



# AUTOSPORT

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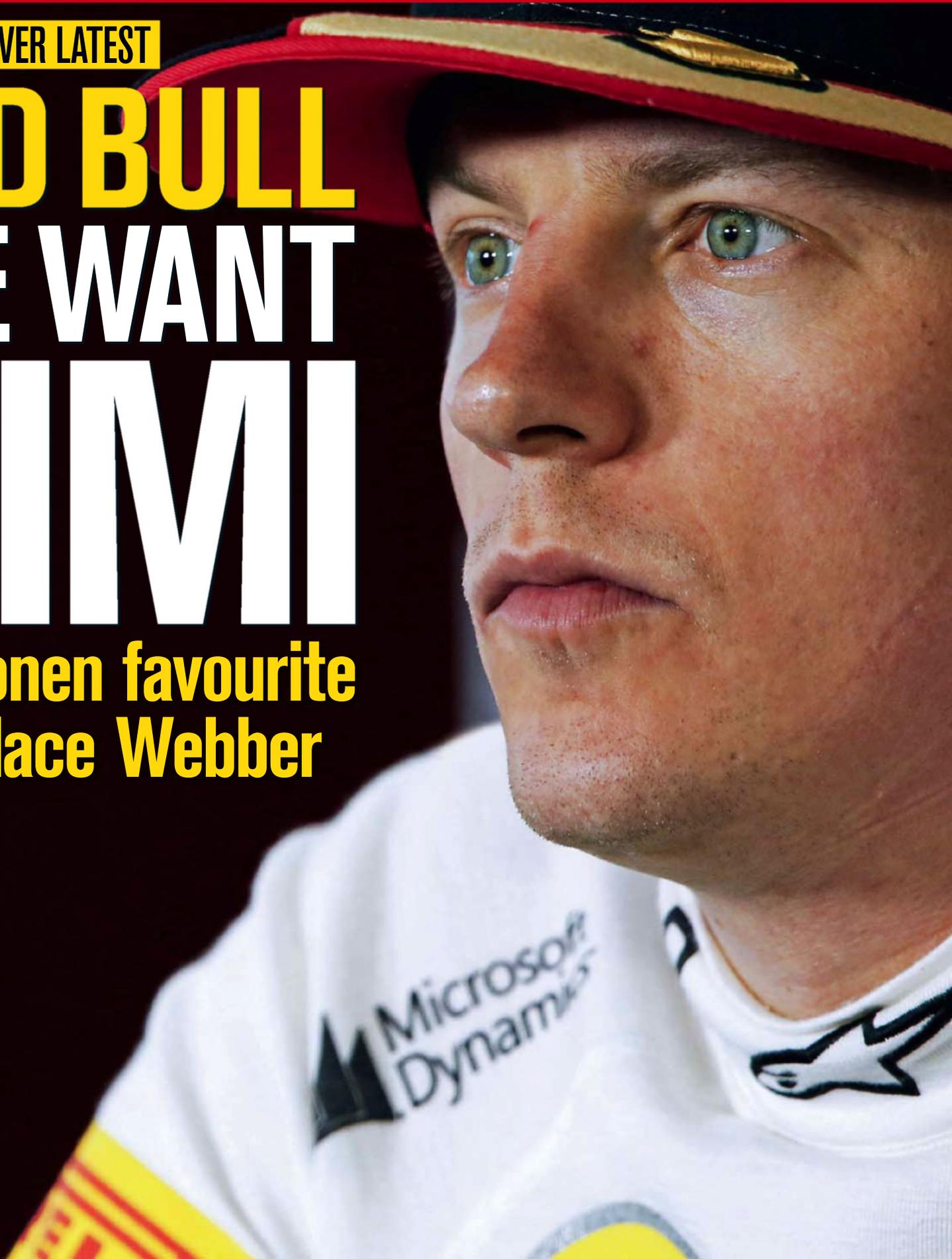
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JUNE 6 2013

F1 2014 DRIVER LATEST

# RED BULL WE WANT KIMI

Raikkonen favourite  
to replace Webber



V Endurance Series



MOTORLAND ARAGÓN



# AUGUST 30-31<sup>ST</sup> - SEPT. 1<sup>ST</sup> 2013 12-HOUR RACE

ENDURANCE SERIES  
CALENDAR 2013



SPAIN

CATALUNYA-BARCELONE [SPAIN]  
March, 22-23-24  
6H GT - 6H PROTO  
FUNYO - MONOPLACE

MOTORLAND ARAGON [SPAIN]  
August, 30-31<sup>st</sup> - Sept. 1<sup>st</sup>  
12H GT & PROTO  
FUNYO - MONOPLACE

MUGELLO [ITALY]  
April, 19-20-21  
6H GT - 6H PROTO - 2H HIST.

PAUL RICARD [FRANCE]  
Sept., 6-7-8  
2 TOURS D'HORLOGE  
24H-HISTORIC RACE

PAUL RICARD [FRANCE]  
May, 31<sup>st</sup> - June, 1<sup>st</sup> - 2<sup>nd</sup>  
4H GT - 4H PROTO - 2H HIST.  
FUNYO - MONOPLACE

MAGNY-COURS [FRANCE]  
October, 25-26-27  
6H GT - 6H PROTO - 2H HIST.  
FUNYO - MONOPLACE

DIJON-PRENOIS [FRANCE]  
June, 28-29-30  
3H GT - 3H PROTO - 2H HIST.  
FUNYO - MONOPLACE

ESTORIL [PORTUGAL]  
November, 15-16-17  
6H GT - 6H PROTO - 2H HIST.

INFORMATION & ENTRIES  
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**POLE POSITION**

# If it's summer, it must be silly season

**SUMMER IS HERE AT LAST, AS I DISCOVERED AT Silverstone last weekend when the sun beat down gloriously on a fine weekend of action headlined by Blancpain Endurance GTs with Auto GP, Lambos and Formula Renaults. And with the arrival of summer comes the Formula 1 silly season ahead of 2014.**

Over the next few months, prepare to be bombarded by constant speculation over impending driver-market moves. But I'll start you off with a rare fact among all the rumours: Kimi Raikkonen is very much top of Red Bull's shortlist to replace Mark Webber if, as expected, he walks away or gets flicked after seven seasons at Milton Keynes. The only other driver in the frame, Daniel Ricciardo, has yet to prove Sebastian Vettel-like performance at Toro Rosso.

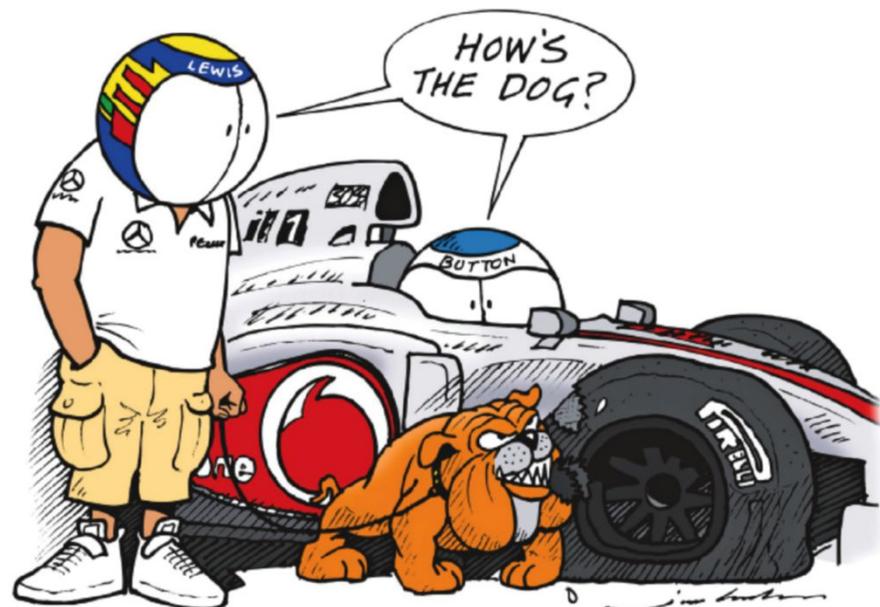
Of course, Webber could win the next five races and bury the hatchet with Vettel. But you can't help but feel after Seb's post-'Multi-21' outburst in China that a settling of differences is far less likely even than Ricciardo doing a Vettel and winning at Monza!

Webber has good options too, of course, not least replacing Raikkonen at Lotus or joining Porsche's nascent Le Mans programme. Like I said, silly season has only just begun.

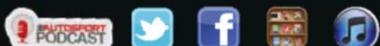


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**BAMBER'S WEEK**



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Cover Image: Kalisz/XPB  
Inset: Levitt/LAT

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They've even gone up to 2021! All the details...

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**FRANCOIS DELECOUR**



# THE BIG PICTURE

The Acropolis Rally is renowned as one of the WRC's toughest events. Citroen's Dani Sordo demonstrates why as he charges on through the rocks and dust





# This week in F1

## WILLIAMS GETS MERC POWER FOR 2014

Williams has confirmed it will use Mercedes engines next year.

The team switched from Cosworth to Renault power at the start of last season, but will be supplied by the German manufacturer by the time the 1.6-litre turbocharged V6 regulations come into force.

Williams deputy team principal Claire Williams believes that the change in engines is crucial to her organisation's future.

"Securing the right engine supply partnership is a key milestone in the implementation of our strategy for long-term success," she said.

Renault now has only two confirmed teams to supply in 2014, although Caterham owner Tony Fernandes said in Monaco that his squad would continue to use the French engines next year. Renault says it could eventually end up supplying as many as five teams.

Mercedes now has four confirmed engine deals for 2014, although marque motorsport boss Toto Wolff has left the door open for more.

### 2014 ENGINE DEALS

<b>Red Bull</b>	Renault	<b>Sauber</b>	<i>Ferrari</i>
<b>Ferrari</b>	Ferrari	<b>Force India</b>	Mercedes
<b>McLaren</b>	Mercedes	<b>Toro Rosso</b>	Renault
<b>Lotus</b>	<i>Renault, Mercedes or Ferrari</i>	<b>Williams</b>	Mercedes
<b>Mercedes</b>	Mercedes	<b>Caterham</b>	<i>Renault</i>
		<b>Marussia</b>	<i>Ferrari</i>

*Italics = to be confirmed*



COMTES/LAT

6

## DID YOU KNOW

Red Bull has never won a grand prix in North America. It has had 11 attempts, with its best results being second in Canada in 2011 (below) and second in the USA last year.



FERRARO/LAT

## New CEO at Williams

Former Jaguar Cars managing director Mike O'Driscoll has been appointed to the new role of chief operating officer of the Williams Group. Alex Burns, the former CEO, has left the team with immediate effect.

## ROSSI GETS AN OUTING

GP2 racer Alexander Rossi will have his first Formula 1 drive of the year for Caterham during Friday morning practice for this weekend's Canadian Grand Prix. He'll replace Charles Pic for what will be his first run since Spain last year.



STALEY/GP2



DUNBAR/LAT

## Chassis change for Maldonado in Canada

Williams driver Pastor Maldonado will have a new chassis for Canada this weekend. Although the one damaged in his heavy crash during the Monaco Grand Prix (pictured) is repairable, it won't be ready in time to go to Montreal.

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## DEVELOPING STORY: PIRELLI TYRE TEST CONTROVERSY

### Pirelli defends its testing approach

Pirelli released a statement last Friday claiming its controversial test with a 2013 Mercedes at Barcelona the week after the Spanish Grand Prix was “conducted in observance of the contract between Pirelli and FIA”.

The tyre supplier stressed the focus was on 2014 development, with the modified 2013 rubber only briefly tried and running with a base, rather than a race, compound. It added: “The team did not obtain any advantage with regard to knowledge of the behaviour of the tyres in use in the current championship.”



### FIA adds Ferrari to its investigations

Ferrari has been asked by the FIA to provide information about its Pirelli tyre test, conducted at Barcelona after the Bahrain Grand Prix using a 2011 car. The test is believed to have been run by Ferrari’s Corse Clienti customer car division.

Ferrari has described its Barcelona test as an “irrelevant detail”, insisting that Mercedes must answer for using a current-specification car.

The sporting regulations appear to allow the running an older chassis, although Mercedes could point out that a 2011 car is “substantially similar” to current machines, and therefore prohibited.



### Governing body still considering options

As AUTOSPORT closed for press, the FIA hadn’t decided whether the Mercedes tyre test would lead to an International Tribunal. The FIA could also issue a punishment without using an IT, or agree a settlement.

### More testing planned

Pirelli motorsport director Paul Hembery has confirmed that his company is planning further 2014 tyre tests. “We envisage other tests during the year, looking at 2014, and will be hoping to have other tests with teams who are willing to perform [them],” he said.

## New rear tyres should race at Silverstone

Pirelli is confident it will have “unanimous agreement” for its new tyres to be used in race conditions at the British Grand Prix next month.

The modified rear rubber will be of the same compounds as used so far this season, but with the construction altered by the replacement of the existing steel belt with a kevlar one, as used last year.

Teams will each be given two sets of the new rubber for use during Friday practice for this weekend’s Canadian GP.

“That allows them to understand if there are any changes to set-up and balance,” said Pirelli motorsport boss Paul Hembery. “We’ll then take the tyres to Silverstone.”

“The indications we have from the teams are that they accept we need to make a change and they are favourable. Clearly, some would like a bigger change, some would like no change, but they do understand we need to resolve the delamination issue, and we believe we have a solution that minimises the change in performance of the current tyre.”



FERRARO/LAT

EBREV/LAT



### HANKOOK RULES OUT F1 SWITCH

South Korean tyre manufacturer Hankook has dismissed the idea of becoming Formula 1’s sole tyre supplier next year.

However, the manufacturer, which currently supplies a number of racing categories, including DTM and the Formula 3 European Championship, is open to such a move in the future.

“For 2014, it’s completely impossible because of the lack of tyre development time,” DTM competition engineer Michael Eckert said.

## BIG NUMBER

# 100

Force India will start its 100th grand prix in Canada on Sunday. The team also started 285 races in its former guises as Jordan, Midland and Spyker.

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# Mark Hughes

## MPH



Lewis Hamilton's inability to get to grips with his Mercedes' brakes is cramping his driving style, leaving him playing second fiddle to Rosberg

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON AUTOSPORT +

**R**egardless of the political furore surrounding Mercedes and its tyre test, we are coming into a crucial weekend for Lewis Hamilton's season.

Montreal is the circuit at which he has traditionally been untouchable. His qualifying advantages over his team-mates there read as follows:

Year	time advantage (team-mate)
2007	0.456s (Fernando Alonso)
2008	1.203s (Heikki Kovalainen)
2010	0.415s (Jenson Button)
2011	0.273s (Jenson Button)
2012	1.095s (Jenson Button)

That's an average margin of +0.688s around a track at which no team-mate has ever outqualified Hamilton. He's won every race there he's finished (three). It's an advantage that's been largely built on his ability to get more from his car's brakes than anyone else around a circuit where braking into slow corners from very high speeds is more important than at anywhere else. Six times during the lap the cars brake from above 155mph into corners that vary between 45 and 85mph. Having the confidence to maximise the track's width when there are solid walls to hit is another skill that's well rewarded here, and Hamilton has traditionally been brilliant at both.

and which of the two Mercedes drivers took pole determined which of them won the race. Hamilton's approach is more visceral, feeling his way through the weekend, getting the car in a zone of comfort and then just unleashing his talent. It's a formidable combination when all is working, because it allows an improvisation that's not dependent upon the fine detail. However, this is the first time, probably since he started testing the McLaren when it was still on Michelins at the end of 2006, when Hamilton has not been in tune with what his car is demanding of him.

A core skill in a driver's armoury is how close he can get to the ultimate braking power of a car that's covered in downforce at high speed, and which can therefore withstand a huge braking force. However, that downforce comes off very quickly as the car is braked. Keep too much pedal pressure on as the downforce is reducing, and the wheels lock; don't have enough pressure on, and you are underbraking, either of which will increase the lap time.

The problem is being made more complicated this year by the temperature sensitivity of this generation of Pirelli tyres. Teams are trying to transfer heat from the brakes through the rims to get the tyres quickly up to temperature, but not have them transferring so much heat that they then overheat the rubber. Having

**“Hamilton is struggling against Rosberg, and says a key part of that struggle is braking feel”**

However, the Briton is currently struggling against Nico Rosberg, and says a key part of that struggle is braking feel. At Monaco, he even reverted to an older type of Carbon Industrie disc material, trying to get the pedal to feel exactly how he needs it, while the team has been trying since the start of the season to come up with a brake master cylinder design that helps with that aim.

Hamilton's difficulties take nothing away from Rosberg, who is doing an outstanding job this season. His cerebral approach is ideally suited to the demands of racing on these tyres, and his natural ability only emphasises this. Furthermore, that approach is allowing him a Vettel-like ability to put the pieces of his weekend together, logging each new hard piece of information and building up a picture – then putting it all together at the crucial time in qualifying. It was that ability that ensured he took pole at Monaco –

a brake disc generating this necessarily narrow band of temperature just makes getting the feel exactly how a driver wants it even trickier.

Had Rosberg not been doing such a great job, Hamilton's problems would not have become as evident. What we now really want to see is a Hamilton with no issues up against a similar all-cylinders-firing Rosberg. What will be fascinating to monitor this weekend will be whether the extreme braking demands of Montreal just expose Hamilton's braking difficulties even more, or whether that extremity will finally allow him to properly decode the feedback he's getting from that brake pedal. If that happens, he might be able to carry through those lessons to more conventional tracks, in a process similar to how optimum brake temperatures help generate optimum tyre temperatures, in turn making the braking more consistent to form a circle of equilibrium. ❧

# This week in motorsport

## CATERHAM LE MANS CHALLENGER REVEALED

Caterham livery was unveiled

Caterham this week revealed the livery its Greaves Motorsport-run Zytek-Nissan Z11SN will carry at the Le Mans 24 Hours and announced that it is using the race as part of an evaluation into the customer LMP market.

The car, which will compete under the Caterham Motorsport banner in the race, and at this weekend's official test day, will be driven by Alexander Rossi, Tom Kimber-Smith and Eric Lux.



## DRAYSON FOR RECORD ATTEMPT

A low-drag version of the Drayson B12 LMP car will be used in an attempt on the all-electric land speed record at RAF Elvington in Yorkshire on June 25. Team boss Paul Drayson will drive, attempting to beat the current 175mph record.



## GP3 makes tyre tweaks

GP3 has responded to the tyre-management frenzy of Barcelona by changing its 2013 compounds in time for next weekend's Valencia round. Each compound will be one 'step' harder and more durable in order to allow drivers to attack more during races.

## Toyota's Le Mans rules break

Toyota and other teams using petrol LMP1s have been given performance breaks ahead of the Le Mans 24 Hours. Race organiser the ACO has granted an extra three litres of fuel capacity for the machines, bringing Toyota's

TS030 HYBRID up to 76 litres and the non-hybrids to 78. In GTE Pro, the Aston Martin Vantage GTE has had 10kg of weight added while the Porsche 911 RSR will have a larger air restrictor.

Deegan aims to fly high



## X GAMES LEGEND TO ERX

Global Rallycross Star and X Games legend Brian Deegan will contest this weekend's European championship round at Kouvola in Finland. Deegan, who will be joined at the event by fellow American Tanner Foust, will race the same Olsbergs MSE Ford Fiesta Supercar he uses in the GRC.



## SALO TESTS RALLYCROSS

Ex-Ferrari Formula 1 driver Mika Salo tested for European Rallycross Championship squad Albatec Racing at Porvoo in Finland on Monday. Salo, who drove team boss Andy Scott's Peugeot 208 Supercar, has not ruled out contesting an event with the team later in the year.

## Svendsen-Cook returns

British Formula 3 International Series race winner Rupert Svendsen-Cook made his sportscar debut at Silverstone last weekend in the Lamborghini Super Trofeo. The 22-year-old Briton finished the races third and 10th in the Racing Team Germany Gallardo he was sharing with teenaged gentleman driver Fabian Hamprecht.

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

## Baku added to FIA GT calendar

The final round of the FIA GT Series will be held on the streets of Baku in Azerbaijan on October 19-20, the event taking the calendar spot that had been set to go to a Middle-East track. The event

will take place on a new 2.5-mile street track near to the city's 'Big Globe' arena, rather than on the shorter, city-centre layout used for the non-championship City Challenge event (pictured) last year.



GT3 cars raced on Baku streets in '12

## GREENGT GIVES UP LE MANS SPOT

The GreenGT H2 hydrogen-electric prototype that was due to take the 'Garage 56' spot at the Le Mans 24 Hours has been withdrawn from the event in order to give the team behind the project more time for development. Its place has been taken by the ProSpeed Porsche.



GreenGT won't be at Le Mans



## Caine tests NGTC Focus

Motorbase Performance's third NGTC-spec Ford Focus made its test debut at Snetterton last week with British GT champion Michael Caine driving. Team principal David Bartrum told AUTOSPORT that Caine, who was named as the driver of the car when the British Touring Car Championship entry list was unveiled in March, will not race the machine this year. He hopes another driver can be signed in time for the second half of the season to partner team regulars Mat Jackson and Aron Smith.

## Newey escapes Lambo shunt

Red Bull chief technical officer Adrian Newey suffered an embarrassing exit from the Lamborghini Super Trofeo at Silverstone on Sunday. Having finished eighth in Saturday's race, despite an early spin, Newey failed to make the grid for

race two when he spun into the barriers on his out-lap. "I was in second gear, weaving to get heat into the tyres, and just lost it on the straight," he told AUTOSPORT. "It's such a shame because I had such a good race on Saturday."



Newey's car suffered damage

## HUFF FINE AFTER CRASH

World Touring Car champion Rob Huff will be fit to take part in this weekend's Moscow round after escaping serious injury in a road accident last week. Huff's Chevrolet Camaro received extensive damage in the crash, which was instigated by a drunk driver.

## In brief



LE MEUR/DPPI

### MALUCELLI DEAL

Matteo Malucelli has landed a Ferrari factory drive with AF Corse for the Le Mans 24 Hours later this month. The Italian will partner team regulars Gianmaria Bruni and Giancarlo Fisichella in the race.

### WTCC TO ARGENTINA

The long-expected announcement that Argentina will replace Brazil on the World Touring Car calendar was made this week. The Termas de Rio Hondo venue will host the event on August 3-4.

### MENARD EXTENDS

NASCAR Sprint Cup race winner Paul Menard has signed a new, multi-year deal with Richard Childress Racing. Menard, 32, lies 10th in the championship standings for the Chevrolet squad.

### TAPPY TEAM SWITCH

Brit Duncan Tappy will contest the remainder of the Blancpain Endurance Series with the Black Falcon Mercedes team. He raced at Silverstone last weekend, finishing ninth in Pro-Am with Andrii Leded and Oliver Morley.

### MOWLEM TO LE MANS

Sportscar regular Johnny Mowlem has joined the HVM Status team for the Le Mans 24 Hours. The Brit will share the LMP2-spec Lola-Judd/BMW B12/80 with Jonathan Hirschi and Tony Burgess.

### ERC TYRE LIMITS

European Rally Championship competitors will be limited to 20 per event, starting with this month's Ypres Rally, in a bid to curb rising costs. Tyre use had previously been unrestricted.

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# Dieter Rencken

## F1's political animal

The dragging-on of F1's launch on the Singapore Stock Exchange sounds bad, but it's actually good news for the sport

**L**onger running even than the Case of the Missing Concorde Agreement is the on-off-on-off saga of the much-vaunted listing of Formula 1's commercial rights on the Singapore Stock Exchange.

First mooted in March last year and confirmed in May, the IPO was off by August. Then, earlier this year, F1 tsar Bernie Ecclestone – employed as CEO by the rights-controlling entity CVC Capital Partners, which holds just 35 per cent of shares – stated the listing was back on the agenda, with flotation scheduled for 'this year'. Two months later the timeframe was given as 'within 12 months'. Spot the subtle difference?

Now, though, it seems CVC is no hurry to list, with the investment fund's chief Donald Mackenzie saying at the Monaco Grand Prix that there is 'no rush [to list]'; adding the company 'still has a few issues [to resolve]'. That it surely does, what with Ecclestone in the firing line of no fewer than four court cases, and no succession plan being in place for the 82-year-old.

None of this bodes particularly well for the IPO; conversely, though, that is exceedingly good news for F1, for CVC has netted around £3 billion since acquiring a two-thirds share in the rights, subsequently selling off almost 50 per cent yet still managing to retain control through a highly complex share structure. A share listing would see even more money leave the sport.

While Mackenzie argues it to be incorrect to suggest

doomed listing suggested that having such a document in circulation enabled institutional investors, who in the main would not know chequered flags from chess boards, to become comfortable with an exotic operation not usually on their radar.

However, this on-off-on-off strategy has hardly embellished the smell of the stock, particularly among the target market, namely institutional investors – money-market funds, bond funds, and other non-stock mutual funds – of which there are over 70,000 such entities globally. To such folk, who typically hold £200m in funds, multi-million-dollar purchases are small beer, being the equivalent of buying your daily bread.

Don't like the look of that crust? Pick another loaf. Put off by rumours coming out of Munich's courthouse? Buy other stock. Worried about F1's (lack of) succession planning? "This share's not for you, sir, possibly Widget Inc is of more interest."

When the flotation was pulled a year ago the reasons given varied from Eurozone crisis to the lukewarm reception given to Facebook and to the lack of Concorde. Now, though, stocks are on the up – indeed, the London Stock Exchange hit a 13-year high last month – and CVC recently announced plans for a billion-pound listing of its Danish Matas personal health chain 'within weeks'. Note the haste with which it can be done...

Instead of positive news and holding onto stock in the

**“Every penny generated that fails to reach teams is hardly for the good of the sport”**

CVC is whisking money away, reportedly telling the Press Association that team payments this year amount to £900 million (they are, in fact, one third that), it is utterly indisputable that every penny generated by F1 in whichever way, which ultimately fails to reach teams or the FIA, is hardly work for the good of the sport.

The overriding mystery, though, is precisely why CVC announced the listing over a year ago, going as far as preparing an impressive 500-page draft prospectus, a copy of which weaseled its way to this column, before twice bailing out of it. By stock-exchange convention the 'issuer' typically has 90-120 days to complete a listing before stock becomes stale. Second time around invariably raises a raft of uncomfortable questions, as a company with the experience of CVC should surely know.

Initially this early 'leaking' of the prospectus was viewed as part of an overall strategy. An investment analyst with inside knowledge of former Indycar series CART's

belief that listing would secure a massive payday, CVC has in the interim gradually dumped percentages, raising more questions – what does the fund know that the appointed underwriters (including such as UBS, Goldman Sachs and Morgan Stanley), charged with boosting values, do not?

Rather than push for the bedrock of the sport, namely the Concorde Agreement – the covenant that governs the sport by outlining the mutual obligations of the FIA, commercial-rights holder and teams – to be agreed and signed by all parties, Ecclestone has blamed the lawyers for the hold-up. For whom do they ultimately work?

In the interim the teams, the majority of which are extremely cash-strapped due to an inequitable revenue-distribution system introduced this year under Mackenzie's watch, could do well to hold the chartered accountant to the £900m annual pay out, for that equates to F1's current turnover. That is how it once was. ❧

# WHY RAIKKONEN IS RED BULL'S PERFECT FIT

The 2007 world champion is a free agent next year, and with Vettel and Webber at loggerheads, **EDD STRAW** says that Kimi is the man Red Bull is likely to sign

14

**R**ed Bull believes the way to make its world championship-winning team stronger is simple: sign Kimi Raikkonen to create only the seventh all-world champion driver line-up in world championship history. And that is exactly what it is very likely to do.

As it stands, no deal has yet been done. Odds are it will be close to the August break before Red Bull will finalise who will partner triple world champion (and, by 2014, possible four-time title-winner) Sebastian Vettel next season. Not only is Raikkonen known to be on Red Bull's shortlist, he is also far and away the best-qualified of the contenders. The 2007 world champion has excelled with Lotus since returning from the mud and gravel of the World Rally Championship at the start of last season, so the time is surely right for Red Bull to renew its alliance with the monosyllabic Finn.

The man himself shows he has a firm grasp on his own value as the only world champion on the grid who is out-of-contract in 2014.

"There are not many top drivers that have no contract [for 2014]," said the Finn in Monaco recently. "I am probably the only one of those and there are some contracts that will end next year. I don't have a contract, so it is normal [speculation] happens.

"I am not in a hurry. If I was desperate for a contract, I would have already tried to sign it last year. I would rather do my work well and if I do well I am sure I will get the contract I want."

Raikkonen hasn't shared with the world exactly where the contract of his dreams will place him. But he has admitted to having two ▶

MASON/GETTY



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# 'KIMI KNOWS HE IS THE LEADING CONTENDER FOR RED BULL'S SEAT'

options for next season. Clearly, staying at Lotus is possible and the Enstone team would be mad not to have tried to tie him down to a new deal. But effective as Lotus is, there are fair reasons to question whether its current title-chasing form is its natural level. The departure of technical director James Allison, who Raikkonen is known to hold in high esteem, will surely be seen as a disincentive to stay on.

Red Bull has sounded him out, so he knows he is the leading contender for the seat. Frankly, he would be mad to turn down the opportunity to move there. Not only does he already have links to the energy drinks behemoth, but this is the current team of choice in grand prix racing. It's rare to have a shot at the best car in F1 and he would have to have a very good reason to turn it down.

## WHAT IS IN IT FOR RED BULL?

In short, a stronger driver line-up. In 2012 and '13, Raikkonen has generally performed at a higher level to Mark Webber. Next season, the sport will be transformed by the switch to 1.6-litre turbocharged V6 'green' engines, making it a season of unknowns. Right now, Red Bull has established itself as a tremendously successful team, but only across one set of regulations. Next year, it could become one of the few to have success that spans the eras.

The challenges of the new rules package as far

as drivers are concerned appear right up Raikkonen's street. While his reputation is as a super-fast single lap merchant, partly thanks to his 38 fastest laps, that's a very crude way to evaluate his skill set. In reality, since returning his qualifying performances with Lotus have been hit and miss. Where he really excelled, and has always excelled, is in executing a race distance.

Raikkonen makes relatively few mistakes, as his run of 22-consecutive points finishes attests, and is one of the canniest tyre managers on the grid. Add the fuel strategy demands of next year, and you have a driver with great aptitude.

Renault will continue to supply Red Bull's engines next year. Renault F1 Sport deputy managing director Rob White explains just what the rule changes mean, not only for engine suppliers but also on-track management.

"There are two key regulations that will drive us to extremely high levels of thermal efficiency," he explains. "We will have 100kg of fuel from lights out to chequered flag. On the high-consumption circuits, there is somewhere between 155kg and 170kg of fuel on board the heaviest cars, so that's a good 35 per cent less in 2014. The fuel flow rate is also limited to a maximum of 100kg/h, so that's a limit on the chemical power. The only way to deliver more power than your rivals is to be more efficient."

Efficiency will largely be delivered by the engines themselves, but the driver can also



have a small but potentially race-winning influence on this. This could prove to be a decisive factor in Kimi's favour.

Raikkonen's 'couldn't care less' image can also be made to work for Red Bull, although he is far less polished a performer than Webber has been on that front. With Lotus making a virtue of Raikkonen's charismatic anti-charisma, a marketing company as creative as Red Bull should be able to pull off a similar trick. The question is, perhaps, what major backer Infiniti wants? ▶

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## Question:

Which constructor has won the most Le Mans races?

- A) BMW
- B) Porsche
- C) Mercedes-Benz



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125 YEARS OF TYRES  **DUNLOP**

## CAN RAIKKONEN WORK WITH VETTEL?

Red Bull already has one of the few 'gold standard' drivers in F1 on its books in the form of Vettel. Last year, it shied away from the chance to sign Lewis Hamilton from McLaren for fear of the potential conflicts having two top drivers inside the team could create.

Vettel, for his part, was asked for his opinion on signing Hamilton and is understood not to have expressed any serious reservations about taking on a proven world champion in the same team. Clearly, amid the uncertainty of next year, Red Bull wants to ensure it has the best possible hand in all elements of the team, leading to this change in policy.

So what would Vettel think about Raikkonen? Primarily, he will be happy at the change of team-mate having let the world know, in no uncertain terms, what he thinks of Webber. Speaking in China, two weeks after stealing victory in the Malaysian GP against team orders, he made it clear he does not believe Webber has given him the necessary support over the years.

As for Raikkonen, Vettel will back himself to maintain de facto team leadership thanks to the combination of being the incumbent driver and his more consistent qualifying record. He also knows the team inside out, so when it comes to political games, he will prevail every time.

The Finn himself has also shown himself to be very much non-political, particularly during 2007 and, notably, in 2008 when team-mate Felipe Massa managed to gain the ascendancy at Ferrari. This means he should be able to co-exist with pretty much any driver in the same team, even though he certainly runs the risk of being out-manoeuvred.

It's difficult to know what Raikkonen would think about taking on Vettel in his own backyard.



Vettel and Raikkonen get on well off the racetrack

But as he has shown no particularly strong feelings about the identity of his team-mate in the past, it is hard to imagine he would be scared of the challenge. Then again, during his F1 career, he has never faced up to a driver of that calibre in the same team, with the rapid, but less complete, Juan Pablo Montoya arguably the best he has been paired with.

## WHAT ARE THE ALTERNATIVES?

Currently, two drivers sit on the Red Bull shortlist alongside Raikkonen. The first is the incumbent Mark Webber, who has driven for the team since the start of 2007 and won nine grands prix. The second is Red Bull junior Daniel Ricciardo, who has made a better impression than Jean-Eric Vergne at Scuderia Toro Rosso over the past 18 months.

There are a lot of reasons why Webber's days appear numbered at Red Bull. The Malaysian Grand Prix team orders controversy, in which he was ironically the wronged party, has brought existing tensions between him and Vettel to the surface. More than anything, it was last year's Brazilian GP, where the team was furious for Webber chopping his team-mate at the start that has played a key part in making the Australian's position at the team potentially untenable. There are also question marks about whether, at 36, he is past his peak, not to mention concerns about his heavy fuel usage.

But the fact Webber has played his part in three consecutive constructors' championships means he will not be forsaken lightly. He is also well-regarded by Adrian Newey for his contribution to the team and having worked



Webber's "don't be Seb's number two" warning?

# WHY THE TOP TEAMS SHOULDN'T OVERLOOK HULKENBERG

Should Kimi Raikkonen make the switch to Red Bull and Mark Webber not find a berth in another top team, there is every chance that there will be one or two slots at the sharp end of the grid for a rising star to step into. By rights, that driver should be Nico Hulkenberg. But there is a problem.

The German had a strong end to last season and was in the mix to take an unlikely win in the Brazilian Grand Prix before losing control of the rear of his Force India and hitting Lewis Hamilton while attempting to take the lead. Perhaps his devastating run of form in the closing stages of the 2012 season came too late to force the leading teams to pick him up, but those who have paid attention to his career over the past decade or so are in no doubt about his quality.

Now, having moved to Sauber, he is in a difficult position. He led the race in China thanks to his

strategy, but has scored points only twice in five starts (he did not even get to the grid in Australia thanks to fuel tank damage). But beyond that, it has been hard to make an impression.

Eighth place in Malaysia and 10th in China are his sole points-scoring performances, a far cry from the early-season heroics that allowed Sergio Perez to damn-near win at Sepang early in 2012. This means he runs the risk of being passed over again. Unless, of course, Sauber can continue to make progress with curing its car problems.

But the 25-year-old has two aces up his sleeve. Firstly, as he showed with his pole position in Brazil in 2010 and stunning drive in the same race last year, he has an uncanny knack to exploit opportunities when they arise. Secondly, Ferrari has taken an interest in him and this played a part in his move to



Nico needs Sauber's form to improve

a team with long-time ties to Maranello.

As Hulkenberg himself has said, "there's a lot of things playing into such a decision." By rights, the move to Sauber should lead him to greater things.



# 'RED BULL HAS ALL THE DATA IT NEEDS ON WEBBER AND RICCIARDO'

with Raikkonen before, the Red Bull chief technical officer will have a very clear idea of what, if anything, might be lost development-wise by shedding Webber.

As for Ricciardo, he has impressed with Scuderia Toro Rosso, but is aware of the need to do so consistently. In China, for example, the affable 23-year-old drove superbly to qualify and finish seventh but in Monaco, when there was a shot at qualifying in the top 10, he couldn't quite pull it off while team-mate Vergne did.

The young Australian knows exactly what is at stake for his career right now. After the China race, he told AUTOSPORT that "we have got to do it a few more times now because once definitely isn't enough".

Ricciardo is seriously fast and there is little

doubt within Red Bull that he would be capable of winning a grand prix from pole position in the right car. The question is whether he can score heavily week in, week out. There is also the suspicion he might not be forceful enough in battle, thanks to his easy-going personality relative to the intense Vergne.

A stylish driver, there's little doubt Ricciardo would do a good job in a front-running team. He would certainly be far cheaper than Raikkonen as well. But the question is, going into a season of unknowns, could he be counted upon to score as heavily as the Finn would? On the flip side of the coin, Red Bull will be keen to promote another of its junior drivers if it can, which could persuade it to take a punt on Ricciardo.

Ultimately, Red Bull has access to all of the data

it needs about both Webber and Ricciardo so should be able to make the right choice with relative ease. For both drivers, a run of good results between now and August could not come at a better time. While Raikkonen is clear favourite for the seat, there is still time to change that situation.

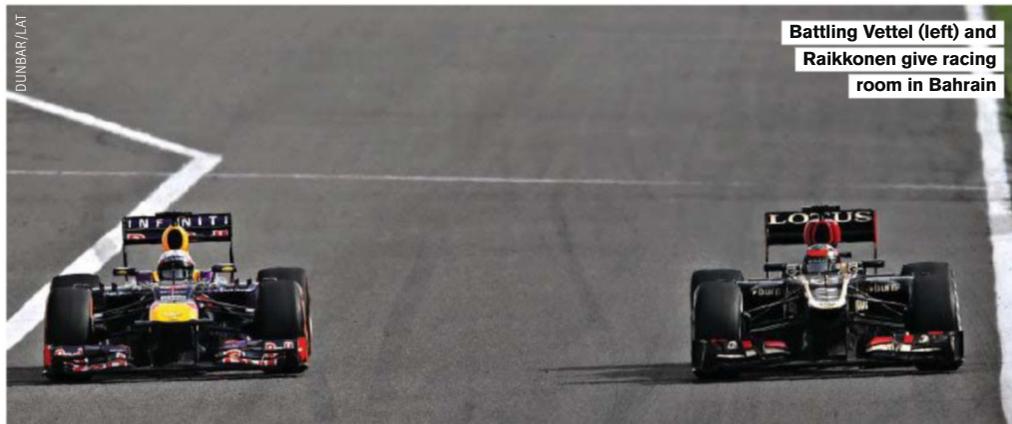
## HOW WILL IT AFFECT THE DRIVER MARKET?

By signing Kimi, Red Bull would be upping the ante in terms of driver line-up. A Vettel/Raikkonen combination would likely score more points than Vettel/Webber, meaning top teams whose driver line-ups are not locked down for next year might have to reconsider their options.

Take Ferrari for example. It has made no bones about operating a clear number one/number two policy with Fernando Alonso and Felipe Massa. But while the Brazilian has made a big step forward since his struggles in the first half of last year, he has still only scored 58 per cent of the points Alonso has. Webber has a strike rate of over 70 per cent relative to Vettel in recent years and Raikkonen would surely do better.

So assuming those patterns continue, Ferrari would need a significantly better car than Red Bull to beat it to the 2014 constructors' championship. This could lead to it reconsidering its second driver policy, but would Alonso, who has tremendous influence in the team, allow that? Would it be wise to drop a resurgent driver who knows Ferrari inside out? And who would they pick to replace him?

It would also leave Lotus in need of a



Battling Vettel (left) and Raikkonen give racing room in Bahrain

# PREVIOUS WORLD CHAMPION TEAM-MATE COMBINATIONS

Since the world championship started in 1950, only 32 drivers have claimed the title. Occasionally, these drivers have found themselves paired in equal machinery in the same team.

Though there's been many examples of a proven champion being team-mate to a young star, for example Nelson Piquet and Michael Schumacher at Benetton in 1991 or Fernando Alonso and Lewis Hamilton at McLaren in 2007,

it's rare for two title-winners to pair up. It's so unusual in fact, that if Red Bull does run Kimi Raikkonen alongside Sebastian Vettel, it will be just the seventh time it has happened. This is how the previous alliances have fared.

## Alberto Ascari/Giuseppe Farina

**Ferrari 1953**

Farina was in post-war decline when he won the title for Alfa Romeo in 1950. After joining Ferrari in 1952, he could not match rising star Ascari, who won the title. The following year, Farina managed just one win compared to Ascari's five.



## Emerson Fittipaldi/Denny Hulme

**McLaren 1974**

When 1972 champion Fittipaldi switched from Lotus to McLaren for the 1974 season, he was paired with Hulme, who had won the 1967 title for Brabham. Hulme, in his final year, won in Argentina but was firmly number two.



## Jim Clark/Graham Hill

**Lotus 1967-1968**



Hill won his first title for BRM in a shoot-out with Lotus driver Clark in South Africa in 1962. By the time Hill re-joined Lotus as his team-mate in 1967, Clark had two titles to his name. After Clark was killed in '68, Hill claimed the title.

## Alain Prost/Keke Rosberg

**McLaren 1986**

Rosberg switched from Williams to McLaren for his final season alongside reigning world champion Alain Prost. It didn't go well for Rosberg, who managed only a distant sixth in the points behind champion Prost.



