Sadler leads away but Boland/Lee would win





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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



Does travelling  
circus need to  
rethink its calendar?

STALEY/LAT

## It's the schedule that spoils F1

I read with interest the opinions about whether DRS and high-degradation tyres may have ruined F1 (May 2). In my opinion, the single thing that's made the experience for fans worse this year is the scheduling of the calendar.

In the past, when there was a GP every two weeks, it was a case of thinking, 'If there wasn't a race last weekend, then there'd be one next weekend', and AUTOSPORT always had a race report

or preview throughout the season.

In the first half of this season there are no fewer than four three-week gaps, which means the excitement from one race starts to fizzle out by the time the next one comes round. There is also one four-week gap and six back-to-back races at the end of the season.

What was Bernie thinking when he agreed the dates for this year?

**Simon Sutton, Rugby**

### I sympathise with Revved Up

(April 25) and your correspondent Richard Pettet (May 2) that IndyCar coverage has taken a step back with the switch to ESPN, but I have to say the viewers (or lack thereof) have only themselves to blame. The ratings last year were pitifully small.

Some of this may be down to Sky not pushing the product to attract the casual viewer, but I suspect they'd just blown the budget on gaining the F1 contract. And sadly, enthusiasts like Mr Pettet were not showing up in sufficient numbers to justify a continuation of the contract.

BT has bought out ESPN in Europe to gain the rights to show kickball, so more fans need to write to BT, I guess, if we want IndyCar on UK screens.

My advice is not to switch off, but keep watching as BT needs to see sufficient numbers tuning in before thinking of

improving the coverage. Also, go to [racecontrol.indycar.com](http://racecontrol.indycar.com) for live timing, and a track map showing each car's location, plus radio commentary, to keep abreast of what's happening during the ad breaks.

And to especially watch the Indy 500. There'll be lots of passing, and without resorting to funky tyre compounds or DRS – just a big hole in the air punched by the car in front for the following car to tow up into and try to slipstream by.

As for me, to see the whole race live I've had to accept Ganassi's offer to engineer the #8 car and try to help Ryan Briscoe to Victory Lane, and at least I know my wife, plus mum and dad, will be watching in the UK – so there's three viewers!

**Andy Brown**

**Chip Ganassi Racing Teams**

PS – Phew! Hope y'all watched the IndyCar race from Brazil!

### I couldn't agree more with Mark

Hughes that Pirelli tyres and DRS are having a negative effect on the sport (May 2). Also, I don't understand why Paul Hembery thinks pitstops enhance the racing. If I wanted to watch people changing tyres, I'd go down to Kwik-Fit.

He also implies that skinny tyres were a limiting factor in the '50s, but misses the point. The limiting factor was adhesion not wear, and there's a world of difference between watching a driver at 10/10ths on the limit of adhesion and one at 8/10ths trying to make his tyres last to the next stop.

Additionally, among people who don't understand the finer points of motorsport, the current situation does his company's product no good at all – if it doesn't last on the track, why would it last on the road?