## Alain Prost/Ayrton Senna

**McLaren 1989**

Senna had won his first title after joining Prost at McLaren a year earlier, and in 1989 they went toe-to-toe as champions. Their relationship became destructive, leading to the collision at Suzuka and Prost moving to Ferrari with the number one.



## Jenson Button/Lewis Hamilton

**McLaren 2010-2012**



Widely expected to struggle alongside 2008 champion Hamilton, Button actually outscored his team-mate during their three seasons together at McLaren. It was a strong partnership, but failed to secure a title.



"I'll drink to that"  
This pair would pose  
a formidable duo

recognised team leader. Concerns remain about whether Romain Grosjean's prodigious speed intrinsically carries with it the mistakes that have blighted his last 18 months in F1. So where would Lotus look? Chances are, it would have to consider the likes of Nico Hulkenberg (see panel, P19) or veteran Webber.

Mercedes has got Lewis Hamilton and Nico Rosberg tied down for next year and, on current evidence, this is an excellent line-up. As for McLaren, there remain question marks over

Sergio Perez, especially with Jenson Button, for all his class, showing a tendency to have a few too many off races per season.

If Red Bull does sign Raikkonen, it will certainly give the rest a lot to think about. Not only will it give F1's leading team arguably the strongest driver line-up on the grid, but it would be a co-operative pairing well-suited to the demands of the type of racing we will see in 2014.

Red Bull has recruited Newey and Vettel as game-changers over the years. There's every

chance it will now do the same with Raikkonen... unless anyone else wants to try to stop them by triggering a bidding war? It's not impossible, particularly with Robert Kubica's absence meaning there are not quite enough elite drivers to go around.

Either way, Red Bull is proving its determination to leave no stone unturned in its bid to start the new rules cycle in the manner it has performed through the old one. If it does sign Raikkonen, the rest should be very afraid. ❧

RONDEAU/GETTY

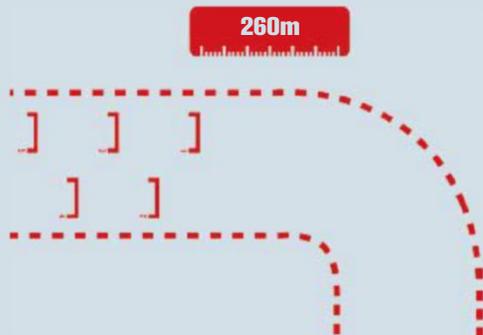
FERRARO/LAT



# CANADIAN GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

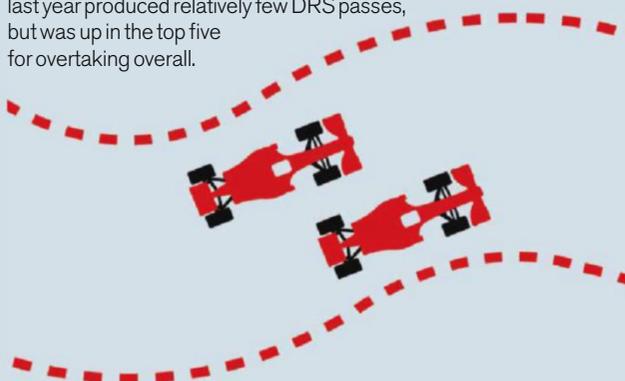
## FIRST CORNER



Despite the long stretch of almost-straight asphalt from the l'Épingle hairpin to the Virage Senna, the Montreal grid is offset some way towards the latter corner, giving the drivers just 260m to play with off line before the gentle right-left kink gives way to the Island hairpin.

## OVERTAKING STATS

As the first low downforce circuit of the year, we can expect speed and plenty of overtaking moves. The long braking zones provide potential for brave late braking manoeuvres. However, the race last year produced relatively few DRS passes, but was up in the top five for overtaking overall.



## FULL THROTTLE



59 per cent of the lap is spent on the gas pedal. But given the long, fast straights and notably tight corners, the other pedal probably receives more attention.

## PITLANE

The pitlane on the Ile Notre-Dame is exactly 400m long, making it one of the longest on the calendar. However, there are several which are just metres longer so Montreal only ranks eighth. Notably, however, pitlane loss is at its lowest all year in Canada.



MONTREAL	
Pitlane length	400m
Length rank	8th longest
Pitlane loss	16 seconds



MELBOURNE

SILVERSTONE

## SAFETY CARS

Statistically, you are only marginally less likely to see a safety car in Montreal than in Monaco, despite the circuits being so different. Looking at the incidents over the past nine years, however, gives us a 1.3 chance of a safety car appearance per race; in other words, an almost certainty.



USA/INDIA

SINGAPORE

## FUEL PENALTY



It requires 2.3kg of fuel to complete the 2.71-mile lap in Montreal and the nominal lap time loss of 0.2s/kg means fuel efficiency is good.

## GEAR CHANGES

Montreal has 52 gear changes per lap which puts it in the middle of the rankings for all circuits. How the driver uses his brakes and how well they're kept cool will be a deciding factor.



MONTREAL	
Circuit Length	2.71 miles
Race Laps	70
Race Distance	189.686 miles
Lap Record	Rubens Barrichello, 1m13.622, 2004
Corners	14 (6 Left, 8 Right)
Circuit Direction	Clockwise
Corners <62mph	8
Corners >155mph	2

## WEATHER



MONTHLY AVERAGES	
Daily sunshine	8.1hrs
Rainfall	83.1mm
Min temp	12.70C
Max temp	23.60C

Montreal has a humid continental climate with warm summers and no dry season. Usually warm around grand prix weekend, it can also be very wet – 2011 being the longest ever grand prix, such were the rain delays.

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

### THURSDAY

**1600 Sky Sports F1**  
**LIVE** Drivers' Press Conference

### FRIDAY

**1445 Sky Sports F1**  
**LIVE** Free Practice 1  
**1845 Sky Sports F1**  
**LIVE** Free Practice 2

**2300 Sky Sports F1**  
**LIVE** The F1 Show

### SATURDAY

**1445 Sky Sports F1**  
**LIVE** Free Practice 3  
**1700 Sky Sports F1**  
**LIVE** Qualifying

### SUNDAY

**1730 Sky Sports F1**  
**LIVE** Canadian GP

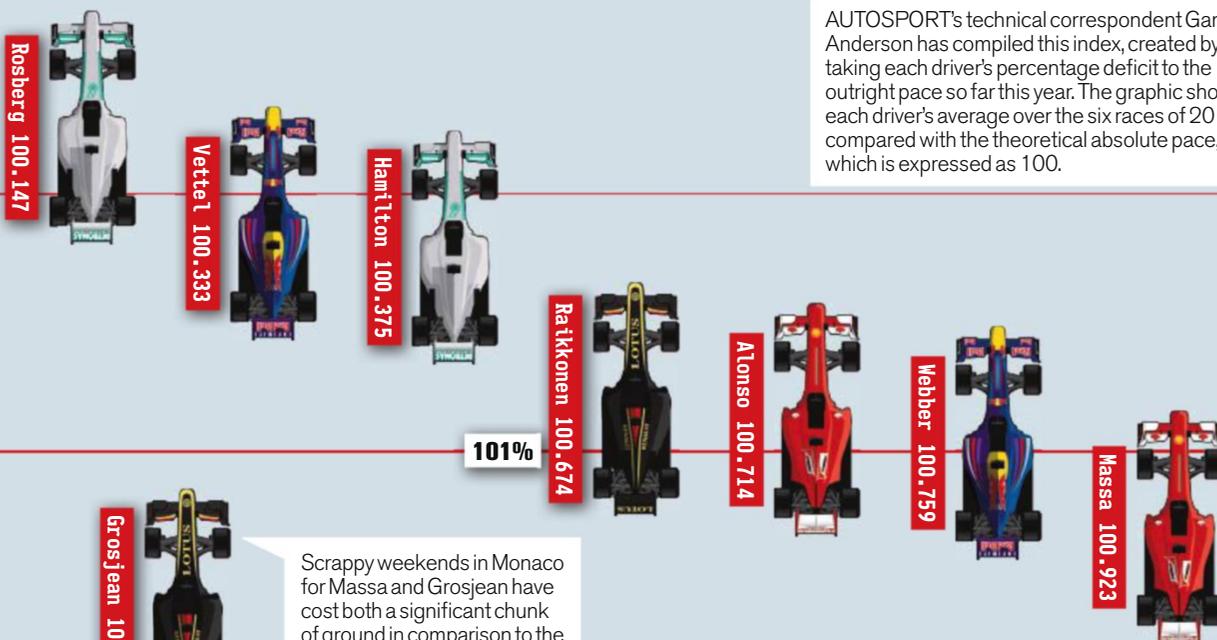
### ALL WEEK

Classic Canadian Grands Prix shown all week, the perfect build up to race weekend.

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 six races of 2013 compared with the theoretical absolute pace, which is expressed as 100.



101%



Grosjean 101.070

Scrappy weekends in Monaco for Massa and Grosjean have cost both a significant chunk of ground in comparison to the rest of the frontrunners.

There's little to choose between the McLaren drivers at the moment, as Perez continues to make gains on Button in terms of raw pace.



Sutil 101.546



Di Resta 101.560



Button 101.787



Perez 101.830



Ricciardo 101.988

102%



Hulkenberg 102.110



Vergne 102.240



Maldonado 102.605



Gutierrez 102.613

Gutierrez has fallen back into the clutches of the Williams teammates, but this is mainly as a result of him getting caught out in Monaco qualifying.

103%



Bottas 103.037

## AND THE REST...

Jules Bianchi still leads the minnows' supergrid for Marussia ahead of Charles Pic's Caterham, while Giedo van der Garde has made significant gains on Max Chilton at the back.

Bianchi (Marussia)	104.257
Pic (Caterham)	104.356
Chilton (Marussia)	105.144
van der Garde (Caterham)	105.235

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



# CANADIAN GP PREVIEW

# Brake discs could be at breaking point in Canada

Montreal is tough on stopping power. **CRAIG SCARBOROUGH** looks at the technology behind it

**A**t Montreal, the four brake discs are punished every lap by seven braking events. The track features a string of heavy braking zones, where the car drops from 185mph to 35mph in just 140 metres, pulling 5.5g in the process. With one fifth of the lap being on the brakes, they never get to cool adequately between corners, meaning they run hot and need cooling to prevent fade and wear.

F1 brakes use carbonfibre discs and matching carbonfibre pads. Rules limit their size to 278mm diameter and just 28mm thick. As the two friction components are the same material,

they wear at the same rate. They barely work below 400C, but will reach 1200C during braking. At temperatures above 600C they will also start to oxidise, where the surface burns away. If the brakes are not cooled adequately the braking effect will start to fade, also the oxidisation process will accelerate leading to premature wear and potentially catastrophic disc failure. Teams will have wear and temperature sensors around the discs, to keep track of these problems.

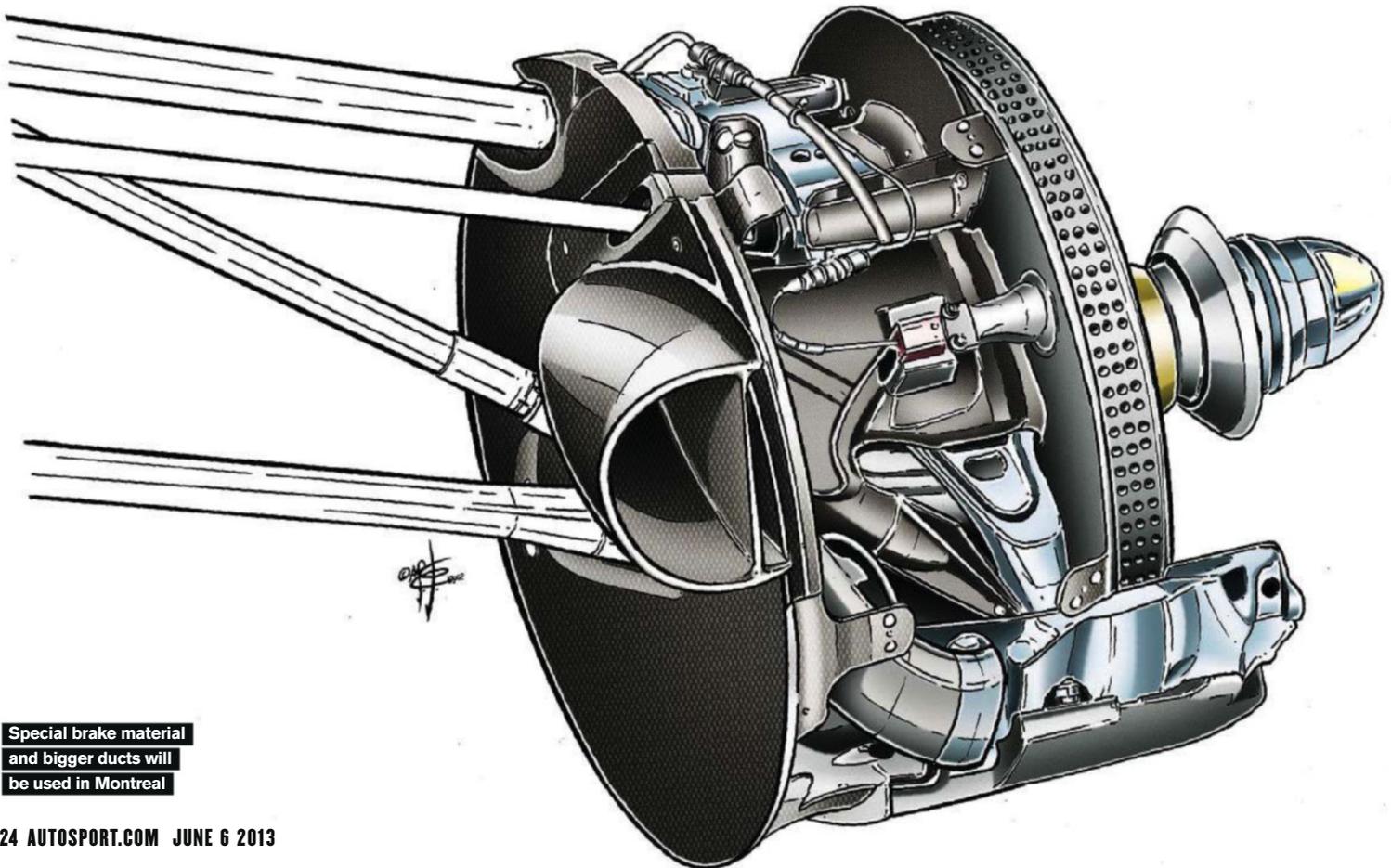
To offset these issues in Canada, special braking materials will be used which are more heat-resistant. As well as using different materials, teams will

alter the radial drillings in the disc using a greater number of smaller holes rather than the 32 larger holes the teams typically use. Further aiding cooling, the pads will have drillings across their backs to allow air to pass through them.

Clamping the pads to the discs are the calipers. These are limited to six pistons and aluminium construction. They are held to the uprights by just two bolts. During the race, the caliper's temperature will be around 200C. The caliper body is wasted away to achieve the lightest weight for the required stiffness; this design also allows more space for cooling air to pass around the caliper, as space inside the 13-inch

wheel is at a premium. Made from titanium to withstand the heat and pressures, the caliper pistons will have a series of drilling around their outer edges to further aid heat dissipation.

Keeping all these parts cool is the job of the brake duct; air will be fed inside the discs and over their surface, air will also be sent to the brake pads and caliper pistons. To achieve this, the duct will have an octopus-like trail of tubes feeding air to these critical areas. Although modern brake ducts are aerodynamically efficient, the extra cooling demand of Montreal will cost them several tenths in lap time due to the extra drag.



Special brake material and bigger ducts will be used in Montreal

THE CIRCUIT BRIEF



**SERGIO PEREZ**  
2012 podium finisher

"Montreal should give us an opportunity. You need good straightline speed, good braking and very good lateral traction, which is what we lack at the moment.

"For me, racing in Canada is always special because it's one of the three

races closest to my home in Mexico. As in Austin last year, I hope plenty of Mexican fans will travel up to support me in my first race here for McLaren.

"It's a race I enjoy – I finished on the podium here last year and I feel like the team is bringing performance to the car at every race. I hope the Montreal weekend will be another step. At the very least, I think we can have a good weekend. It's a race that can reward a fighter because it's often unpredictable."



COTES/LAT

BEST SEQUENCE

URNS 3/4

Approach	160mph
Apex	82mph/93mph
Gear	3rd
Braking distance	48m
Braking time	0.86s
Braking force	4.57g



DRS Detection

DRS Zone 1

DRS Zone 2

PASSING SPOT

BACKSTRAIGHT

Top speed 197mph



DRS zones should provide much passing

TEE/LAT

POTENTIAL FLASHPOINT



The mayhem of 1999 gave us four safety cars

LAT/ARCHIVE

WALL OF CHAMPIONS

The exit of the final chicane was made famous in 1999 when world champions Michael Schumacher, Damon Hill and Jacques Villeneuve all crashed

there in the race. It is rare for a whole Canadian GP weekend to pass without someone else joining the list of those bitten by this tricky section.

THE STORY OF 2012

Lewis Hamilton became the seventh different winner in seven races last year at Montreal. A closely-fought battle with Sebastian Vettel and Fernando Alonso came down to tyre management – the McLaren man coming out well on top. Vettel and Alonso struggled home, leaving them vulnerable to the charging Romain Grosjean and Sergio Perez, who completed the podium positions.



2012's seventh GP winner

ETHERINGTON/LAT

# ROSBERG v HAMILTON

## upsetting the odds

The battle between the Mercedes team-mates is developing into one of the fascinating stories of the year. **EDD STRAW** takes a look at how things are shaping up after six grands prix



26

**D**uring the past three grands prix, Lewis Hamilton has experienced something unique in his Formula 1 career. For the first time, he has been beaten by his team-mate in three consecutive qualifying sessions on pure speed.

Granted, Hamilton has been outqualified three times on the bounce before – once by Heikki Kovalainen from Monaco to Britain in 2009, and once by Jenson Button from Australia to China three years ago. However, each of those runs

included sessions in which either a crash or misreading of the weather compromised his performance. In Bahrain, Spain and Monaco this year, Nico Rosberg simply outpaced him.

To his credit, Hamilton has made no excuses, and has also been at pains to look like a man who's not doing so.

"I've got to step back, re-evaluate and move forward," he said after the Monaco Grand Prix. "I've got lots to sort out on my side of the garage and within myself, and I'll take time to do that. I'm not quick

enough, not on it enough. There's not really much more to learn with the team or the car. There's just more for me to improve on."

It's easy to portray what's happened so far this season as some kind of crisis for Hamilton and, unsurprisingly, that's what some have tried to do. However, this is nothing like the slump he endured during 2011, when he made a number of cack-handed blunders that raised legitimate questions about off-track distractions. He did finally admit that he'd allowed himself to be distracted near the end of that season, but the following year bounced back to excel once again.

This year, though, Hamilton has often been shaded by the impressive Rosberg, albeit not by as big a margin as some have portrayed. But even this is a surprise. Not only to the watching world, but to the man himself.

"I expected Nico to be competitive," said Hamilton. "I just expected myself to be more competitive."

In Monaco, the difference between the two Mercedes team-mates was small. In qualifying, Hamilton was quicker than Rosberg in the second and third sectors once his tyres came in, but he lost time in the first part of the lap. He was also visibly more aggressive and imprecise, several times appearing less certain on turn-in and making more clear steering inputs compared to Rosberg's smooth, decisive 'one-bite' approach.

Hamilton has admitted several times that there's one area in particular that he's still working on – braking. He uses Carbone Industrie discs rather than the Brembos of Rosberg. His preferred brakes offer greater stopping power, although Mercedes is still working on optimising the master cylinders to give him the right feel. This is a good example of how the Mercedes/Hamilton alliance is still evolving to understand each other's needs.



Rosberg took Merc's first win of the season

ROBERTSON/GETTY



## HAMILTON IN CANADA

Lewis Hamilton could not ask to go to a better place than Canada to reassert himself over his Mercedes team-mate Nico Rosberg.

The Circuit Gilles Villeneuve has proved a happy hunting ground for the 28 year old. As well as winning his first grand prix there, Hamilton has also won the two other races he's finished there.

### 2007

Claims maiden grand prix victory from his first F1 pole position.



FERRARO/LAT

### 2008

Leads first stint from pole, but rear-ends Kimi Raikkonen's Ferrari after ignoring a red light at the pit exit.

### 2010

Leads home Jenson Button for a McLaren one-two after annexing his third straight Montreal pole.



COATES/LAT

### 2011

Starts from fifth on the grid, but collides with Button while attempting to pass his team-mate on the start/finish line. Retires.

### 2012

Loses out on pole position to Sebastian Vettel, but takes the lead on the first lap and goes on to win his third Canadian GP.



ETHERINGTON/LAT

"It's quite a subtle thing – how the driver communicates, how you understand what it is he wants to achieve with the car and how you tune the car to suit his needs," said Mercedes team principal Ross Brawn. "We have a very good group working with Lewis. They're very experienced people, and it's just working out exactly what he needs, what he's looking for.

"That might vary from what Nico needs or is looking for. They are pretty close in the cars, but it will just be time, frankly. Nico has been with the team for three years, and he knows exactly what buttons to press. Lewis is developing his understanding of that – what person to go to if you want to discuss that, or who you go to if you want to debate certain aspects of the car. It just takes time."

Rosberg has the advantage of being in his fourth season with Mercedes. Hamilton has had a steep learning curve to adapt to the team, and it, in

### ROSBERG V HAMILTON IN NUMBERS

How Nico Rosberg and Lewis Hamilton currently stack up against each other in the fight to be Mercedes' number one.

<b>6</b> RACES	<b>2-2</b> RACE SCORE	<b>47</b> NICO ROSBERG	<b>2-1</b> PODIUM FINISHES IN HAMILTON'S FAVOUR	<b>3-3</b> QUALIFYING
	<b>3-1</b> POLE POSITIONS IN ROSBERG'S FAVOUR	<b>62</b> LEWIS HAMILTON POINTS SCORED		
	<b>0.143s</b> average qualifying gap (in Hamilton's favour)	<b>2-0</b> retirements against Rosberg	<b>1</b> win for Rosberg	

turn, has made changes to ensure his car is closer to what he's used to. A good example is the steering wheel. Not only does he have fewer dials on his wheel, but their presentation is different from Rosberg's to ensure it is closer to what he had grown used to at McLaren.

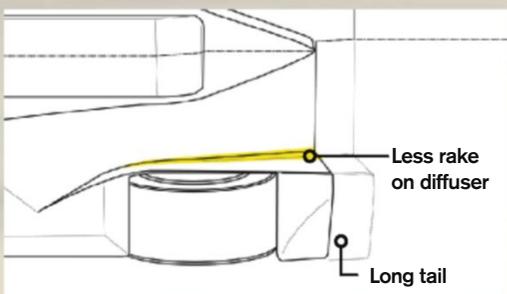
It also seems that Rosberg's

approach is better suited to the current style of racing than Hamilton's. After his disastrous Bahrain GP, where he faded from pole to finish ninth, Rosberg improved dramatically by taking sixth in Spain. Hamilton, meanwhile, continued to struggle. The Mercedes newcomer also made a significant

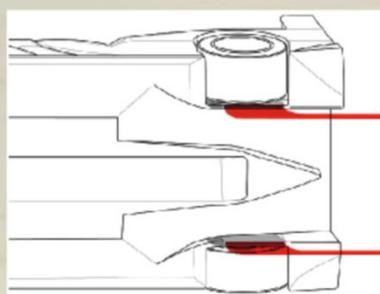
error in Monaco, the slowness of his in-lap under the safety car costing him a podium finish.

Six races into their relationship, it's still too early to draw any definitive conclusions about which way the intra-Mercedes battle will go. But as Hamilton has admitted, he has some work to do in the coming months.

A longer tail now extends out to the maximum 750mm overhang. This allows for a shallower and therefore more efficient diffuser, reduced in angle by approximately 1.3 degrees.



Exhaust plumbs into the outer edge of the underfloor and blows gases (red) downward in an attempt to seal the diffuser and stop air from the wheelarch disrupting flow.



# Audi's Le Mans makeover

Ahead of this weekend's 24 Hours test day **GARY WATKINS** explains R18 e-tron quattro's updates

This is the first year since 2008 that Audi will arrive at the Le Mans 24 Hours with the same basic design of car as for the previous season. Yet the German manufacturer hasn't been idle. That much is clear from its results so far in the World Endurance Championship. There are also some obvious external changes, and key developments under the skin.

Audi showed up at its first event of 2013, March's Sebring 12 Hours, with one old R18 e-tron quattro from last year and another car that was approaching definitive 2013 high-downforce specification. This latter car, which finished second in the

hands of Allan McNish, Tom Kristensen and Lucas di Grassi, ran the wheelarch extensions pioneered by Toyota last year. This development effectively increases the width of the rear wing and allows for a shallower angle of attack.

It was then announced Audi had a second aero package up its sleeve for Le Mans, and that one of the so-called long-tail R18s would race at Spa by way of preparation for the 24 Hours. Audi ran all last year with one aero configuration because, as its head of Le Mans Prototypes Christopher Reinke points out, there weren't the resources to develop two packages at

a time when Audi had also produced the non-hybrid R18 ultra, which ran alongside the e-tron quattro.

"It was budget-driven," explains Reinke. "The high-downforce package is more or less the same as last year's, so we were able to invest in a low-downforce package."

The 2013 car also has a less obvious aerodynamic development, which became apparent because of the disappearance of the single, central exhaust outlet from last year's car. Audi has taken a lead from Formula 1 and introduced a blown diffuser.

Reinke says: "It's not exactly the same philosophy [as F1], but we



have made developments in that area to use the exhaust gases for aerodynamic purposes. It's obviously efficient for our car, otherwise we wouldn't use it."

Audi hasn't gone into detail about its blown diffuser, but the exhaust

## EVOLUTION OF AUDI'S RECENT LE MANS RACERS

NOT SINCE 2008 HAS AUDI RACED WITH THE SAME BASE MODEL OF CAR AS THE PREVIOUS YEAR

### 2009

Audi R15 TDI with high-downforce 'through-the-car' aero makes its debut, and is thrashed by Peugeot.



### 2010

Audi R15+ TDI incorporates different aero concept after problems of previous year and rule changes.

### 2011

Audi R18 TDI, the first coupe developed in Germany by Audi Sport, is built around a new V6 diesel engine.



Le Mans-spec car was in action at Spa

The Audi has a new type of microtube radiator, which replaces the conventional aluminium-thinned louvre versions that use the same technology as on road cars. Drag is reduced by 25 per cent.



## ANOTHER EXHAUST TRICK, BUT IS IT LEGAL?

Audi experimented over the winter with a secondary hybrid system that harvests the energy from exhaust gases. The reasons why it's not running this technology on this year's cars are less clear.

Audi development boss Wolfgang Durheimer in April appeared to confirm rumours that the system had been deemed illegal by the Automobile Club de l'Ouest and the sport's governing body the FIA, which jointly write the LMP1 regulations.

"You can read the rulebook in a way that [says] this technology shouldn't be allowed," he said. "To be precise, it isn't forbidden, but in discussion with the rulemakers we were encouraged not to use it, and we accepted that."

Audi head of Le Mans Prototypes Christopher Reinke later clarified, or perhaps contradicted, his bosses' words. "There has been a system that we developed over the winter to evaluate the potential of the core technology," he said, "but in the end we decided not to use it. It was not declared illegal."

Durheimer said the system, which fed the same Williams Hybrid Power flywheel that stores energy retrieved from the R18's front axle, was worth "some tenths of a second". Neither he nor Reinke have revealed exactly how it works, but both seem to suggest that it won't be seen again.

"It's in the drawer," said Reinke. "At the moment, we don't plan to pull it out, but when we re-evaluate the possibilities we have available for the future, we will look at it again."

gases are not used to drive the diffuser directly. Instead, they create what has been described by rival engineers as virtual or fluid skirts to seal the diffuser.

Audi also has a more effective hybrid system, which before lagged behind rival Toyota's. Audi Sport boss Wolfgang Ullrich now admits that rarely was the original e-tron quattro able to recuperate the maximum 500kJ allowed between braking events under the rules.

"We pushed as much as possible to improve the system," he says. "If you do a whole season of racing, you learn more than you do just testing. The

difference has been made in how much [energy] can be recuperated, and how fast we can bring it back onto the front axle."

The Audi turbodiesel hybrid clearly has more power than in 2012, despite a three per cent reduction in engine air-restrictor diameter. Inferior fuel consumption in comparison to last year provides the proof: Toyota has estimated that its rival is burning up to 20 per cent more fuel.

The German manufacturer argues that it has been forced to change tactics by the new restrictor sizes and forgo the economy advantage it enjoyed last season – Audi went



Audi has gained an advantage over rival Toyota

a lap further on a tank of diesel than the first iteration of the Toyota TS030 HYBRID went on its allocation of petrol at Le Mans, and was able to make one stop fewer in a six-hour WEC race.

"With the smaller restrictor, we have been forced out of a very efficient way of mapping the engine to a less efficient one," explains Audi Sport Team Joest technical director Ralf Juttner. "We could have got more power last year, but the gain wouldn't have been enough to overcome saving a pitstop. It's a complicated calculation, and we

had to have a complete rethink, which is why there is such a big difference in fuel economy?"

That's an explanation that the Automobile Club de l'Ouest and the FIA, which jointly set the LMP1 rules, haven't entirely accepted: witness last week's increase in fuel-tank capacity for petrol-powered P1 cars.

The explanation of the R18's massive step up in performance from the end of last season is also perhaps unclear. However, Ullrich's point that Audi went through the car from its nose to its extended rear end probably provides the answer.



2012 Audi R18 e-tron quattro hybrid makes its debut alongside the R18 ultra non-hybrid.

2013 Audi R18 e-tron quattro returns for a second time, now in long-tail form.



# IndyCar maps out its future

Very specific plans for the technical future of American single-seater racing were revealed last weekend. **MARK GLENDENNING** explains what it all means



30

IndyCar is targeting improved safety, expanded freedom of technology, more diversity and higher speeds with a development strategy that it revealed to the teams and manufacturers in Detroit last weekend.

The plans, which were conceived and presented across the paddock by newly appointed director of operations and competition Derrick Walker, give the developmental path of the series' technical formula its first firm timeline and structure since the introduction of the Dallara DW12 chassis at the start of last season.

Among the key points is a final ruling on the question of alternate aerodynamic kits, which will now be deployed from 2015, and developed in both speedway and road/street specification for use across all races.

The plan also provides for a gradual move away from a pure-spec series by opening some parts of the car up for independent development by the teams; a freedom that's currently not permitted with the DW12.

Additional changes are planned to enhance both safety and speed, with forecasts that the current Indianapolis lap record of 236.986mph could be bettered by 2016. The timeline also provides for the current body style and engine formula to be retired at the end of 2018, although the DW12 chassis will likely form the basis of its successor for another three years.

## SAFETY FIRST

The main reason for the additional delay in the roll-out of the aero kits, which were scheduled for next year, is safety. Despite the precautionary features built into the DW12 in the wake of Dan Wheldon's fatal accident in 2011, the series remains concerned that the flat surface beneath the car makes it too prone to launching.

The first step is to work with Dallara to reduce the surface area of the underbody. Once the aero impact of that modification is fully grasped, other aero changes can be introduced. Walker also believes the additional



time will help to preserve the current quality of the racing.

"It's easy to pass a rule and say, 'It's aero kits next year, knock yourself out,'" he said. "What does it really mean? Since we've got such good foundations in the car and competition now, we need to think about this carefully."

Aero kits are a priority for Honda and Chevrolet, who are looking for ways to further differentiate themselves on the track. GM racing manager Mark Kent says he supports Walker's plan.

"We're encouraged with what we've heard," he said. "Aero kits were brought up earlier, and we've been working on this for a while, but we've never really had a timeline. Now we have a timeline to bring these to reality, and it's also exciting that the plan includes both the speedway and the road/street course elements."

## ENGINE OVERHAUL

The homologation period for the current engines ends this year, so some potential for engine development was already in the

## INDYCAR'S DEVELOPMENT TIMELINE

**2013** Work begins with Dallara to reduce the surface area beneath the car and limit the potential for lift.

**2014** Engine upgrades in accordance with current homologation rules, and downforce adjustments to improve the racing

and safety aspects as required.

**2015** Aero kits to be introduced in conjunction with changes to the underside of the car.

**2016** Tyre and engine enhancements if they are required.

**2017** Potential for aerodynamic and engine updates, and the possibility that the teams can develop parts of the car independently.

**2018** Competition enhancements based on the performance of the 2017 package.

**2019** Potential introduction of new body style and engine formula.

**2020** Competition enhancements based on the performance of the 2019 package.

**2021** Possible aero updates.



The Indy 500's 'spec' era could come to an end

EXPERT VIEW



**BRYAN HERTA**  
INDYCAR  
TEAM BOSS

As team owners, we were prepared to do aero kits next year, but given the criteria and the speeds we're trying to reach, what the series is proposing makes all the sense in the world. It's just about having a plan and knowing where we're going.

I'm excited about the potential to develop parts of the car ourselves. We've got a lot of really talented, smart guys – mechanics, engineers, fabricators – who are underused. We can do a lot more as a team, and we want to. We want to put our own flavour on things and have the ability to build a better mousetrap, as it were.

From Formula 1, where you're a constructor to where we are, which is a spec formula, is obviously miles apart. But there's some middle ground that the teams can start to explore, like we used to.

works. The first big step is planned for 2016, when the series is hoping to answer driver requests for more power by turning up the boost, followed by a broader update of the engines the following year.

Although it's not mentioned in the plan, Walker says that the series will consider a complete change of engine formula for 2019 – if it works for both IndyCar and the manufacturers.

"We're going to get together with our current partners, Chevrolet and Honda, and say, 'We have a potential to do this, how do you feel about it?'" Walker said. "We don't want to alienate anybody. However, certainly by 2019, I think it's far enough out to say that we look at other technologies, other engine sizes, other whatever."

Walker continued: "We want to build a car that's not only fast, not only IndyCar, but one that's got a green element to it, a variation in the formula that adds more variety, brings more people into the sport and enhances the competition."

**CHASING THE INDY RECORD**

The 2016 Indianapolis 500 will be the 100th running of this world-renowned event, and it's no coincidence that the year is earmarked on the timeline as the target for breaking the current track record of 236.986mph.

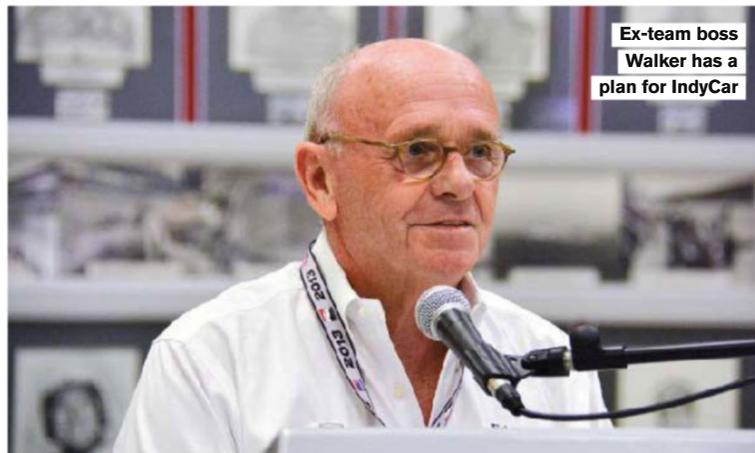
"It's not a 'must-do,'" Walker said. "It would be a 'nice-do,' but it's not a 'must-do'. When you look at the changes in the car configuration, it's logical to think that we're going to get a rise in speeds."

In addition to the aerodynamic and engine work, chasing higher speeds will inevitably also require input from tyre supplier Firestone.

"Firestone knows how to build a tyre [that will run at] 240 or 250mph – if you can go that fast," Walker said. "The capacity is there. When they see this plan, they've got something to work to."

**LIFESPAN OF THE DW12**

By the end of 2018 the DW12 chassis will have contested seven



Ex-team boss Walker has a plan for IndyCar

seasons of racing. IndyCar has come to the conclusion that that's the outer limit of the car's life in its current guise. However, the ongoing recovery from the economic slump in the USA means that the fundamentals are likely to be retained beyond that point.

"Because of the economic environment we're in, we're probably

going to extend the life of that car for another three or so years [beyond 2018]," said Walker.

"How we're going to do that is to take the basic chassis, gearbox, other key components of the chassis, the rolling chassis, and do a complete facelift. It would build in more safety, and would help the teams by not making everything obsolete."

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followed by a

## Champagne & Canape Reception

and

## auction by Bonhams

at

## Mercedes-Benz World, Brooklands, Surrey Tuesday 25 June 2013



The Henry Surtees Foundation Charity Challenge Two Hour Endurance race has become one of the most eagerly anticipated events of the year. It's fun, but it's also competitive in high-performance two-stroke Daytona DMax karts – and it's held at Brooklands, one of the world's most evocative and historic racing venues.

A very limited number of team entries are still open for this year's event. Register your interest as soon as possible by emailing: [sharon@henrysurteesfoundation.com](mailto:sharon@henrysurteesfoundation.com).

Or just come to watch the racing, enjoy the Museum and Mercedes-Benz World, and join star motorsport names at a Champagne & Canapé Reception in the impressive Mercedes-Benz World building.



Hosted by Steve Rider and Henry Hope-Frost, the Reception will include an auction of exciting treasures by Malcolm Barber of Bonhams.

Tickets for the Champagne & Canapé Reception, prize giving, interviews and Auction are available separately for a minimum donation of £45 per ticket by emailing: [sharon@henrysurteesfoundation.com](mailto:sharon@henrysurteesfoundation.com).

Race team entry for 4 drivers (including Reception) is £1,000.

This event has been made possible by the Brooklands Museum and will raise funds for the Henry Surtees Foundation and the Museum.



# The Secret Driver

## Hidden truths from the paddock

The unrelenting pressure to perform in top-level motorsport can turn a driver's dreams into a living nightmare. The fear of failure can be paralyzing

**F**riday night, mid-season. I remember sitting in my hotel room with my head in my hands thinking, 'This is meant to be enjoyable. This is my dream, everything I've worked for since the age of 10.' Dejected and almost wishing the weekend away, I would have literally done anything to escape being in that room. My phone was littered with good-luck messages, friends and family brimming with expectation and excitement for me. Yet I still felt very much alone.

'Why am I feeling this way?' I thought to myself.

I had started the season as one of the favourites, but with a new team. I was relatively inexperienced to be leading a new outfit, but I felt confident at the time that the people around me had enough experience to make the correct calls. I didn't really know the guys in the team that well and if I'm honest, I never felt at home right from the off.

I had lots of people around me: a manager, a driver coach, the team boss and my investors, but instead of bringing security and reassurance, they just brought pressure. They

looked solely at me as a performer and a commodity. None of them looked beyond that, apart from one man, my engineer. To give him credit, he was the only one who recognised the situation and tried his best to shelter me from the pressure. Frustratingly for me and him, the very

unable to. How can I tell this person all my issues when they will just feed back to my management? They're going to want to know why I'm failing to achieve. I felt trapped and in a nightmare. Unsurprisingly, I failed to open up to the psychologist, bemoaning bad luck and offering a whole host of other excuses as to why I was not performing. I kept thinking that by working harder to block out my insecurities, I could deal with the situation alone. Sadly, the more I forced the situation, the more I distanced myself from the truth. I was simply not being honest with myself or those around me. I felt abnormal and embarrassed to be feeling the way I was.

Eventually I realised I needed to open up to someone and the only person I trusted was my girlfriend. I remember her arriving at the hotel on that Friday night. I couldn't even muster the strength to go to dinner. We sat in the hotel room and I told her everything. She was extremely supportive and I felt surprisingly empowered on the Saturday. However, that feeling soon wore off and she unwittingly became an emotional crutch. I never really opened up to her again, but she attended all the races from that moment on. She sheltered me from the testosterone-fuelled, egotistic nature of the motorsport paddock.

For the first and only time in my career, I finished the season winless. Admitting weakness in an environment fuelled by egos is not easy. In motorsport, too many people judge you on your speed and success. If you are

**"I sat with my head in my hands thinking, 'This is meant to be enjoyable.' I felt very much alone"**

individuals that thought they were helping were in fact doing the complete opposite. The more I failed to perform, the more they focused on my performer element, bringing yet more insecurity, leaving me with a real sense of inadequacy. I started to fear failure more and more as the year developed.

By mid-season, I was winless and without a podium to my name. It felt like everyone was questioning my performance and ability. Inexperienced and desperate to impress, I was now over-driving and seemingly incapable of doing even the simplest of technical and tactical tasks effectively. The more I feared failure and rejection, the harder I pushed. I was in a negative spiral and in need of an arm around me.

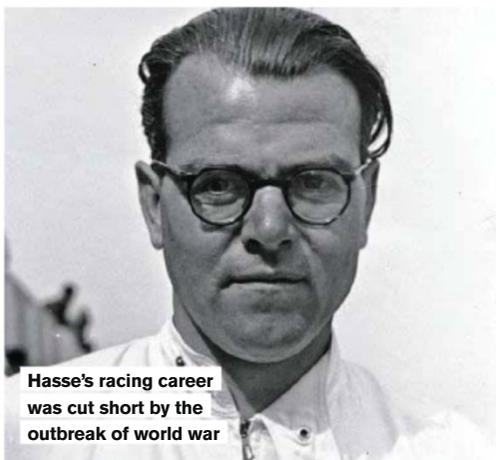
My engineer recognised something was wrong and so I was packed off to see a sports psychologist, who ironically was employed by my management team. My one chance to get everything off my chest, yet I felt trapped and

a winner, you are popular. If you are a loser, you are dismissed. As a driver, you're permanently compared to those who have gone before you. Not confident enough to be myself, and fuelled by fear of failure, I could not leave a bad result behind; I was too worried about what others thought.

My dream became a nightmare because of the pressure I put on myself to perform. I truly believe motorsport needs a more holistic approach to cater for the many drivers like me. It's an incredibly pressurised and insecure environment for a young driver. We need to recognise that if you empower the human element of a driver, then this will better inform their performer element. Confidence comes from trust and intimacy. The more environments that support this, the more likely a driver is to be true to themselves, giving them a platform to be confident, seek success and leave the bad results behind them. ❧

# World Encyclopaedia

Charting more than 2500 racing drivers from 1894 to today, **PETER HIGHAM** has toiled for six years



Hasse's racing career was cut short by the outbreak of world war

## RUDOLF HASSE

**(Rudolf Hasse) Germany. Born 30 May 1906, Mittweida, Saxony. Died 12 August 1942, on the Russian Front**

Rudolf Hasse's appearance was the exact opposite of the archetypal racing driver – tall, bespectacled and with a chubby face. The abiding image of his career is footage of his Auto Union spinning out of Monaco's tunnel on the opening lap in 1937.

He rode Wanderer motorcycles for three years from 1926 before competing in endurance car races. Reliable rather than spectacular, Hasse normally brought his car home.

Born 10 miles north of Auto Union's Chemnitz factory, he signed for the team in 1936 as a junior driver. He was fourth on his GP debut in Germany and fifth in the following month's Swiss GP.

The 1937 Belgian GP was an unusual affair for Auto Union and Mercedes-Benz were weakened by sending teams to America for the previous week's Vanderbilt Cup. Rudolf Caracciola, Bernd Rosemeyer, Tazio Nuvolari and Dick Seaman were all absent from Spa, and form suggested an easy win for Hermann Lang and Mercedes. But the steady Hasse conserved his tyres and scored his only GP victory by beating the better fancied Hans Stuck, Lang and Manfred von Brauchitsch.

Auto Union endured a difficult 1938 season, and Hasse's final result of note was second in the 1939 Belgian GP before war brought sport in Europe to a halt.

The 36-year-old Hasse was serving in the German army on the Russian Front when he fell ill and died in a field hospital.

## BRYAN HERTA

**(Bryan John Herta) United States. Born 23 May 1970, Warren, Michigan. Championships 1993 Indy Lights Champion; 1991 Barber-SAAB Champion**

A prodigious talent in karts, Bryan Herta confirmed that promise as 1989 Skip Barber Formula Ford champion. Two seasons followed in Barber-SAAB and culminated with four victories and another title in 1991. He graduated to Indy Lights with Landford Racing in 1992 and won at Toronto to be named as Rookie of the Year.

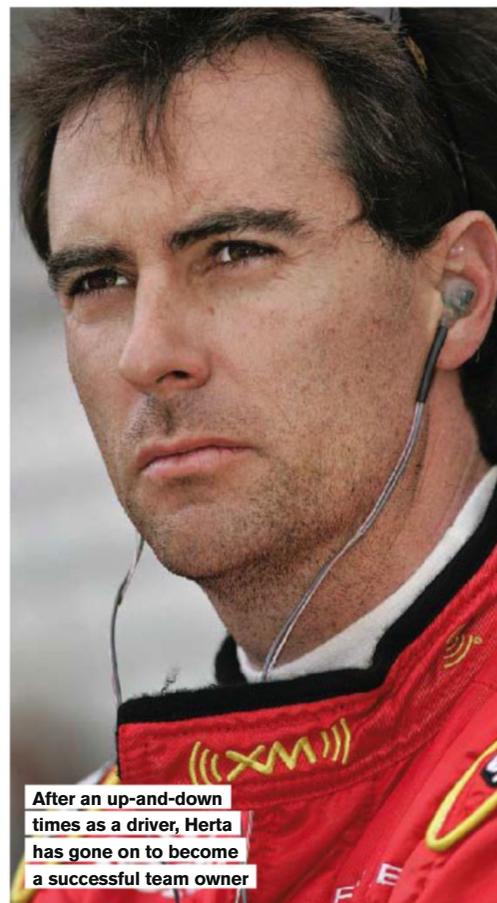
He moved to Tasman Motorsports for his sophomore campaign, and duly won the championship after dominating from mid-season. A title winner at every level at which he had competed, Herta was ninth on his Champ Car debut in the 1994 Indianapolis 500, driving AJ Foyt's Lola T94/00-Ford. That promising debut season was ended by a huge accident during practice at Toronto in which Herta sustained multiple fractures to his leg and pelvis.

He returned in Chip Ganassi's Reynard 95I-Ford, but 1995 proved to be a disappointing campaign (second at Cleveland apart). He moved to Team Rahal for the following year, and his Shell Reynard 96I-Mercedes outscored all but Alex Zanardi in the second half of the season. His impressive performances were rewarded with a new three-year contract with the team.

That period yielded two victories – both at Laguna Seca – and six pole positions, but Herta failed to mount the sustained title challenge that had been predicted. Without a regular ride in 2000, he substituted for absent drivers before joining Forsythe Championship Racers on a full-time basis in 2001. Third at Cleveland was his only podium finish in another difficult season.

He considered joining Minardi for the 2002 Formula 1 season, but switched to sportscars and Panoz instead. That year included his only Le Mans 24 Hours start before he returned to US

**“In 1996, Herta outscored all but Alex Zanardi in the second half of the season”**



After an up-and-down times as a driver, Herta has gone on to become a successful team owner

open-wheel competition. He made his Indycar debut in 2003, replacing Andretti Green Racing's injured star Dario Franchitti. Victory at Kansas City in his third race in the series and three third places in a row confirmed a return to form and earned a full-time ride for 2004. That included finishing fourth at Indy and second at Chicago.

Herta's 2005 season began in the Homestead wall, but poles in the next two races and a run of top-10 finishes (including third at Indy) saw Herta rise as high as fourth in the points. He won from pole at Michigan, but was eventually eighth in the standings. Herta's final Indycar season was 2006, although he raced for Andretti Green for another two years in the LMP2 class of the American Le Mans Series before retiring from driving.

He formed Bryan Herta Autosport in 2009, and the team immediately won races in Indy Lights with Daniel Herrington and Sebastian Saavedra. It also entered the 2010 Indianapolis 500 and returned a year later with former Andretti Green team-mate Dan Wheldon in the car. Competitive all month, the Englishman snatched a dramatic victory when rookie JR Hildebrand crashed in the final corner of the race.

# of Racing Drivers

and written almost a million words to create three epic volumes. Here's an extract from the letter H...

## DENNY HULME



(Denis Clive Hulme, OBE)

New Zealand. **Born** 18 June 1936, Te Puke, Bay of Plenty, North Island.

**Died** 4 October 1992, Bathurst, New South Wales, Australia.

**Championships** 1967 World Champion; 1968 and 1970 Can-Am Champion; 1961 New Zealand Gold Star Champion

**D**enny Hulme is New Zealand's only Formula 1 World Champion to date. 'The Bear' may not have been blessed with the natural talent of some of his peers, but he made up for it with sheer hard work and determination. Without the airs and graces of a star, he could be a gruff and fiery man, who sometimes gave short shrift to journalists and officials alike.

His father, who was a national hero after being awarded the Victoria Cross for bravery while serving in Crete during World War Two, ran a trucking business on New Zealand's North Island.

Hulme worked for the company to raise enough money to buy an MG TF and start racing in 1956. He soon made a name at home, and that period culminated in 1960 when he and George Lawton were chosen to race in Europe – a prize that had recently launched Bruce McLaren's career.

Hampered by a lack of finance, Hulme worked for Jack Brabham as a mechanic, and it was 'Black Jack' who gave the New Zealander his big break. That was in Formula Junior in 1963, and he challenged Peter Arundell for the British title.

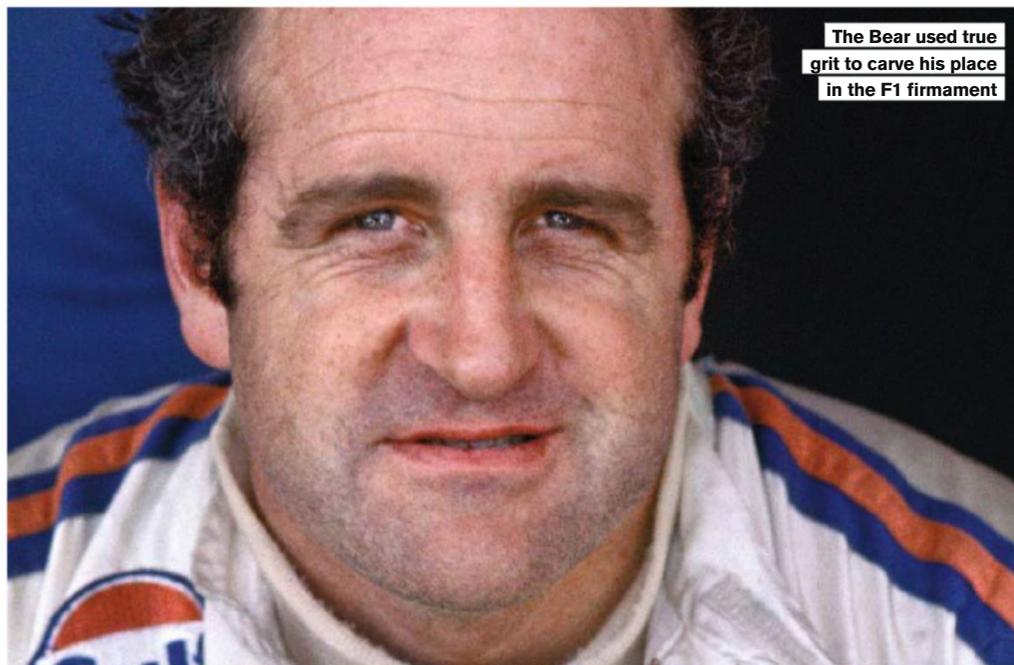
His works Brabham BT7A-Climax scored a surprise win in the opening round of the new Tasman Cup at the start of 1964, and the balance of the year was spent in F2. Hulme impressed sufficiently to graduate to F1 for the following season, and his Brabham BT11-Climax was fourth in the 1965 French GP and fifth in Holland.

That was the final season of the 1500cc formula, and the team introduced Repco V8 engines for F1's new three-litre rules. Hulme supported Brabham's title charge in 1966, and was fourth in the standings after four podiums.

Hulme also drove a works Ford GT40 Mk2 in that year's Le Mans 24 Hours (one of his three starts in the race) and finished second with Ken Miles in a famous 1-2 for the marque.

It all came good for Hulme in F1 in 1967.

He won a GP for the first time at Monaco and followed that with victory at the Nurburgring. He



The Bear used true grit to carve his place in the F1 firmament

**“It all came good for Hulme in F1 in '67. Third in Mexico was enough to clinch the championship”**

entered the final round in Mexico leading his boss Brabham by five points, and third place was enough to clinch the World Championship.

That was Hulme's final season with Brabham. He joined compatriot and friend Bruce McLaren's concern for his 1968 title defence. Victory in the non-championship International Trophy at Silverstone was followed by late-season GP wins in Italy and Canada, as well as that year's Can-Am title with the mighty McLaren M8A-Chevrolet.

Hulme made four starts at the Indianapolis 500, and his works Eagle-Offenhauser was fourth in 1967 and 1968. He was practising a works McLaren in 1970 when the fuel cap came loose and the car caught fire. Hulme was forced to miss the race due to his badly burnt hands, but worse was soon to befall the team.

Bruce McLaren was killed while testing a Can-Am car at Goodwood, and Hulme proved instrumental as the team came to terms with the loss of its founder. He was fourth in the World Championship and scored a second Can-Am title in a fitting tribute to McLaren's memory.

A constant in McLaren's F1 team for the next few seasons, he was canny as he attempted to

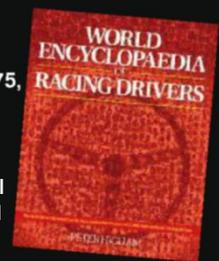
match a new generation of stars. He won the South African GP to briefly lead the 1972 standings and benefited when Ronnie Peterson's tyre punctured two laps from winning the 1973 Swedish GP. Hulme scored again in next season's opener in Argentina for his eighth and final GP win.

His final F1 season came in 1974, but Hulme remained as a representative for the Grand Prix Drivers' Association and returned to compete in saloon car racing. A highlight of that latter career was an emotional victory in the 1986 Tourist Trophy at Silverstone when sharing Tom Walkinshaw's Rover Vitesse with Jeff Allam.

Ever the racer, Hulme was as active in the year of his death as at the height of his powers. He competed in historic events, the German Truck GP and ultimately in the Bathurst 1000. Hulme was driving a Benson & Hedges BMW M3 in Australia when he suffered a heart attack on the Conrod Straight. He brought the car to a halt, but was dead by the time help arrived.

### WHERE TO GET YOUR COPY

*World Encyclopaedia of Racing Drivers* by Peter Higham, priced £175, will be available from all good bookshops and direct from Haynes at [www.haynes.co.uk](http://www.haynes.co.uk), or call 01963 442030. Published on June 20, 2013.



# RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION



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LEVITT/LAT

**38 IndyCar Detroit**  
Maiden win for Pagnaud and a surprise one for Conway



MCKLEIN/DE

**56 WRC Acropolis**  
Latvala takes his first win for VW as Ogier hits trouble



**60 Blancpain Silverstone**  
Last-minute Aston entry tops amazing 57-car field

**44 European Formula 3 Spielberg**  
While Australian Spike Goddard took flying lessons, it was a triple win for Felix Rosenqvist to push him into the title hunt, as series leader Raffaele Marciello suffered his worst weekend of the year



**INDYCAR**   
**Detroit (USA)**  
 May 31-June 2  
  
 Round 6/16

# Stand-in Conway takes Coyne to a new level

The late-replacement Brit turns the perennial midfield team into an overnight winner. **MARK GLENDENNING** reports

**RESULTS**

RACE 1 70 LAPS, 164.5 MILES

<b>1 MIKE CONWAY (GB)</b>	<b>1h48m45.4309s</b>
Dale Coyne Racing Dallara-Honda; Qualifying: 2nd-1m19.8285s	
<b>2 RYAN HUNTER-REAY (USA)</b>	<b>+12.9707s</b>
Andretti Autosport Dallara-Honda; Qualifying: 4th-1m20.0030s	
<b>3 JUSTIN WILSON (GB)</b>	<b>+25.2606s</b>
Dale Coyne Racing Dallara-Honda; Qualifying: 17th-1m37.8891s	
<b>4 SCOTT DIXON (NZ)</b>	<b>+25.3590s</b>
Chip Ganassi Racing Dallara-Honda; Qualifying: 16th-1m30.6929s	
<b>5 HELIO CASTRONEVES (BR)</b>	<b>+26.0549s</b>
Penske Racing Dallara-Chevrolet; Qualifying: 12th-no time	
<b>6 DARIO FRANCHITTI (GB)</b>	<b>+26.4918s</b>
Chip Ganassi Racing Dallara-Honda; Qualifying: 11th-1m19.3311s*	
<b>7 JOSEF NEWGARDEN (USA)</b>	<b>+35.2019s</b>
Sarah Fisher Hartman Racing Dallara-Honda; Qualifying: 23rd-1m38.8651s	
<b>8 WILL POWER (AUS)</b>	<b>+40.8273s</b>
Penske Racing Dallara-Chevrolet; Qualifying: 10th-1m22.9537s	
<b>9 GRAHAM RAHAL (USA)</b>	<b>+44.1836s</b>
Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 14th-1m30.5258s	
<b>10 JAMES JAKES (GB)</b>	<b>+47.3852s</b>
Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 3rd-1m19.9897s	

Winner's average speed: 90.75mph. Fastest lap: Conway, 1m17.8447s, 108.68mph.

**RESULTS**

RACE 2 70 LAPS, 164.5 MILES

<b>1 SIMON PAGENAUD (F)</b>	<b>1h56m14.7861s</b>
Schmidt Hamilton Racing Dallara-Honda; Qualifying: 6th-1m18.0977s	
<b>2 JAKES</b>	<b>+5.6274s</b>
Qualifying: 2nd-1m18.1704s	
<b>3 CONWAY</b>	<b>+6.0616s</b>
Qualifying: 1st-1m18.0977s	
<b>4 DIXON</b>	<b>+21.2953s</b>
Qualifying: 7th-1m18.7865s	
<b>5 FRANCHITTI</b>	<b>+23.4917s</b>
Qualifying: 16th-1m19.5554s	
<b>6 MARCO ANDRETTI (USA)</b>	<b>+29.0629s</b>
Andretti Autosport Dallara-Chevrolet; Qualifying: 14th-1m19.4625s	
<b>7 CHARLIE KIMBALL (USA)</b>	<b>+29.6681s</b>
Chip Ganassi Racing Dallara-Honda; Qualifying: 18th-1m19.6196s	
<b>8 CASTRONEVES</b>	<b>+37.6446s</b>
Qualifying: 9th-1m18.8366s	
<b>9 RAHAL</b>	<b>+40.5396s</b>
Qualifying: 15th-1m19.5418s	
<b>10 SEBASTIAN SAAVEDRA (CO)</b>	<b>+51.4543s</b>
Dragon Racing Dallara-Honda; Qualifying: 11th-1m19.0312s	

Winner's average speed: 84.91mph. Fastest lap: Conway, 1m17.4371s, 109.25mph.  
 All drivers in Dallara DW12. \*10-place grid penalty

**DRIVERS' CHAMPIONSHIP**

<b>1 CASTRONEVES</b>	<b>206</b>	<b>6 SATO</b>	<b>175</b>
<b>2 ANDRETTI</b>	<b>206</b>	<b>7 WILSON</b>	<b>169</b>
<b>3 HUNTER-REAY</b>	<b>191</b>	<b>8 KANAAN</b>	<b>160</b>
<b>4 DIXON</b>	<b>186</b>	<b>9 HINCHCLIFFE</b>	<b>154</b>
<b>5 PAGENAUD</b>	<b>177</b>	<b>10 KIMBALL</b>	<b>149</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.



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LAST MONDAY MORNING, THE INDYCAR WORLD woke up with someone else's shoes on, a splitting headache, and surrounded by shards of carbon fibre and the smoking ashes of whatever form guides hadn't already been thrown into the bin. As the sun set on the double-header weekend at Detroit, it seemed impossible to conjure a coherent thought beyond, 'What the hell just happened?' Mike Conway happened, for starters. The Brit was an 11th-hour call-up for Dale Coyne Racing, who needed someone to fill its second car after Ana Beatriz's limited programme came to an end at Indianapolis. Conway's ability was never in doubt. He was already an IndyCar race winner, and was quick in his last one-off when he drove a third Rahal car at Long Beach. The beauty, however, of the current IndyCar era is that almost everyone is quick and, unlike Conway, who stepped out of racing in the series full-time last year, most of them are in the cars every weekend. In addition, everyone else is driving something other than the second Coyne car, and with the greatest will in the world, that particular entry is not one of the series' traditional powerhouses.

So what did Conway do? With three days' notice he rolled into Michigan, threw on a plain black race suit, and blew all of the others into the weeds. His dominance of the Saturday race was

absolute – to the point of being scary – as if it was a video game, and he was on a different difficulty setting from everyone else.

Conway was also a strong factor in the chaotic Sunday race, even if he didn't win it. That particular honour went to Simon Pagenaud, who drove superbly to earn his, and Schmidt Peterson Motorsport's, first IndyCar victory. In the final stages of the race, it was clear that Pagenaud had things wrapped up, but second place was very much in dispute, with James Jakes – another of the weekend's unlikely stars – doing an outstanding job to keep Conway at bay over the closing laps.

It's worth covering the Saturday race first, if only because it was relatively straightforward. It became apparent pretty early on that barring some sort of mishap, it was going to be a battle between Conway and reigning champion Ryan Hunter-Reay; the pair having driven off from the rest of the pack to engage in their own private battle.

Key to the whole weekend was figuring out the tyres. Once the softer red Firestones began to fall away, which didn't take long, the performance gap between them and the primary tyres was pretty dramatic. Picking the right moment to deploy the reds was critical, and it was this that ultimately decided the outcome of the race. Hunter-Reay's plan was to go black-red-black,



Conway leads the chasing pack in Detroit

while Conway opted to go black-black-red. Consequently, the Englishman opened a massive gap during the middle stint, and while Hunter-Reay was able to regain some of the lost ground during the final stint, it was nowhere near enough. Conway crossed the line more than 20s clear of the yellow Andretti Autosport car.

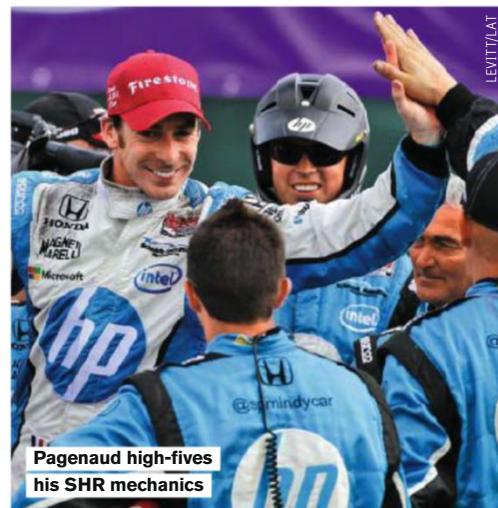
"We found the reds were good for a few laps, but they could drop off quite quickly," said Conway. "With the track being quite green, that was probably going to happen. You could see when Ryan was out there on the second stint, his reds started to go off, and I was able to pull away. Once I knew they'd lost their best, I was being very careful with the rears — I needed to have some tyre left [in case there was a late caution and restart]. Towards the end, I had a good cushion, so I decided to push more."

It was a degree of dominance rarely seen in any form of motorsport, never mind one as close-fought as IndyCar has generally been with the current DW12 chassis. And if seeing the field being schooled by a late call-up in a Dale Coyne car was a surprise, then so was the sight of Justin Wilson in the other Coyne entry holding off Ganassi's Scott Dixon to secure the final place on the podium. To be honest, Dixon really had no right to be that far up the field, either, considering that

he'd had to pit for damage repairs at the start and had been lucky not to fall off the lead lap.

If Saturday's race boiled down to which of the two fast guys was on the right tyre strategy, Sunday's was about... survival, basically. It certainly might go down in history as the first race where the optimal strategy was to break your front wing early on and pit out of sequence for repairs. Both Pagnaud and Jakes suffered early front wing damage, yet the barrage of yellows that defined the first half of the race meant that they were lapping on lighter fuel loads later on when the quick guys who were on conventional 'don't break your wing' strategies were running heavy. By the time they made their final stops, Pagnaud and Jakes had such a big lead that they still rejoined ahead of what was then a Dario Franchitti versus Conway scrap for third.

From Pagnaud's perspective, the race was over at that point, and he remained in control until the end to take a popular victory. Jakes didn't have it so easy, though. A need to conserve fuel had taken the sting out of Franchitti's tail, but that merely opened the door for Conway to make Jakes' final few laps hell instead. Conway was in recovery mode after suffering a slow puncture during his middle stint, but the ace in Jakes' hand was that he still had five hits of Push To Pass left compared with Conway's



Pagnaud high-fives his SHR mechanics



Wilson (1) battled to third in race one

one. Jakes used this liberally as a defence mechanism over the final laps, and it was just enough to keep him in second place at the finish.

Even before the contenders were squaring up for the final run to the flag, the field had been decimated by a succession of incidents during the first half of the race. Most were single car crashes, but the notable exception came on a restart when Sebastien Bourdais tagged Power. The Australian's car swung perpendicular to the traffic, causing everyone behind him to check and run into each other. At least 10 cars sustained some sort of damage, although most were able to return to the track after a lengthy spell in the pits and wobbled around to salvage some points.

While few drivers escaped the weekend without their car having taken some sort of battering, AJ Allmendinger had the unfortunate distinction of having the worst weekend of anybody. Making his last scheduled appearance in the third Penske car, he got off to a bad start when he launched himself over the back of Dixon and into the wall on the opening lap of Saturday's race. The team worked into the small hours of Sunday morning to repair his car for the second race, only for him to crash on the opening lap again. Having completed a total of zero racing laps in two days, the former Champ Car star was distraught afterwards.

"I'm heartbroken," he said. "I don't know what to say. I feel so lucky that Roger Penske believes in me, and this is not how I want to repay him."

At this point, we sign off with another question: what two things do Helio Castroneves and Marco Andretti have in common? The answer is that a) neither has been mentioned in this report yet, and b) they're now equal on points at the top of the standings. That a low profile would be the best policy was entirely in keeping with the manic nature of the Detroit double-header, and indeed, with the 2013 season so far. After all, at the start of the year, would you have been willing to bet that after eight races, Foyt, Coyne, Schmidt and KV would all have wins, and Penske and Ganassi would not? Precisely. ▶

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## IN THE PADDOCK

## Mark Glendenning



LAST WEEKEND'S RACES AT DETROIT represented IndyCar's first 'true' double-header. Texas Motor Speedway president Eddie Gossage disagrees – he took to Twitter during the weekend to remind the world about the Twin 225 weekend at his track in 2011. The difference is that each of the Texas races was for half points, whereas both of the Detroit outings counted as complete rounds.

The one thing they did have in common, however, was a stupid qualifying system. If we take as a given that the worst qualifying procedure ever was the aggregate system Formula 1 flirted with a few years ago, then the one used at Texas – where the drivers literally drew lots to decide grid slots for race two – runs it pretty close. On that basis,



then, the Sunday race procedure in Detroit wins the bronze. The field was split in two based on practice times, with the fastest time from either group deciding pole. Obviously this put the second group at an advantage, because the first lot had to deal with a green track.

On top of that, it was boring and anticlimactic. The fight for pole should be a head-to-head contest, not a matter of comparing timesheets. Several drivers called for a return to the 30-minute all-in session, but as Justin Wilson pointed out, it was everyone's hatred of that system that led to it being changed in the first place. His suggestion was to send the two fastest guys out for five minutes at the end and let them sort it out. Unconventional? Sure, but it would be more interesting than what we have now.

## IndyCar clarifies blocking rule

**INDYCAR HAS REDEFINED ITS STANCE ON** blocking following growing discontent from drivers about what they perceived to be inconsistencies in how rules are enforced by race director Beaux Barfield.

Following an animated drivers' briefing with Barfield in Detroit on Friday, drivers called their own meeting on Saturday to

further discuss their concerns. The issue of inconsistent calls is not a new one, but it was brought back to the fore after last month's race in Brazil, where Takuma Sato appeared to make several breaches of the rule that essentially defines blocking as changing lines in a defensive reaction to another car.

IndyCar's newly appointed director of operations and competition Derrick Walker told AUTOSPORT that the matter has now finally been put to bed.

"I would say IndyCar modified the meaning of blocking and how it was going to be policed, and it caught the drivers off guard, and it has been reverberating for quite some time about what the definition is," he said.

"There are different versions of how you police blocking, and I guess IndyCar got caught trying to be all things to all people, and it bit them. However, we've now redefined it, and now everybody knows what it is. You can move one way. That's it."



## Detroit sparks Conway interest

**MIKE CONWAY EXPECTS TO ADD AT LEAST** one more race to his 2013 IndyCar schedule following his star performance in Detroit.

Conway's availability is limited to some extent by his commitments in the WEC, but after his win and third place in the Detroit double-header, he said that team owner Dale Coyne has already sounded him out about more races.

"Hopefully there's some more races for me," Conway said. "[Coyne] definitely said that Toronto is on the cards, so that should be a lot of fun. It's another double-header. I can't wait for that."

The Brit walked away from racing in IndyCar full-time on the eve of last year's season finale at Fontana after deciding he no longer wanted to race



on ovals, and while his performance in Detroit has put him on several teams' radars, he insists he'll only be available for road and street events in future.

"I've no interest in getting back to ovals," he said.

**ALLMENDINGER IN CRASH-FEST**

AJ Allmendinger was forced to race Penske's back-up car on Sunday following his heavy crash in Saturday's race. The American also required two cortisone injections in his thumb prior to race two, which he failed to finish after crashing on the first lap.

**199TH INDYCAR WIN FOR HONDA**

Simon Pagenaud's victory on Sunday at Detroit marked the 199th IndyCar success for engine manufacturer Honda, and its 100th in competition with another manufacturer. Honda-powered cars finished 1-2-3-4-5 in Sunday's race.

**BRISCOE REPLACES HILDEBRAND**

Ryan Briscoe received a late call to drive for Panther Racing in Detroit after the team parted with JR Hildebrand. The team says that it has several driver options for the upcoming races, although Briscoe is out of short-term contention due to his Le Mans commitments.

**RLL FINES OVERTURNED**

Fines issued to Rahal Letterman Lanigan for blend line infractions in the Indy 500 have been rescinded. The entries of Graham Rahal and James Jakes had to forfeit \$10,000 each, but Rahal's penalty has now been dropped and Jakes' suspended following a review of video and data evidence.

**DETROIT TO GET TRACK UPGRADE**

Detroit GP chairman Bud Denker says that the track will undergo further upgrades before next year's race in an effort to improve drainage and the stability of the surface of the tarmac sections. He also announced a date of May 30-June 1 for the 2014 event, which he hopes will be another double-header.

**FLAT PUTS OUT DE SILVESTRO**

Simona de Silvestro has confirmed that her accident in Sunday's race was the result of a puncture. The Swiss driver crashed heavily into the Turn 8 barriers after her car went straight on after she entered the corner.



# DTM Spielberg (A)

June 1-2

Round 3/10



## RESULTS

47 LAPS, 126.39 MILES

<b>1</b>	<b>BRUNO SPENGLER (CDN)</b>	<b>1h08m35.249s</b>
	Schnitzer Motorsport BMW M3; Qualifying: 1st-1m24.836s	
<b>2</b>	MARCO WITTMANN (D)	<b>+1.550s</b>
	MTEK BMW M3; Qualifying: 2nd-1m24.927s	
<b>3</b>	TIMO GLOCK (D)	<b>+6.504s</b>
	MTEK BMW M3; Qualifying: 13th-1m25.168s	
<b>4</b>	MIKE ROCKENFELLER (D)	<b>+9.183s</b>
	Phoenix Racing Audi RS5; Qualifying: 8th*-1m24.986s	
<b>5</b>	MATTIAS EKSTROM (S)	<b>+10.260s</b>
	Abt Sportsline Audi RS5; Qualifying: 15th-1m25.497s	
<b>6</b>	AUGUSTO FARFUS (BR)	<b>+14.299s</b>
	RBM BMW M3; Qualifying: 4th-1m25.183s	
<b>7</b>	CHRISTIAN VIETORIS (D)	<b>+14.884s</b>
	HWA Mercedes C-coupe; Qualifying: 16th-1m25.518s	
<b>8</b>	DIRK WERNER (D)	<b>+15.548s</b>
	Schnitzer Motorsport BMW M3; Qualifying: 11th-1m25.130s	
<b>9</b>	GARY PAFFETT (GB)	<b>+16.207s</b>
	HWA Mercedes C-coupe; Qualifying: 10th-no time	
<b>10</b>	PASCAL WEHRLEIN (D)	<b>+17.462s</b>
	RSC Mücke Mercedes C-coupe; Qualifying: 12th-1m25.146s	
<b>11</b>	ADRIEN TAMBAY (F)	<b>+21.550s</b>
	Abt Sportsline Audi RS5; Qualifying: 18th-1m25.406s	
<b>12</b>	ROBERT WICKENS (CDN)	<b>+26.499s</b>
	HWA Mercedes C-coupe; Qualifying: 7th-1m24.973s	
<b>13</b>	DANIEL JUNCADELLA (E)	<b>+26.927s</b>
	RSC Mücke Mercedes C-coupe; Qualifying: 14th-1m25.259s	
<b>14</b>	MIGUEL MOLINA (E)	<b>+27.704s</b>
	Phoenix Racing Audi RS5; Qualifying: 20th-1m25.525s	
<b>15</b>	EDOARDO MORTARA (I)	<b>+29.113s</b>
	Team Rosberg Audi RS5; Qualifying: 3rd-1m25.036s	
<b>16</b>	TIMO SCHEIDER (D)	<b>+29.470s</b>
	Abt Sportsline Audi RS5; Qualifying: 5th-1m24.887s	
<b>17</b>	FILIPE ALBUQUERQUE (P)	<b>+31.834s</b>
	Team Rosberg Audi RS5; Qualifying: 6th-1m24.992s	
<b>18</b>	JAMIE GREEN (GB)	<b>+32.854s</b>
	Abt Sportsline Audi RS5; Qualifying: 17th*-1m25.351s	
<b>19</b>	ANDY PRIAULX (GB)	<b>+1m10.907s</b>
	RMG BMW M3; Qualifying: 22nd*-1m25.763s	
<b>20</b>	ROBERTO MERHI (E)	<b>+1m19.828s</b>
	RSC Mücke Mercedes C-coupe; Qualifying: 21st-1m25.761s	
<b>21</b>	MARTIN TOMCZYK (D)	29 laps-handling
	RMG BMW M3; Qualifying: 9th-1m25.245s	
<b>R</b>	JOEY HAND (USA)	9 laps-wheel fell off
	RBM BMW M3; Qualifying: 19th-1m25.451s	

Winner's average speed: 110.52mph. Fastest lap: Wittmann, 1m25.505s, 113.17mph.  
\* - five-place grid penalty.

## CHAMPIONSHIP

<b>1</b>	<b>SPENGLER</b>	<b>53</b>	<b>6</b>	<b>WERNER</b>	<b>22</b>
<b>2</b>	<b>ROCKENFELLER</b>	<b>41</b>	<b>7</b>	<b>PAFFETT</b>	<b>22</b>
<b>3</b>	<b>FARFUS</b>	<b>33</b>	<b>8</b>	<b>EKSTROM</b>	<b>16</b>
<b>4</b>	<b>WITTMANN</b>	<b>32</b>	<b>9</b>	<b>HAND</b>	<b>16</b>
<b>5</b>	<b>VIETORIS</b>	<b>25</b>	<b>10</b>	<b>WICKENS</b>	<b>15</b>

## MANUFACTURERS

<b>1</b>	<b>BMW</b>	<b>171</b>	<b>3</b>	<b>MERCEDES</b>	<b>65</b>
<b>2</b>	<b>AUDI</b>	<b>67</b>			

### POINTS SYSTEM EXPLAINED

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



Glock made the podium



BMW 1-2-3: Spengler beat Wittmann and Glock

# Spengler stamps his authority on Spielberg

YOU'D HAVE BEEN FORGIVEN FOR FAILING TO NOTICE Bruno Spengler was even competing in the DTM this year prior to last weekend's Spielberg race. Yet despite his relative anonymity, the reigning champion arrived in Austria only a point behind Mike Rockenfeller at the top of the standings.

Come last Sunday, however, most remembered just why the Canadian remains such a dangerous opponent in the race for the 2013 title, as he won from pole with a little in hand, heading a first all-BMW podium since the manufacturer returned to the DTM.

Spengler ran 30 laps on option rubber to start with, and refitted the same tyres for the last seven laps, having spent a short period on standards in between. Given the benefit of a clear track from the outset, it worked.

"The strategy of stopping late was amazing – it really worked for us," said the Canadian. "My plan was to sprint at the start, be more than two seconds ahead by the time the guys behind me were allowed to use DRS, and control the race. It worked out pretty well, because although I struggled a bit in the middle of my stint on the option tyres, they came back to me when I really needed them."

By half-distance the main threat to Spengler's victory was coming from Timo Glock, whose average lap time on a 29-lap stint on options was around 0.1s faster than the Canadian's run.

But a handling imbalance on the standards, coupled with a slow final stop, prevented a victory challenge and even dropped Glock behind MTEK team-mate Marco Wittmann by the flag.

Wittmann had earlier disputed second with last year's Spielberg winner Edoardo Mortara, the Rosberg Audi man being ordered to hand back the position after putting four wheels off the track to pass his rival on the opening lap.

The pair banged wheels on the run to the uphill hairpin of Turn 2 seconds after Wittmann rejoined following his first stop. The contact, which continued on the exit of the corner,



Merhi was in the wars again

punctured Mortara's right-front tyre, damaged his car's steering and splitter, and limited him to standard rubber for the remainder of the race. The wounded RS5 finished 15th.

Mortara's misfortune made Rockenfeller the top Audi man, in fourth, after an incredible 39-lap stint on options. He'd started 13th after receiving a five-place grid penalty (see right).

Just behind him was Abt driver Mattias Ekstrom, the Swede having made both his mandatory tyre changes by one-third distance, then grabbing fifth from Augusto Farfus' standard-shod BMW with two laps left – but not before first unnecessarily punting him up the rear and sending him off line at Turn 5.

Gary Paffett would have been in the mix, too, had the Briton's first stop not been preceded by 2s stationary in the ITR box as punishment for elbowing Martin Tomczyk onto the grass at Turn 3 during the early stage of the race.

The Briton denied contact had even taken place. "Really we shouldn't even have been there," said Paffett. "Without the engine problem I had in qualifying that meant I didn't set a time in Q3 (resolved by resetting his Mercedes' ECU), I'd have been inside the top five at the time."

Tomczyk, whose car has had a magnetic attraction to the C-coupes of Paffett and Roberto Merhi since the Zandvoort round last September, retired with handling defects after being spun into the barrier exiting Turn 2 by Merhi.

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## IN THE PADDOCK

## Jamie O'Leary



SO THE DTM WILL CONTINUE TO RACE AT Spielberg for the next three years, then. Fine by me.

Yes, the weather was appalling for half the weekend; yes, you can't find a hotel for a reasonable price within 40 minutes of the track; and, yes, it's a tad remote.

But you know what? It doesn't matter, because when you're watching trackside among the cowbells, breathing in the mountain air on the site of the legendary Osterreichring, most of which is still intact around the back of the grandstands, you know this place was just supposed to host motor racing.

Track owner Dietrich Mateschitz knows how to put on a show, too. Not only did the DTM and its regular support series entertain the crowds, but there were track demos featuring a number of Red Bull Formula 1 cars (and even a NASCAR Toyota Camry from its now defunct US squad), plus personal appearances from brand ambassadors. And talk about making journalists feel welcome. Where else would you find a fully-functioning bar in the press room (for once the work is finished, of course)?

This week's announcement of a new deal between DTM promoter the ITR and Mateschitz comes with certain caveats; namely the roofing of at least two of the main grandstands and improvements to the car parks to make them less susceptible to the elements. It's nice to see progressive improvements keeping a venue with such history operating at a high level. Losing F1 could be the best thing that ever happened here.



XPB/LAT

## REMEMBER WHEN

OCTOBER 11, 1992



**BMW LAST SCORED A 1-2-3?** It happened nearly 21 years ago as Roberto Ravaglia, Johnny Cecotto and Jo Winkelhock locked out the podium at the 1992 season finale.

BMW ARCHIVE

## MTEK's double-podium progress

## ONE OF THE MOST SATISFIED MEN IN

Austria was Ernest Knoors, whose brand-new MTEK squad scored a double podium with Marco Wittmann and Timo Glock on just its third appearance in the DTM.

Wittmann, who has been the championship's most impressive rookie in 2013, built upon his ninth and fourth places at Hockenheim and Brands Hatch by qualifying on the front row in Austria, taking a fine second place and setting the race's fastest lap. Glock was just a few seconds behind as he took his first podium finish in a motor race since the 2009 Singapore Grand Prix.

Knoors, who set up the MTEK team after leaving his role as manager of Ferrari's Formula 1 customer engine programme, said: "To have only started this project five months ago and now be talking about two podiums is very satisfying. I think it's a better feeling than when [Sebastian] Vettel won at Monza in the Toro Rosso, because in F1 you're part of a large machine. With MTEK, I'm involved in all the major decisions so you feel like you're doing more to achieve this."

Knoors said that the decision to locate his new squad



close to BMW Motorsport in Munich played a major role in getting it up to speed so quickly.

"When you're so close to Munich, it means that parts don't take so long to arrive from BMW, and that if we need some help or advice on something, it's only a short journey. I think it would be more difficult if we were a long way away like [fellow BMW team] RBM are in Belgium. For a new team like us, starting with a clean sheet of paper, it was very important to have that kind of assistance."

## Drivers want practice options

## A NUMBER OF DTM DRIVERS BELIEVE

that they should receive an additional set of the championship's new-for-2013 option tyres for practice sessions this year.

Currently each driver is allocated a single set, which can't be used before the race. This has led to a hit-and-miss scenario unfolding on race strategy, with teams unsure whether options will be faster across a long stint than standards.

Audi's Filipe Albuquerque said: "Because you can't use the options in practice, you have no idea how they're going to be in the race. It's total guesswork. I'm not sure that's the way it should be.

"I started in sixth place and finished 17th... There is no way you should be starting sixth and finishing 17th, but in this championship if you choose the wrong strategy for the race, you are finished. There's nothing a driver can do to stop that.

"To have some practice on the option tyres would give us all a chance."

HWA Mercedes driver Robert Wickens agreed, adding: "We massively underestimated the life of the option tyres here. I did only 16 laps on them, and was then quite a lot slower than I had been when I went onto the standards. Then you had Gary [Paffett] and Pascal [Wehrlein] doing 25-30 laps, and still going quickly at the end of the stint.

"If we could have used a second set of options just for practice, I think we could have been in a better position."



XPB/LAT



## DRIVERS HIT WITH GRID PENALTIES

Abt Audi racer Jamie Green, former series leader Mike Rockenfeller and RMG BMW driver Andy Priaulx were all given five-place grid penalties for failing to slow sufficiently at Turn 6 during practice while yellow flags were being waved to warn drivers of Pascal Wehrlein's stopped RSC Mücke Mercedes next to the track.