**Dave Hollom, Bradford**

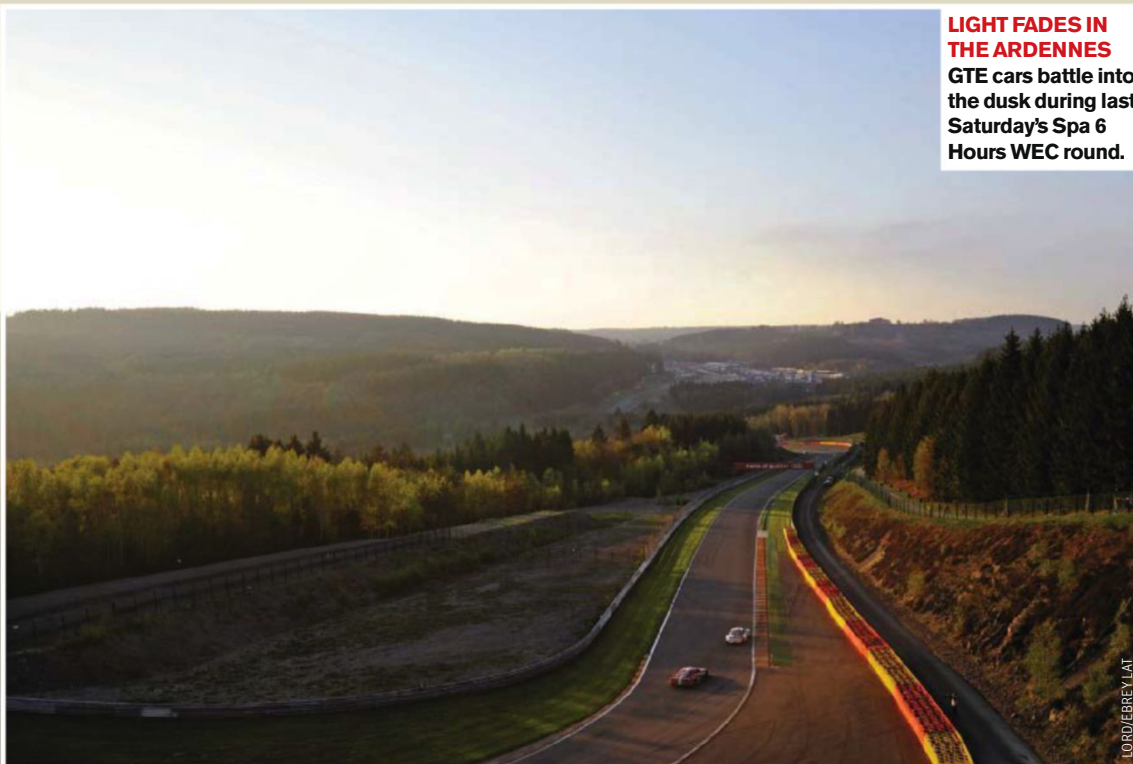


# In pictures

Our lensmen snapping from, well, various different locations in Europe

## MONTEIRO'S HONDA PRELUDE TO A RETIREMENT

Front-splitter and tyre failure, as a result of a collision, mean Tiago Monteiro's Civic is doomed to exit this WTCC race at the Hungaroring.



## LIGHT FADES IN THE ARDENNES

GTE cars battle into the dusk during last Saturday's Spa 6 Hours WEC round.

## THIS MUST BE FASTER THAN THE MARUSSIA!

Sebastian Vettel takes a peek inside Timo Glock's new BMW DTM racer at last weekend's Hockenheim opening round.



## ARNOUX TRIES FERRARI 312T4

Gilles Villeneuve's old rival Rene Arnoux opens emotional floodgates in Modena to herald a new exhibition at Museo Casa Enzo Ferrari.



## In the shops

Desirable new releases

### MG BTCC OFFICIAL APPAREL

From £14.99 – [autosport.com/shop](http://autosport.com/shop)

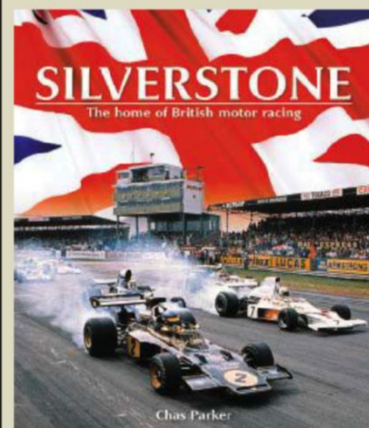
British Touring Car championship fans who fancy cutting a retro dash in 2013 can now get hold of the full range of MG merchandise. Caps (£14.99), team T-shirts (£19.99), team shirts (£54.99) and team jackets (£109.99) are available with all the correct colours and branding – just like the ones worn by Jason Plato, Sam Tordoff and the Triple Eight crew.



### SILVERSTONE BOOK

£40 – [haynes.co.uk](http://haynes.co.uk)

Chas Parker's history of Silverstone recalls the key events in the historic World War Two airfield's life, both on-track and off. Interviews with drivers and staff, as well as hundreds of images from world championship grands prix to club events, make this the definitive story of the home of British motor racing and its fight to remain a world-class venue.



### PORSCHE 959 1:18 MODEL

£182.99 – [autosport.com/shop](http://autosport.com/shop)

TrueScale Miniature's resin Porsche 959 is a 1:18-scale replica of the car driven to second in the 1986 Paris-Dakar Rally by Jacky Ickx. As with all TSM models, detail is good, but be warned: you can't open the doors or bonnet/engine cover on this one.





# What's on

## On track in the UK

### ANGLESEY

#### BRSCC

May 11-12

[angleseycircuit.com](http://angleseycircuit.com)

Caterhams (R300, Supersport, Tracksport and Roadsport), FF1600, XR Challenge, MX5 Supercup.

### BRANDS HATCH

#### MSVR

May 11-12

[brandshatch.co.uk](http://brandshatch.co.uk)

Radical SR3 Challenge, Radical Clubman's Cup, Mini Challenge, GT Cup, Production BMW, Monoposto, Racing Saloons.