## SPIELBERG SET FOR NEW DEAL

A contract to ensure that the DTM remains at Spielberg until 2016 was expected to be signed this week as AUTOSPORT closed for press. Last weekend's event was the last to take place as part of the current three-year agreement with series promoter the ITR. Plans are afoot to cover several of the permanent grandstands in time for next season.

## GREEN ENCOURAGED BY PACE

Jamie Green said that the Spielberg weekend represented "a clear step forward in race pace", despite the Abt Audi driver only finishing 18th. Green escaped damage in a second-lap collision with Daniel Juncadella, and was delayed at his second stop when his car was dropped off the jacks without a right-rear wheel properly attached.

## MORE DTM TYRE ID TWEAKS

DTM tyre supplier Hankook continued its drive towards improving the visibility of its option rubber for spectators in Austria. The narrow yellow band, previously used to differentiate the sidewalls of the options from the standards, has now been scrapped and replaced with all-yellow Hankook logos instead. Logos on the standards remain white.

## VIOTORIS: MORE FROM QUALIFYING

Christian Vietoris believes that the only thing standing between Mercedes and race victories is qualifying form. The HWA driver again proved the long-run pace of the C-coupe on standard tyres in Austria, climbing from 16th on the grid to seventh in the race. "It's the one thing that's holding us back right now," he said. "If we can do it on Saturday, I will have a lot of confidence."

## EURO F3

### Spielberg (A)

May 31-June 2



Round 5/10

#### RESULTS

RACE 1: 24 LAPS, 64.51 MILES

1	<b>FELIX ROSENQVIST (S)</b>	<b>34m49.387s</b>
Mücke Motorsport Dallara-Mercedes F312; Qualifying: 2nd-1m43.865s		
2	<b>DANIIL KVIAT (RUS)</b>	<b>+14.306s</b>
Carlin Dallara-Volkswagen F312; Qualifying: 1st-1m43.825s		
3	<b>JORDAN KING (GB)</b>	<b>+26.850s</b>
Carlin Dallara-Volkswagen F312; Qualifying: 5th-1m44.473s		
4	<b>RAFFAELE MARCIELLO (I)</b>	<b>+29.182s</b>
Prema Powerteam Dallara-Mercedes F312; Qualifying: 13th-1m45.008s		
5	<b>NICHOLAS LATIFI (CDN)</b>	<b>+32.274s</b>
Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m44.526s		
6	<b>SVEN MULLER (D)</b>	<b>+33.815s</b>
Ma-con Dallara-Volkswagen F312; Qualifying: 9th-1m44.694s		
7	<b>ALEX LYNN (GB)</b>	<b>+35.358s</b>
Prema Powerteam Dallara-Mercedes F312; Qualifying: 17th-1m45.284s		
8	<b>EDDIE CHEEVER (I)</b>	<b>+40.920s</b>
Prema Powerteam Dallara-Mercedes F312; Qualifying: 4th-1m44.282s		
9	<b>MICHAEL LEWIS (USA)</b>	<b>+41.657s</b>
Mücke Motorsport Dallara-Mercedes F312; Qualifying: 14th-1m45.147s		
10	<b>LUCAS AUER (A)</b>	<b>+42.151s</b>
Prema Powerteam Dallara-Mercedes F312; Qualifying: 7th-1m44.630s		

Winner's average speed: 111.16mph. Fastest lap: Rosenqvist, 1m26.030s, 112.48mph.

RACE 2: 19 LAPS, 51.07 MILES

1	<b>ROSENQVIST</b>	<b>27m33.431s</b>
Qualifying: 3rd-1m44.368s		
2	<b>KVIAT</b>	<b>+7.699s</b>
Qualifying: 1st-1m44.052s		
3	<b>LUCAS WOLF (D)</b>	<b>+12.444s</b>
URD Rennsport Dallara-Mercedes F312; Qualifying: 2nd-1m44.278s		
4	<b>AUER</b>	<b>+14.755s</b>
Qualifying: 12th-1m45.581s		
5	<b>JOSH HILL (GB)</b>	<b>+16.269s</b>
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 5th-1m44.785s		
6	<b>KING</b>	<b>+18.279s</b>
Qualifying: 9th-1m45.026s		
7	<b>HARRY TINCKNELL (GB)</b>	<b>+18.872s</b>
Carlin Dallara-Volkswagen F312; Qualifying: 8th-1m44.897s		
8	<b>TOM BLOMQVIST (GB)</b>	<b>+20.367s</b>
EuroInternational Dallara-Mercedes F312; Qualifying: 18th-1m46.076s		
9	<b>CHEEVER</b>	<b>+25.101s</b>
Qualifying: 6th-1m44.851s		
10	<b>LEWIS</b>	<b>+25.516s</b>
Qualifying: 10th-1m45.438s		

Winner's average speed: 111.20mph. Fastest lap: Rosenqvist, 1m25.921s, 112.63mph.

RACE 3: 20 LAPS, 53.76 MILES

1	<b>ROSENQVIST</b>	<b>35m12.692s</b>
Qualifying: 3rd-1m44.509s		
2	<b>KVIAT</b>	<b>+2.691s</b>
Qualifying: 1st-1m43.956s		
3	<b>AUER</b>	<b>+7.005s</b>
Qualifying: 9th-1m45.758s		
4	<b>TINCKNELL</b>	<b>+8.743s</b>
Qualifying: 8th-1m45.697s		
5	<b>KING</b>	<b>+9.845s</b>
Qualifying: 4th-1m45.089s		
6	<b>MARCIELLO</b>	<b>+10.236s</b>
Qualifying: 2nd-1m44.409s		
7	<b>LATIFI</b>	<b>+18.342s</b>
Qualifying: 5th-1m45.334s		
8	<b>LYNN</b>	<b>+19.266s</b>
Qualifying: 21st-1m47.695s		
9	<b>PIPO DERANI (BR)</b>	<b>+20.606s</b>
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 14th-1m46.664s		
10	<b>ROY NISSANY (IL)</b>	<b>+20.868s</b>
Mücke Motorsport Dallara-Mercedes F312; Qualifying: 11th-1m46.252s		

Winner's average speed: 91.61mph. Fastest lap: Rosenqvist, 1m25.996s, 112.53mph.

#### CHAMPIONSHIP

1	<b>MARCIELLO</b>	<b>239.5</b>	6	<b>BLOMQVIST</b>	<b>94.5</b>
2	<b>ROSENQVIST</b>	<b>212</b>	7	<b>SERRALLES</b>	<b>76</b>
3	<b>AUER</b>	<b>165</b>	8	<b>KING</b>	<b>76</b>
4	<b>LYNN</b>	<b>133.5</b>	9	<b>MULLER</b>	<b>60</b>
5	<b>TINCKNELL</b>	<b>130</b>	10	<b>HILL</b>	<b>56</b>

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 was untouchable in Austria

# Rosenqvist surges into title fight contention

THERE WAS WIDESPREAD JOY IN THE SPIELBERG paddock last Sunday afternoon. It was not so much that Felix Rosenqvist had made history by becoming the first man to win three Formula 3 European Championship races in a weekend, more that a title fight that had looked dead and buried just two weeks earlier was suddenly back on.

Nobody is happier about that than Rosenqvist himself. The Swede is now in his fourth season of F3 and his third at European level with the Mücke Motorsport squad. He began 2013 knowing that finishing in the first two in the championship would be critical in maintaining his career momentum.

Standing in Rosenqvist's way prior to Spielberg had been Ferrari protege Raffaele Marciello, whose advantage over the Swede had peaked at 105.5 points during the hour between his race-three victory at Brands Hatch last month and his subsequent disqualification. Italian Marciello now lies just 27.5 ahead, with 25 available at each of the remaining 15 races.

The highlight of the weekend for Rosenqvist was a stunning overtaking move that gave him the lead of Sunday's third race. After starting third and holding off an attack from Carlin's Nicholas Latifi at both the Turn 2 hairpin and the corner that followed, he pulled off the move of the season at the downhill, fourth-gear left-hander at Turn 4, bravely aiming his orange Dallara-Mercedes at a gap to the left of Marciello and triple polesitter Daniil Kvyat's Carlin car, and driving around the outside of both in one fell swoop.

"It helped that Lello and Dany were slow out of Turn 3 and I got a good run, although Latifi was right there with me too," Rosenqvist said. "I saw a gap on the outside so I just went for it.

"I was determined. You have to be in that situation or you lose out or crash – as happened to me with Roberto Merhi here a couple of years ago."

Kvyat, who failed to convert any of his three superb wet-weather poles into a victory, but still took a hat-trick of career-best second places after making questionable getaways each time, added: "I was focused on keeping Raffaele behind me. Too focused perhaps, because I saw this bit of orange on my right and couldn't believe it was Felix.

"Because I was tight I couldn't use the power because I would have understeered into him. He



Auer and King each had a podium result

did a very good move."

While the move grabbed the headlines, it was Rosenqvist's weekend performance that was of most significance to him.

"The team gave me a good car from the beginning, wet or dry. I made three good starts – as I usually do now – and we barely had to change anything with the set-up across the three races. I'd only scored points once in the six races I'd done here in F3 before, so I'm pretty happy."

Marciello's best drive came in race one, in which the Prema Powerteam driver climbed from 13th on the grid after a problematic wet first qualifying session to fourth (third in terms of points, with Kvyat ineligible to score). A scrappy race-two drive that featured a pair of early excursions also netted him a point in 11th – thanks to a collision between Alex Lynn and Pipo Derani, who were running just ahead of him and whose shunt caused the race to be red flagged four laps early.

Marciello's final-race drive to sixth was the final nail in the coffin for his weekend – he had expected more from second on the grid.

"It's tough to have a weekend like this, but you pick yourself up and move on," he said. "The one positive is that there were a couple of accidents I could have had that I didn't, because I was careful and backed off when it was important to."

His team-mate Lynn qualified badly for all three races, an apparent victim of a tyre 'situation' (see right) that many drivers believed blighted their weekends. An eighth and a seventh dropped him further off the pace in the title fight, while Prema team-mate Lucas Auer just hung on in there with a race-three podium, and also grabbed third-place points in the second race.

## IN THE PADDOCK

## Jamie O'Leary



SOMETIMES ONE ISSUE DOMINATES PADDOCK discussions in Formula 3. In Austria the issue was tyres; rain tyres to be exact. Following soaking practice and qualifying sessions on Friday in which some of the more fancied runners found themselves well off the pace, accusations flew that the wets issued to teams that had purchased new sets for the Spielberg weekend were of a higher specification than those carried over from previous events, possibly to the extent of 1.5 seconds per lap. The fact that certain drivers who had the new rubber, such as Lucas Wolf and Eddie Cheever, found themselves unusually high up – a trait repeated in qualifying – while established names such as Raffaele Marciello fought a lack of grip when on older tyres, seemed to back this up.

Those on the other side of the fence, however, claimed that there was no difference in the specification of the newly-issued tyres, and that they had been shipped over from Hankook's Korean plant in the same batch as those previously used. Theories such as the effect on the rubber of sitting in a team truck since March, as opposed to in lab conditions at Hankook, seemed to make just as much sense, and an explanation given at a teams' meeting on Saturday night certainly quelled all but the most vocal of dissenters.

The FIA is currently investigating the matter and will inform teams of the outcome before the Norisring. Let's hope nothing is amiss, for it would be a massive shame to see the title affected, or even decided, on points lost by Marciello this weekend based on nothing more than a mistake outside his control or his team's.



Kvyat took three wet poles

## BIG NUMBER

93



Percentage of series wins taken by Mercedes-engined cars in 2013. That's 14 out of the 15 races staged in real terms. Volkswagen has won the other.

## French finale set to be axed

**PAUL RICARD IS SET TO BE DROPPED FROM** the Formula 3 European Championship calendar in the coming weeks, AUTOSPORT has learned.

The series announced last November that its final round would be held at the French venue on October 26-27 as part of the GT Tour event that encompasses the country's domestic GT and Porsche Carrera Cup series plus others.

This now appears highly unlikely as negotiations between the FIA and France's motorsport federation – the FFSA – regarding the amount of track time the F3 series will be granted have foundered.

An official announcement is expected following the next meeting of the FIA World Motor Sport Council on June 28, at which plans for a replacement round will be ratified.

Frederic Bertrand, the head of the FIA sporting department, would not confirm that the Paul Ricard round has been cancelled, simply saying: "We are fully focused on finding a good solution for our 10th round."

AUTOSPORT understands that preliminary talks have taken place with British F3 promoter Stephane Ratel about the possibility of the European series taking over its spot on the Spa 24 Hours bill at the end of July, and that the Superstars round planned for Vallelunga on October 12-13



Paul Ricard will be dropped from calendar

EBREY/LAT

is also a strong candidate to host the series.

The presence of enough available track time to accommodate the usual F3 sessions and of TV crews to film and broadcast the event are believed to be crucial factors in the decision.

The DTM rounds at Lausitz, Oschersleben and Moscow – none of which are scheduled to host European F3 this year – have all been discounted. The two German tracks are holding German F3 Cup rounds on the dates in question, while teams are not keen to travel to Russia at such short notice.

## Wolf runs with pack leaders

**A LANDMARK RESULT WAS ACHIEVED AT** Spielberg as the tiny URD Rennsport squad secured its maiden European championship podium finish in race two, courtesy of Lucas Wolf.

Having qualified inside the top six for all three races in the wet sessions, the German teenager outdragged polesitter Daniil Kvyat for the lead of race two, only to fall to third by the end of the opening lap.

In race one he had fallen away dramatically after being demoted from a podium spot, and then copped a drive-through penalty for spinning Tom Blomqvist around. But Wolf made good on his promise later in the day, and was lying third when the red flags came out because of the Alex Lynn/Pipo Derani accident.

"You cannot imagine what it means for a team like ours," said team principal Harald Ungar. "Lucas got third place in the Euro Series at Hockenheim last year, but from a reversed grid. This is much more. Even without the red flag, he would have got it because Lucas Auer was not closing fast enough on our Lucas."

Ungar, the brother of HWA Merc chief Gerhard, has kept his aims modest for the rest of the season. "To be regularly in the top 10 would be fantastic because there are so many big teams here with good drivers," he added. "Really we only got the podium because it rained in qualifying and Lucas was very good in the wet."

Ungar, the brother of HWA Merc chief Gerhard, has kept his aims modest for the rest of the season.

"To be regularly in the top 10 would be fantastic because there are so many big teams here with good drivers," he added. "Really we only got the podium because it rained in qualifying and Lucas was very good in the wet."



Wolf briefly led race two

**CASSIDY TO TEST FOR T-SPORT**

Toyota Racing Series champion Nick Cassidy was due to test for T-Sport at Spielberg yesterday (Wednesday) as AUTOSPORT closed for press. The Kiwi, who was with the team at last weekend's event, hopes it can lead to a deal for at least one upcoming round in the ThreeBond/Nissan-powered car vacated by new Fortec recruit Will Buller. Carlin, Prema, EuroInternational and Double R also stayed on for the test, with Mucke and Ma-con opting to run at Lausitz instead.

**SAUSAGE KERBS REMOVED**

The 'sausage' kerbs used on the outside of many of the Spielberg circuit's corners were removed between races one and two on safety grounds. Prema Powerteam racer Lucas Auer was among a handful of drivers to be launched into the air after running over them in race one.

**BAD RACE FOR VAN AMERSFOORT**

Van Amersfoort Racing team-mates Mans Grenhagen and Dennis van de Laar were eliminated in a frightening race-three crash when the Dutchman ran over the back of the Swede's car after an unsighted Grenhagen had driven into the spun Carlin machine of Jann Mardenborough at Turn 1. Tom Blomqvist also hit Mardenborough, breaking his EuroInternational Dallara's rear suspension.

**LEWIS IN POINTS ON RETURN**

Michael Lewis scored his first points of the year in his first event back since the high-speed practice crash that forced him to miss last month's Brands Hatch round. He finished ninth and 10th on Saturday but struggled to 15th the following day after damaging his Mucke car in a collision that put team-mate Mitch Gilbert out. Lewis said: "My foot hurts more walking than when I'm driving."

**KING TAKES MAIDEN PODIUM**

Carlin driver Jordan King secured his first podium finish in European F3 in race one after long-term pressure on Lucas Wolf paid off when the Briton made a move stick with eight laps left. He added sixth and fifth places in the other two races.

**PENALTIES DISHED OUT**

Penalties were abundant at Spielberg: Josh Hill and Dennis van de Laar dropped five spots on grids during the weekend for yellow-flag infringements, while Antonio Giovinazzi and Sven Muller copped similar penalties for causing collisions, the Italian's impacting at the next round at the Norisring.

LAT SOUTH



**Busch won again**

## NASCAR TRUCKS

Kyle Busch won for the Joe Gibbs Toyota squad at Dover while Matt Crafton (Thorsport Toyota) kept his series lead by finishing second, ahead of Ryan Blaney.

## NASCAR NATIONWIDE

Joey Logano won for the first time in 2013 in his Penske Ford at Dover. Brian Vickers and Matt Kenseth, driving for Logano's old Joe Gibbs Toyota squad, were next up while points leader Regan Smith was 11th.

## SUPER TC2000

Series leader Matias Rossi made it three wins in a row in his TTA Toyota at La Pampa. Fiat's Facundo Arduso got himself ahead of the other Corollas of Mariano Werner and Bernardo Llaver to finish second.

## MEGANE TROPHY

Mike Verschuur and championship leader Mirko Bortolotti took a win each at Spa. Verschuur seized the initiative in race one during the pitstops, while ex-F2 champion Bortolotti took a comfortable win on Sunday ahead of the Dutchman.

## GERMAN CARRERA CUP

A Spielberg double for Attempto-run Kevin Estre ensured the Frenchman kept his series lead. Norbert Siedler made the podium twice while Britain's Sean Edwards was third in race one.

## VW SCIROCCO R-CUP

Kelvin van der Linde became the first South African to win in the series by taking a Spielberg double. Brit Ross Wylie was fifth in race one, despite a red flag-inducing crash. He finished 13th the next day in the series' spare chassis.

## LAMBORGHINI TROFEO

Both Silverstone races were won by Cedric Leimer and Andrea Amici. The second race was red-flagged for half an hour after Alessandro Bortesi punctured the barriers on the Wellington Straight, forcing a repair involving a pair of giant blocks of concrete.

## EUROPEAN F3 OPEN

Emirati Ed Jones and Brit Hector Hurst won a race apiece at the Nurburgring. De Villota-run Hurst withstood pressure from West-Tec's Nelson Mason to take race two. Mason's team-mate Jones won race one from points leader Sandy Stuvik and Hurst.



**Hurst beat Mason**



**Stewart visited Victory Lane for first time in 2013**

## NASCAR SPRINT CUP DOVER (USA), JUNE 2, RD 13/36

# Stewart denies Montoya

**TONY STEWART REVITALISED WHAT** had been fast becoming a miserable NASCAR Sprint Cup season by winning at Dover, denying Juan Pablo Montoya a long-awaited maiden oval win in the series in the process.

Montoya and Stewart found themselves battling for the lead when the race was turned inside out by divergent pit strategies amid late-race yellows for crashes by Denny Hamlin and Kasey Kahne, caused by a puncture and a mistake respectively.

Championship leader Jimmie Johnson had looked the most likely victor until a controversial penalty call at the final restart with 18 laps to go. Montoya had led the field out of pitlane but made a slow getaway, allowing Johnson to surge forward.

Such was the disparity in acceleration that Johnson thought Montoya's Earnhardt Ganassi Chevy might be failing. The Colombian felt Johnson just pre-empted things too much. NASCAR agreed, and Johnson was given a black flag for a drive-through penalty.

That left him 17th on a day where a record eighth Dover win seemed to be in the bag once he had recovered from a qualifying error — that had left him 24th on the grid — to climb into a comfortable lead.

Although Johnson was out of the way, Montoya had a new — and surprising — headache. If he was surprised that Stewart was looming in his mirrors, then Stewart's surprise was even greater, having been so unhappy with his Stewart Haas Chevy in practice that he was convinced victory was impossible. But once into clear air near the front,

the three-time champion flew.

Montoya had only taken right-side tyres at the final pitstops and his lefts were fading. He did his utmost to keep Stewart behind, and the move for the lead was only completed with three laps to go after a very close dice between two single-seater converts with great mutual respect.

As the leaders dived, Jeff Gordon closed right in them, but had no opportunity to get among the fight and had to settle for third.

Kyle Busch's fourth place was a disappointing outcome for Joe Gibbs Racing in a race where all three of its Toyotas had spells in control. Busch was the most competitive of the trio, but lost crucial ground when his handling faded for a stint. He was never quite able to return to the front after that.

Hamlin started from pole position and led the early stages of the race, fell back a little, then began carving back into contention before his tyre

blew. The third Gibbs driver, Matt Kenseth, got into the lead only to suffer a blown engine. The same fate struck Waltrip Toyota man Martin Truex Jr while he was a top-three factor.

Reigning champion Brad Keselowski took fifth on a tough weekend for the Penske Ford squad, but faces penalties after his car failed post-race technical inspection.

● Connell Sanders Jr

## RESULTS

- 1 Tony Stewart (Chevrolet SS), 400 laps in 3h14m51s;
- 2 Juan Pablo Montoya (Chevy), +0.788s;
- 3 Jeff Gordon (Chevy);
- 4 Kyle Busch (Toyota Camry);
- 5 Brad Keselowski (Ford Fusion);
- 6 Clint Bowyer (Toyota);
- 7 Joey Logano (Ford);
- 8 Kevin Harvick (Chevy);
- 9 Mark Martin (Toyota);
- 10 Dale Earnhardt Jr (Chevy). **Points** 1 Jimmie Johnson, 473; 2 Carl Edwards, 443; 3 Bowyer, 423; 4 Matt Kenseth, 399; 5 Harvick, 399; 6 Earnhardt, 398; 7 Kasey Kahne, 392; 8 Keselowski, 375; 9 Kyle Busch, 374; 10 Paul Menard, 371.



**Montoya battled hard for win**

LAT SOUTH

KINRADE/LAT

# KX BTCC RACE GUIDE

## 8-9 June Oulton Park

“Coming to Oulton Park, we are really getting into the backbone of the season and the differing fortunes of the KX Academy drivers are under the spotlight. We've got drivers winning races and leading championships, but the last rounds at Thruxton also marked a tough time for two of

our candidates, Rob Boston and Ant Whorton-Eales. They had bad weekends, and it is these moments that are sometimes the most interesting. They both have to galvanise themselves, dust themselves off and motivate the team around them to get things back on track. Congratulations to Stefan Hodgetts for winning

the KX 'yellow jersey' for his performances at Thruxton in winning the second Clio Cup race. We welcome Mike Bushell to the KX Academy scheme. He will be racing for KX Racing with SV in the Renault Clio Cup for the next three meetings as we look to assess his prospects. His progress will be worth following.”

JASON PLATO



“It will be interesting to see how some of the candidates bounce back at Oulton Park”



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## BTCC with MG KX Momentum Racing



### SAM TORDOFF

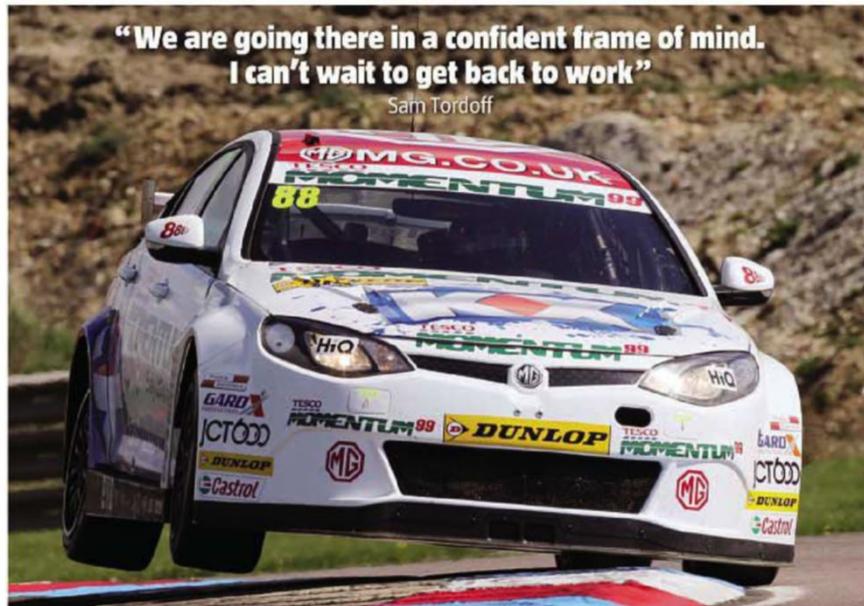
Sam Tordoff says that the last rounds of the British Touring Car Championship at Thruxton were a vital stage in his learning process of how to get the most out of the MG6 race car.

The demanding circuit proved a tough obstacle for the front-wheel-drive cars and Tordoff says he was happy to maintain his strong start to the season with three battling drives to points-paying positions. He was fourth in the opening race of the weekend, then backed that up with a seventh and an eighth placed finish.

"Our car wasn't particularly

suited to Thruxton, so the job then is to get as many points out of the situation as we could," he explained. "But, for me, it was another step because I had to drive the races with tyre management in mind, because the circuit is so abrasive. It was an important lesson and one I think I learned well."

Going in to the next rounds of the series at Oulton Park, Tordoff thinks his challenge will be a strong one: "The car went well at the track last year, and some of the set-up changes we made at Thruxton were very positive. That means we are going there in a confident frame of mind. I can't wait to get back to work."



**"We are going there in a confident frame of mind. I can't wait to get back to work"**

Sam Tordoff

## Renault Clio Cup with KX Racing with SV



### STEFAN HODGETTS

Renault Clio Cup battler Stefan Hodgetts experienced the highs and lows of motor sport at Thruxton but bounced back from a crash in the opening race to dominate the second event.

**"I broke the slipstream to the rest and then just pulled away"**

Stefan Hodgetts

Hodgetts was battling for the lead in the opening race when he was involved in contact with another car

that pitched him into the barriers. However, the KX Racing with SV man picked himself up to lead every single lap of the second round.

"I was gutted not to finish in the opening race, but it was just a very unlucky racing incident," said the 30-year-old. "But, in a way, that helped me in race two because I was so determined to put that behind me. I made a great start and broke the slipstream to the rest of the pack straight away. It was a brilliant feeling."

Oulton Park, the scene of the next rounds of the Clio battle, has been a happy hunting ground for

Hodgetts. "I have won there in single-seaters, Clios and Ginettas, so I am fond of it," he said. "It is a proper challenge, like an old school track, and those are the sort of places I enjoy the most."



### ANT WHORTON-EALES

Racing cars aren't supposed to fly, but Ant Whorton-Eales's KX Racing with SV machine did at Thruxton. Unfortunately for the 19-year-old, it wasn't around the track, it was over the grass run-off.

A small mistake in qualifying led to a huge moment for the

youngster: "I just went in to a corner too hot and the rear tyres weren't up to temperature. I thought I would be able to slow the car before the bank on the outside, but it hit a ditch and that launched me. From the data, I hit the ditch at 120mph, and the car flew for 150ft. I was lucky that I wasn't more seriously harmed than a few bruises - but the car was ruined."

That ruled Anthony out of the races but he says Oulton will give him a confidence boost. "I was fast in testing in the winter and it is a track I love," he added. "I need to get back to scoring big results."



# Porsche Carrera Cup with Team Parker Racing



## DAN LLOYD

Dan Lloyd knew his luck had to change sooner or later and it did at

Thruxton. He put some early season disappointments behind him to climb to the top step of the Porsche Carrera Cup GB rostrum for the first time this year.

He backed that up with a second place finish in the second race in Hampshire to zoom up to fourth in the points standings. "It was fantastic to finally get the first win," said the 21-year-old. "In the first race, the car worked really well. We had engineered it so that the tyres lasted the entire distance, which is one of the problems at Thruxton

and that enabled me to dominate.

"In the second event, I was forced to use an older tyre because we had a puncture in practice, so that was a slight concern. But again, the car was great and second place was strong. We've had pace everywhere, and it is great to turn it in to solid results."

The spotlight will be on the Huddersfield ace when the championship reconvenes at Oulton Park. "I will have about 70 guests there, because it is relatively local to me," said Lloyd. "That will give me extra motivation to repeat what I did at Thruxton. This is a crucial time of the year, and I want more wins."



**"It was fantastic to take my first win of 2013"**

Dan Lloyd



# Ginetta GT Supercup with JHR



## TOM INGRAM

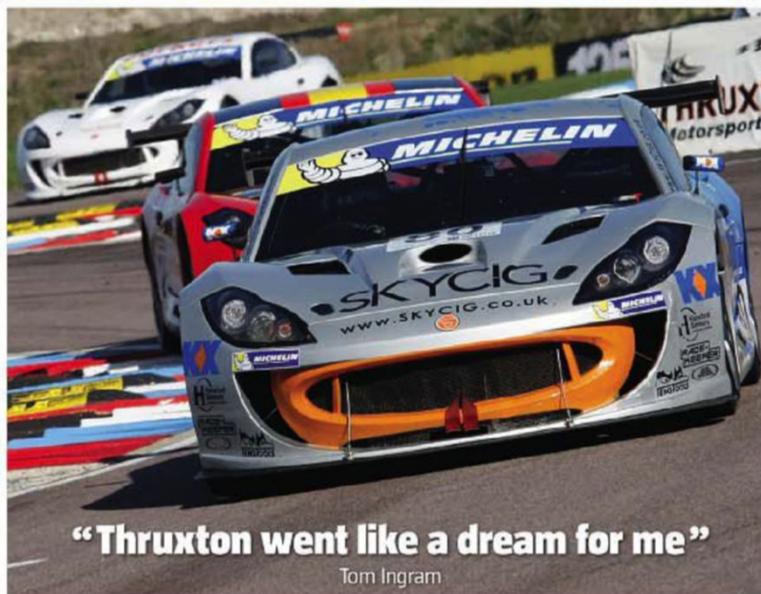
Using your head is sometimes as important in motor

racing as using your right foot, and that was the tactic that helped Tom Ingram secure a strong lead in the Ginetta GT Supercup after the latest meeting at Thruxton.

Tom took three podium finishes that culminated in a well thought-out victory in the weekend's finale. The 19-year-old JHR racer said he was delighted with the results. "We worked hard and built towards the final race, and it came together perfectly.

"When I got in to second place in the second race of the weekend, I could see that the leader was pushing really hard. Thruxton is a place where the tyre life is vital, so I backed it off a bit to save the tyres for the final race. It worked like a dream and I had much more grip in race three, so I could steam ahead."

As the championship moves to Oulton Park, Ingram says that he will aim to capitalise on his strong start to the season. "I love Oulton, it is a place where a driver can



**"Thruxton went like a dream for me"**

Tom Ingram

really make a difference," he said. "I need to make sure I maintain my points lead and that will be my aim."



## ROB BOSTON

They say that back luck comes in threes, and that was the case

for Rob Boston at Thruxton. The 31-year-old had a torrid time at the super fast circuit, which he was experiencing for the first time, and he failed to make it in to the top ten in any of the events. He ran off track in the three races and that forced him into the pits to have grass scooped from the front of the JHR Ginetta GT Supercup car.

"It was a miserable weekend,

and I have been trying to forget it and move on," said Boston. "It was tough going to the track with no experience or testing, and then the wet qualifying session mixed things up a bit. Lining up fifth was encouraging, but I still hadn't lapped in the dry."

With track time at a minimum, Boston ran on to the grass in the opening two events that dropped him well down the order. "I couldn't believe it when it happened in the final race too," he explains. "It was down to driving mistakes, and I need to put that right when we get to Oulton Park. I am aiming to bounce back at what is one of my favourite circuits."

## ARE YOU RAZOR SHARP? THEN UNLEASH THE CITRUS!

The fourth round of the 2013 British Touring Car Championship takes place at Oulton Park with Jason Plato and Sam Tordoff racing to reclaim the top spots. Think you're as razor sharp as they are? Prove it...

Unleash the citrus - KX has launched two new flavours; **Citrus** and **Citrus Sugar Free**. Citrus has the bite, edge and refreshing taste that will ignite your taste buds and give you that edge you've been looking for. How's that for razor sharp?

**KX Citrus** and **KX Citrus Sugar Free** are available at Tesco stores and Tesco Petrol Filling Stations so grab yourself a can today and get the edge!



# 8-9 June Oulton Park



“Oulton Park is one of the UK’s finest race tracks, and it is a circuit that comes straight from the old school. You need to be brave. It rewards drivers who have a

well balanced chassis and has plenty of swoops and elevation changes to grab your attention – which makes it a great place to spectate. Here’s my guide to a lap of the the track.”

## 6 LODGE 3RD GEAR, 85MPH

I love this turn. You can overtake and the car washes out on the exit as you power away towards the start-finish line

## 1 OLD HALL 5TH GEAR, 135MPH

It is bumpy on the way in here, so you have to be careful, and the camber changes three times. A real challenge

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TIME FROM 1830



## 2 CASCADES 4TH GEAR, 125MPH

This is the hardest corner. You need a good exit to carry speed, but you always feel you could’ve gone quicker

## 4 KNICKERBROOK 3RD GEAR, 80MPH

Interesting fact: it was the grandfather of KX’s David Beardmore, Derek ‘Blaster’ Bates who blew up the copse at this venue to clear a path for the track. He disturbed a courting couple in the process, hence the name Knickerbrook

## 5 DRUIDS 5TH GEAR, 140MPH

Fast, with three crests. It makes the car go light so you need to be fully committed

## 3 HAIRPIN 2ND GEAR, 50MPH

A great overtaking place. It is bumpy on the way in. It’s easy to mess it up, but the exit is vital for strong speed

## ROUND 4 ▶ SATURDAY JUNE 8

Chequers Restaurant from 1830 hosted by Alan Hyde



Live interviews, questions and debate at every round of the 2013 British Touring Car Championship. **FREE** entry to race fans (limited capacity).

Join us to hear the stories behind the headlines - what really happens behind the scenes from the people who make the decisions. And you can ask the questions.

If you’re coming to Oulton Park on Saturday June 8, join us for **KX Question Time** - you ask the questions and you could go home with a great prize. Guests include **Jason Plato, Frank Wrathall, Lea Wood** and Dunlop’s **Michael Butler**.



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INTERNATIONAL GT OPEN NURBURGRING (D), JUNE 1-2, RD 3/8

# Emotional weekend for AF Corse

MATT GRIFFIN AND DUNCAN CAMERON scored their second International GT Open win of the year to end a highly-emotional weekend at the Nurburgring for the AF Corse Ferrari squad in which team member Pietro Stragliati was killed in a paddock accident.

Griffin's opening stint to Sunday's second race was a solid one, allowing the Irishman to hand Cameron an 18-second lead. Despite the hard-charging efforts of both V8 Racing Corvette driver Miguel Ramos and of his pursuer Andrea Montermini, the Brit held on to win, the top three separated by just four seconds.

Villorba Corse Ferrari ace Montermini and his co-driver Luca Filippi had won Saturday's opening race, which was shortened by 20 minutes to 50 due to morning fog pushing the timetable back.

Again there was a late-race chase entertain the spectators, ex-GP2 veteran Filippi overhauling the other V8 Corvette, driven by Bert Longin, with a few laps to go. Longin and his co-driver Diederich Sijthoff were joined on the podium by third-placed Ramos/Nicky Pastorelli.

The fledgling Bhai Tech McLaren



Cameron/Griffin (centre) won the second race

squad dominated the GTS class for GT3 machinery by taking the top two spots in each race. Single-seater converts Chris van der Drift/Luiz Razia and Giorgio Pantano/Rafael Suzuki won a race apiece, the cars coming home in the top six overall on each occasion.

Brit Archie Hamilton, partnered by reigning European F3 Open champion

Niccolo Schiro in the Drivex Porsche, finished fifth in race two.

● Ben Evans

## RESULTS

**Race 1 1 Andrea Montermini/Luca Filippi (Ferrari 458 Italia)**, 24 laps in 49m42.219s; 2 Diederich Sijthoff/Bert Longin (Chevrolet Corvette C6.R), +5.334s; 3 Miguel Ramos/Nicky Pastorelli (Corvette); 4 Chris van der Drift/Luiz Razia

(McLaren MP4-12C GT3); 5 Rafael Suzuki/Giorgio Pantano (McLaren); 6 Matt Griffin/Duncan Cameron (Ferrari). **Race 2 1 Griffin/Cameron**, 25 laps in 50m01.231s; 2 Ramos/Pastorelli, +2.592s; 3 Montermini/Filippi; 4 Suzuki/Pantano; 5 Niccolo Schiro/Archie Hamilton (Porsche 911 GT3-RSR); 6 van der Drift/Razia. **Points** 1 Montermini, 108; 2 Filippi, 94; 3 Ramos/Pastorelli, 72; 4 Griffin/Cameron, 71; 5 Alexander Talkanitsa Sr/Alexander Talkanitsa Jr, 48; 6 Enzo Ide/Maxime Soulet, 42.

GRAND-AM DETROIT (USA), JUNE 1, RD 5/12

# WTR pair give Chevy 'home' victory

## RACING IN THE SHADOWS OF

General Motors' world headquarters, Max Angelelli anchored Wayne Taylor Racing's Dallara Corvette DP to victory around Detroit's Belle Isle circuit. The veteran Italian crossed the line 0.486s clear of 2012 Detroit winner Joao Barbosa to move himself and co-driver Jordan Taylor into the lead of the championship.

Taylor, son of the team owner, started from pole and never ran any lower than second during his stint. He was leading when he handed the car over to Angelelli just beyond half-distance, and the car was never headed from that point on.

"It was mandatory to win for Chevrolet in Detroit," said Angelelli. "It was huge pressure for both

of us. I'm happy to say that we executed it perfectly."

Joining Barbosa and Action Express Racing Riley Corvette co-driver Christian Fittipaldi on the podium was the Starworks pairing of Ryan Dalziel and Alex Popow.

Title contender Memo Rojas's race was ruined early as a result of a lunge from former Indy Lights driver

Gustavo Yacamán, who pitched the Mexican's Ganassi Riley-BMW into the wall and then back into the path of John Pew. Rojas, who shares his car with fellow multiple champion Scott Pruett, escaped injury although his car was extensively damaged.

Yacamán later described the crash as a 'racing incident', which seemed an optimistic interpretation considering that he was barely halfway up the inside of Rojas when he decided to commit to the move.

Stevenson Chevrolet pairing John Edwards and Robin Liddell took their third straight win in the GT class ahead of the Alessandro Balzan/Jeff Westphal Ferrari. Mazda pair Joel Miller and Tristan Nunez won in GX. ● Mark Glendenning



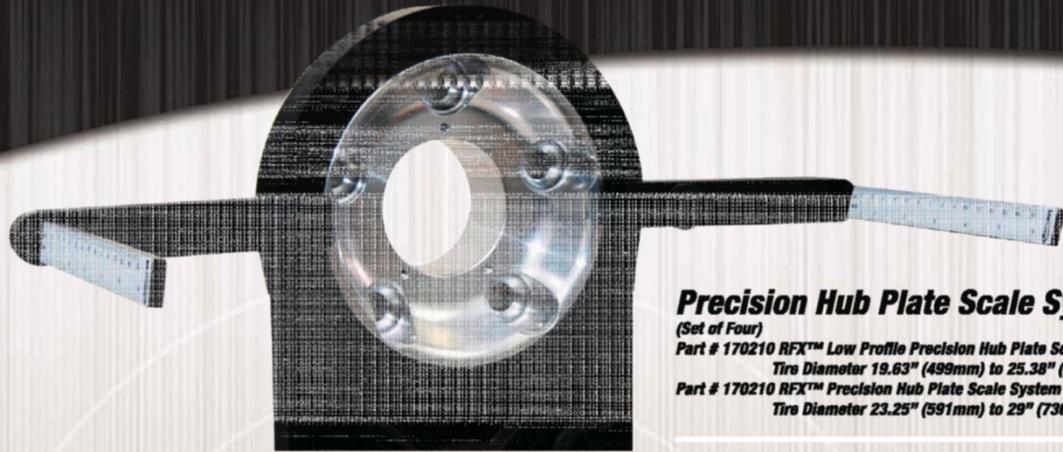
Angelelli leads chasing Barbosa

## RESULTS

**1 Max Angelelli/Jordan Taylor (Dallara Corvette DP)**, 61 laps in 2h00m14.013s; 2 Joao Barbosa/Christian Fittipaldi (Riley Corvette), +0.486s; 3 Ryan Dalziel/Alex Popow (Riley-Ford MKXXVI); 4 Dane Cameron/Wayne Nonnamaker (Riley-BMW); 5 Ricky Taylor/Richard Westbrook (Coyote Corvette); 6 Jon Fogarty/Alex Gurney (Riley Corvette). **Points** 1 Angelelli/Taylor, 148; 2 Fogarty/Gurney, 146; 3 Dalziel/Popow, 141; 4 Scott Pruett/Memo Rojas, 128; 5 R Taylor/Westbrook, 128; 6 Fittipaldi, 120.

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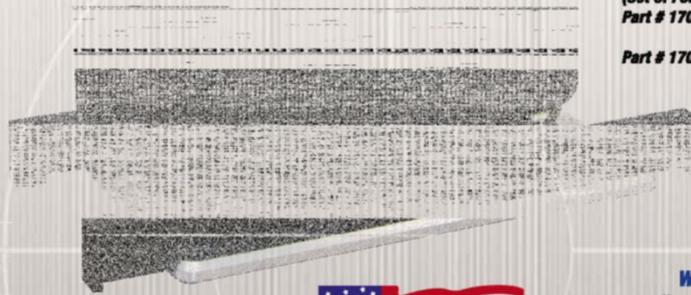
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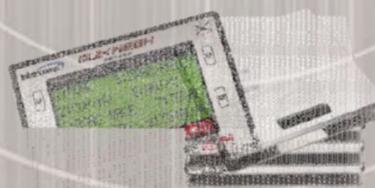


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SUPERFORMULA AUTOPOLIS (J), JUNE 2, RD 2/7

# Lotterer wins as Duval loses out

ANDRE LOTTERER MARKED HIS FIRST Super Formula start of the year with a commanding victory in changeable conditions at the fabulous Autopolis circuit.

The TOM'S driver, who missed the Suzuka opener due to his World Endurance Championship commitments with Audi, took pole in a damp 35-minute qualifying session that took place on the day of the race (Saturday's scheduled session being rained off during Q1) with a half-second margin to Joao Paulo de Oliveira.

The rain had stopped by the time the race got underway, although the entire field still felt the need to start on wet-weather tyres.

Lotterer, who was challenged by Naoki Yamamoto early on, made a fuel stop on lap six and switched to slicks in the process. While most of the field followed soon after, fellow Audi star Loic Duval stayed out on wets, the cool temperatures allowing him to increase his lead over Lotterer to 40 seconds at one point.

The Team Le Mans driver kept the lead following his own stop for slicks with 14 laps to go, but was soon



Lotterer led at start, and was back in front by the finish

passed by Lotterer as his car's gearbox began to develop a glitch that affected the Frenchman on downshifts.

Behind Lotterer, who took his 17th win in the series, and Duval, Team Mugen driver Yamamoto took his maiden podium finish in the series. De Oliveira was fourth while Britain's

Richard Bradley failed to finish after spinning into the gravel in his KCMG-entered car.

● Jiro Takahashi

## RESULTS

1 Andre Lotterer (Swift-Toyota SF13), 50 laps in 1h20m50.410s; 2 Loic Duval (ST), +9.036s;

3 Naoki Yamamoto (S-Honda); 4 Joao Paulo de Oliveira (ST); 5 Tsugio Matsuda (ST); 6 Kodai Tsukakoshi (SH); 7 Ryo Hirakawa (ST); 8 Yuki Nakayama (SH); 9 Hironobu Yasuda (ST); 10 Yuji Kunimoto (ST). **Points** 1 Matsuda, 12; 2 Lotterer, 11; 3 Yamamoto, 11; 4 Takuya Izawa, 11; 5 Duval, 8; 6 de Oliveira, 8; 7 Takashi Kogure, 6; 8 Kazuki Nakajima, 4; 9 Tsukakoshi, 3; 10 Hirakawa, 3.

BRITISH RALLY JIM CLARK RALLY (GB), MAY 31-JUNE 2, RD 3/7

# Korhonen makes it two in a row

JUKKA KORHONEN INCREASED HIS British Rally Championship lead by winning an intense battle for victory on the Jim Clark Rally.

After emerging as an early leader, the Finn had carved a 38-second advantage going into day two in his Autosport Technology Citroen. But Tom Cave was never far away, and the Brit capitalised on a spin by his rival on stage eight to hit the front.

Just 0.1s separated the two drivers as they entered the final test, but a valiant effort from Korhonen enabled him to win by 2s.

"I was on the limit and all I could do was hope that it was enough," said Korhonen after making it back-to-

back BRC wins. "It's been a difficult event but I'm really happy that I've taken my first win on asphalt."

Osian Pryce claimed the third podium spot in his DS3 R3, as Citroens locked out the podium. Fourth was WRC3 driver Alastair Fisher, with Jonny Greer fifth.

● Rachel Cavers

## RESULTS

1 Jukka Korhonen/Marko Salminen (Citroen DS3 R3T), 1h34m53.7s; 2 Tom Cave/Ieuan Thomas (Citroen), +2.0s; 3 Osian Pryce/Dale Furniss (Citroen); 4 Alastair Fisher/Gordon Noble (Citroen); 5 Jonathan Greer/Jonny Hart (Citroen); 6 Mark Donnelly/Dai Roberts (Citroen). **Points** 1 Korhonen, 40; 2 Cave, 34; 3 Fisher, 33; 4 Greer 29; 5 Pete Taylor, 22; 6 Dan McKenna, 22.



Korhonen made a splash in Scotland

FEBRE/LAT



Bueno beat Serra under caution

CARSTEN HORST

V8 STOCK CARS BRASILIA (BR), JUNE 2, RD 5/12

# Bueno and Serra on top for Red Bull

CACA BUENO RETOOK THE SERIES LEAD with victory on the ultra-quick 'perimeter' layout of the Brasilia circuit, maintaining the Mattheis-run Red Bull Chevrolet squad's dominance of the season so far.

The multiple champion made it four wins out of five for the team this year, heading home his team-mate Daniel Serra in a one-two finish.

The race finished behind the safety car, the vehicle scrambled four times to allow sections of new kerbing, which failed to withstand the impact of a pack of cars, to be reassembled after being ripped up several times.

Thiago Camilo, Rubens Barrichello

and Ricardo Mauricio completed the top five, the last-named coming from 18th on the grid despite his front air intake being blocked for several laps by Ricardo Sperafico's rear wing. The part was detached when Sperafico collided with rising star Fabio Fogaca.

● Lito Cavalcanti

## RESULTS

1 Caca Bueno (Chevrolet Sonic), 34 laps in 42m39.543s; 2 Daniel Serra (Chevy), +0.244s; 3 Thiago Camilo (Chevy); 4 Rubens Barrichello (Chevy); 5 Ricardo Mauricio (Chevy); 6 Rodrigo Sperafico (Chevy). **Points** 1 Mauricio, 94; 2 C Bueno, 93; 3 Serra, 88; 4 Camilo, 76; 5 Valdeno Brito, 62; 6 Max Wilson, 56.

## FR3.5

### SPA (B)

May 31-June 2

Round 4/9

### RESULTS

RACE 1: 21 LAPS, 91.380 MILES

1	<b>KEVIN MAGNUSSEN (DK)</b>	<b>47m33.742s</b>
DAMS; Qualifying: 1st-1m58.868s		
2	ANTONIO FELIX DA COSTA (P)	+0.647s
Arden Caterham; Qualifying: 2nd-1m59.241s		
3	NIGEL MELKER (NL)	+1.282s
Tech 1 Racing; Qualifying: 10th-2m00.147s		
4	ARTHUR PIC (F)	+4.358s
AV Formula; Qualifying: 4th-1m59.656s		
5	MARCO SORENSEN (DK)	+5.868s
Lotus (Gravity-Charouz); Qualifying: 5th-1m59.862s		
6	NIKOLAY MARTSENKO (RUS)	+6.373s
Pons Racing; Qualifying: 6th-1m59.913s		
7	ANDRE NEGRAO (BR)	+7.555s
International Draco Racing; Qualifying: 11th-2m00.309s		
8	DANIIL MOVE (RUS)	+8.951s
Comtec Racing; Qualifying: 7th-1m59.967s		
9	JAZEMAN JAAFAR (MAL)	+17.604s
Carlin; Qualifying: 3rd-1m59.641s		
10	CARLOS HUERTAS (CO)	+18.019s
Carlin; Qualifying: 14th-2m00.108s		

Winner's average speed: 115.264mph.

Fastest lap: Lucas Foresti, 2m01.776s, 128.685mph. \*Four-place grid penalty

RACE 2: 21 LAPS, 91.380 MILES

1	<b>STOFFEL VANDOORNE (B)</b>	<b>47m06.630s</b>
Fortec Motorsports; Qualifying: 3rd-1m58.659s		
2	WILL STEVENS (GB)	+4.536s
P1 by Strakka Racing; Qualifying: 5th-1m58.729s		
3	MAGNUSSEN	+6.203s
Qualifying: 1st-1m58.428s		
4	DA COSTA	+7.138s
Qualifying: 6th-1m58.744s		
5	NICO MULLER (CH)	+8.490s
International Draco Racing; Qualifying: 2nd-1m58.593s		
6	MELKER	+19.702s
Qualifying: 4th-1m58.704s		
7	MARTSENKO	+26.531s
Qualifying: 19th-1m59.513s		
8	SERGEY SIROTKIN (RUS)	+27.406s
ISR; Qualifying: 20th-1m59.547s		
9	OLIVER WEBB (GB)	+28.133s
Fortec Motorsports; Qualifying: 18th-1m59.497s		
10	SORENSEN	+29.203s
Qualifying: 21st-1m59.724s		

Winner's average speed: 116.382mph. Fastest lap: Magnussen, 2m02.122s, 128.313mph.

### CHAMPIONSHIP

1	<b>MAGNUSSEN</b>	<b>115</b>	6	<b>MELKER</b>	<b>49</b>
2	VANDOORNE	86	7	PIC	48
3	DA COSTA	71	8	SIROTKIN	34
4	MULLER	55	9	SORENSEN	32
5	STEVENS	54	10	HUERTAS	26

### TEAMS' CHAMPIONSHIP

1	<b>DAMS</b>	<b>134</b>	4	<b>DRACO</b>	<b>65</b>
2	FORTEC MOTORSPORTS	102	5	ISR	59
3	ARDEN CATERHAM	77	6	P1 BY STRAKKA RACING	56

### POINTS SYSTEM EXPLAINED

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



# Despair turns to joy for Vandoorne on home soil

STOFFEL VANDOORNE COULDN'T GET A MOMENT OF peace last weekend. Tens of thousands of his fellow Belgians had made the trip to their most famous circuit, all hoping to cheer the protege of the McLaren Formula 1 team to victory. So when things didn't go to plan in race one, the last thing the driver would have wanted was to be part of the podium celebrations after finishing 13th.

Formula Renault 3.5, however, features a rookie podium after each race, too, and despite his lowly finish he was the third-highest newcomer.

It wasn't just his position that was a cause for disappointment. Points leader Kevin Magnussen had taken a lights-to-flag win, extending his margin over Vandoorne to a whopping 39 points after just six of 17 rounds. Magnussen had kept another title rival at bay in Antonio Felix da Costa, who seemed just as disappointed as Vandoorne even though he was on the podium proper.

"It's hard when there are so many people here, and they all want some of your time," Vandoorne said as he tried to microwave some pasta after the race without being seen by the hordes of fans wearing his caps. "Sometimes I have to get away just to get my focus back. It's not been a good day, but the pace is there, and we still have tomorrow."

There was hope, however. Magnussen and da Costa both felt they were lacking speed, which was backed up by the fact that an inspired Nigel Melker had charged from 10th on the grid to third and finished the race on their tails, which, in the Dutchman's own words, was "fucking amazing". In addition, Vandoorne had been on course to go third on the grid behind his main two rivals for race one before yellow flags ruined his last qualifying lap. He had a good car, and duly qualified third the following day.

Just a handful of corners into race two, he had his home fans on their feet. Magnussen had been slow away from pole, and a few corners later Vandoorne pounced on Monaco winner Nico Muller at Les Combes to take a lead he wouldn't lose. Magnussen and DAMS nearly pulled off a

strategic masterpiece by pitting early, but Fortec countered it perfectly to bring Vandoorne out just ahead a few laps later. The points leader had one attack out of Eau Rouge as Vandoorne got up to speed, but from there the contest was over.

Magnussen had hinted after race one that his car wasn't that quick in a straight line, and so it proved. Vandoorne drove away from him, and on the penultimate lap Will Stevens edged by on the grass after Kemmel to take second. The stewards investigated Magnussen's role in that move after the race, but no action was taken.

"I said yesterday we weren't very fast, and it was the same today," said Magnussen. "I don't think we were any slower today, but the cars around us were quicker. I was still ahead of da Costa, and he was my main rival yesterday."

When the last of Vandoorne's interviews were over, more than an hour after the race had finished, he was finally able to enjoy being the one everybody wanted a piece of.

"Yesterday was really bad – we had bad luck, and Kevin and Antonio finished first and second," he said. "Today we at least recovered a bit. Winning at home is always something amazing, and to do so with so many people here supporting me is something very special."



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## IN THE PADDOCK

## Glenn Freeman



KEVIN MAGNUSSEN'S COAT-TAIL CHASERS are clinging to one thing: surely, at some point, he's going to drop the ball, isn't he?

The Magnussen/DAMS combination looks a formidable one. As a driver, he looks a world away from the spectacular but raw rookie of last year. There's something more clinical about him this season. The fire is still burning, but it's being used in the right areas.

The Dane's rivals could also do with being reminded that he has given them a couple of opportunities, but so far nobody has capitalised. He started race two at Aragon 22nd after stopping in qualifying, and he didn't make the podium in Monaco. But it hasn't been the same people picking up the pieces whenever these scraps are there for the taking.

Stoffel Vandoorne and Antonio Felix da Costa (plus anyone else who gets their act together) keep telling themselves that they will get chances, but Magnussen – with five podium finishes from seven starts – is minimising those odds. He didn't have the fastest car last weekend, but he got the most that was possible out of both races.

Things have been going so well in the early races that it's little wonder Magnussen's trying to avoid looking at the points table. Because – and, yes, this is with more than half of the season still to go – the championship is his to lose.



ROZENDAAAL/LAT

## DID YOU KNOW

Kevin Magnussen's points lead of 39 after race one at Spa was the biggest advantage anyone has had in the Formula Renault 3.5 title race since Bertrand Baguette won the championship by 57 points from Fairuz Fauzy in 2009 – when fewer points were on offer anyway.



GIBSON/LAT

## First win of the year for Rowland

## OLIVER ROWLAND HAULED HIMSELF INTO

the thick of the Formula Renault Eurocup championship fight with his first win of the season at Spa last weekend.

The Briton put in an explosive opening few laps to charge from fifth to the lead. Once he had held off fellow Racing Steps Foundation racer Jake Dennis for half a lap he was able to edge away, leaving the rest of the field to put on a fantastic show as they scrapped for places behind the Manor MP Motorsport driver.

Rowland started race two in similar fashion, climbing from sixth to third on the opening lap. However, by the time a red flag was flown for a huge shunt at Eau Rouge on lap two, he'd been shuffled back to sixth thanks to some slipstreaming. A race-long gearbox problem eventually forced him out while he was in fifth, costing him points that would have put him joint second overall.

"To win a Eurocup race, you have to have everything perfect, and we got the job done," said Rowland. "In race two, I was happy to settle for the points with the gearbox problem. Without that, I'm sure I could have attacked again. Things are starting to come together. We worked hard over the winter to change a lot of things, and we've proved that we have a good car."

With surprise championship leader Matthieu Vaxiviere never looking like adding to the points scored from his two victories at Aragon, his Tech 1 team-mate Pierre Gasly moved to the top of the standings with a pair of second places. In both races, Gasly only emerged from the madness behind when it was too late in the race to catch the leader. While he never quite got close to Rowland, he was given a late chance to fight Luca Ghiotto in race two when the safety car came out for another big accident at



Rowland (left) takes the lead from Dennis

Eau Rouge. Gasly twice seemed to have a pass made around the outside at Les Combes, but Ghiotto's resilience on the brakes was deserving of a victory.

There was another Italian making waves this weekend, as teenage Ferrari protege Antonio Fuoco made a wildcard entry into the Eurocup to get experience of Spa. The youngster, who had just eight car races under his belt before this event, fought like a veteran to charge from 12th to fifth in race one. He then pulled off the shock of the weekend to take pole for race two. He didn't quite have the nous to hold off the frontrunners, but his fourth place finish still laid a marker down.

**RESULTS Race 1** Oliver Rowland, 12 laps in 27m49.460s; 2 Pierre Gasly, +1.711s; 3 Oscar Tunjo; 4 Andrea Pizzitola; 5 Antonio Fuoco; 6 Jake Dennis. **Race 2** Luca Ghiotto, 12 laps in 52m54.663s; 2 Gasly, +0.582s; 3 Bruno Bonifacio; 4 Fuoco; 5 Dennis; 6 Tunjo. **Points** 1 Gasly, 53; 2 Matthieu Vaxiviere, 51; 3 Dennis, 42; 4 Rowland, 41. 5 Tunjo, 41; 6 Esteban Ocon, 40.

## Da Costa is own biggest critic

## ANTONIO FELIX DA COSTA WAS CRITICAL OF

his own driving after losing out to championship leader Kevin Magnussen in qualifying and the race on Saturday.

The Red Bull junior highlighted "ridiculous" errors he made in both sessions as proving costly in the title fight, although he put his Sunday results down to a low downforce set-up gamble.

"The car was really good, I just didn't do a good enough job," he said after the first race. "This is not enough – I made two big mistakes, and I had to use my DRS to catch him, so I ran out with eight laps to go. I have to do better."

A day later, after his fourth-place finish, da Costa was a little more reflective. "I was a bit hard on myself yesterday," said. "I drove better today. I made no mistakes, but we just were not quick enough. Yesterday we were quick enough, and I didn't put it together.

"Looking at the weekend, a second and a fourth isn't bad, but Kevin didn't make any mistakes. We only lost 10 points to him and we gained some on [Stoffel] Vandoorne, so we just have to keep going. There's a lot of racing left this year."



Spa weekend not "good enough"



New wets in action

## NEW WET TYRE INTRODUCED

Formula Renault 3.5 teams got a chance to try a new wet-weather tyre compound during free practice at Spa. Michelin has changed the tyres to make them more durable compared to the ones that were used earlier in the season.

## FOG HOLDS UP SCHEDULE

The first two days of last weekend's Formula Renault 3.5 meeting at Spa were subject to delays due to fog hanging over the circuit. Free practice on Friday was put back by about an hour, while the Saturday schedule was affected even more, as heavier fog led to a delay of two and a half hours, and qualifying being shortened to 20 minutes.

## CUNHA PUNISHED FOR SHUNT

Yann Cunha was forced to start last for the second Formula Renault 3.5 race after he picked up a four-place grid penalty for colliding with Nico Muller in Saturday's race. Muller had a huge impact with the tyre wall after Cunha moved across on him as they approached the Fagnes esses.

## SORENSEN ENGINE WOES FIXED

Marco Sorensen believes his early-season engine troubles are finally behind him after his car performed well in the high-speed sections at Spa. After his Monaco podium, the Dane had stated that this weekend would reveal if his powerplant was back on song. On Sunday night, he was able to confirm that his only troubles came from car set-up and traffic in qualifying.

# Rally Acropolis



Loutraki (GR), May 31-June 2  
World Rally Championship  
Round 6/13

## RESULTS

14 STAGES, 190.46 MILES

<b>1</b>	<b>JARI-MATTI LATVALA (FIN)/MIKKKA ANTTILA (FIN)</b>	<b>3h31m01.2s</b>
2	DANI SORDO (E)/CARLOS DEL BARRIO (E)	+1m50.0s
3	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	+2m14.1s
4	ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (FIN)	+3m55.1s
5	NASSER AL-ATTIYAH (Q)/G BERNACCHINI (I)	+4m12.6s
6	MADS OSTBERG (N)/JONAS ANDERSSON (S)	+5m48.7s
7	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	+8m00.7s
8	MARTIN PROKOP (CZ)/MICHAL ERNST (CZ)	+8m01.2s
9	EVGENY NOVIKOV (RUS)/ILKA MINOR (A)	+8m11.8s
10	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	+10m10.3s

## OTHERS

11	ROBERT KUBICA (PL)/MACIEK BARAN (PL)	+15m09.1s
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## DRIVERS' CHAMPIONSHIP

1	OGIER	126	6	SORDO	47
2	LATVALA	74	7	OSTBERG	46
3	LOEB	68	8	NOVIKOV	31
4	HIRVONEN	63	9	AL-ATTIYAH	30
5	NEUVILLE	50	10	MIKKELSEN	25

## MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	180	5	ABU DHABI CITROEN	29
2	CITROEN TOTAL	164	6	JIPOCAR CZECH NATIONAL	27
3	QATAR M-SPORT	83	7	VW MOTORSPORT 2	26
4	QATAR WORLD RALLY	71	8	LOTOS TEAM WRC	12

## STAGE TIMES

<b>SS1 KINETA-PISSIA</b> (29.64 miles)	<b>SS8 GHYMNO 2</b> (10.94 miles)
Fastest: Novikov 32m58.6s	Fastest: Novikov 12m58.8s
Leader: Novikov	Leader: Latvala
<b>SS2 KINETA</b> (16.18 miles)	<b>SS9 KEFALARI 2</b> (11.43 miles)
Fastest: Novikov 18m00.1s	Fastest: Novikov 13m14.2s
Leader: Novikov	Leader: Latvala
<b>SS3 KLENIA MYCENAE 1</b> (10.81 miles)	<b>SS10 ZIRIA 2</b> (13.27 miles)
Fastest: Latvala/Novikov 11m23.4s	Fastest: Ogier 13m15.4s
Leader: Novikov	Leader: Latvala
<b>SS4 GHYMNO 1</b> (10.94 miles)	<b>SS11 PISSIA 1</b> (7.12 miles)
Fastest: Latvala 12m32.6s	Fastest: Mikkelsen 8m13.7s
Leader: Latvala	Leader: Latvala
<b>SS5 KEFALARI 1</b> (11.43 miles)	<b>SS12 LOURAKI 1</b> (18.72 miles)
Fastest: Latvala 13m28.4s	Fastest: Mikkelsen 20m49.0s
Leader: Latvala	Leader: Latvala
<b>SS6 ZIRIA 1</b> (13.27 miles)	<b>SS13 PISSIA 2</b> (7.12 miles)
Fastest: Sordo 13m12.6s	Fastest: Mikkelsen 8m08.9s
Leader: Latvala	Leader: Latvala
<b>SS7 KLENIA MYCENAE 2</b> (10.81 miles)	<b>SS14 LOURAKI 2</b> (18.72 miles)
Fastest: Latvala 11m14.4s	Fastest: Ogier 20m38.5s
Leader: Latvala	Leader: Latvala



Al-Attiyah finished fifth

### Rally route

Still based from a service park close to the Corinth Canal in Loutraki, this year's two and a half day event included a night stage in its most compact route ever. The loss (on cost grounds) of a day around Itea meant there would be no visit to such Greek classics as Baouites and Thiva.

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# Greek drama unfolds in Latvala's favour

Flying Finn wins his first Acropolis, as disasters and dilemmas disrupted the challenges of his rivals. **DAVID EVANS** reports



FROM ROOFING A POLO IN THE FRENCH ALPS TO standing on the roof of a Polo in central Greece, Jari-Matti Latvala's first six months as a Volkswagen employee have been a roller coaster. Finally, however, he got to enjoy the ride on last week's Acropolis Rally. Ten years after starting his first World Rally Championship round as a factory driver, he celebrated his eighth win and his first on the Acropolis. The Finn reckons he's a slow learner. He wasn't slow last week.

### LEG ONE (45.82 miles)

#### Sunny - ambient temperature range on stages 17-24C

Even Ancient Greek dramatists would have dismissed the opening stage of last week's Acropolis Rally as a bridge too far. Yes, there was drama, but to have any credibility, drama has to be believable. What happened in the 29.64 miles between Kineta and Pissia simply made no sense.

And the drama started with the event just 400 metres old. After a measured approach in Argentina, Mads Ostberg was in it to win it in Greece. However, just over a minute after the flag dropped on his Ford Fiesta, the left-front wheel parted company, leaving the disbelieving

Norwegian to stop to survey the damage. He fitted a spare and carried on to the end of the stage, 3m16.0s slower than he had hoped.

Disappointment didn't come close to describing his feelings. "There were steps between the concrete and the gravel in this stage," explained Ostberg. Monotone. Deadpan. "I went up one of the steps and the wheel... fell off."

Interview over, he shut the door quietly and tucked his chin back into his chest. He didn't have much more to say to the world.

In terms of impact on the event, though, it was hard to rival the news that Sebastien Ogier had stopped at the midpoint. The series leader's Volkswagen missed a beat, then fell silent. And the stricken Polo would stay silent courtesy of an electrical problem.

Whether he'd won three of the first five rounds or not, the disappointment was massive for Ogier when he returned to service without his car. He would start again on day two, but handicapped by 10 minutes.

Suddenly, there was an even bigger spring in the step of Ogier's rivals - none more so than Mikko Hirvonen's. But just moments after the



Latvala remained calm to take the victory

news of the Frenchman's downfall was beamed to the lead DS3 WRC, trouble came calling for the Finn, too. He felt something break in the steering, and was left with little influence over the course of the car. Instead of ending the stage just a handful of seconds off the lead, Hirvonen dropped three minutes easing a largely directionless DS3 down the road and back to service.

So now the man everybody was chasing was Evgeny Novikov. Prior to the start, the Russian had promised a big push through the first stage, and he certainly delivered. His time, 20.6 seconds quicker than Dani Sordo's, drew praise across the board – especially from Jari-Matti Latvala, who was third, a further 16sec down on the Spaniard.

"That," said Latvala, "was very impressive from Evgeny. This stage was so difficult to drive. You know, when I got to the end I thought: 'Shit! What happened to my driving?'"

Latvala doesn't do swearing, so it must have been bad. And Novikov must have been good.

Hanging on the words of the stage winner, Novikov spoke... "I'm satisfied," he said from behind his big sunglasses.

Enough said.

After the insanity that had been the first stage, doing the first half of that very same test again in the dark couldn't possibly deliver anything like the drama. It didn't.

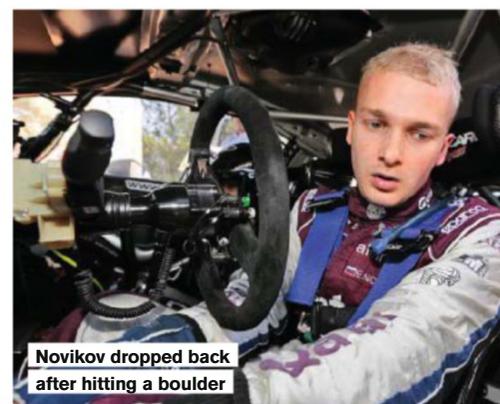
Novikov was quickest again, with Latvala 2.8sec down. Two stages in, and Novikov was half a minute out front.

Sordo was in second place overnight, just nine seconds ahead of Latvala. VW's evening might not have gone to plan, but at least it still had two Polos in the top five, with Andreas Mikkelsen in fifth position. Of concern to the German squad, however, was the news that both cars had suffered handbrake problems.

There were no such issues for the Fiestas of Thierry Neuville or Nasser Al-Attiyah, surrounding Mikkelsen in fourth and sixth places.

#### POSITIONS AFTER DAY ONE

1	Novikov/Minor	50m59.3s
2	Sordo/Del Barrio	+30.3s
3	Latvala/Anttila	+39.1s
4	Neuville/Gilsoul	+52.1s
5	Mikkelsen/Markkula	+1m14.6s
6	Al-Attiyah/Bernarcchini	+1m32.9s



Novikov dropped back after hitting a boulder

#### LEG TWO (92.93 miles)

Overcast then rain – ambient temperature range on stages 10-24C

Turning south of Loutraki for the first time, Novikov was relaxed. Half a minute is a lifetime on Rally Finland, but everybody knows it's nothing on the season's toughest test.

"I'll watch the splits," he reassured team boss Malcolm Wilson as he left breakfast bound for the driver's seat of his Fiesta.

Good as his word, he watched them and drove to them perfectly, landing the Qatar car at the finish on precisely the same tenth of a second as Latvala, to halve the stage with his rival. The Polo driver's effort was good enough to move him past Sordo and into second, however. Latvala was on form. He sounded confident and, as he lifted his glasses to wipe the sweat from his eyes at the stage end, he revealed that steely look. The one we haven't seen for a while.

Sordo dropped 13.5sec in the stage, no doubt well aware of the points-scoring responsibility bestowed on him and his Citroen following Hirvonen's steering trouble on day one.

"I don't want to take risks," he said. "They [Latvala and Novikov] are pushing like hell. I will wait for something..."

As the loop progressed, the Spaniard's memory of his morning management meeting faded – and when he arrived at the quicker and more open Ziria test, he let the DS3 have its head and went fastest. If only by a tenth.

But before that, this rally had much more drama to offer. And, unfortunately, it was drama for Novikov. Close to the start of the Ghymno stage, his right-rear wheel connected with one of Greece's bigger boulders. Puncture.

The leader stopped and changed wheels, but his lead was gone. Heartbreaker.

Just over 17 minutes after Novikov started SS4, his Fiesta crabbed its way across the finish line. Suspension damage had been incurred, resulting in a time 4m34.1s off fastest. First place was now eighth. Of almost more concern, though, was Novikov's feeling that he could make this time up on the next stage...

Latvala was leading a rally again for the first time since stage one in Catalunya last November. The cool, collected approach, however, had gone at the end of the stage that ruined his hopes of a Greek win 12 months ago.

"I used my luck in there," he said. "I hit a bank and a stone. I need to calm down now."

A 15-second lead would help that whole calming process – especially when Latvala added a further three seconds in the next one, while only letting a tenth slip in SS6.

"It's been a good morning," said the leader, "but what about this afternoon? Did you hear rain?"

Typically, and despite his lead, Latvala was in the market for more information, regardless of where it came from.

Sordo's mood was equally upbeat, with the ▶



Sordo backed off to consolidate second

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◀ Citroën driver adamant his risk-free run would continue to the finish.

“After the start to the season,” he said, “my mind is not in the place to take risks and fight.”

Latvala the leader headed back across the Corinth Canal for the final time, knowing that a sensible afternoon would go a long way to securing his first ever non-Ford win. But the clouds gathered. And the spots of rain arrived. For now, though, they would remain just spots.

Latvala was quickest on the first stage after lunch, heading up VW’s first 1-2-3 result on a stage, with Ogier and Mikkelsen following directly behind him in SS7.

Anybody who had thought the Acropolis was losing its teeth was put firmly back in their box at the end of Ghymno 2. “Undriveable,” said Sordo. “It was a lottery if you got through.”

With Sordo throttling back more, Latvala’s lead grew to 44s. “After all the years as a youngster, I’m starting to see my experience pay off!” smiled Latvala after a controlled and quick run.

Novikov’s fastest time came after a run that was certainly quick... The recovering Russian was fastest in the day’s penultimate stage as well.

By that point, the rain was really threatening. On the day’s final test, it arrived, getting heavier and heavier as the crews passed through the trees on the side of Mount Kyllini.

Nothing was going to knock Latvala out of his stride, though. Third quickest was still enough for him to ease his advantage past the minute mark.

Despite the growing gap between him and Latvala, Sordo was still smiling, but aware that Neuville was just 40s behind. The lead M-Sport runner had enjoyed a trouble-free day in the middle of the road. Just behind him, Mikkelsen’s Polo suffered a complete loss of brakes in SS5, after a cooling hose broke and damaged the brake pipe. He slipped behind Al-Attiyah to fifth.



Neuville stuck to his plan and finished in third

MCKLEIN.DE

“That’s the first time that’s happened to me,” said Mikkelsen, “and it wasn’t nice. I don’t want that again. Luckily, I lost the brakes on an uphill stretch into a third-gear corner – it could have been a lot worse.”

**POSITIONS AFTER DAY TWO**

1 Latvala/Anttila	2h32m42.8s
2 Sordo/Del Barrio	+1m04.1s
3 Neuville/Gilsoul	+1m43.1s
4 Al-Attiyah/Bernarcchini	+3m46.1s
5 Mikkelsen/Markkula	+4m11.8s
6 Ostberg/Andersson	+5m26.3s

**LEG THREE (51.71 miles)**

**Sunny – ambient temperature range on stages 15-26 C**

It was a Sunday, and the leader would drive accordingly. No dramas, no histrionics, no nonsense. In stage times, he was fifth, fourth, fifth and fourth. Through all four, however, he remained first overall. And that was all that mattered – P1 on Sunday afternoon.

Latvala’s emotions bubbled over at the end of the final stage. From the roof of the Polo, he beamed. He’d won. And that was all that mattered.

There had been similar relief two minutes ahead, with the passing of Sordo’s second-placed DS3 WRC. “Now I feel some confidence,” he smiled after a drive of significant maturity.

On the subject of maturity, few demonstrated more of the stuff than Neuville. “We drove to the plan and it worked,” said the man on the bottom step of the podium – who was greeted by comfortably the biggest finish line fan club.

The first real fight in the top 10 was for fourth place. Al-Attiyah had started the day 25s up on Mikkelsen, but when the latter was given the green light to push for the place, he was up and running immediately. Unbeaten and unbeatable on the first run through Pissia and Loutraki, Mikkelsen was up to fourth.

“There’s nothing more that I can do,” said Al-Attiyah, “now I just have to wait for a mistake from Andreas.”

The mistake never came, and even a right-rear puncture on the final stage wasn’t enough to deny the Norwegian his moment in the sun.

Having been ruled out of the running on the first stage on Friday night, Ogier wasn’t about to miss out on the chance to quadruple the single point he would bag for 10th. He romped away with the powerstage.

This time, however, another Volkswagen starred – the Finn who flew to the finish. It was only September when Latvala last stood on top of the podium, but the journey from Cardiff to Loutraki and his eighth championship victory had felt like a lifetime. ☘

IN THE SERVICE PARK

David Evans



TELEVISIONS, IT SEEMS, JUST KEEP GETTING bigger. For some strange reason, the size of a set is the measure of choice for drivers wanting to relay the immensity of the boulders they were picking their way between on the Greek roads.

Colin McRae was certainly among the first to introduce this concept, and it became something of a running joke year on year. And this was way before the average household was nowhere without a 46-inch hanging off the wall. Did that sound rude? It wasn’t supposed to.

The fact was that the Greek roads got rougher, the summers got hotter and the stages got slower. Nobody complained, though. They just accepted that a first-gear tip-toe was the only option.

Which was why Dani Sordo made me smile when he labelled the second run through Ghymno undrivable. *Really?* I think not. Not according to my Opel Corsa.

For old time’s sake, I was tempted to ask him how big the televisions were in there, but got the feeling the question would neither translate nor compute.

The Acropolis is rough, and it should get rougher again. It should never apologise or deviate from being the ultimate test of going slowly to go quickly.

McRae took huge pleasure from mastering it. And so should Jari-Matti Latvala.

And, trust me, tellies are still pretty big in Greece.



Acropolis should be a rough event

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BIG NUMBER

60



That’s the number of fastest times Volkswagen has scored with the Polo R WRC. It’s contested 103 stages, by the way.

MCKLEIN.DE

## Latvala targets his team-mate

### HAVING LANDED HIS FIRST VICTORY FOR

Volkswagen, Jari-Matti Latvala wants to show he has the speed to beat runaway WRC leader and team-mate Sebastien Ogier by winning the next two rounds as well.

Latvala dominated the Acropolis, after early leader Evgeny Novikov had a puncture, to take his first win in Greece. Ogier, meanwhile, was ruled out of the running by a first-stage electrical problem.

Latvala has found his form at just the right time, as he arrives at his favourite point in the season, with Italy and Finland the next two rallies. The Finn has won both.



Latvala (centre) wants more wins

"The most I have won in one season is two rallies," said Latvala. "So it would be nice to beat that. Sardinia and, of course, at home in Finland would be nice."

While Latvala is keen to get one over on his team-mate, he is equally eager that the pair maintain their great working relationship to land Volkswagen a first manufacturers' title.

"I want to beat him in a good way," said Latvala. "Ogier is the fastest man, and it will be great to fight with him, because your team-mate is your first point of reference. But I don't want us to be separated in the team. We have to stay together. My concentration is the manufacturers' championship. That's my first target – I never won it with Ford, and I really want it."

Latvala spoke of his relief at taking his first win with his new team, adding: "I had a bad start to the year. I was worried, thinking: 'The big question Volkswagen must be asking is what kind of driver have we got?' I hope I have proven myself now."

VW motorsport chief Jost Capito laughed off such a suggestion, saying, "He is absolutely the right driver – this was never in doubt."

VW also survived a Citroen protest regarding the number of batteries carried in the Polo R WRC. The stewards said the French manufacturer's protest was unfounded and Latvala retained his win.



Athens' stadium was sell-out in '05

### ACROPOLIS TO GO OLYMPIC

Acropolis Rally organisers will return the event to Athens' Olympic Stadium next year as part of its 60th anniversary celebrations. The stadium was last used in 2006, but is best remembered for the 2005 event, at which it hosted a sell-out crowd.

### WRC TEAMS EYE BRITISH EVENT

All three WRC manufacturers have expressed interest in tackling the Llandudno-based Cambrian Rally in October. The final BTRDA round of the season runs over the same forests as the WRC qualifier and would be a good opportunity for a first look at the roads in Gwydyr and Penmachno that will be used on Rally GB.

### VW TO TEST HANDBRAKE AGAIN

Volkswagen's new handbrake system caused more trouble on last week's Acropolis Rally. The team will test it more this week, but are ready to run a slower, more reliable system next time out in Italy.

### BLOCK WINS EVENT IN US

WRC irregular Ken Block won his first Rally America round of the season when he dominated last week's Susquehannock Trails Rally. The Monster Ford driver won 12 of the 16 stages on his way to a 10-minute victory.

### TODT ATTENDS ACROPOLIS

FIA president Jean Todt was present in Loutraki last week. The Frenchman said he was not satisfied with the speed of progress in returning the WRC to rude health. "I am never pleased with what I see," he said. "That's my problem. Maybe if I had been pleased, I'd be at home. This is my nature. It allows me to have eyes always open to see what can be done better."

### LOEB STILL COMPETITIVE

WRC champion Sebastien Loeb won his third rally of the season in a Citroen DS3 WRC last weekend – the Rallye du Chablais. His wife Severine co-drove as the Loeb's won the 14-stage event by seven minutes. Loeb remains the highest-placed Citroen driver in the WRC, despite missing three rounds.

### SUAREZ WINS IN JWRC

Jose Suarez scored his maiden gravel win in the Junior WRC on last week's Acropolis Rally. Pontus Tidemand was second in the all-Fiesta series.



Suarez scored Junior WRC win



No title fight for Kubica this year

## Kubica rules out title challenge

### DESPITE HIS FIRST WRC 2 WIN OF THE

season in Greece last weekend, Robert Kubica has excluded himself from this year's title fight.

The former Formula 1 driver and Canadian Grand Prix winner cited his lack of experience as the reason he doesn't believe he'll be able to fight for victory.

Kubica said: "The chances for the championship are zero, because I'm not focusing on it. I had no experience before Portugal. I had not driven on gravel and most rallies this year are on gravel. I have the skills to bring the car to the limit, but this is between 10 and 30 per cent, the rest is about experience and I don't have it yet."

## Ogier and Vettel eye car swap

### VOLKSWAGEN IS PROPOSING A CAR SWAP

with Red Bull Racing to put Sebastian Vettel in a Polo R WRC and Sebastien Ogier in an RB9.

The idea is to run a test at the end of the season, giving both drivers their first taste of each other's motorsport disciplines.

Ogier admitted he and Vettel have spoken about the switch, saying: "Sebastian loves rallying, and is very interested to try the Polo. For me, every driver would like the experience of driving a Formula 1 car, and of course I would, too. I've already driven a smaller formula car, and now I'm trying to organise a test to drive a Formula 3 car to make another step. After that, we can see."