### CADWELL PARK

#### MSVR

May 11-12

[cadwellpark.co.uk](http://cadwellpark.co.uk)

Atom Cup, Trackday Trophy, Team Trophy, Mk2 Golf GTi, VAG Trophy, BARC Intermarque.

### CROFT

#### DDMC

May 11-12

[croftcircuit.co.uk](http://croftcircuit.co.uk)

Formula Renault  
BARC is in action  
at Snetterton



EBREY/LAT

NSSCC, BRSCC Mazda MX5, MGCC Cockshoot Cup, Honda Civic Cup, Time Attack.

### OULTON PARK

#### AMOC

May 11

[oultontpark.co.uk](http://oultontpark.co.uk)

Pre-War Team Challenge, Equipe GTS, '50s Sports Cars, Intermarque, AMR GT4 Challenge, HVRA V8s &

HRDC Touring Greats.

### ROCKINGHAM

#### BARC

May 11-12

[rockingham.co.uk](http://rockingham.co.uk)

Classic Saloons & Historic Touring Cars, Blue Oval Saloons, FF1600 Super Series, Pre-83 Touring Cars, Mini Sevens, Mazda MaX5, Classic Thunder, Mini Miglia, Pre-93 Touring

Cars/Pre-2005 Production Touring Cars, Pickup Trucks.

### SILVERSTONE

#### BRSCC

May 11-12

[silverstone.co.uk](http://silverstone.co.uk)

Ford Fiestas, Fiesta Junior, Mighty Minis, Super Mighty Minis, Alfa Romeos, Euro Saloons & Sportscars, Toyo Tires Porsche, Formula Jedi, TVR Challenge.

### SNETTERTON

#### BARC

May 11-12

[snetterton.co.uk](http://snetterton.co.uk)

Formula Renault BARC, Classic FF1600, Clio Cup Series, Classic FF2000, Pre-90 Formula Ford Series, Clubmans, Production Touring Cars/Honda V-TEC Challenge, Kumho BMW, Porsche GT3 Cup.

### BISHOPSCOURT

#### BARC/LMC

May 11-12

[bishops court.org](http://bishops court.org)

ITCC, Formula Vee, Formula Sheane, Formula Libre, Fiat Abarths, Fiat Uno/Punto, Strykers, Global GT Lights, Historics, Legends, NI Saloons, FF1600, NI Sevens.

### KNOCKHILL

#### British Rallycross

#### Championship

May 12

[knockhill.com](http://knockhill.com)

### BARBON MANOR

#### British Hillclimb

#### Championship

May 11

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

### HAREWOOD

#### British Hillclimb

#### Championship

May 12

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

### PAU

#### GP Historique

Pau, France

May 10-12

[grandprixdepauhistorique.com](http://grandprixdepauhistorique.com)

## On track around the world

### SPANISH GRAND PRIX

Formula 1 World Championship

Rd 5/19

Barcelona, Spain

May 12

[formula1.com](http://formula1.com)

### GP2 SERIES

Rd 3/11

Barcelona, Spain

May 11-12

[gp2series.com](http://gp2series.com)

### GP3 SERIES

Rd 1/8

Barcelona, Spain

May 11-12

[gp3series.com](http://gp3series.com)

### PORSCHE SUPERCUP

Rd 1/9

Barcelona, Spain

May 12

[porsche.com](http://porsche.com)

### NASCAR SPRINT CUP

Rd 11/36

Darlington, S Carolina, USA

May 12

[nascar.com](http://nascar.com)

### ADAC GT MASTERS

Rd 2/8

Spa, Belgium

May 11-12

[adac-gt-masters.de](http://adac-gt-masters.de)

### GERMAN FORMULA 3

Rd 2/9

Spa, Belgium

May 11-12

[formel3.de](http://formel3.de)

### AMERICAN LE MANS SERIES

Rd 3/10

Laguna Seca, California, USA

May 11

[alms.com](http://alms.com)

### SUPER TC2000

Rd 3/12

San Juan, Argentina

May 12

[super-tc2000.com](http://super-tc2000.com)



Lewis Williamson is among Brits in GP3 opener

### INTERNATIONAL GT OPEN

Rd 2/8

Algarve, Portugal

May 11-12

[gtopen.net](http://gtopen.net)

### EUROPEAN F3 OPEN

Rd 2/8

Algarve, Portugal

May 11-12

[f3open.net](http://f3open.net)

### JAPANESE F3

Rd 2/6

Motegi, Japan

May 11-12

[j-formula3.com](http://j-formula3.com)



Your guide to the best events taking place in the UK and around the world – plus TV and online