Vettel (left) with Ogier

THOMPSON/GETTY

## Blancpain Silverstone (GB)

June 1-2

Round 2/5



### RESULTS

86 LAPS, 314.80 MILES

<b>1</b>	<b>D TURNER (GB)/F MAKOWIECKI (F)/S MUCKE (D)</b> Pro Aston Martin Racing (Prodrive) Aston Martin Vantage GT3 (Q2) <b>3h01m36.007s</b>
<b>2</b>	<b>S ORTELLI (MC)/L VANTHOOR (B)/R RAST (D)</b> Pro WRT Audi R8 LMS ultra (Q7) <b>+20.981s</b>
<b>3</b>	<b>F STIPPLER (D)/E SANDSTROM (S)/C MIES (D)</b> Pro WRT Audi R8 LMS ultra (Q3) <b>+55.516s</b>
<b>4</b>	<b>P DUMBRECK (GB)/L LUHR (D)/S KANE (GB)</b> Pro JRM Nissan GT-R (Q5) <b>+1m15.101s</b>
<b>5</b>	<b>M PALTTALA (FIN)/N CATSBURG (NL)/H MOSER (CH)</b> Pro Marc VDS Racing Team BMW Z4 GT3 (Q27) <b>+1m15.354s</b>
<b>6</b>	<b>C RAMOS (BR)/D ZAMPIERI (I)/D RIGON (I)</b> Pro Kessel Racing Ferrari 458 Italia GT3 (Q10) <b>+1m15.548s</b>
<b>7</b>	<b>A SIMS (GB)/S DUSSELDORP (NL)/A PARENTE (P)</b> Pro Hexis Racing McLaren MP4-12C GT3 (Q22) <b>+1m18.263s</b>
<b>8</b>	<b>N MAYR-MELNHOF (A)/R FREY (CH)/M HALLIDAY (NZ)</b> Pro WRT Audi R8 LMS ultra (Q11) <b>+1m33.309s</b>
<b>9</b>	<b>E IDE (B)/A KUMPEN (B)/M WINKELHOCK (D)</b> Pro Phoenix Racing Audi R8 LMS ultra (Q13) <b>+1m34.091s</b>
<b>10</b>	<b>L ORDONEZ (E)/P PYZERA (D)/A BUNCOMBE (GB)</b> Pro-Am RJN Motorsport Nissan GT-R (Q1) <b>+1m58.134s</b>
<b>11</b>	<b>N VERDONCK (B)/A CARROLL (GB)/R BELL (GB)</b> Pro Gulf Racing McLaren MP4-12C GT3 (Q32) <b>-1 lap</b>
<b>12</b>	<b>O JARVIS (GB)/C HAASE (D)/H PRIMAT (CH)</b> Pro Phoenix Racing Audi R8 LMS ultra (Q14) <b>-1 lap</b>
<b>13</b>	<b>M POOLE (GB)/R ABRA (GB)/J OSBORNE (GB)</b> Pro-Am Barwell Motorsport Aston Martin Vantage GT3 (Q54) <b>-1 lap</b>
<b>14</b>	<b>L BADEV (F)/H HASSID (F)</b> Pro-Am Thiriet by TDS Racing BMW Z4 GT3 (Q34) <b>-1 lap</b>
<b>15</b>	<b>G GRASSER (A)/H PROCZYK (A)/G TWERASER (A)</b> Pro-Am GRT Grasser Racing Team Lamborghini LP560-4 (Q30) <b>-1 lap</b>
<b>16</b>	<b>O HANCOCK (GB)/S JELLEY (GB)/B HETHERINGTON (GB)</b> Pro Fortec Motorsport Mercedes-Benz SLS AMG GT3 (Q20) <b>-1 lap</b>
<b>17</b>	<b>D MARKOZOW (RUS)/V SHAITAR (RUS)/M SALO (FIN)</b> Pro SMP Racing Ferrari 458 Italia GT3 (Q18) <b>-1 lap</b>
<b>18</b>	<b>M HENNERICI (D)/X MAASSEN (NL)/M SOULET (B)</b> Pro ProSpeed Competition Porsche 911 GT3-R (Q26) <b>-1 lap</b>
<b>19</b>	<b>C BATEMAN (GB)/M BELL (GB)/H AL MASAOOD (UAE)</b> Pro-Am JRM Nissan GT-R (Q19) <b>-2 laps</b>
<b>20</b>	<b>A BERTOLINI (I)/N HOMMERS (NL)/L MACHIELS (B)</b> Pro-Am AF Corse Ferrari 458 Italia GT3 (Q28) <b>-2 laps</b>
<b>21</b>	<b>R GIAMMARIA (I)/R TSYPLAKOV (UA)/A KRUGLIK (UA)</b> Pro-Am Team Ukraine Ferrari 458 Italia GT3 (Q45) <b>-2 laps</b>
<b>22</b>	<b>T BIAGI (I)/M CERRUTI (I)/S COMANDINI (I)</b> Pro-Am ROAL Motorsport BMW Z4 GT3 (Q40) <b>-2 laps</b>
<b>23</b>	<b>D TAPPY (GB)/O MORLEY (GB)/A LEBED (UA)</b> Pro-Am Black Falcon Mercedes-Benz SLS AMG GT3 (Q16) <b>-2 laps</b>
<b>24</b>	<b>A PIERGUIDI (I)/A BASOV (RUS)/A SKRYABIN (RUS)</b> Pro SMP Racing Ferrari 458 Italia GT3 (Q4) <b>-2 laps</b>
<b>25</b>	<b>M KONOPKA (SK)/A AL HARTHY (OM)</b> Gentlemen ARC Bratislava Porsche 911 GT3-R (Q43) <b>-2 laps</b>

Winners' average speed: 104.01mph. Fastest lap: Ordonez, 2m02.527s, 107.55mph. There were 57 starters.

### CHAMPIONSHIP: PRO

<b>1</b>	<b>RAMOS/ZAMPIERI/RIGON 33</b>	<b>6</b>	<b>VERDONCK/CARROLL/BELL 16</b>
<b>2</b>	<b>STIPPLER/SSTROM/MIES 27</b>	<b>7</b>	<b>LUHR/KANE/DUMBRECK 12</b>
<b>3</b>	<b>TURNER/MAKO/MUCKE 25</b>	<b>8</b>	<b>IDE/KUMPEN/WHOCK 12</b>
<b>4</b>	<b>ORTELLI/VANTHOOR/RAST 22</b>	<b>9</b>	<b>PALTTALA/CBURG/MOSER 10</b>
<b>5</b>	<b>LECLERC/PARISY/SOUCEK 18</b>	<b>10</b>	<b>JARVIS/HAASE/PRIMAT 8</b>

### CHAMPIONSHIP: PRO-AM

<b>1</b>	<b>ORDONEZ/BUNCOMBE 33</b>	<b>4</b>	<b>PYZERA 25</b>
<b>=</b>	<b>BERT/HOMM/MACHIELS 33</b>	<b>5</b>	<b>POOLE/OSBORNE/ABRA 18</b>
<b>3</b>	<b>BADEV/HASSID 33</b>	<b>6</b>	<b>HUMMELJANS/C'DOULOU 15</b>

#### POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class.

**RJN Nissan took  
Pro-Am win**

**FOR IN-DEPTH RESULTS**
**FORIX**


## Aston dominates at home

**ASTON MARTIN RACING'S PARTICIPATION IN THE** Blancpain Endurance Series round at Silverstone on Sunday was little more than a seed of an idea two weeks before. But 'what if?' quickly became 'off we go' and the almost cavalier attitude of a team in the thick of preparations for its five-car Le Mans 24 Hours campaign was rewarded with a home victory for factory drivers Darren Turner, Frederic Makowiecki and Stefan Mucke. And it was a dominant one at that.

The idea of doing Silverstone was put out there by AMR team principal John Gaw during the Nurburgring 24 Hours meeting at the end of May. The events of the German day-night classic made the idea of cleaning off the factory's V12 Vantage for a second race in three weekends all the more compelling: the car had sat in the pits for eight hours courtesy of the inclement conditions that made the Nordschleife undrivable.

"I sent an email saying that if we came through the 'Ring, how about doing Silverstone?" explained Gaw. "We had eight hours of engine life left on the car and found some sponsorship to cover the costs."

And, bingo, a factory-entered Aston was suddenly on the entry for the second Blancpain round of the season.

With the driver line-up aboard the Aston, it was always going to be a frontrunner, and Makowiecki delivered AMR pole position. Not that this was the plan: Mucke ran in the final of the three 15-minute qualifying sessions and, with the least fuel on board, was the man earmarked for the pole shot. But Makowiecki's session-two time eclipsed everyone.

Turner, however, was not able to convert pole into the lead of the race. Lucas Ordonez took his RJN Nissan GT-R around the outside of the Aston into Copse at the start (the meeting last weekend was based up in the old pits) and was able to stay ahead for 13 laps until the leaders started to run into traffic.

Turner moved past when the leading duo encountered a slower car on the exit of the The Loop, the Nissan losing time by going to the outside as the Aston went for the inside line. Turner was able to eke out some breathing

space before the first round of pitstops and then good work by the AMR crew in the pits gave Makowiecki an 11-second lead over Frank Stippler's WRT Audi R8 LMS ultra.

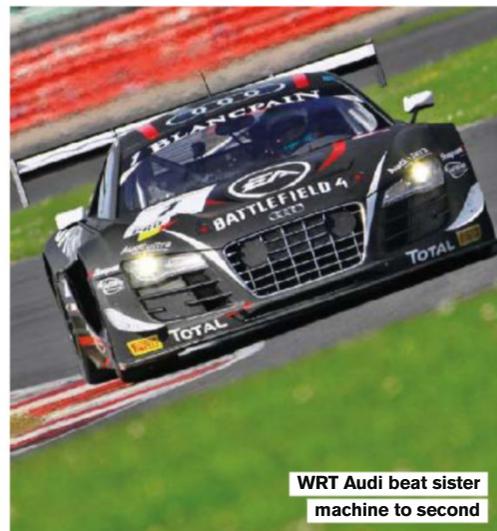
The Frenchman increased that advantage to 20s over the course of his stint, as Stippler, who shared his Audi with Christopher Mies and Edward Sandstrom, struggled with tyre pick-up and dropped behind Laurens Vanthoor in the WRT team's second entry.

The Audi was no match for the Aston at Silverstone, and the race was as good as over at half distance.

"I can't say where they were quicker and I don't know if it was that the Aston likes this track," said Vanthoor, who was teamed with Stephane Orтели and Rene Rast. "But they were definitely faster and deserved to win."

Makowiecki reckoned the Aston had no particular advantage: "We don't have one really strong point, but we are good in every area. The Audi looked a bit more difficult to drive today."

Aston's task at Le Mans later this month with its fleet of V8-engined Vantage GTEs will certainly be a bit more difficult than winning a Blancpain race, but it was a good start to a busy month for AMR.


**WRT Audi beat sister  
machine to second**

## IN THE PADDOCK

## Gary Watkins



Pros such as Ortelli, Rast and Vanthoor are a good thing

THE PRESENCE OF FULL-FACTORY ENTRIES IN the Blancpain Endurance Series is always going to be controversial, but nobody kicked up too much of a fuss about Aston Martin Racing's late entry for Silverstone. Not even when the V12 Vantage dominated the race on Sunday.

There is an argument that a series conceived for the amateur driver should not be a playground for manufacturers, but Blancpain has moved beyond that. Just look at the entry in the Pro class for this year's series: of the 57 cars on the grid, 21 were in the Pro Cup.

JRM had already set the precedent with its pair of GT-Rs. The British squad, in case you have forgotten, has jointly developed the car in conjunction with NISMO in Japan and has had two entries this year as it attempts to showcase what is probably best described as an unfashionable machine. What's more, Audi and McLaren have placed factory drivers with a number of teams.

Blancpain has now emerged from the shadow of the race that begat it, the Spa 24 Hours, and is an important international sportscar series that manufacturers want to win. And if they want to bring a factory team, I say let them. The more the merrier.

## MILESTONE

Darren Turner (left) became the first Briton to win a round of the Blancpain Endurance Series in the short three-season, 13-event history of the championship.



## Parry defeats Aitken for double win

## MATT PARRY'S HOT STREAK IN FORMULA

Renault NEC continued at Silverstone as he followed up his double win at the Nurburgring with another brace of convincing victories.

Both times he started second, alongside Fortec team-mate Jack Aitken, but on each occasion the Caterham-backed teenager quickly took the lead. On Saturday, Aitken held the advantage through Copse and the Maggotts/Becketts sequence, but Parry got a run on him down the Hangar Straight after Aitken ran wide in the preceding sweepers. "He defended quite hard," said Parry. "So I went around the outside – I used quite a lot of track!"

It was a well-timed move, as the safety car was deployed seconds later to deal with a startline shunt. Parry pulled away from the restart, as Aitken confessed to making "too many mistakes", finishing 3.5s behind.

Parry's victory margin on Sunday was much reduced, however. The Welshman grabbed the lead at the start – "it wasn't a great launch, but he seemed to bog down" – but Aitken had learned from his errors of the day before and kept Parry honest for the duration.

Despite a couple of scares with random backmarkers, one of whom spun off right in front of the leaders, Parry stayed out front but Aitken was only a couple of tenths behind him throughout.

Dennis Olsen and Nicolas Jamin were best of the rest in each race respectively. Olsen collided with Raoul Owens on Sunday, prompting an enthralling scrap with Louis Deletraz (son of ex-F1 backmarker Jean-Denis)



Parry heads the pack

for fourth. Norwegian Olsen prevailed with a last-lap pass.

With many top two-litre Renault racers away at Spa for the clashing Eurocup round, Parry has further extended his already-dominant series lead.

● Charles Bradley

## RESULTS

**Race 1** Matt Parry, 11 laps in 25m20.015s; 2 Jack Aitken, +3.538s; 3 Dennis Olsen; 4 Nicolas Jamin; 5 Alfonso Celis; 6 Roman Beregech. **Fastest lap** Parry, 2m00.662s, 109.21mph.

**Race 2** Parry, 13 laps in 26m03.431s; 2 Aitken, +0.701s; 3 Jamin; 4 Olsen; 5 Louis Deletraz; 6 Beregech. **FL** Aitken, 1m59.863s, 110.11mph. **Points** 1 Parry 177; 2 Esteban Ocon 98; 3 Mikko Pakari 93; 4 Aitken 89; 5 Olsen 85; 6 Andrea Pizzitola 72.



Kane's Nissan grabbed fourth

## Kane succeeds with frantic bid

## THE LAST LAP OF THE THREE-HOUR RACE

at Silverstone could have been a British Touring Car Championship sprint. Or at least that's how former tin-top racer Steven Kane treated it.

The JRM driver had looked set for sixth in the Nissan GT-R he shared with Peter Dumbreck and Lucas Luhr when he suddenly began to close hand over fist on the fourth and fifth-placed cars ahead. Daniel Zampieri's Pirelli tyres had, in Formula 1 parlance, fallen off the cliff, and he was making the Monza-winning Ferrari 458 Italia he drove with Davide Rigon and Cesar Ramos as wide as possible in his attempts to stay ahead of Markus Palttala's Marc VDS BMW Z4. So wide in fact that there was contact twice over the final three laps.

Both Palttala, who was teamed with Henri Moser and Nicky Catsburg, and Kane swept past out of Club Corner. Kane was thwarted by a chop from the BMW into Abbey, but passed it, from a long way back, into Brooklands.

## RJN NISSAN TAKES PRO-AM WIN

The lead RJN Nissan that Lucas Ordonez shared with Alex Buncombe and Peter Pyzera ended up 10th despite leading at the start. German Nissan GT Academy winner Pyzera received a drive-through penalty for overtaking under yellows, but the trio still won the Pro-Am class by a clear margin from the Barwell Aston Martin of British trio Richard Abra/Mark Poole/Joe Osborne.

## SALO BACK IN A FERRARI

Former factory driver Mika Salo returned to the Ferrari ranks at Silverstone after getting a late call from Russian entrant SMP Racing. The Finn, a two-time GT2 category winner at the Le Mans 24 Hours with Risi Competizione, was invited to drive one of the team's 458 Italias with Viktor Shaitar and Devi Markozov after Kirill Ladygin failed to gain the necessary visa to enter the UK.

## MCLARENS OFF THE PACE

The McLarens were barely in the game at Silverstone. The British design did not work its Pirelli tyres hard enough for any of the cars to qualify near the front and, in the race, lost downforce in the quick corners when running in traffic. The best MP4-12C GT3 was the Hexis car of Alexander Sims, Stef Dusseldorp and Alvaro Parente, which finished seventh despite dropping to 47th after Sims was delayed on lap one.

## JMB KEEN ON BLANCPAIN ENTRY

The French JMB squad is eyeing a Blancpain entry after purchasing a Nissan GT-R. The team's primary focus for 2013 will be a French GT Championship campaign, for which it leased a Nissan for last month's Imola round.

## AL HARTHY TAKES GENTS CUP

Porsche Carrera Cup GB graduate Ahmad Al Harthy drove two impressive stints aboard the ARC Bratislava/NBO Racing Porsche 911 GT3-R to anchor victory in the Gentlemen's Trophy. The Slovakian-entered car was only briefly headed in class when the tardy Miro Konopka climbed aboard for the middle hour.



Karthikeyan leads  
Giovesi at start

**AUTO GP SILVERSTONE (GB), JUNE 1-2, RD 4/8**

## It's Narain on Giovesi's parade

EX-GRAND PRIX DRIVER NARAIN KARTHIKEYAN'S calculated gamble to switch teams mid-season paid off at Silverstone. On his maiden outing with reigning champion Super Nova, the Indian monopolised fastest times in practice and qualifying before delivering an overdue first win of the year in race one.

But his efforts were matched by a superlative debut performance from GP2 racer Kevin Giovesi, who beat his more illustrious rival on the road and was only denied victory due to a misunderstanding on pit regulations that resulted in the Italian illegally making his mandatory pitstop on the final lap.

Giovesi, last year's European F3 Open B-class champion, drove for Ghinzani Motorsport, which ran a second car for the first time this season.

The inexperience of the combination was perhaps a contributing factor to the infuriating blunder, although controversies over final-lap pitstops have been a recurring theme in 2013.

Championship leader Kimiya Sato equalled his

lowest finish of the year in sixth, one place ahead of title rival Sergio Campana, whose preparations were disrupted by an engine change during practice.

Although this season's regular frontrunners were relatively subdued in the opener, both were reinvigorated after making significant strides on set-up before race two. Sato led throughout to claim his third win of the season, while the precariously-financed Campana finished within a second of the Japanese Euronova ace.

Karthikeyan's Super Nova team-mate Vittorio Ghirelli became a factor in the title fight after his win at the Hungaroring last month, and maintained his strong form at Silverstone. He fluffed his third spot on the race-one grid with a poor getaway, and the Italian dropped behind Karthikeyan's replacement at Zele Racing, Tamas Pal Kiss.

In a rare pass in race one, Ghirelli recovered the position with a bold manoeuvre on Kiss around the outside of Stowe on lap nine. Once through, he was left with an insurmountable 8s deficit to the

leaders, and had to settle for setting the fastest lap.

Up front, Giovesi remained within 2s of Karthikeyan before the stops and jumped ahead when the Indian was delayed by a jammed left-front wheel, a 4s delay leaving the dark-mauve-and-yellow machine a dot in Giovesi's mirrors following the Italian's final-lap stop.

Struggling with front-tyre temperature, Karthikeyan took half a lap to close on the unadorned Ghinzani car before making a valiant last-gasp late-braking approach to Brooklands.

Giovesi held his ground, and for a fleeting and illusory period revelled in a shock win.

Promoted to second position after Giovesi's one minute penalty, Ghirelli jumped past Campana into second in the drivers' standings. Sadly, he was unable to build on the momentum in race two. An opening-lap clattering from Robert Visoiu at The Loop resulted in zeroes for both men's scorecards.

Yellow flags from the incident would catch out Karthikeyan, who lost fourth after being judged to have completed an overtaking move in the incident zone and handed a 25s post-race penalty.

Giovesi confirmed his pace by charging from 13th on the grid to third. His presence at further races this season hangs on sponsor negotiations. Sadly, compatriot Campana also left in an anxious frame of mind, uncertain whether he could raise sufficient backing to continue at Mugello in July.

● Peter Mills

### RESULTS

**Race 1** Narain Karthikeyan (Super Nova International), 14 laps in 25m47.408s; 2 Vittorio Ghirelli (Super Nova), +7.582s; 3 Tamas Pal Kiss (Zele Racing); 4 Daniel de Jong (Manor MP Motorsport); 5 Fabrizio Crestani (Ibiza Racing Team); 6 Kimiya Sato (Euronova Racing). **Fastest lap** Ghirelli, 1m47.349s, 122.76mph. **Race 2** 1 Sato, 13 laps in 23m55.312s; 2 Sergio Campana (Ibiza), +0.889s; 3 Kevin Giovesi (Team Ghinzani); 4 Meindert van Buuren (Manor MP); 5 de Jong; 6 Max Snegirev (Virtuosi UK). **FL** Sato, 1m46.942s, 123.22mph. **Points** 1 Sato, 126; 2 Campana, 113; 3 Ghirelli, 102; 4 Karthikeyan, 59; 5 Riccardo Agostini, 53; 6 Luciano Bacheta, 49.



Reversed-grid win keeps  
Sato in front in points

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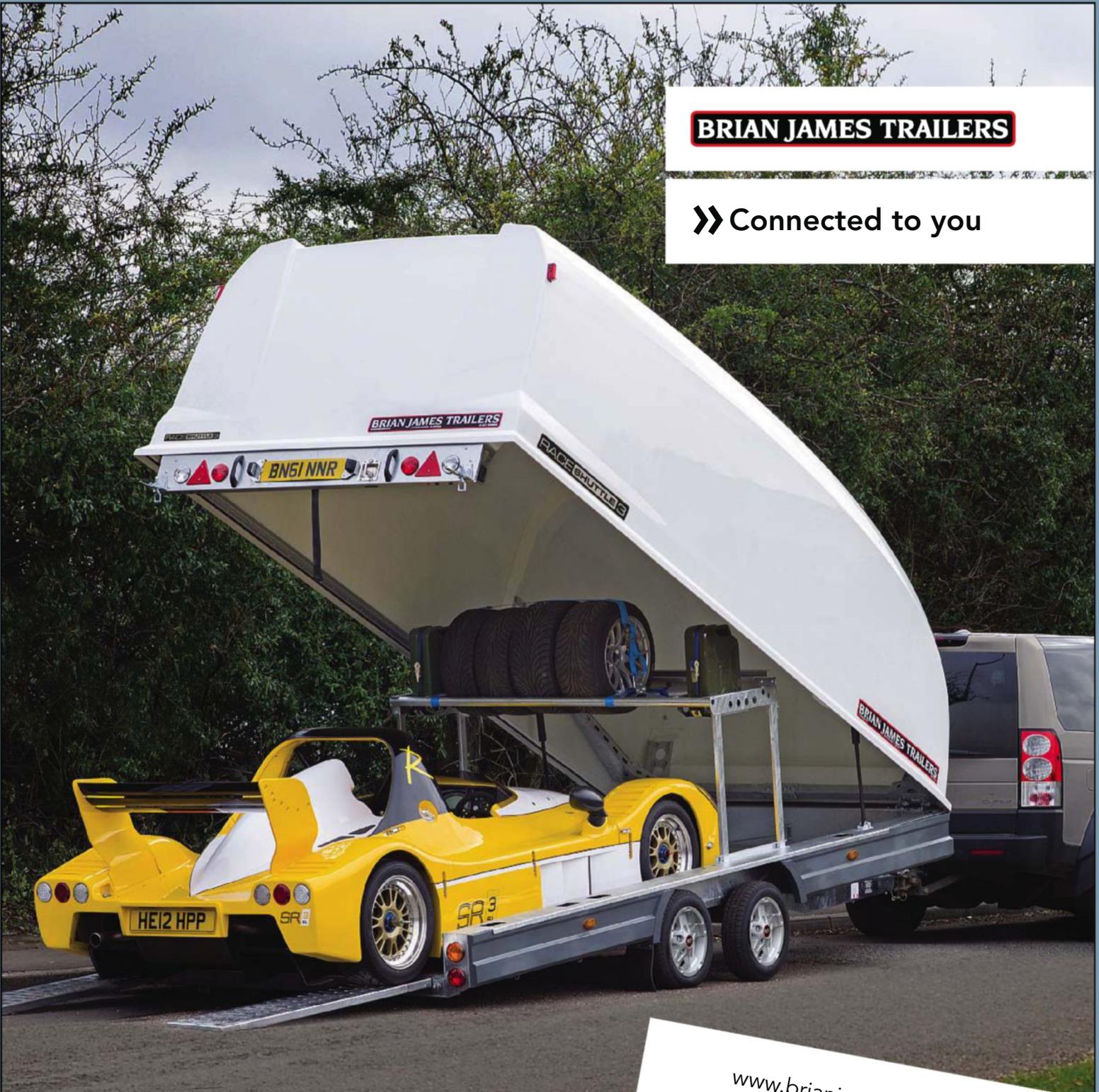
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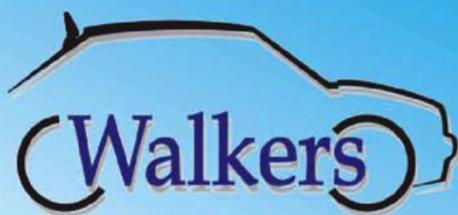
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## Britcar faces grid crisis

BINGSTED

Organisers set summer deadline to transform ailing endurance series

**BRITCAR BOSS JAMES TUCKER** says he has until the middle of next month to stem the loss of entries in both the Endurance and Production Cup championships.

The flagship BEC series has struggled to maintain healthy grid numbers this year, with only 10 cars heading to last Saturday's three-hour enduro at Rockingham.

The Production Sportscars category has similarly failed to reach double figures since its inception in

April. It was forced to merge with the Production Cup field under the Production Sports Cup banner last weekend, after just four cars appeared.

"I have got about six weeks [until the next Production round at Thruxton] to get on the phone, make some calls and do something about it," Tucker admitted. "If I don't do something, then Britcar will have to look at itself very seriously over the next few months and decide what we do next year."

Tucker suggested that the main

objective over the coming month would be to entice competitors who have so far been deterred by a perception of his series offering poor value for money.

"I will be targeting existing teams and people who have got their cars in the garage," said Tucker. "Basically those who believe they can't afford to come out at our current prices."

"The more cars we get on the grid, the cheaper we become. We are one of the cheapest on the market, but we have got to become even cheaper."

A leading figure in the BEC paddock told AUTOSPORT the concept of the series was fundamentally sound, but said they were disappointed by the lack of competition on the grid. He described the current situation as "a sad state of affairs".

AUTOSPORT understands the amalgamated Production Sports Cup category will run for the remainder of the season and Tucker has hinted that combining Britcar's events onto one grid could be on the horizon.

"The rules need to be tweaked, but there is no reason why we couldn't put the whole lot together and back to how it used to be," he added. "I think that's where the future lies."



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### THESE ARE TOUGH TIMES FOR

the British Endurance Championship. GT racing has probably never been more popular, yet James Tucker's flagship series only just mustered a double-figure entry at Rockingham.

Tucker is never short of ideas, and won't go down without a fight, but it's difficult to see the BEC carrying on in its current guise.

Last Saturday's event can't have been viable. Only 29 cars competed across two races, as the Production Sportscars were amalgamated with Production Cup. They were reportedly giving away free tickets on the gate...

But GT Cup had just 11 cars at Brands, so Britcar wasn't the only place where GT numbers were low.

Historic motorsport in the UK is in rather ruder health right now, but will be reeling this week after a second severe accident in the space of a month. Following Christian Devereux's tragic crash at the Donington Historic Festival last month, Historic FF1600 racer Derek Rodgers suffered a heart attack at the wheel at Snetterton last Sunday (see page 74). We hope very much that he pulls through.

Elsewhere, the new Radical SR1 Cup series kicked off at Brands Hatch, where British Olympic megastar (and breakfast cereal ad frontman) Sir Chris Hoy made his UK race debut and finished in the top five (see pages 77 and 80). Phil Abbott's Radical juggernaut rolls on unabated.

Our sport's governing body has been through some upheaval in recent weeks, as Colin Hilton retires after more than a decade at the helm. This week we hear from replacement CEO Nick Bunting (see page 88). He plans to use lessons learned from work with dogfood and rugby (an unlikely combo indeed!) to take our sport to new heights of exposure and success.

We wish him luck.



Bunting is the new chief at the MSA

Rodgers crashed on the final lap of the meeting's last race



Historics

# Racer in coma after Snett crash

## HISTORIC FORMULA FORD

stalwart Derek Rodgers was placed into an induced coma following an accident at Snetterton last Sunday.

The former gearbox kart champion was lying 10th, having progressively reduced his lap times, when his Merlyn Mk11A/17 ran off the circuit at Coram and slammed into the tyre wall at unabated pace on the final lap of the last race of the weekend.

Rescue crews and medics were scrambled to the scene by marshals. Rodgers, 65, was removed from the car and initially taken to the circuit's medical centre, where he regained consciousness prior to being sedated for transfer to hospital.

The HSCC was informed on Monday that a full-body scan had revealed no broken bones, but doctors confirmed that Rogers had suffered

a heart attack. Attempts were planned to bring him round on Monday night, but no prognosis had been made.

Historic FF1600 championship chairman Andrew Mansell, who with Swede Roland Svensson had been battling with Rodgers for several laps prior to the incident, was behind him when the drama unfolded.

"Derek didn't turn in to the last part of Coram," said Mansell. "The car

speared off left, but I saw no attempt to steer or brake. My initial reaction was that something must have broken, but on reflection all four wheels were turning normally, which suggested that he might have passed out.

"Derek is a hugely experienced competitor, very skilful at making his car wide. You always have to work hard to pass him, and plan your move, but he is good to race with."

Historics

## Wrathall set for Silverstone Classic's Touring Car Trophy

### BRITISH TOURING CAR RACE

winner Frank Wrathall will return to the Silverstone Classic this year to compete in the Touring Car Trophy races.

Wrathall made his historic racing debut in the event last season. He qualified the Super Touring Vauxhall Cavalier owned by Dynojet chief mechanic Jonny Westbrook on pole and took a brace of seconds.

The 26 year old will race the car again next month, taking on a field that should include ex-BTCC racers John Cleland (Vauxhall Vectra) and Patrick Watts (Peugeot 406).

"It was one of the best motorsport events I've ever been to," said Wrathall of the 2012 Classic. "To be able to race a Super Touring car was just amazing.

"It was also very special to race on the full Silverstone GP circuit, rather than the shorter National track we use for the BTCC.



Wrathall was on pole last year in the Cavalier

"Being a 1995 car, the Vauxhall is not quite as competitive as those that came later. While winning is always the aim, it's not really what this event is about. As a huge touring car fan, I'm relishing the chance to race against these past heroes."

Wrathall will run in the car's 1996 Fujifilm livery as he did last year, while the company will again sponsor the Touring Car Trophy races.

British GT

## M-Sport Audi stripped of points as GT penalties are dished out

### BRITISH GT TITLE CONTENDERS

Warren Hughes and Rembert Berg have lost their points from May's Silverstone race.

The M-Sport Audi duo finished in fourth place, but organisers have now decided that they exceeded the 100-minute limit for one driver and have handed the team a 2m23s penalty – the amount of time it was over the limit, plus 30 seconds.



Berg/Hughes Audi was fourth at Silverstone

The penalty drops M-Sport outside the top 10 in the results and to ninth in the standings. A similar punishment has been applied to the Century Motorsport Ginetta G50 that finished 10th in GT4.

"We were aware there was a possibility of a penalty, but we weren't over by much," Hughes told AUTOSPORT. "If the leader's last lap had been five seconds slower, the race would have finished a lap earlier and we'd have been okay. The result put us second in the points with all to play for, so Rembert will be furious."

Race director Bernard Cottrell is still investigating three incidents. At Snetterton's next round, he plans to interview those involved in the Matteo Bobbi-Lee Mowle clash, Gary Eastwood's contact with a GT4 runner and the Mark Blundell-Richard Sykes accident that took out three cars.

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Caterham Superlights

# New R600 Caterham Superlight takes Magnificent win on debut

**THE NEW R600 SUPERLIGHT**

Caterham was victorious on its competition debut last weekend, taking pole and leading the first CSCC Magnificent Sevens race at Anglesey all the way.

Driven by former British GT champion and Caterham development driver Jon Barnes, the R600 comfortably held off the challenge of a number of 300bhp-plus S3 and CSR Caterhams.

The factory vehicle also led the field in the second Magnificent Sevens race, but an imperfect pitstop resulted in a third-place finish.

"To win on its debut after taking pole

is a superb result for us," said Caterham's chief motorsport and technical officer, Simon Lambert. "The team learned fast and the car was faultless."

"We knew we already had reliability and durability engineered into the car, but racing a new machine for the first time is always a challenge. To achieve a pole and a win in the first race, and then take third in the next race, despite some challenges, was very satisfying."

The R600 will compete in a number of events over the rest of 2013 before its own one-make race series, originally slated for this season, commences next year.



**GT champ Barnes gave new Caterham a win first time out**

Formula Renault BARC

# Ferrer skips Thruxton races after massive qualifying shunt

**MGR MOTORSPORT DRIVER**

Matteo Ferrer missed the Thruxton rounds of Formula Renault BARC last weekend, after crashing heavily in the final qualifying session on Saturday.

The Essex-based Italian went off at Village corner. The impact split the engine and gearbox from the chassis, but Ferrer emerged unscathed.

MGR boss Mark Godwin said: "He didn't feel very comfortable with the car at high speed. We've also had so much rain that as soon as he went off the car just dug in and rolled. He's very lucky because it was destroyed. I've never seen a crash do so much damage."

Godwin also praised BARC officials for



**Ferrer did not go far at Thruxton**

putting a brake on bad driving at recent events. Scorpio racer Ivan Taranov was excluded from race three at Thruxton for ramming the Fortec Motorsports entry of Weiron Tan on the slowing-down lap.

"Driving standards are pretty appalling at the moment," added Godwin. "But [clerk of the course] Ian Watson is doing a good job of clamping down on it."

GT racing

# Tomlinson plots racing return in home round of GT Open series

**GINETTA BOSS LAWRENCE**

Tomlinson plans to race a Ginetta G55 GT3 car in the British round of the International GT Open.

Tomlinson, who won the GT2 class of



**Tomlinson was fourth in his last Brit GT race**

the 2006 Le Mans 24 Hours, will drive the factory-run G55 with Mike Simpson in their home round of the series at Silverstone on July 13-14.

"I've not been in a car for a year, so it would be nice to do that race," said Tomlinson, whose last outing netted a fourth place in the penultimate round of the British GT series at Silverstone last year.

"I wanted to do British GT races this season, but my job advising the Government has taken priority," he said.

"The car is pretty strong now, and it would be good to show what it can do."

# HUMBLE PYE

## The voice of club racing



**Fleming has won three consecutive 3 Hours**

# The AUTOSPORT 3 Hours race needs an international flavour

**A**s a retrospective of Snetterton circuit's fabled AUTOSPORT 3 Hour endurance races of 1957 to 1964 – won by Jim Clark (twice, the second time in '63, his first Formula 1 Championship year), Mike Parkes and Jack Sears – the Historic Sports Car Club's modern evocation has been successful for seven seasons, but now needs an injection of international flavour and entries to move it to the next level.

Derek Bennett's Chevron designs (B6 and B8) are unbeaten in the race for Pre-1969 Sports Racers and Pre-'66 GT cars first run in 2007, but Saturday's edition was more like a current sports prototype race between Audi and Toyota, with the two leading cars being driven close to flat out all the way. As in the pro-leagues, tactics won the day.

In fact, only three cars have won the HSCC race. Michael Schryver's ex-Drs Peter Taggart and Tony Goodwin B6 (co-driven by Simon Hadfield) was victorious in '07-'08, and the same B8 triumphed for the following two years, crewed by brothers James and Jeremy Cottingham, and Alex Ames/Gareth Burnett respectively. And Nick Fleming's B8 (shared briefly by Luke Stevens in 2011) has also won it for three seasons running.

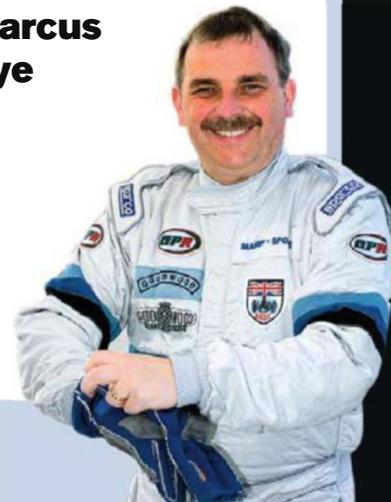
Now that Snetterton, under Jonathan Palmer's MSV regime, is better equipped than ever from the competitors' perspective, and the

addition of three new grandstands has improved spectating – consistent PA equipment and legible timing screens for commentators next, please! – I'd love to see this charismatic event on the 300 switchback circuit become bigger.

The obvious way to achieve this would be to invite Flavien and Vanessa Marcais' GT & Sports Car Cup (long a popular feature at the HSCC's Silverstone International Trophy fixture in May) to join the party. Its competitors would, I'm told, welcome longer races – perhaps as part of a cumulative challenge embracing September's Spa Six Hours? For this to happen, though, Snelt could no longer clash with Monza's Coppa Intereuropa, a traditional GTSCC stop-off.

A 45-car Pre-'66 GT field would make a tremendous spectacle, if the Chevrons and open sports racers had their own race. Why not a second 3 Hours for them, supported by the more strongly populated HSCC championship sprint races? That would surely attract a stronger turnout of cars from that side of the equation, with the intriguing prospect of a class for wingless Martini Trophy 2-litre machinery from the early '70s?

# Marcus Pye



**"Inviting the GTSCC to the AUTOSPORT 3 Hours would be an obvious way to make it bigger and better"**

STYLES



# Silverstone Classic Hospitality

The 2012 Silverstone Ultimate Racing Event attracted a record attendance of over 70,000

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MASON

New SR1 Cup attracted 21 starters to Brands

## Radical SR1 Cup gets off to fine start at Brands

**RADICAL BOSS PHIL ABBOTT** believes his new SR1 Cup initiative is a resounding success after the opening rounds at Brands Hatch last weekend. More than 20 cars practiced for the inaugural double-header on the Indy Circuit, where Olympic cycling legend Sir Chris Hoy made his UK race debut. "I'm very happy indeed," said Abbott. "We gave them as much training as we

could and both race starts were perfect. "Mechanically everything was good too and we already have four deposits for next season. They might do something before the end of the year too though, plus we have more testing over the next week." Hoy made a successful start to his career with two fifths at Brands. "It was exhilarating and I felt elated with fifth," he told AUTOSPORT. "I am used to

winning of course but it's now personal targets and to race the best I can for experience. "Even lining up on the grid gave me a big kick. In some ways it's like cycling, in that I knew what I was doing [in terms of racing]. "I am looking forward to Oulton Park [the next round], as it's my local circuit and I have done quite a lot of track days there."



MASON

### Tarling's comeback

Ex-Formula Palmer Audi Champion Richard Tarling drove Mike Gardner's Crossle 25F (above) to eighth in the Champion of Brands FF1600 race last Sunday, his first event for 13 years. "I had a test at Mallory in 2002 but this was my first time back since then," he said. "It was fun, enjoyable and affordable, and if I can I would like to do some more."

### Bugattis to Cadwell

A sensational entry of 19 Bugattis is set to contest the Williams Trophy feature for Pre-1935 two-seater GP cars at the VSCC's annual Shuttleworth & Nuffield Trophies race meeting at Cadwell Park on Saturday. Ettore Bugatti's masterpieces – from T13 Brescias through T35Bs and a rare T39 to four T51s – will be joined by MG, Riley, Maserati and Talbot-Lago cars.

### Temple's F3 debut

Classic FF2000 ace Scott Temple made his F3 Cup debut at Brands Hatch in a TOM'S 036F. "It's been completely rebuilt and we've not done many laps, but it's quicker than anything I've driven, stiffer and more modern," said Temple. The chassis is believed to be the ex-Brian Smith British F3 car, raced by Martin O'Connell in period. Temple retired from the first race with gearbox problems and non-started race two.

### Goodyear crashes out

British Hillclimb frontrunner Jos Goodyear made his seasonal debut at Shelsley Walsh last weekend. His challenge lasted just 400 yards into his first practice run on Saturday. He crashed out after Kennel bend, taking out a whole section of hedge. He was uninjured, but his GWR Raptor sustained damage to the tub.

### Smith to Cholmondeley

Guy Smith will mark the 10-year anniversary of his Le Mans 24 Hours win in the Bentley Speed 8 by reuniting with the car (below) at the Cholmondeley Pageant of Power on June 15, exactly 10 years to the day since the victory. British Rally aces Elfyn Evans and Tom Cave will also appear at the Pageant, which takes place from June 14-16.



JONES

Jag ace Lyddall is used to dealing with lots of power

## Euro NASCAR Jag champion to Euro NASCAR

**FOUR-TIME JAGUAR XJS** champion Stewart Lyddall will compete in the Euro Racecar NASCAR Touring Series at Brands Hatch this weekend. The Surrey racer sampled one of the vehicles during a media day at the Kent circuit earlier this year and says he was encouraged to look at the category by Historic FF1600 racer Adriano Medeiros. "Adriano won in it at Brands last year and I thought the whole package looked really good," said Lyddall, who won four consecutive XJS V12 titles between 2008 and 2011. "The cars are superb;

they look right and sound great." Despite only having five laps of experience under his belt, Lyddall is relishing the chance to race NASCAR with the Scorus Racing outfit. "I have only done a few laps in the wet, but I was quite surprised how good the car feels; it turns in much better than the Jag did," he added. "It is going to be a steep learning curve, but it will be something that I am going to enjoy." Lyddall also plans to fit a six-litre XJRS engine to his Jaguar to contest Classic Thunder events.

### Historics

## Porsche 917 wins at Monza

**A PORSCHE 917 OUTLASTED THE** fancied Lola T70s to win the Italian leg of the 1000km sportscar series at Monza last weekend, highlight of the annual Coppa Intereuropa historic event.

Swiss pair Peter Voegelé and Christian Traber, racing the ex-Dominique Martin Zitro Racing Cars team 917-025, won the day when the Lolas of Leo Voyazides/Simon Hadfield and Grant Tromans/Martin Stretton wilted.

Tromans/Stretton and father-and-son combination Gabriel and Dion Kremer (Elva-BMW Mk8) joined them on the podium. Voyazides/Hadfield had regained four laps to be on the same count as the leader when their engine dropped a valve.

The Anglo-Greek duo won the GT & Sports Car Cup and U2TC races though, in Voyazides' AC Cobra and Ford Lotus Cortina respectively.

They beat Alex Furiani (Alfa GTA) and the Cortina of Richard Meaden/Grant Tromans, despite Leo getting hit by Jackie Oliver's BMW at the start of the enduro.



DUNLOP

Racers won't grace Lydden this weekend

### SEMSEC

## SEMSEC Lydden event cancelled

**THIS WEEKEND'S SEMSEC** meeting at Lydden has been cancelled. Low interest among competitors has forced organisers to abandon what would have been the third meeting of the season. "SEMSEC is a non-profit organisation, and with less than half the entries received

by the closing date we were left with no other choice," said the club in a statement. "It's due to a number of factors beyond our control, such as clashing events and mechanical maladies." SEMSEC hopes to continue its season at Lydden next month.



# Fleming lands a B8 hat-trick

**MASTERFUL TACTICS AND SUPERB** driving earned Nick Fleming his third successive AUTOSPORT 3 Hours victory at Snetterton on Sunday, but event newcomer Neil Burroughs forced the Scot to drive his SPT Motorsport Chevron B8 flat out all the way, falling 13 seconds short in Jonathan Loader's sister car.

Already a Guards Trophy winner at Thruxton, 2010 Sports 2000 Duratec champion Burroughs unleashed both barrels of Loaded Gunn Racing's machine into Riches corner at the start, contact briefly sending polesitter Fleming's car onto three wheels. "It was a bit robust, but I never shy away from a fight," grinned Fleming.

Making his experience count, Fleming ducked the yellow B8 into the pits when a safety car was despatched moments before the pit window opened, just 20 minutes in, for the retrieval of Andy Newall's JCB B8. With one of two mandatory three-minute stops made, the rivals were out of sync.

When Burroughs did a second lap behind the pace car later, rather than coming in to potentially erase Fleming's 80-second advantage his



E-type took GT honours

chances looked sunk. "Lack of awareness," rued Burroughs. But with 12 minutes remaining Fleming, who'd been frantically signalling strategists Mike and Andy Jones, hurtled in for three litres of oil. "The light was flashing," he said. He returned to the fray 20s ahead.

With both BMW engines at full chat, Burroughs redoubled his efforts, setting fastest lap on the final tour. Two laps down, Philip Nelson/Charlie Allison completed a B8 1-2-3, while Matt Nicoll-Jones, driving Chris Scragg's GT-winning Jaguar E-type, just repelled Piers Ward's Chevron for fourth.

Newall drove solo back to sixth after another fine performance.



STYLES



Gomm's BMW 1800 beat the Cortinas

Seemingly ignoring a lack of brakes, Martin O'Connell book-ended stints in Bob Brooks' thunderous TVR Griffith, which finished seventh, leaving the team's Lotus Elan to Brooks' daughters Vicky and Kristy, who claimed a splendid class-winning 10th.

The MGB class was a cracker, won by Till Belchtolsheimer's car, shared with Pia and Tony Bianchi. It was 16s up on Jonathan Loader/Steve Mills, after pacesetter Tom 'MG' Smith suffered piston failure.

It was business as usual in the Classic Racing Cars opener, Ian Jones streaking clear once past Tony Keele, who outspinted him from the lights. Mike Scott and Antony Ross – from the back following transponder issues – demoted Keele to fourth.

Ross and Keele passed Jones at the start of race two, but when the erratic Keele chopped across Jones' nose at the 'Searpin' on lap three, the Kiwi had to stop to disentangle himself and resumed fifth, 10

**7TH AUTOSPORT 3 HOURS (79 LAPS)** 1 Nick Fleming (Chevron-BMW B8); 2 Neil Burroughs (Chevron-BMW B8) +13.568s; 3 Philip Nelson/Charles Allison (Chevron-BMW B8); 4 Chris Scragg/Matt Nicoll-Jones (Jaguar E-type); 5 Piers & Joe Ward (Chevron-BMW B8); 6 Andrew Newall (Chevron-BMW B8); 7 Martin O'Connell/Bob Brooks (TVR Griffith); 8 Harry Wyndham/Andrew Hill (Jaguar E-type FHC); 9 Colin McKay/Iain Rowley (Jaguar E-type FHC); 10 Vicky & Kristy Brooks (Lotus Elan '26R'). **Class winners** Scragg/Nicoll-Jones; Brooks/O'Connell; Brooks/Brooks; Neil & George Daws (Merlyn Mk6A); Till Belchtolsheimer/Pia & Tony Bianchi (MGB). **Fastest lap** Burroughs 2m03.984s (86.20mph). **CLASSIC RACING CARS (10 LAPS)** 1 Ian Jones (Lotus-t/c 59); 2 Michael Scott (Brabham-t/c BT28) +17.062s; 3 Antony Ross (Lotus-t/c 59); 4 Tony Keele (Palliser-t/c WDB3); 5 Martin Anslow (Brabham-t/c BT21); 6 Lance Carwardine (Brabham Jane-Fiat t/c). **CW** Carwardine; Stuart Tizzard (Chevron-MAE B15C); Jonathan Baines (Merlyn Mk20). **FL** Jones 2m04.521s (85.83mph). **RACE 2 (6 LAPS)** 1 Ross; 2 Scott +0.684s; 3 Jones; 4 Keele; 5 Carwardine; 6 Neil McCrudden (Macon-t/c Mk1). **CW** Carwardine; Julian Maynard (Chevron-MAE B17); Baines. **FL** Jones 2m04.957s (85.53mph). **HISTORIC TOURING CARS (7 LAPS)** 1 Jonathan Gomm

(BMW 1800); 2 Tim Davies (Ford Lotus Cortina) +0.357s; 3 Neil Brown (Ford Lotus Cortina); 4 John Pugsley (Ford Anglia 105E); 5 Robyn Slater (Ford Anglia 105E); 6 Simon Miller (Ford Mustang). **CW** Brown; Pugsley; Pete Morgan (Austin Cooper S); Simon Benoy (Hillman Imp). **FL** Gomm 2m23.255s (74.60mph). **RACE 2 (9 LAPS)** 1 Davies; 2 Gomm +0.689s; 3 Brown; 4 Pugsley; 5 Benoy; 6 Miller. **CW** Brown; Pugsley; Benoy; Morgan. **FL** Gomm 2m21.185s (75.70mph). **BARC CLASSIC CLUBMANS (11 LAPS)** 1 Mark Charteris (Mallock Mk20/21); 2 John Harrison (Mallock Mk21) +6.319s; 3 Anthony Denham (CKM Doris); 4 Mike Hickson (Mallock Mk20B); 5 Mike Lane (Mallock Mk18); 6 Clive Wood (Mallock Mk20B). **CW** Wood. **FL** Charteris 1m54.948s (92.98mph). **RACE 2 (9 LAPS)** 1 Charteris; 2 Hickson +1m02.945s; 3 Lane; 4 Wood; 5 Greg Robertson (CKM Doris); 6 Barry Webb (Mallock Mk16BW). **CW** Wood. **FL** Charteris 1m55.344s (92.66mph). **HISTORIC FF1600 (8 LAPS)** 1 Sam Mitchell (Merlyn Mk20); 2 Simon Toyne (Lola T200) +8.342s; 3 Benn Simms (Jommo JMR7); 4 David Wild (Lola T200); 5 William Nuthall (Jamun T2); 6 Josh West (Merlyn Mk20A). **CW** Daniel Pickett (Merlyn Mk20). **FL** Mitchell 2m06.996s (84.16mph). **RACE 2 (10 LAPS)** 1 Mitchell; 2 Simms +7.115s; 3 West; 4 Wild; 5 Pertti Kiiveri (Kvantii Mk1); 6 Nuthall. **CW** Pickett. **FL** Mitchell 2m06.186s (84.70mph).

**CLASSIC F3 (7 LAPS)** 1 Graham Fennymore (Ralt-Toyota RT3); 2 Simon Jackson (Chevron-Toyota B43) +2.068s; 3 Graham Kiddy (Argo-Toyota JM3); 4 Tony Sinclair (Brabham-Lotus BT41); 5 Mark Hulme (Toj Modus-Toyota M1); 6 David Pickering (Argo-Toyota JM6). **CW** Sinclair. **FL** Jackson 1m58.592s (89.85mph). **RACE 2 (9 LAPS)** 1 Jackson; 2 Fennymore +0.590s; 3 Kiddy; 4 Sinclair; 5 Hulme; no other finishers. **FL** Fennymore 1m57.954s (90.61mph). **HISTORIC ROAD SPORTS (9 LAPS)** 1 Peter Shaw (Lotus Elan S1); 2 Justin Murphy (Ginetta G4) +2.476s; 3 Andy Shepherd (Lotus 7 S2); 4 Simon Haughton (Lotus 7); 5 Jonathan Stringer (Lotus 7 S2); 6 Larry Kennedy (Lotus Elan S4). **CW** John Shaw (Porsche 911); Ian Burford (MG Lenham Le Mans). **FL** Murphy 2m16.580s (78.25mph). **HANDICAP (8 LAPS)** 1 Peter Chappell (Austin-Healey Sprite Mk1); 2 Richard Disbrow (Turner Mk1) +0.891; 3 Kristy Brooks (Lotus Elan '26R'); 4 Bill Smith (Marcos 1600GT); 5 Rachel Watts (Lotus Elan); 6 Johan Denekamp (Alfa Romeo GTV). **FL** Murphy 2m17.870s (77.52mph). **70s ROAD SPORTS (9 LAPS)** 1 Oliver Ford (Lotus Europa); 2 Richard Plant (Morgan +8) +1.410s; 3 Julian Barter (TVR 3000M); 4 Charles Barter (Datsun 240Z); 5 William Jenkins (BMW 3.0CSL); 6 Robert Barter (Jensen-Healey). **CW** Plant; J Barter; Jenkins. **FL** Plant 2m17.174s (77.91mph). **RACE 2 (3 LAPS)** 1 Plant; 2 Ford



Ross won Classic Racing Cars sequel

+0.422s; 3 C Barter; 4 Jenkins; 5 R Barter; 6 Mark Brown (TVR 3000M). **CW** Ford; C Barter; Jenkins; R Barter. **FL** Plant 2m17.362s (77.80mph). **FORMULA JUNIOR (10 LAPS)** 1 Jon Milicevic (Cooper T59); 2 Jack Woodhouse (Lotus 20/22) +2.180s; 3 James Murray (Lola Mk5A); 4 Denis Welch (Lotus 22); 5 Peter Anstiss (20/22); 6 Will Mitcham (U2). **CW** Mitcham; James Hicks (Caravelle Mk3); Robert Barrie (Lotus 18); Gil Duffy (Bond); Gordon Wright (Stanguelini). **FL** Milicevic 2m09.112s (82.78mph). **RACE 2 (10 LAPS)** 1 Milicevic; 2 Woodhouse +2.579s; 3 Murray; 4 Welch; 5 Anstiss; 6 Mitcham. **CW** Mitcham; Hicks; Barrie; Wright. **FL** Woodhouse 2m07.347s (83.92mph).

**Chevrons of Fleming (left) and Burroughs get up close and personal at the start**



seconds down. The fast, but wild, Martin Anslow seized the initiative from Ross on lap four, with Scott making it three for the lead, and Jones eroding their advantage. Going onto lap eight, Jones was set up to salvage a remarkable 15th straight victory, when Anslow dropped his Brabham at Oggies, bringing out red flags. An ecstatic Ross – whose Lotus 59 Jones has set up like his own – thus claimed his first single-seater win. Jones lost second to Scott on countback. Former F3 racer Tim Davies threw his By-Box Touring Car lead away on the first lap when he spun his Lotus Cortina on an oily track at Williams. Helped by an early safety car interlude, the Welshman recovered from eighth to finish second on the bootlid of ‘Smokin’ Jo Gomm’s BMW 1800Ti. Davies made no mistake second time out, and was relieved to land his maiden HSCC victory, having absorbed relentless pressure from Neil Brown and Gomm. The latter pair battled back from an excursion to split the Cortinas on the final lap. Haring their 1700cc Mallocks towards 150mph on the Bentley Straight, Classic Clubmans aces Mark Charteris, John Harrison and Ray Mallock were the weekend’s

quickest drivers. Mallock pulled off when his oil pressure dived, leaving Harrison chasing Charteris. Harrison thwarted Charteris repeatedly in a nail-biting second stanza, until his car lost rear grip in Coram and his rival slipped by. Harrison pitted, suspecting a puncture, promoting Mike Hickson and returnee Mike Lane to his first podium in 25 years. Clive Wood blitzed the FF1600-engined class. On pole by a second, 17-year-old Sam Mitchell (Merlyn) outran Historic FF1600 rivals to secure a consummate double and annex the championship lead from Simon Toyne (Lola). Toyne was runner-up – ahead of Bomb Hole spinner Benn Simms (Alexis) – in the first race, but failed to finish the second. Simms had no answer to Mitchell’s pace later, but Josh West (Merlyn) worked diligently to oust David Wild (Lola) from third. Graham Fennymore (in the Ralt RT3 raced by local hero Martin Brundle in 1983) and Simon Jackson (ex-Quirin Bovy Chevron B43) found their different generation cars very closely matched and scored a narrow Classic F3 win apiece. Having seen plenty of the wing car’s tail in race one, Jackson pounced when Fennymore slithered wide



**Grant took victory in FF2000**

**Historic Formula Ford 2000**

**Callum’s Delta wish is granted**

**HISTORIC FF1600 CHAMPION** Callum Grant shadowed FF2000 king Nelson Rowe on his class debut at Thruxton in March, so victory at Snetterton was a tremendous fillip for the 18-year-old Cheshire lad – and the first for a Delta driver since Tom Mills won at Donington Park in 2008. Grant’s gutsy performance in the immaculate ex-Ian Briggs/CP Hydraulics T78 (previously raced by father Nigel) also proved what many onlookers have said: that, properly prepared and driven, Patrick Head’s superb Delta design can still beat the more plentiful Reynards and Royales – as they did with South African Mike White in period. Poleman Rowe had won the first race from the tenacious Grant, who outdragged him at the start and stayed there until his

more experienced rival forged an opening and slipped inside into the Agostini left-hander on lap three. Thereafter, Callum wrung the Delta’s neck to stay with him. Rowe was leading the second stanza by three seconds when a safety car reunited the field. After the green, Grant was on Nelson’s tail when suspension failure put the blue Reynard out at the end of the Bentley Straight. Andrew Park’s Reynard SF81 was second, mirrors full of superb single-seater newcomer Tom ‘Marcos’ Smith (Royale RP27).

**RESULTS (10 LAPS) 1 Nelson Rowe (Reynard SF79):** 2 Callum Grant (Delta T78) +1.086s; 3 Andrew Park (Reynard SF81); 4 Ben Tusting (SF79); 5 Tom Smith (Royale RP30); 6 Ben Atkinson-Willes (SF79). **CW** Ken Bowman (Van Diemen RF78); John Bowles (Elden PRH14). **FL** Rowe 2m00.696s (88.55mph). **RACE 2 (9 LAPS) 1 Grant;** 2 Park +6.867s; 3 Smith; 4 John Hayes-Harlow (RP30); 5 Atkinson-Willes; 6 Nick Gethin (Royale RP27). **CW** Bowman; Bowles. **FL** Grant 2m01.749s (87.78mph).

**Charteris (1) did the double in Classic Clubmans**



at Oggies later, whereupon Graham “played with the adjustable roll bars”, regained some grip and hounded him to the finish. Peter Shaw (Lotus Elan) put recent unreliability behind him to shade Justin Murphy (Ginetta G4) in Saturday’s Historic Road Sports round. Andy Shepherd kept third despite his Lotus 7 jamming in top gear (gearbox failure having already sidelined Roger Waite’s Elan). The entertaining annual handicap gave Peter Chappell (‘frog-eye’ Sprite) and Richard Disbrow (Turner) a taste of glory. Two more class wins put Oliver Ford (Lotus Europa) atop the 70s

Roadsports table, his sensational pass of Richard Plant’s Morgan +8 into Riches presaging overall victory first time out. Plant just reversed the order later, after erstwhile points leader Julian Barter’s TVR 3000M shed a wheel. The Formula Junior race patterns were identical. Jon Milicevic was unstoppable, but once Jack Woodhouse had usurped James Murray he began to catch the Anglo-Croatian, cutting a scintillating best lap in race two. Defending champion Robert Barrie vaulted Woodhouse’s father Mark to top the league table. ● Marcus Pye

# Wonderkid Smith charges on in SR3

IT'S NOW SIX WINS OUT OF SIX FOR Bradley Smith after he left the rest of the field to fight for second again.

From the start of race one, Smith and James Abbott managed to get an early break. When Abbott spun at McLaren and headed for the pits after 16 laps, Smith's lead ballooned to 14s.

Smith was first to make his mandatory stop, but was given a stop-go penalty for coming in too early. This allowed Jeremy Ferguson to take the lead, with Max Robinson taking over from co-driver Paddy McClughan in second.

With his penalty served, Smith was back into second at Paddock on lap 31, but took another six before passing Ferguson at the same spot to seal victory.

After Robinson spun out of third, Marcel Marateotto moved up, but was usurped by Alex Kapadia seven laps from home. Kapadia immediately

began to close on Ferguson, but a blown water hose preceded the engine cutting, which ended his race.

Marateotto regained third with Bradley Ellis reeling him in from fourth in Andy Cummings' car, while Tony Wells and Timothy Lyons/Matt Bell completed the top six.

It was Smith from Abbott again at the start of race two, but Abbott had his mirrors full of Nick Padmore, which again gave Smith the break.

Ellis and Kapadia came charging through from the back of the grid, and by the end of lap 15 Ellis had third into Paddock and was immediately onto Abbott's tail. He was second at Druids a couple of laps later, but Kapadia lost ground after being forced onto the grass at Clearways by a backmarker while chasing Bell.

Ellis, Padmore, Bell and Kapadia were the last to make their stops, but once they did Smith was back in



Smith's dominance of the SR3 Challenge continued at Brands

MASON

charge and was a comfortable winner despite two safety car periods.

Cummings took over from Ellis, but was unable to hold off Abbott's challenge for second.

Ferguson clinched third after the first safety car, leaving Cummings, Graham Ridgway and Robinson/McClughan to round out the top six.

● Peter Scherer

## RESULTS

**RACE 1 (48 LAPS) 1 Bradley Smith;** 2 Jeremy Ferguson +4.032s; 3 Marcel Marateotto; 4 Andy Cummings/Bradley Ellis; 5 Tony Wells; 6 Timothy Lyons/Matt Bell. **Fastest lap** Alex Kapadia 45.362s (95.86mph).  
**RACE 2 (45 LAPS) 1 Smith;** 2 James Abbott +3.793s; 3 Ferguson; 4 Ellis/Cummings; 5 Graham Ridgway; 6 Max Robinson/Paddy McClughan. **FL** Ellis 45.856s (94.83mph).

# McLurg dominates Mono before Watts fights back

KEVAN MCLURG AND ROBBIE WATTS shared the victory spoils, but there was plenty of action behind them.

Poleman Watts lost out at the start of race one due to a clutch problem on his Lola, before being knocked out of fourth place as he exited Druids.

McLurg's Dallara eased to victory by nearly 20 seconds. Kevin Mason was second, but Steve Patania vacated third after a spin at Graham Hill Bend.

Russ Giles and Malcolm Scott thus contested the final podium place, with Scott finally getting by on lap 12, before the race was red flagged when Adrian Holey and David Gambling tangled at Clearways. Tony Bishop and Watts completed the top six.

It was left to McLurg's Dallara to do the chasing in race two, with Watts

well clear from the opening lap. "That's more like it," said Watts later.

Amnon Needham and Holey retained third and fourth throughout, with Giles and Scott rounding off the top six after Tony Bishop slipped back from fifth in the early laps.

● Peter Scherer

**RESULTS (14 LAPS) 1 Kevan McLurg (Dallara F397);** 2 Kevin Mason (Dallara F301) +19.829s; 3 Malcolm Scott (Dallara F398); 4 Russ Giles (Dallara F398); 5 Tony Bishop (Dallara F304); 6 Robbie Watts (Lola F106/03). **Class winner** Jared Wood (Formula Vauxhall Lotus). **FL** Watts 46.952s (92.61mph). **RACE 2 (19 LAPS) 1 Watts;** 2 McLurg +7.019s; 3 Amnon Needham (Dallara F301); 4 Adrian Holey (Dallara F399); 5 Giles; 6 Scott. **CW** Ben Cater (Van Diemen RF). **FL** Watts 46.728s (93.06mph).



Watts (left) had to fight after race one hit

MASON



Noble Jr won the inaugural SR1 Cup races

# Noble the younger on top as new series gets under way

COLIN NOBLE JR MADE HISTORY AS THE winner of the inaugural SR1 Cup race, before making it look just as easy on his second outing.

Although Dan Vaughan had secured a double pole, he was unable to maximise this in either race. Noble led race one from the start and soon started to drop the rest. Vaughan's comeback was swift, and after taking Chris Hoy on lap two, he saw off Brian Caudwell into Paddock a lap later.

Noble took the spoils over 6.3s clear, with Vaughan a secure second and Bradshaw completing the podium. Although Caudwell retained fourth to the finish, Hoy manage to get alongside into Surtees before being forced to back off.

With Noble long gone on his way to victory number two, Hoy had

second place into Druids on the opening lap of race two, but was unable to hold off Bradshaw's challenge going into the same corner on lap four, during which Vaughan followed into third.

After a couple of laps in pursuit, Vaughan snatched second again through Surtees on lap six, while Hoy lost fourth to Robert Almond seven laps from home.

● Peter Scherer

## RESULTS (BOTH 24 LAPS)

**RACE 1 1 Colin Noble Jr;** 2 Dan Vaughan +6.375s; 3 Jake Bradshaw; 4 Brian Caudwell; 5 Chris Hoy; 6 Robert Almond. **Fastest lap** Vaughan 49.581s (87.70mph).  
**RACE 2 1 Noble;** 2 Vaughan +7.532s; 3 Bradshaw; 4 Almond; 5 Hoy; 6 Caudwell. **FL** Noble 49.560s (87.74mph).

BRITISH RALLYCROSS CHAMPIONSHIP MALLORY PARK, JUNE 2 LHMC

# Godfrey pulls clear with Mallory glory run



Godfrey is fourth winner of 2013 BRC

**JULIAN GODFREY BECAME THE FOURTH** winner from as many events as British Rallycross dropped into Mallory Park last Sunday.

The Sussex-based driver didn't have it all his own way. He led the first heat on lap one, but Pat Doran set fastest time as Godfrey broke a front-left driveshaft.

Doran was again fastest in heat two to claim pole position for the final, before Jon B Hrolfsson drove his best race to date in heat three

to set fastest time and beat both Doran and Godfrey.

Unfortunately for Hrolfsson his joy ended at the start of the final, with driveshaft failure forcing him out. Doran took the lead into the first corner, but heading onto the loose, the Citroen DS3 picked up a gearbox problem, allowing Godfrey to lead.

With Doran slowed for the rest of the race, Godfrey was able to stretch his legs, finishing well clear. "I'm very pleased with that, it's been a good day

apart from breaking the driveshaft in the first heat," said Godfrey. "We've added another three points to our lead, that's the important thing."

● Hal Ridge

## SUPERCAR A FINAL RESULT (4 LAPS)

**1 Julian Godfrey (Ford Fiesta);** 2 Pat Doran (Citroen DS3) +9.5s; 3 Andy Grant (Ford Focus); 4 Steve Mundy (Ford Focus); 5 Steve Harris (Ford Focus); 6 Jon B Hrolfsson (Subaru Impreza). **Points 1 Godfrey, 71;** 2 Hrolfsson, 50; 3 Doran, 48; 4= Mark Watson and Grant, 41; 6 Harris 40.

## ROUND 9 1 Scott Moran (3.5 Gould-NME GR61X)

**23.55s;** 2 Trevor Willis (3.2 OMS-Powertec 28) 23.79s; 3 Alex Summers (1.3s DJ-Suzuki Firehawk) 24.27s; 4 Will Hall (3.5 Force-Nissan WH) 24.34s; 5 John Bradburn (3.5 Gould-Cosworth HB GR55) 24.44s; 6 Alastair Crawford (2.8 Gould-NME GR55) 24.72s; 7 Roger Moran (3.5 Gould-NME GR61X) 24.74s; 8 David Uren (1.6 Force-Suzuki PC) 25.53s; 9 Paul Haines (1.3t Gould-Suzuki GR59) 25.58s; 10 Simon Moyle (1.3s Gould-Suzuki GR59) 25.60s; 11 Steve Day (1.6 GWR Raptor Extreme 1) 25.65s; 12 James Blackmore (1.6 OMS-Suzuki 25) 27.93s.

**ROUND 10 1 S Moran 23.40s BTD;** 2 Willis 23.59s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 23.79s; 4 R Moran 24.21s; 5 Hall 24.26s; 6 Bradburn 24.42s; 7 Richard Spedding (1.6 Force-Suzuki PC) 25.20s; 8 Crawford 25.26s; 9 Eynon Price (1.6 Force-Suzuki PC) 25.32s; 10 Day 25.52s; 11 Uren 25.69s; 12 Haines 25.81s.

**Class winners** Vic Lord (1.8 Lotus Elise S1) 33.09s **record;** Neil Duncanson (2.1 Audi Quattro) 34.86s; Dave Wilson (2.0 Caterham-Vauxhall) 30.11s; Andrew Russell (1.1 Ginetta G15) 34.16s; Mike Turpin (2.2s Vauxhall VX220) 30.23s; Andy Dunbar (2.0 Westfield-Vauxhall) 29.68s; Karl Schollar (1.0 Spectre-Suzuki Mk7) 30.62s; Peter Cox (5.0 Chevron-Rover B42) 28.79s; Graham Wynn (1.3s Force-Suzuki LM001) 26.74s; Rob Stevens (1.44s Force-Suzuki SR4) 25.59s **record;** George Brown (1.0 Force-Suzuki PT) 26.43s; Andrew Henson (1.6 Van Diemen-Ford RF91) 32.77s **record;** Spedding 25.00s; Summers 24.73s; S Moran 23.66s. **POINTS 1 S Moran, 84;** 2 Willis, 66; 3 R Moran, 61; 4 Menzies, 57; 5 Hall, 54; 6 Bradburn, 45; 7 Summers, 26; 8 Spedding, 18; 9= Crawford and Deryk Young, 16.

BRITISH HILLCLIMB CHAMPIONSHIP SHELSLEY WALSH, JUNE 1-2

# Relentless Moran wins again



Moran was again unstoppable at Shelsley Walsh

**SCOTT MORAN TOOK ANOTHER PAIR OF** run-off victories and Best Time of the Day at Shelsley Walsh.

With another weekend's work well done, Moran said: "This is the most unforgiving venue. It can bite hard, and it's the one they all want to win."

Reigning champion Trevor Willis overcame his power deficit, taking two second places to move up to second in the charts.

Moran's father Roger gave up second place overall to Willis, but is still in contention after taking a seventh and a fourth from the two run-offs at the historic venue.

Wallace Menzies had mixed fortunes that severely restricted his

scoring. He accidentally switched off launch control in the first set of class runs and missed the first run-off. He ran as second fastest qualifier in the afternoon, though, and took third in the final scoring shoot-out.

Young Shelsley specialist Alex Summers took third in the first run-off, but crashed out spectacularly in the second set of class runs, fortunately staying on the track as aero parts flew some distance.

Will Hall and John Bradburn continued their strong seasons with decent scores that many will envy. They both lie in the top six of the standings and may be capable of snatching wins if others hit trouble.

Alastair Crawford also continued his best-ever start with an identical score to his Gurston effort, making the top 10 for the first time in his racing career.

There were difficulties for Force duo Richard Spedding and Eynon Price. Their car broke during first qualifiers, but was soon fixed. Spedding won his class and took a great seventh in the final shoot-out, with Price also scoring two points. Fellow Force pilot David Uren made both run-offs for three points.

● Eddie Walder



## Champion of Brands

Oliver White (above) made an early break in his Van Diemen RF01, as Stuart Gough struggled to find a way past Austin Kimberley's Swift. Gough finally made it by at Druids on lap seven, when Kimberley ran wide and also allowed Adam Quartermaine past. Kimberley recovered third with four laps to go.

## Radical Clubman's Cup

Swedish visitor Jesper Westerholm was never headed at Brands. His PR6 passed front-row men Lewis Plato and Oskar Kruger as the start of race one. Plato was poised to challenge for the lead, until he fell foul of backmarkers during lappery. Plato stalled at the start of race two, so Kruger chased Westerholm to the flag. Steve Burgess survived race-long pressure to retain third.

## Mono Moto/1800/1600

"I don't usually make good starts," said Adrian Wright, but his GEM AW3 was never headed at Brands. Geoff Fern's JKS and Mike Scott's Speads were the only unlapped runners in race one. Fern headed the pursuit again in race two, with Jason Timms' Speads third.

## F3 Cup

Alex Craven's Dallara led Louis Hamilton-Smith and Tristan Cliffe in a professional first race at Brands. Craven was unable to unseat Alice Powell from the lead of race two, so settled for a close second, while David Scott completed the podium after Hamilton-Smith spun at Surtees before retiring to the pits.

## GT Cup

Alex Martin's Ferrari 458 led all three races at Brands, but only won the finale. In the longer, two-driver race, Nigel Mustill/Bob Berridge's Riley TDC (below) took the spoils, with Peter Smallwood/Ben Barker's Porsche 997 second and Martin third after striking a backmarker. Martin had to pit for a jumped start penalty in race two, so Mustill won again after Kevin Riley's Mosler hit gearbox trouble and Michael Saunders' TVR struck a tailender.



# Middlehurst tops Thruxton thrillers

CHRIS MIDDLEHURST INCREASED HIS lead at the top of the Formula Renault BARC standings on a weekend in which he showed class and a cool head, unlike some of his rivals.

Middlehurst was briefly shuffled back by Malaysian Weiron Tan in the first encounter, but the St Helens racer soon resumed the lead.

Tan lost a front wing in a collision with Jake Cook at the chicane, an incident that left Cook with suspension damage and necessitated a caution period.

Middlehurst aced the restart to beat Hongwei Cao – who climbed from 17th – and Jorge Cevallos.

The fearless Tan charged between Middlehurst and Ivan Taranov to take the lead of race two at Campbell.

With Middlehurst briefly mired, Tan made a break, but the ex-FF1600 man reeled him in and led on lap five.

The first of two safety car periods

soon followed, with Tan again outraking Middlehurst to hit the front at the Complex on the resumption of the race.

At the second restart, Middlehurst attacked Tan, but left the door open for Cook to momentarily grab second, so that Tan extended his advantage.

Middlehurst, however, grabbed the win at the chicane on the last lap, with Cook relegating Joe Ghanem at the same spot.

Middlehurst was ahead throughout an uninterrupted finale.

Cook was close in the early stages, but was stymied by a lack of brakes and became embroiled in a battle with Tan and Taranov. Cook stayed ahead until the final lap, when Tan produced a brilliant move at Noble to grab second.

Tan also claimed fastest lap, while Taranov was excluded after deliberately swiping Tan on the slowing-down lap.

● Ian Sowman



Middlehurst was the class act in FR BARC again

## RESULTS

**RACE 1 (18 LAPS) 1 Chris Middlehurst;**

2 Hongwei Cao +11.381s; 3 Jorge Cevallos; 4 Henrique Baptista; 5 Matias Galetto; 6 Pietro Fittipaldi. **Fastest lap** Middlehurst 1m13.917s (114.74mph).

**RACE 2 (18 LAPS) 1 Middlehurst;**

2 Weiron Tan +0.371s; 3 Jake Cook; 4 Joe Ghanem;

5 Ivan Taranov; 6 Baptista.

**FL** Middlehurst 1m13.393s (115.56mph).

**RACE 3 (15 LAPS) 1 Middlehurst;**

2 Tan +12.134s;

3 Cook; 4 Taranov; 5 Galetto; 6 Cao.

**FL** Tan 1m13.580s (115.27mph).

**POINTS 1 Middlehurst, 258;**

2 Cook, 162;

3 Cevallos, 141; 4 Tan, 129;

5 Cao, 114; 6 Ghanem, 100.

## CSCC TINTOPS THRUXTON, JUNE 1-2 BARC

# Tongue tastes victory as Hird's Honda falters

NIGEL TONGUE CLAIMED HIS FIRST victory of the year as the Tin Tops made their Thruxton debut.

Having won the first two races of this season, Russell Hird (Integra) was saddled with a one-minute pitstop penalty, and was outqualified by Tongue (306) by one second.

Nevertheless, Hird took the early lead, with Tongue falling briefly back to third.

Tongue took the lead at the chicane on lap three, but Hird copied his move on the following lap.

Unfortunately, the Honda lasted barely another lap, and Tongue was left with a clear lead.

"It had been really good fun," said Tongue. "But in the last part of the race I was saving the tyres!"

Simon Taylor overcame a disastrous

start to take second in his Honda Civic, while the similar car of Mark Livens pipped Carl Chambers (306) at the final corner, not knowing that his rival had been given a time penalty.

In the 1600cc class, pacesetters William Hardy (Nova) and Ryan Lovelock (Fiesta) both hit engine troubles, handing the win to Chris and Ray Copeman's Saxo.

● Ian Sowman

**RESULTS (26 LAPS) 1 Nigel Tongue (Peugeot**

**306);** 2 Simon Taylor (Honda Civic) +22.517s;

3 Mark Livens (Civic); 4 Carl Chambers (Peugeot

306); 5 William Lynch (Honda Integra); 6 Mark

Nicoll (Renault Clio). **CW** Lynch; Joseph Moore/

William Moore (Rover 216); Ray Copeman/Chris

Copeman (Citroen Saxo). **FL** Russell Hird

(Honda Integra) 1m29.368s (94.87mph).



Tongue's 106 won Tin Tops comfortably



The Pickups field produced some fantastic racing

## PICKUPS THRUXTON, JUNE 1-2 BARC

# Dance dominates the rest on his 2013 Pickups return

PICKUPS CHAMPION STEVE DANCE made his comeback in the formula with two dominant victories at Thruxton.

Dance started from the back, but was halfway up the field within a lap and took the lead after four tours in race one. He then drove around the outside of former Banger world champion Paul Tompkins at Club before waltzing into the distance.

"It was great to come back," Dance admitted. "We've not done anything other than put the engine back in."

Dave O'Regan made it into second at the chicane a lap later, but only after contact that put Tompkins into a spin.

The Irishman held second, but was hit with a penalty that dropped him to eighth, behind Tompkins.

Pete Stevens fended off Phil White for second, while Anthony Hawkins pulled off a superb move at Noble to wrest fourth from Dave Longhurst.

Dance only had to climb from row four in the second encounter, and he took the lead from Stevens at Allard on lap six.

Second was decided in favour of Anthony Hawkins on the penultimate lap, after Tompkins got sideways and swiped Longhurst, eliminating both and delaying Stevens.

White spun down the order at the Complex in the early stages, while O'Regan retired.

● Ian Sowman

**RESULTS (BOTH 16 LAPS)**

**RACE 1 1 Steve Dance;**

2 Pete Stevens +8.011s;

3 Phil White; 4 Anthony Hawkins; 5 Dave

Longhurst; 6 Michael Smith. **FL** Dance

1m24.367s (100.53mph).

**RACE 2 1 Dance;**

2 Hawkins +4.633s; 3 Stevens; 4 Charlie Weaver; 5 Paul Poulter; 6 Neil Tressler.

**FL** Dance 1m25.267s (99.47mph).



Barnes gave new Caterham R600 a winning start

JONES

MAGNIFICENT SEVENS ANGLESEY, JUNE 2 CSCC

# Caterham impresses on competitive debut

FORMER BRITISH GT CHAMPION JON

Barnes shared the spoils with David Walley at Anglesey last Sunday.

Keen to perform on the introduction of the new Caterham R600, Barnes converted race one pole into victory, untouched by his pursuers during the 15-minute chase.

As Barnes leapt away, Mark Coleing exchanged fourth place for second following a swift manoeuvre under braking into Rocket on lap one.

A close battle soon ensued as Coleing hastily defended from Grahame Tilley. However, the fight for second soon subsided after they found themselves out of action.

In their absence, David Walley took second, ahead of Jonathan Gibbs.

Barnes again asserted his dominance during the first half of race two, chased by Walley.

This time it was Coleing who impressed after making up 18 places on the opening lap, and with a podium finish in his sights, he soon hounded the lead group.

As the mandatory pitstops came and went, Walley was able to jump ahead courtesy of an early breather, from where he drove on to victory.

Later stops for Coleing and Barnes meant the rivals rejoined in second and third, respectively.

Despite the challenge of lapped traffic, Coleing held onto second place, inches ahead of Barnes.

● Leanne Fahy

RESULTS

**RACE 1 (13 LAPS)** 1 Jon Barnes (Caterham R600); 2 David Walley (Caterham CSR) +5.751s; 3 Jonathan Gibbs (Caterham C400); 4 Barney Pryor (Caterham C400); 5 Kevin Williams (Caterham C400); 6 Christian Pittard (Caterham 7). **Class winners** Barnes; Gibbs; Pryor; Colin Watson (Caterham C400); Hugh Coulter (Caterham R400); Mark Drain (Caterham Roadsport A); Brian Small (Westfield SE). **FL** Mark Coleing (Caterham CSR) 1m11.122s (78.45mph).

**RACE 2 (33 LAPS)** 1 Walley; 2 Coleing +5.709s; 3 Barnes; 4 Williams/Peter Ratcliffe; 5 Gibbs; 6 Anthony Bennett (Caterham R300).

**CW** Walley; Gibbs; Coulter; Simon Ward/Edward Ives (Elite Pulse); Leigh Shardlow (Caterham Roadsport A); Small. **FL** Coleing 1m11.316s (78.24mph).

SWINGING SIXTIES ANGLESEY, JUNE 2 CSCC

# Results swing for Halstead in the Sixties

Mark Halstead, Dave Boland and Roger Lee tasted victory in Sunday's Swinging Sixties double-header.

Halstead made a strong getaway, but soon lost out to Boland's Lotus Seven when the latter muscled his way through.

Their places switched again on lap three, and Halstead then steered his Ginetta G4 to victory.

Boland held onto second and Mark Campbell maintained third place.

There was drama at the start of race two when Halstead and Stuart McPherson pulled into the pits.

Campbell then took control, closely followed by the shared Boland/Lee Lotus Seven SII.

After the mandatory pitstops, Boland, now at the wheel of the Seven, was forced to serve a stop-go penalty for speeding in the pitlane.

Campbell regained the lead, but was forced to retire when his Triumph TR5 overheated leaving Boland to emerge victorious.

● Leanne Fahy



Boland/Lee Seven hit the front at Anglesey

JONES

**RESULTS (8 LAPS)** 1 Mark Halstead (Ginetta G4); 2 Dave Boland (Lotus Seven SII) +1.540s; 3 Mark Campbell (Triumph TR5); 4 Chris Edwards (Lotus 7 S4); 5 Robert Bremner (AC Cobra MkII); 6 Charles Marriott (Turner MkI BMC). **CW** Halstead; Boland; Campbell; Bremner; Marriott; Kallum Gray (Jaguar E-type); Brian White (Triumph TR4); Keiron Baillie (Ford Escort Mk1 RS1600). **FL** Halstead 1m17.373s (72.11mph).

**RACE 2 (29 LAPS)** 1 Boland/Roger Lee; 2 Bremner +40.472s; 3 Tim Cairns (Austin Healey Froggy Sprite); 4 Richard Hayhow/Philip Rothwell (Lotus Elan S1); 5 Jon Crayston (Lotus Elan S4); 6 Brian White (Triumph TR4). **CW** Bremner; Cairns; White; Trevor Farrington/Matthew Sanders (Scimitar SE5 GTE); Baillie; Gray/Michael Gray. **FL** Lee 1m16.817s (72.64mph).



READ

## Honda V-TEC

Six cars spread across three classes took the start of a race that was every bit as exciting as that sounds at Thruxton. Richard Voaden tracked the lead Integra of Robert Burkinshaw (above) until the engine of his own version went sick. Voaden took the lead on lap four of the second race before his engine expired dramatically, allowing Burkinshaw back through and promoting Mark Bennett.

## Kumho BMW

Garrie Whittaker charged to his sixth win of the season in his M3, with the latest CSL version of Colin Wells – still under development – coming home second at Thruxton. Oulton victor Tom Wrigley was third. Wells made an "absolutely useless" start to the second race, dropping to fifth. He climbed back to second, ahead of Piers Ross after Wrigley went off, but Whittaker was long gone in the lead.

## Modern Classics

Thomas Houlbrook scored double Modern Classics victory at Anglesey. A controlled dash to the flag allowed Houlbrook to succeed in the opening sprint race, after he edged away from his challengers. Having seized the lead following the mandatory pitstops in race two, David Marcussen looked set to win, but he was narrowly denied victory when Houlbrook made a last-gasp surge into the final corner.

## Future Classics

Nicholas Olson dominated the Future Classics double-header at Anglesey. Despite incurring a 30-second penalty in race two as penance for winning at previous rounds, Olson's Lotus Esprit (below) was a force to be reckoned with. Mark Chilton followed him to the podium on both occasions. Mark Astall turned last place into third after a storming drive through the field in race two.



JONES



**Bailey/Schulz Aston topped small Britcar pack by three laps**

**BRITISH ENDURANCE CHAMPIONSHIP ROCKINGHAM, JUNE 1 BRITCAR**

## Aston duo dominates meagre GT field

TO SAY PAUL BAILEY AND ANDY SCHULZ claimed an easy victory in the British Endurance Championship at Rockingham last Saturday would be a gross understatement.

With a tiny grid of just nine cars, and their nearest rivals out of contention even before the off – the polesitting Rapier of Mike Millard and Adam Sharpe missed the first 14 laps with a water pump issue while Javier Morcillo and Manuel Cintrano's Mosler suffered an engine failure in qualifying – the Aston Martin duo

experienced an uneventful race and finished three laps clear.

"It was a bit quieter than we would've liked," admitted Schulz. "It's always much more fun when there's more cars in your class and you can have a good race, but we got it done and we did what we had to do."

It was a similar story for Ian Loggie and Chris Jones, who occupied second position for the majority of race in their Porsche 997. At no point were they under pressure and they clinched Class 2 victory with considerable ease.

Less predictable was knowing who would feature on the final step of the podium. Thanks to the emergence of the safety car with 45 minutes remaining – after marshals had to cover oil deposited by Anthony Reid's Chevron into Tarzan – the single highlight of the race arrived.

Behind the wheel of the BMW M3, Tom Webb filtered his way from fifth to third once the race resumed, by first disposing of Ryan Ratcliffe's Ginetta G55 going into the Deene hairpin and then likewise Anthony Mott's Porsche

997 exiting Pif Paf. Mott proved difficult to shake off, though, clinging on until the chequered flag.

● Dan Cross

### RESULTS (3 HOURS, 118 LAPS)

**1 Paul Bailey/Andy Schulz (Aston Martin Vantage GT3)**; 2 Ian Loggie/Chris Jones (Porsche 997 Cup) -3 laps; 3 Tom Webb/James Webb (BMW M3 GTR); 4 Peter Cook/Anthony Mott (Porsche 997 RSR); 5 Ryan Ratcliffe/Flick Haigh (Ginetta G55); no other finishers.