## On television

### THURSDAY MAY 9

1310-1515 **Motors TV**

WEC: Spa 6 Hours Highlights

1400-1445 **Sky Sports F1 LIVE**

F1: Drivers' Press Conference

2130-2250 **Sky Sports F1**

Classic F1: The best of 1983

### FRIDAY MAY 10

0800-0845 **Sky Sports F1**

Classic F1: Spain 1986

0845-1050 **Sky Sports F1 LIVE**

F1 Spanish GP: Free Practice 1

0855-1035 **BBC2 LIVE**

F1 Spanish GP: Free Practice 1

1050-1130 **Sky Sports F1 LIVE**

GP2: Free Practice

1245-1450 **Sky Sports F1 LIVE**

F1 Spanish GP: Free Practice 2

1300-1445 **BBC2 LIVE**

F1 Spanish GP: Free Practice 2

1450-1535 **Sky Sports F1 LIVE**

GP2: Barcelona Qualifying

1615-1700 **Sky Sports F1 LIVE**

F1: Team principals'

Press Conference

1700-1800 **Sky Sports F1 LIVE**

The F1 Show

### SATURDAY MAY 11

0355-0420 **Channel 5**

Motorsport Mundial

0840-0925 **Sky Sports F1 LIVE**

GP3: Barcelona Qualifying

0930-1030 **ITV4**

WRC: Rally Argentina Highlights

0945-1110 **Sky Sports F1 LIVE**

F1 Spanish GP: Free Practice 3

0955-1110 **BBC2 LIVE**

F1 Spanish GP: Free Practice 3

1030-1100 **ITV4**

DTM: Hockenheim Highlights

1200-1435 **Sky Sports F1 LIVE**

F1 Spanish GP: Qualifying

1210-1415 **BBC1 LIVE**

F1 Spanish GP: Qualifying

1435-1600 **Sky Sports F1 LIVE**

GP2: Barcelona Feature Race

1450-1550 **Motors TV LIVE**

European F3 Open: Algarve Race 1

1550-1650 **Motors TV LIVE**

GT Open: Algarve Race 1

1615-1705 **Sky Sports F1 LIVE**

GP3: Barcelona Race 1

1800-1845 **Sky Sports F1**

Classic F1: Spain 1994

1845-1930 **Sky Sports F1**

Classic F1: Spain 1996

2345-0400 **Premier Sports LIVE**

NASCAR Sprint Cup: Darlington

### SUNDAY MAY 12

0820-0910 **Sky Sports F1 LIVE**

GP3: Barcelona Race 2

0930-1035 **Sky Sports F1 LIVE**

GP2: Barcelona Sprint Race

1130-1600 **Sky Sports F1 LIVE**

F1 Spanish GP

1150-1305 **Motors TV LIVE**

GT Open: Algarve Race 2

1210-1515 **BBC1 LIVE**

F1 Spanish GP

1305-1405 **Motors TV LIVE**

European F3 Open: Algarve Race 2

1405-1740 **Motors TV**

ALMS: Laguna Seca

1600-1700 **Sky Sports F1**

Architects of F1: Max Mosley

1900-2000 **BBC3**

F1 Spanish GP Highlights

### MONDAY MAY 13

0215-0305 **ITV4**

Motorsport UK

## Online

### HOT ON THE WEB THIS WEEK

YOUTUBE: LOEB TESTS MARTINI-LIVERIED PORSCHE SUPERCUP CAR



**SEARCH FOR:** Sebastien Loeb Drive 2014 Porsche 911 GT3 Cup - Pure Sound (2:48)

You've seen the glorious, retro-tastic pic of Sebastien Loeb's Martini-liveried Porsche Supercup car on page 10, now watch the nine-time world rally champion testing the GT3-spec machine at Monza. It's wobbly, amateur footage but that really doesn't matter.

### AUTOSPORT+

Exclusive content coming up in our premium website this week

### ALL THE LATEST FROM BARCELONA

As the European season kicks off in Spain, AUTOSPORT's team brings you the latest news as the weekend unfolds. Edd Straw picks out the big issues facing the teams at Barcelona, while Mark Hughes examines who is looking good after Friday's practice sessions.

### GET AUTOSPORT ON THE MOVE

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**AUTOSPORT**

# Revved up over what's on the box



LAST WEEKEND, TWO OF THE world's top boxers returned to action following a prolonged break from the ring.

Both Floyd Mayweather and Wladimir Klitschko were triumphant, prompting speculation about who they'll fight next, and the inevitable posturing from inferior pugilists looking for a big pay day before they get knocked out. But the truth is both men are masters of their own destiny. Their wealth and reputations are secure and should they choose to fight on it will be on their terms, not anybody else's.