**Class winners** Loggie/Jones; Webb/Webb.

**Fastest lap** Sharpe 1m23.803s (88.06mph).

**PRODUCTION CUP ROCKINGHAM, JUNE 1 BRITCAR**

## Clash denies Cunningham as BMW takes another win

KEVIN WEBSTER AND MICHAEL SYMONS came out on top in the newly formed Production Sports Cup category – an amalgamation of the Production Cup and Sportscars – but they didn't have it all their own way.

Poleman Mike Robinson initially led proceedings before soloist Mark Cunningham outmanoeuvred his fellow SEAT Supercopa racer at Deene hairpin on the second lap.

Robinson's day soon went from bad to worse when he retired on lap 16 through loss of power, his stricken vehicle at Tarzan resulting in the deployment of the safety car.

Cunningham made a great restart five laps later and pulled away at a rapid

rate, to the point he was able to pit on lap 33 of 54 and serve a 30-second success penalty (incurred as a result of his recent performances) without losing his lead.

All that effort came undone, however, when the Mazda MX5 of Nicola Gillatt turned in on him as he came up to lap her through the Brook Chicane with 10 tours to go.

Webster's BMW M3 was gifted the lead as a result, and he eventually secured a comfortable win, ahead of the similar Bimmer of Kevin Clarke and the SEAT Supercopa of Simons Roche and Mason, which also topped its class in the 19-strong field.

● Dan Cross



**Symons/Webster BMW won after leading SEATs hit trouble**

### RESULTS (90 MINUTES, 54 LAPS)

**1 Michael Symons/Keith Webster (BMW M3)**; 2 Kevin Clarke/Wayne Gibson (M3) +53.320s; 3 Simon Roche/Simon Mason (SEAT Supercopa); 4 Harry Cockill/Ed Cockill (Supercopa); 5 Adam

Hayes/Mark Radcliffe (M3); 6 Henry Dawes/Chris Hart (Supercopa). **CW** Roche/Mason; Ian Lawson/Anthony Wilds (BMW 320i); **AM** Magy/Luke Wright (Mini Cooper). **FL** Webster 1m32.436s (79.83mph).



Bradshaw was unbeatable at Donington Park

PORSCHE CLUB DONINGTON PARK, JUNE 1 AMOC

## Bradshaw continues successful streak

**FORMER SINGLE-SEATER RACER TOM** Bradshaw took both Porsche Club championship wins at AMOC's Donington Park meeting – his third and fourth victories in six races so far. Adrian Slater's 964 made the better getaway in the first 25-minute race, poleman Bradshaw (Boxster) slotting in behind, with the 964 of Mark Sumpter third.

The lead pair was opening a gap when Bradshaw dived inside Slater into McLeans on lap three, while Sumpter defended from the 996s of Pete Morris and Craig Wilkins.

A damper issue then started to hamper Sumpter, allowing Morris into third, with Wilkins and McAleer making it a three-way 996 C2 battle.

Bradshaw opened a gap and Slater in turn built a cushion to Morris. The latter then came under pressure from both McAleer and Wilkins, but in the final laps a trail of oil forced everyone to ease off the pace, McAleer sliding off and rejoining down the order.

Bradshaw stayed out front for win number three for 2013, as Slater took his first podium finish. Morris was third, happy with his points haul. John McCullagh took Class 2, holding off Ben Eacock after the hugely experienced Brian Robinson retired his car.

Slater again nailed the start in race two, but was eased wide by Bradshaw into Coppice on lap six of 20, and

went from first to fifth in one corner as the train of pursuers slipped by.

Sumpter led the chase of Bradshaw, but the Boxster racer controlled the gap. Sumpter in turn was clear of Morris in second, while McCullagh again claimed class honours.

● Paul Jurd

### RESULTS (BOTH 20 LAPS)

**1 Tom Bradshaw (Boxster S);** 2 Adrian Slater (964 C2) +5.670s; 3 Pete Morris (996 C2); 4 Craig Wilkins (996 C2); 5 Richard Ellis (993 C2); 6 Mark Sumpter (964 C2). **CW** John McCullagh (968 CS). **FL** Bradshaw 1m16.156s (93.55mph).

**RACE 2 1 Bradshaw;** 2 Sumpter +4.351s; 3 Wilkins; 4 Mark McAleer (996 C2); 5 Slater; 6 Marcus Carniel (Boxster S). **CW** McCullagh. **FL** Bradshaw 1m16.155s (93.55mph).

ASTON MARTIN GT4 CHALLENGE DONINGTON PARK, JUNE 1 AMOC

## Jarman/Bouche win Aston race of attrition

**ANDREW JARMAN AND OLIVIER BOUCHE** took the win in the 100-minute Aston Martin GT4 Challenge encounter, overcoming a host of incidents that started with the car dropping to the back of the rolling start with a gear problem while still on the green flag lap.

The dramas in the early laps came thick and fast. Polesitter Kevin Norville went off at McLeans on lap one, then early leader Tim Eakin pitted with a flat tyre after contact. The combination of these incidents brought out the safety car.

After the restart, three cars went off at Redgate. Andy Bruce grabbed the lead from Adrian Johnson and Jarman. The latter two then clashed exiting McLeans on lap 14, both spinning. Jarman rejoined immediately but Johnson lost time in the pits.

Jarman chased down Bruce and had the lead when he pitted to hand over to Bouche.

Once the order had settled after the pitstops, it was Bouche leading from



Kevin Norville/Calum Lockie car (27) leads from pole, but would not complete lap one

Mike Brown, in for Paul Cripps, and a charging Tom Black in third.

Bouche had to take a drivethrough for Jarman's earlier clash, but emerged in the lead to win. Black slipped into second near the end before a spin dropped him behind Cripps.

● Paul Jurd

### RESULTS (73 LAPS)

**1 Andrew Jarman/Olivier Bouche (Vantage GT4);** 2 Paul Cripps/Mike Brown (Vantage GT4) -1 lap; 3 Chris Kemp/Tom Black (Vantage GT4); 4 Andy Bruce/Charlie Mizon (Vantage GT4); 5 Paul Bartley/Mark Walker (N24); 6 Zak Mercer/David Tinn (N24). **CW** Matt le Breton (DB4 LWT). **FL** Jarman 1m14.022s (96.25mph).



JONES

### Equipe GTS

Brian White's Triumph TR4 was on pole at Donington, but lost ground on the opening lap as the similar car of John Andon headed John Yea's MGB. White was sixth as they headed into lap two. Despite a series of fastest laps from White as he climbed back up the order, he was still just shy of Andon (above) at the finish to take second. Pete Foster's TR4 pipped Yea for third.

### AMOC '50s Sports Cars

The potent Tojeiro Jaguar of Darren McWhirter was the class of the 1950s Sports Cars pack at Donington, easing away from the 27-car field lap by lap to finish virtually 30 seconds clear after 30 minutes of racing. In second place, Steve Hart's Maserati opened up an even larger gap on the rest, with Brian Arculus (Lotus Elite) just beating the MGA of Mark Ellis to complete the podium.

### AMOC Intermarque

Jackie Cochrane was the leader into the pitstop period of an entertaining AMOC Intermarque 45-minute race at Donington, but a tyre pressure adjustment during the stop left co-driver Jonathan Fildes chasing the Smallridge brothers' Tiger later in the race. An exciting finish was on the cards before the latter Tiger retired after a clash at the chicane – Fildes winning after the resulting safety car period.

### HRDC Touring Greats

Mark Daniell's diminutive Austin A40 led the HRDC Touring Greats race's early laps. A safety car period coincided with the pit window, allowing most of the field to come in at the end of lap nine of 28 at Donington. The advantage then went to Peter Burton's Jaguar Mk1 and the A35 of Neil Brown and Richard Dutton, but Daniell (below) was able to chase them down from third, passing Burton into the chicane on lap 22 to win.



JONES

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# NATIONAL RESULTS ROUND-UP

**BRANDS HATCH**  
MSVR, JUNE 1-2



**CHAMPION OF BRANDS FF1600 (15 LAPS)**  
1 Oliver White (Van Diemen RF01); 2 Stuart Gough (Van Diemen RF92) +3.105s; 3 Austin Kimberley (Ray GRO8); 4 Adam Quartermaine (Van Diemen RF99); 5 Gaius Ghinn (Van Diemen RF00); 6 Mike Gardner (Van Diemen RF80). **Fastest lap** Quartermaine 51.081s (85.16mph).

**RADICAL CLUBMAN'S CUP (BOTH 26 LAPS)**  
1 Jesper Westerholm (PR6); 2 Lewis Plato (SR3) +2.538s; 3 Oskar Kruger (PR6); 4 Marcel Marateotto (SR3); 5 Simon Hulten (PR6); 6 Chris Headlam (SR3). **Class winner** Plato. **FL** Westerholm 45.741s (95.07mph).

**RACE 2 1 Westerholm;** 2 Kruger +2.102s; 3 Steve Burgess (SR3); 4 Hulten; 5 Marateotto; 6 Erik Stillman (PR6). **CW** Burgess. **FL** Westerholm 45.892s (94.75mph).

**MONOPOSTO MOTO/1800/1600/ZETEC (BOTH 19 LAPS)** 1 Adrian Wright (GEM AW3); 2 Geoff Fern (JKS TFR 11) +19.965s; 3 Mike Scott (Speads RMO2); 4 Nigel Davers (Jedi Mk6); 5 John Whitbourn (Ray GRS02); 6 Paul Britten (Van Diemen RF00). **CW** Whitbourn; Julian Hoskins (Vector TF93); Luke Rosewell (Ray 96). **FL** Wright 45.856s (94.83mph).

**RACE 2 1 Wright;** 2 Fern +6.050s; 3 Jason Timms (Speads RMO7); 4 Chris Scott (Speads RMO2); 5 Davers; 6 Mike Reed (Jedi Mk6). **CW** Whitbourn; Hoskins; Mat Jordan (Van Diemen RF89). **FL** Wright 46.063s (94.40mph).

**F3 CUP (BOTH 27 LAPS)** 1 Alex Craven (Dallara F307); 2 Louis Hamilton-Smith (Dallara F304) +1.010s; 3 Tristan Cliffe (F307); 4 Alice Powell (F307); 5 Mark Harrison (Dallara F306); 6 Robbie Watts F306). **CW** Dave Karaskas (Dallara F301). **FL** Cliffe 43.904s (99.04mph).

**RACE 2 1 Powell;** 2 Craven +0.346s; 3 David Scott (Dallara F305); 4 Harrison; 5 Stuart Wiltshire (F307); 6 Cliffe. **CW** Karaskas. **FL** Cliffe 44.040s (98.74mph).

**GT CUP (46 LAPS)** 1 Nigel Mustill/Bob Berridge (Riley TDC Mk22); 2 Peter Smallwood/Ben Barker (Porsche 997 GT3) +31.562s; 3 Alex Martin (Ferrari 458 Challenge); 4 Rupert Martin (458 Challenge); 5 Mike Sellar (997); 6 Jeff Wyatt (BMW M3). **CW** Smallwood/Barker; A Martin; Wyatt; Kevin Riley (Mosler MT900GT). **FL** Mustill/Berridge 47.267s (92.00mph).

**RACE 2 (29 LAPS)** 1 Mustill; 2 Riley +0.288s; 3 A Martin; 4 Chris Randall (Lotus Elise); 5 Darren Litten (997 GT3); 6 R Martin. **CW** Riley; A Martin; Randall; Wyatt.

**FL** A Martin 47.928s (90.73mph). **RACE 3 (29 LAPS)**  
1 A Martin; 2 Riley +24.329s; 3 Randall; 4 R Martin; 5 Dan Stringfellow (BMW M3); 6 Wyatt. **CW** Riley; Randall; Wyatt. **FL** A Martin 48.543s (89.58mph).

**THRUXTON**  
BARC, JUNE 1-2



**HONDA V-TEC (BOTH 14 LAPS)** 1 Robert Burkinshaw (Integra); 2 Robert Williams (Civic) +36.070s; 3 Mark Bennett (S2000); 4 Matthew Walker (Civic); 5 Richard Voaden (Integra); 6 Tim Blowers (Integra). **CW** Williams;



**Hart's Maserati leads McWhirter at Donington, but couldn't hold on**

Walker. **FL** Burkinshaw 1m26.778s (97.73mph).

**RACE 2 1 Burkinshaw;** 2 Bennett +19.660s; 3 Walker; 4 Williams; 5 Blowers; no other finishers. **CW** Bennett; Walker. **FL** Voaden 1m26.192s (98.40mph).

**KUMHO BMW (BOTH 15 LAPS)** 1 Garrie Whittaker (E36 M3); 2 Colin Wells (M3 CSL) +9.693s; 3 Tom Wrigley (E36 M3); 4 Piers Ross (E36 M3 EVO); 5 Richard Bacon (E46 M3); 6 Darren Fielding (E36 M3 EVO). **CW** Matthew Fielding (M3); Dave Heasman (328i); Andrew Donaldson (318). **FL** Whittaker 1m22.507s (102.79mph).

**RACE 2 1 Whittaker;** 2 Wells +19.199s; 3 Ross; 4 D Fielding; 5 Karl Skitt (318 Compact); 6 Bacon. **CW** M Fielding; Heasman; Donaldson. **FL** Whittaker 1m22.284s (103.07mph).

**ANGLESEY**  
CSCC, JUNE 1



**MODERN CLASSICS (12 LAPS)** 1 Tom Houlbrook (BMW E36 M3); 2 Mark Smith (E36 M3) +3.474s; 3 David Marcussen (E36 M3); 4 David Whelan (Porsche 993 RSR); 5 Rupert Bullock (Porsche 944 S2); 6 Gary Wardle (Porsche Boxster 3.2S). **CW** Smith; Hamish McAllister (BMW 2002ti). **FL** Houlbrook 1m17.220s (72.26mph).

**RACE 2 (30 LAPS)** 1 Houlbrook; 2 Marcussen +0.276s; 3 Mark Smith/James Moulton-Smith (E36 M3); 4 Whelan; 5 Garry Wardle/Paul Calladine (Porsche Boxster 3.2S); 6 Chris Palmer (Jaguar XJ6 X300). **CW** Smith/Moulton-Smith; Adam Dawson/Sanjay Talwar (Porsche 911 SC). **FL** Houlbrook 1m16.537s (72.90mph).

**FUTURE CLASSICS (12 LAPS)** 1 Nicholas Olson (Lotus Esprit S3); 2 Mark Chilton (Porsche 928 S4) +7.841s; 3 Jeff Hanson (Porsche 944 S2); 4 Mark Harris (Porsche 944); 5 Stuart Tranter (Rover Tomcat); 6 Rob Smith (Porsche 944 S2). **CW** Chilton; Tranter; Mark Lucock (Ford Escort Mk1 RS); Rebecca Fellows (Ford Fiesta). **FL** Olson 1m17.889s (71.64mph). **RACE 2 (30 LAPS)** 1 Olson; 2 Chilton +13.582s;

MASON



**The TVR of Michael Saunders chases Kevin Riley's Mosler in GT Cup at Brands Hatch**

3 Mark Astall (BMW E30 M3); 4 Smith; 5 Mark Harris/Peter Briars (Porsche 944); 6 Tranter/Roy Johnson. **CW** Chilton; Tranter/Johnson; Lucock; Fellows/Marcus Fellows. **FL** Olson 1m17.819s (71.70mph).

**DONINGTON PARK**  
AMOC, JUNE 1



**EQUIPE GTS (21 LAPS)** 1 John Andon (Triumph TR4); 2 Brian White (TR4) +0.726s; 3 Pete Foster (TR4); 4 John Yea (MGB); 5 Gordon Elwell (Austin Healey Sprite Sebring); 6 Richard McKeon (TR4A). **CW** Yea; Elwell; Andrew Mitchell (Alfa Romeo Giulia Sprint GT); Anne Reed (Aston Martin DB2). **FL** White 1m27.032s (81.86mph).

**AMOC 1950s SPORTS CARS (21 LAPS)** 1 Darren McWhirter (Tojeiro Jaguar); 2 Steve Hart (Maserati 300S) +29.942s; 3 Brian Arculus (Lotus Elite); 4 Mark Ellis (MGA); 5 Mike Thorne (Austin Healey 100M); 6 Jeremy Cooke

(Cooper Bobtail). **CW** Arculus; Thorne; Cooke; Chris Keith Lucas (Jaguar XK120); Tom McWhirter (Aston Martin DB2). **FL** D McWhirter 1m26.058s (82.78mph).

**AMOC INTERMARQUE (32 LAPS)** 1 Jackie Cochrane/Jonathan Fildes (Sunbeam Tiger); 2 Jeremy Cooke/Nick Dowd (Porsche RSR) +1m12.949s; 3 Wayne Marrs (Ferrari F355); 4 Tom Mogridge (Ferrari F355 Challenge); 5 James Neal/Neil Harvey (Porsche 964 C2); 6 Paul Brooks/Vance Kearney (Ferrari 456 GT). **CW** Cooke/Dowd; Marrs; Neal/Harvey; Tristan Bradfield (Sunbeam Tiger). **FL** Fildes 1m15.055s (94.92mph).

**HRDC TOURING GREATS (28 LAPS)**  
1 Mark Daniell (Austin A40); 2 Neil Brown/Richard Dutton (Austin A35) +3.705s; 3 Peter Burton (Jaguar Mk1); 4 Andrew Keith Lucas (Jaguar XK150); 5 James Turner (Ford Zodiac Mk2); 6 Bruce Chapman (MG Magnette ZA). **CW** Burton; Keith Lucas; Turner; Pete Flatt/Roger Flatt (Riley 1.5); Andrew Cross/Mark Cross (Morris Minor 1000). **FL** Dutton 1m30.912s (78.36mph).



**Big Kumho BMW pack gets ready to go at Thruxton**

READ

# BRING OUT THE

# BUNTING

From dog food to international rugby, the MSA's new chief executive Nick Bunting brings a strong commercial and sporting background to his new role. By **GEMMA BRIGGS**

**N**ick Bunting is probably the only man in motorsport who has been a director for the number-one provider of own-label premium dry dog food. Better known as the former chief operating officer of the Rugby Football Union, Bunting is the man who has replaced Colin Hilton as the new top dog (*groan – Ed*) at the Motor Sports Association.

Hilton has retired after 20 years with the sport's UK governing body, which has included 12 as its chief executive. Bunting will need all his commercial nous and high-profile sporting experience to lead the MSA into its next stage of its development.

Bunting, who took up his role as the MSA's new CEO on May 20, has a broad vision for motorsport in the UK. He brings an outsider's view; an understanding of how it needs to promote itself to increase its standing in the wider sporting community. He has an eye on the grassroots, too. From his time at the RFU, he knows that a sport's club base and volunteers must be supported and developed to generate the stars of the future.

First, though, let's go back to the dog food. Through his early career working in sales and marketing for companies that have included Cadbury and Guinness, Bunting

developed his commercial knowledge and an understanding of how to generate funding – skills that he would put into practice years later at the RFU.

You might wonder how such skills transfer from rugby to the alien world of motorsport, but as Bunting talks through his achievements at the RFU, it's clear there are many parallels.

His career with rugby's governing body began as a volunteer referee (which explains his affinity with motorsport's unpaid masses) and he quickly rose through the ranks by formalising the training and accreditation structures for officials in the sport.

"After six years we got to the point where we had a referees union and a common structure, but we'd also developed things at the elite end and had moved to having full-time referees," he explains. "We'd influenced Clive Woodward's development of the World Cup-winning side by having an international referee attached to the management team of the England squad. This was to improve the quality of both the coaching and the playing, so we'd looked at it from a very different perspective."

Bunting identifies his background in officiating and regulation, as well as development of the sport, as being among the key strengths he brings to the MSA. The other is his ability to use commercial understanding to develop strategies to grow a sport.

"In my role at the RFU," he says, "part of my responsibility was to explore using government funding to improve the community game and its facilities."

Through this work, Bunting helped bring £200million of investment into the community game and enabled 50 per cent of all the RFU's clubs to have a facility project that was part or fully funded by the RFU.

"We also established a rugby football foundation through which we channelled funding to create a small grants-and-loans programme," he adds. "One of the things that strikes me is that there is an opportunity for that within motorsport, to help the club base to do something similar."

In addition to rugby, Bunting has worked on various regional and government-backed sporting boards and committees, including the Northamptonshire County Sports Partnership, which brought

Bunting's time at the RFU coincided with '03 World Cup glory



HOOPER/REX



Bunting has replaced retired MSA CEO Colin Hilton



Racers aren't perceived as athletes, despite the efforts of Jenson Button

REX FEATURES

"It's important that we embrace the value and contribution motorsport brings to society"

Nick Bunting

For all the talk of changing opinions of motorsport at the elite level, Bunting says he is equally focused on the sport's club level. He talks about the "continuum between grassroots and performance" and the need to make sure the club base has a growing participation of competitors, volunteers and officials. It's these, he acknowledges, that will help generate the elite performers of the future.

"The biggest challenge for me will be getting out among the grassroots organisations," he admits. "I want to understand their perspective on their role and what they can contribute to the sport, but also how the sport can be reviewed to help them perform better and be more sustainable."

"When I come to the end of my tenure, as Colin [Hilton] has done — because we are just guardians of the sport for a period of time — hopefully the sport will be in a better place than when I took over. I want to make sure my guardianship is done in a way that enhances, develops and consolidates, so that we have sustainable motorsport in the UK." ❧

him into contact with Silverstone, Rockingham and Santa Pod. He has known the MSA's outgoing CEO Colin Hilton for many years, and is a self-confessed petrolhead, so it's no surprise that he has taken up the challenge to become Hilton's successor. One of his goals in taking the helm of the MSA is to gain the sport the recognition he feels it deserves in wider society.

"The thing that's important is the value that motorsport can bring to the community, which is quite unrecognised, broadly speaking," he explains. "I see young lads start their apprenticeship at the Mercedes plant near to where I live, and that's part of the value that I think is missed. There is community involvement."

"The number of highly skilled engineers in Northamptonshire would dwarf anywhere in the world. David Cameron has recognised the engineering excellence within motorsport and that cascades into other industries."

"It's important that we embrace the value and contribution that



Grassroots racers could get a boost from Bunting's plans

JONES

motorsport can bring to communities and society at large."

Another area where Bunting wants to see the perception of motorsport changed is at the elite level. He says: "I hear people say, 'Motorsport isn't a real sport.' Jenson Button is one of the best advocates for triathlon, but he's not perceived as being an athlete because he drives a car."

"All of our drivers who aspire to the top will have to put in a similar level of physical activity, therefore they are athletes. And that's a message we have to put across to other sports and the sporting bodies: we do have a lot of talented athletes, and the fact you perceive them as being sat in a car is more about your perception than what they are actually doing."



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AUTOSPORT, ISSN number 0269946X,  
is published weekly by Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE, United Kingdom. The US annual subscription price is \$295. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY

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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



More fans could show up for a whole Friday of testing

CORTES/LAT

## Run all-day Friday F1 tests

Surely the solution to the lack of Formula 1 testing – a crucial factor in the current Mercedes ‘situation’ – is staring us in the face. Why not just make the Friday before each race a free test day from 9am-6pm with no limit on tyre usage?

With the infrastructure already at the track, including all the necessary staff, support facilities and marshals (except, potentially, for some of the flyaways),

this would be do-able for relatively little extra cost (save for fuel and tyres) and young drivers would gain track time too.

More tickets would be sold on Fridays as fans would love it, and teams and Pirelli would gain an extra seven hours of track time per event.

**Chris Grint, Herts**

*We'd like to see more track time, but when would GP2/GP3/Porsches run? – Ed*

**I have just returned home after** a holiday that included a visit to Maranello, the real home of tifosi.

For some, F1 is Ferrari and Ferrari is F1. Although I'm more a fan of the sport in general, it's easy to see why.

The history and passion for racing that Ferrari shows is both impressive and inspiring at the same time.

Even if one isn't a fan of the Prancing Horse, the Ferrari museum is still a magical place to go and I would encourage anyone else that has the opportunity to visit to do so.

**Michael Brierley**  
Stalybridge

**So now Ferrari has been drawn** into the controversy of the tyre test conducted by Mercedes on Pirelli's

behalf after the Spanish Grand Prix...

As Ross Brawn said when interviewed in Monaco, how did the other teams fail to realise that while they were all packing up, Mercedes was not?

**Paul Buckwell**  
by email

**I have no doubt that Monaco** must be the most exciting place to watch Formula 1 in the flesh, but it makes for dreadful TV viewing.

The BBC highlights package was therefore ideal, but even then I find it more of a duty to watch Monaco to keep up with the season, rather than for the kind of enjoyment levels the rest of the races generate.

This year's race did little to change

my opinion other than the Force India boys' innovative overtaking. The drivers usually say how exciting it is to drive there, but afterwards all except Nico Rosberg appeared pretty cheesed off. Maybe I need to buy a ticket for next year, or just read the result afterwards...

**Ben Gough**  
by email

**Typically the 'John Surtees on** Casey Stoner' story in AUTOSPORT (May 30), turned out to actually be a 'John Surtees on John Surtees' piece. Still, I'll forgive him for the Surtees F1 cars parked on Edenbridge High Street last week. Awesome stuff.

**Brian Hopper**  
by email

# In pictures

Our lensmen's snaps from Silverstone to the Austrian Alps via the Acropolis



**"WE DIDN'T HAVE TATTOOS IN MY DAY, JUST CRUMPET"**  
Stirling Moss and Lewis Hamilton discuss the generation gap between their eras as works Mercedes Formula 1 superstars

**THE HILLS ARE ALIVE WITH THE SOUND OF F3**  
It's less Julie Andrews, more Sven Muller, Raffaele Marciello and Alex Lynn at Spielberg



**IT'S A LOT LESS BOTHER WITH A HOVER...**  
The Marc VDS BMW Z4 of Markus Palmtala, Henri Moser and Nicky Catsburg goes off piste on its way to fifth in Silverstone BES



**GOOD TO SEE A SMILE BACK ON THIS FACE**  
Former Formula 1 ace Robert Kubica scored WRC 2 victory in his Citroen on the Acropolis Rally, and looked like he rather enjoyed it!



## In the shops

Desirable new releases

### ALFA ROMEO CUORE SPORTIVO

£60 – autosport.com/shop

Alfa Romeo fans rejoice: a book packed with historical and contemporary studio imagery of these legendary Italian machines is here, including pre- and post-war F1s, sports prototypes and touring cars. It's been produced in collaboration with Alfa's official museum and charts more than 100 years of competition activity. Bellissimo!



### FERRARI 312T4 T-SHIRT

£25 – t-lab.eu

The Ferrari 312T4 that carried Jody Scheckter to the drivers' title and the Scuderia to the makes' crown in 1979 is the latest subject of T-Lab's retro T-shirt collection. The image is reproduced, using two-colour screen printing, onto a grey, 100 per cent heavyweight cotton shirt. Check the website for sizes.



### CORGI 1:43 LOTUS E20 MODELS

£29.99 each – autosport.com/shop

Toy giant Corgi is not really known for its diecast F1 models, but the 2012-spec Lotus E20s could change all that. The detail/price ratio is very good, judging by these Kimi Raikkonen and Romain Grosjean pre-production samples. The real things are due next month, so log on to pre-order.



# WHAT'S ON

## ON TRACK IN THE UK



Big crowds are always drawn to BTCC at Oulton Park

### OULTON PARK

#### TOCA

June 8-9

[oultontopark.co.uk](http://oultontopark.co.uk)

Wily old fox Matt Neal showed he still has the stomach for a fight in the BTCC by winning twice at Thruxton last time out. The works Honda driver holds a 13-point lead over Andrew Jordan, while MG man Jason Plato lies three points further back. Plato will be hoping the MG's excellent traction can counter the Civic's handling advantage around the narrow

confines of the Cheshire circuit. Support, as ever, from Clio Cup, Carrera Cup, Ginetta GT Supercup, Ginetta Juniors and British Formula Ford.

### BRANDS HATCH

#### MSVR

June 8-9

[brandshatch.co.uk](http://brandshatch.co.uk)

US-style racing comes to Kent this weekend, thanks to the inaugural American Speedfest. Jerome Galpin's Euro Racecar NASCAR Touring Series headlines a race programme

that also includes V8 saloons, Legends and Pickup Trucks. NASCAR Sprint Cup and Nationwide demonstrations supplement the action, and you can even get a passenger lap in a Monster Truck!

### CADWELL PARK

#### VSCC

June 8

[cadwellpark.co.uk](http://cadwellpark.co.uk)

One for those who like to see thunderous pre-war leviathans sliding around one of the UK's most challenging race circuits.



Clubmans will be out at Silverstone

### SILVERSTONE

#### BARC

June 8-9

[silverstone.co.uk](http://silverstone.co.uk)

Mini Sevens, Miglias, Citroen 2CVs, MGs, Formula Ford 1600s, Clubmans, the RAFMSA miscellany, plus 250cc Superkarts competing for the BSA UK Cup.

### ZANDVOORT

#### BRSCC

June 8-9

[circuit-zandvoort.nl](http://circuit-zandvoort.nl)

The BRSCC hosts a Caterham EuroFest on the Dutch dunes. Supports include Porsches, VW Golfs, Sports 2000, Irish Global Lights and the Formula Ford Duratec North Sea Series.

### SNETTERTON

#### BRSCC/MSVR

June 8-9

[snetterton.co.uk](http://snetterton.co.uk)

Fun Cup and the Open Sportscar Series race on Saturday, ahead of the Modified Live car festival, which includes Time Attack, the Civic Cup and drifting.

### LOTON PARK

#### British Hillclimb

#### Championship

June 8-9

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

### MONDELLO PARK

#### MEC

June 9

[mondello.ie](http://mondello.ie)

## ON TRACK AROUND THE WORLD

### INDYCAR SERIES

Rd 7/16

Texas Motor Speedway, USA

June 8

[indycar.com](http://indycar.com)

### NASCAR SPRINT CUP

Rd 14/36

Pocono, Pennsylvania, USA

June 9

[nascar.com](http://nascar.com)

### WORLD TOURING CARS

Rd 6/12

Moscow Raceway, Russia

June 9

[fiawtcc.com](http://fiawtcc.com)

### EUROPEAN RALLYCROSS

Rd 4/9

Kouvola, Finland

June 8-9

[rallycrossrx.com](http://rallycrossrx.com)



Start at Montreal means first safety car can't be far away

### CANADIAN GRAND PRIX

#### Formula 1 World

#### Championship

Rd 7/19

Montreal, Canada

June 9

[formula1.com](http://formula1.com)

### SUPERSTARS

Rd 3/8

Slovakia Ring, Slovakia

June 9

[superstarsworld.com](http://superstarsworld.com)

### SCANDINAVIAN TOURING CARS

Rd 2/8

Solvalla, Sweden

June 8

[stcc.se](http://stcc.se)

### GERMAN FORMULA 3

Rd 4/9

Sachsenring, Germany

June 8-9

[formel3.de](http://formel3.de)

### ADAC GT MASTERS

Rd 3/8

Sachsenring, Germany

June 8-9

[adac-gt-masters.de](http://adac-gt-masters.de)

Your guide to the best events taking place in the UK and around the world – plus TV and online

## ON TELEVISION

### THURSDAY JUNE 6

0600-0700 **ESPN**  
DTM: Spielberg Review  
0745-0815 **Eurosport**  
Formula Renault 3.5: Spa Review  
1245-1500 **ESPN**  
NASCAR Now  
1600-1645 **Sky Sports F1 LIVE**  
Drivers' Press Conference

### FRIDAY JUNE 7

1300-1400 **Sky Sports 3**  
Racemax  
1445-1650 **Sky Sports F1 LIVE**  
F1 Canadian GP: Free Practice 1  
1545-1645 **BBC2 LIVE**  
F1 Canadian GP: Free Practice 1  
1845-2100 **Sky Sports F1 LIVE**  
F1 Canadian GP: Free Practice 2  
1900-2100 **BBC3 LIVE**  
F1 Canadian GP: Free Practice 2  
2100-2145 **Sky Sports F1 LIVE**  
Teams' Press Conference  
2300-0000 **Sky Sports F1 LIVE**  
The F1 Show

### SATURDAY JUNE 8

0355-0420 **Channel 5**  
Motorsport Mundial  
1000-1100 **ITV4**  
Motorsport UK  
1100-1125 **ITV4**  
DTM: Spielberg Review  
1125-1230 **ITV4**  
WRC: Rally Acropolis Review  
1445-1610 **Sky Sports F1 LIVE**  
F1 Canadian GP: Free Practice 3  
1455-1610 **BBC2 LIVE**  
F1 Canadian GP: Free Practice 3  
1700-1945 **Sky Sports F1 LIVE**  
F1 Canadian GP: Qualifying

1700-1910 **BBC1 LIVE**  
F1 Canadian GP: Qualifying

### SUNDAY JUNE 9

0630-0700 **Eurosport 2**  
WTCC: Moscow Qualifying Highlights  
0700-0730 **Eurosport LIVE**  
WTCC: Moscow Warm-Up  
0845-0945 **Eurosport**  
European Rallycross RX: Finland Highlights  
1000-1100 **Eurosport LIVE**  
WTCC: Moscow Race 1  
1045-1315 **ESPN**  
IndyCar: Texas Highlights  
1100-1200 **Eurosport LIVE**  
WTCC: Moscow Race 2  
1130-1800 **ITV4 LIVE**  
BTCC: Oulton Park  
1600-1735 **Motors TV**  
Superstars: Slovakia Ring  
1730-2200 **Sky Sports F1 LIVE**  
F1 Canadian GP  
1800-2200 **Premier Sports LIVE**  
NASCAR Sprint Cup: Pocono  
1815-2110 **BBC1 LIVE**  
F1 Canadian GP  
2300-0000 **Sky Sports F1**  
F1 Canadian GP Highlights

### MONDAY JUNE 10

0115-0210 **BBC3**  
F1 Canadian GP Highlights  
0500-0600, 1500-1600 **ESPN**  
NASCAR Sprint Cup: Pocono Highlights  
1530-1630 **Eurosport 2**  
WTCC: Moscow Highlights  
1900-2330 **Sky Sports F1**  
F1 Canadian GP Replay

## ONLINE

### HOT ON THE WEB THIS WEEK

IRATE WILL POWER'S PRETTY RUBBISH UNDERARM GLOVE THROW



**SEARCH FOR:** Will Power throws gloves at Sebastien Bourdais IndyCar Detroit (0:27)

A short but very amusing clip of IndyCar star Will Power determined to throw something at assailant Sebastien Bourdais in the crashfest that was race two at Detroit. The US marshals know exactly what he's planning, and do everything to stop him, but Will won't be denied!

### AUTOSPORT+

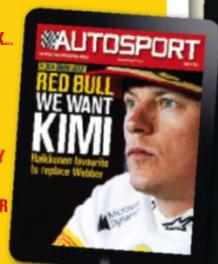
Exclusive content coming up in our premium website this week

### Race Centre Live & Canadian Grand Prix

We'll be in the Montreal paddock with all the latest breaking news and session reports, with our new Race Centre Live service also putting you in the picture directly from Texas IndyCars, Pocono NASCARs, World Touring Cars in Moscow and Superstars in Slovakia.

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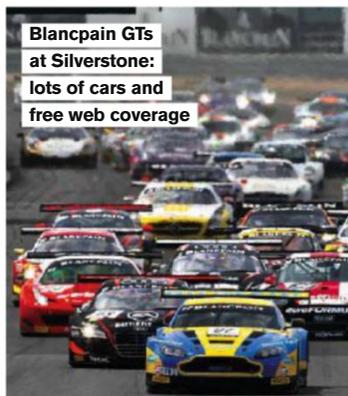
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AUTOSPORT

# Revved up over what's on the box



BACK IN THOSE AMAZING DAYS when there was never a cloud in the sky during the summer months, F1 paddocks were open and welcoming places, where you couldn't move for autograph opportunities and people inviting you in to show you how their latest creations worked, and drivers only ever went at 100 per cent because that's the way it should be, actually finding out what happened in events that you'd blasted on traffic-free, speed-limitless roads required real effort.

But you never had it so good!

In today's broken Britain, where muggers lurk around every corner, the EU

mandates the length of the humble British banger and racing drivers wouldn't know the limit if it smacked them in the face, things have got so bad that you have to click on a website such as [autosport.com](http://autosport.com) or YouTube to watch live racing that otherwise wouldn't appear on TV.

Showing just how truly awful things have become was the coverage of the Blancpain race from Silverstone last weekend, which for the first time was available free of charge on AUTOSPORT's site.

To make matters worse, experienced hands John Watson and the encyclopaedic

David Addison were entrusted with commentary duties, which meant if you had a 3g iPad and a bit of shade, you could stand trackside and know everything that was going on – and not just in front of you.

With a pathetic grid of just 50-odd cars, quite why anyone would need this fantastic information delivered in such a professional, enthusiastic and entertaining way is beyond me.

If this is the future, you can keep it. I'll be much happier with my rose-tinted memories of a time that never actually existed. It was so much better back then.

**Revved Up**

# Francois Delecour

“I saw Carlos with the champagne that should’ve been mine”

■ Monte Carlo Rally ■ January 30, 1991 ■ Ford Sierra RS Cosworth ■ (Almost) A dream debut



Delecour had a massive lead until the suspension broke

**THIS EVENT IS THE BEST AND** the worst of my career. It was my first rally at this level and heading into the last leg I was leading Carlos Sainz. I was so far ahead I could afford to lose two seconds a mile. But then on the final stage the rear suspension broke.

Of course everybody thought that I must have hit something. I was going so fast I must have touched something. But there was no damage on the car at all. The thing was that it was originally a two-wheel-drive car that had been converted to four-wheel drive. It was a bit of an improvised solution and because of that lateral movement one of the bolts on the suspension arm just broke. I didn't hear anything, that was it. I was shouting, “Continue, continue, continue!” but the car was going sideways and there was nothing I could do.

Eventually I finished third, but I was OK with that because I knew that the problem wasn't with me.

The hardest thing was seeing Carlos with the champagne, because I felt that I won and that should be mine!

I loved the Sierra. It was a big powerful car that you could really push hard with. The feeling with the engine compared with the cars of today was just terrible! Also the fuel we used to use back then... I can still smell it. It was from an

aeroplane and used to give us some big, big performance.

I came back to Monte in 1992 and we led in the beginning before we had some problems with the car and then in 1993 I had a lead of about one minute thirty on Didier Auriol in the Toyota, and then overnight he was suddenly over a second and a half a kilometre faster than me.

I said at the time that something was wrong and I got in some trouble with the FIA, but we all know what happened two years later...

I was still in the lead with two stages to go. My team-mate at the time Miki Biasion suggested that he could stop in the road and block Auriol, but the boss at Ford said, “You can't do that, it's not fair!”, so Miki suggested they try some of the things they did at Lancia and maybe had a little oil leak on his car, but they didn't like that idea either!

So in the end Miki comes over to me – we were very good friends – and says, “OK, I'll put some rocks in the road for him.” And he ends the stage with two punctures as he hit the side to bring the rocks out, but Auriol still picked his way through.

Of course I won in 1994, but I don't really remember that much. I felt like I'd already won in 1991, you know. ❧  
*Francois Delecour was talking to Andrew van de Burgt*

## PROFILE



### FRANCOIS DELECOUR WAS

one of the leading rally stars of the 1990s winning four WRC rounds for Ford, and finishing second in the 1993 standings. He was also a factory driver for Peugeot and Mitsubishi, the withdrawal of the latter at the end of 2002 effectively curtailing his top flight career. He still rallies sporadically, taking fifth in last month's Tour de Corse European Rally round in a Peugeot.

**NEXT WEEK** FREE 64-PAGE LE MANS GUIDE  
Plus all the action from the Canadian GP

# Challenge update

The Radical SR3 Challenge and the MSA Endurance Championship raced in their third rounds last weekend. Bradley Smith (Radical SR3 Challenge) had an almost perfect weekend at Brands Hatch, after taking points for two wins and two pole positions towards the Sunoco Daytona Challenge.

In the Sunoco GRAND-AM 200 Challenge the Radical Clubman's Cup, F3 Cup, GT Cup and Britcar were all out racing at the weekend. Alice Powell (F3 cup) maintains her lead after taking a win at Brands Hatch; however Alex Craven (F3 Cup) is now hot on her tail after taking a win and a second, plus points for both pole positions at Brands.



[www.sunocodaytonachallenge.com](http://www.sunocodaytonachallenge.com)



Bradley Smith

1	B Smith	Radical SR3 Challenge	126.67
2	J Abbott	Radical Euro SR3	80.50
3	V Correa	Radical Euro SR8	80.00
4	K Calko	Radical Euro SR8	62.50
5	A Latif	SPEED	60.00



[www.sunoco200challenge.com](http://www.sunoco200challenge.com)



Alice Powell

1	A Powell	F3CUP	111.67
2	A Craven	F3CUP	94.17
3	S Burgess	Radical Clubmans S	92.00
4	C Smith	Mini Challenge	90.00
5	J Packun	Mini Challenge	82.86



Bradley Smith on the top step

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



Alice Powell celebrates win

## Next eligible races

### Sunoco Daytona Challenge

Radical UK Cup 6-7/7  
Radical Masters 13-14/7

### Sunoco GRAND-AM Challenge

MINI challenge 22-23/6  
F3 Cup 29-30/6  
Radical Clubman's Cup 6-7/7  
MINI Challenge 13-14/7  
GT Cup 13-14/7



Photographs by John Hatfield and Oliver Read

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