It's a rare and enviable position. I mention this because last weekend, in

among the amazing variety of racing on the telly, I ended up watching European Formula 3 on Motors TV, where veteran commentator Andrew Marriott verbally sparred with co-comm David Richardson through three action-packed races.

The pair fought to finish each other's sentences, departed on wild tangents and, worst of all, failed to notice many of the key moves that were taking place.

A case in point came when the charging Jordan King made a mistake and ran wide during race three. It was clear to see – it took place in the centre of the shot. Yet it was only when he

attempted to repass Raffaele Marciello – who'd gone by as King was off track – that the commentary sprang to life, remarking that King was attempting a pass, ignorant of the fact that he'd recently driven off the track. This was just the tip of the iceberg.

Marriott has been one of the key movers in the televising of motorsport and all armchair fans owe him a huge debt of gratitude. More than anyone, he's earned the right to decide when to go. But, as they often say of great boxers, they are always the last to know when they've passed the peak of their powers.

**Revved Up**



# Eric Helary

“Our boss Jean Todt told us: ‘Be careful, be careful, be careful’”

■ Le Mans 24 Hours ■ June 19-20 1993 ■ Peugeot 905B ■ Life-changing win



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**THE 1993 LE MANS 24 HOURS** is an easy choice for race of my life, because it literally did change my life. I was a young guy heading in, there more to showcase Peugeot's youthful talent than to win, but that's exactly what we did. From that moment it was suddenly easy to find good factory drives. It was the perfect story.

I've always said there are three things you want to win as a driver: Le Mans, the Monaco GP and the Indianapolis 500. Something nobody knows is that I actually had the chance to compete at Indy in 1992: I was offered a seat with the Formula Project squad, who I had raced with in Formula 3, winning the 1990 French title. I preferred to do Le Mans though, so that ride eventually went to Philippe Gache, who had a bad, bad crash but was thankfully unhurt.

For Le Mans I joined Christophe Bouchut and Geoff Brabham in the third Peugeot. We were the youngest trio and had the least experience, so we weren't taken that much care of. For example, Peugeot used special

engines for qualifying at the time, but we didn't have one and we weren't very quick as a result – sixth on the grid, seven seconds down on pole. We didn't mind at all though; we were all so happy to be there, and besides we knew qualifying is not the key to winning Le Mans.

For the race we had the exact same car as the others, and in the warm-up

I did the second fastest time, so we knew the car was good. There's another thing: we did seven 24-hour simulations as practice, so we knew the cars were very reliable. Toyota, which was our main rival, was quick but not as reliable, and we knew this.

So our boss Jean Todt – and who left afterwards for Ferrari – told us exactly what to do: 'Be careful, be

careful, be careful.' In those days the driver had to be a good technician and know how to take care of every part of the car, from the clutch to the gearbox, the engine to the brakes.

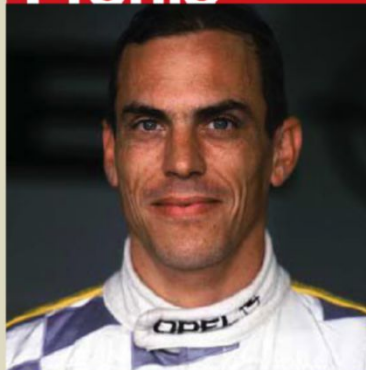
Now everything is electronically managed, but 20 years ago you had to be a real endurance driver. We didn't finish the first four practice sessions because we broke the gearbox – we weren't nursing it the right way.

In the race though we had almost no dramas – there was one panic when I had to pit because we were losing the rear wing, and another late on when Brabham said 'fire, fire' over the radio, but it was just a puncture and we lost nothing really.

One thing I was worried about was team orders, that maybe Peugeot didn't want us to win. The #1 car was after all just one lap down, but about two hours from the end Todt said, 'OK, we keep the position.' We were so happy.

*Eric Helary was talking to Sam Tremayne*

## Profile



### ERIC HELARY'S 1993 LE MANS

win, just two years after his first foray into sportscars, provided the foundation for a two-decade career at the pinnacle of endurance racing. He took three more Le Mans podiums, in Courage C34, McLaren F1 GTR and Pescarolo C60. He also competed for Toyota and BMW, with which he won the 1997 Spa 24 Hours. On top of spells in DTM, FIA GT and WTCC, Helary won the 2011 Euro Racecar championship.

**NEXT WEEK** ALL THE SPANISH GP ACTION  
F1 returns to Europe – who can stop Vettel?



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