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JUNE 13 2013

VETTEL ENDS CANADA JINX

**Marshal tragedy
overshadows
GP celebrations**



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POLE POSITION

Marshal safety: key to sport's survival

THE TRAGIC ACCIDENT THAT OCCURRED SOON AFTER Sunday's Canadian Grand Prix put all the recent Formula 1 furore over tyres and private testing firmly in perspective.

It appears that the late Mark Robinson was like thousands of other marshals who devote their time, free of charge, to pursue their calling for the good of others. Without marshals and their devotion our sport would grind to a halt, and we should take every opportunity to praise their craft and commitment.

That Mark lost his life while carrying out his duties is sad indeed; our condolences to his family, friends and the close-knit marshalling fraternity. We trust the authorities will investigate exactly what transpired to help ensure such a tragedy isn't repeated, and that all marshals, wherever they may be posted, are as well protected from danger as possible.

● This week's 68-page Le Mans 24 Hours guide is only available in UK magazine issues – so ask the retailer if there's not one in your edition. Overseas readers will be able to access it in next week's iPad edition, which can be downloaded from autosport.com.

Charles Bradley

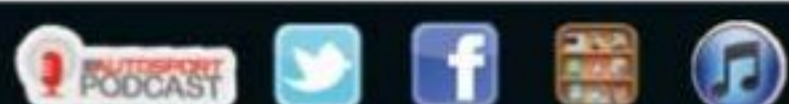
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LE MANS 24 HOURS PREVIEW

68-PAGE GUIDE TO THE GREAT RACE

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JAN LAMMERS, CANADIAN GP 1979

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FIA ACTION
FOR ROAD SAFETY

THE BIG PICTURE

The #99 Aston Martin Racing Vantage GTE of Rob Bell, Frederic Makowiecki and Bruno Senna howls into Dunlop Curve at last weekend's Le Mans test day



This week in F1

MERC AND PIRELLI FACE TRIBUNAL FOR TYRE TEST

Mercedes and Pirelli have been summoned to appear before the FIA's International Tribunal, which will be convened on June 20.

This is as a result of the FIA's inquiry into Mercedes' three-day Pirelli tyre test at Barcelona on May 15-17 using its 2013 car, which led to a protest from Red Bull and Ferrari on the day of the Monaco Grand Prix.

Ferrari was also investigated by the FIA for its own Pirelli tyre test, conducted at Barcelona on

April 23-24, but will not face the tribunal as the use of a 2011 car was deemed to be within the rules. If the International Tribunal concludes that Mercedes has broken the Formula 1 Sporting Regulations, which prohibit in-season testing using a contemporary car (save for one three-day young driver test) the team could face a fine,

a ban, points penalty or other sanctions.

It's unclear what penalty Pirelli, a supplier rather than a competitor, might face.

What is the FIA's International Tribunal?

The International Tribunal is an independent judicial body created by motorsport's governing organisation the FIA as a response to question marks over its legal process relating to the 2008 Singapore Grand Prix crash scandal.

The IT is made up of 12 members selected by the FIA's General Assembly, with a judging panel comprising of at least three of that number, overseeing the hearing. One member of that judging panel will be appointed as

President of the Hearing. FIA statutes prevent any of the members of the judging panel from sharing the nationality of the main parties involved in the case.

Once the hearing is concluded, the judging panel might not announce its decision immediately, but once it is reached, it can be appealed in the FIA Court of Appeal either by the FIA president Jean Todt or any of the prosecuted parties.

CANADIAN GP MARSHAL KILLED

A Canadian Grand Prix marshal died after being run over by a mobile crane shortly after the race ended.

The crane had been sent to recover the Sauber of Esteban Gutierrez, which had crashed after exiting the pits in the GP's closing stages (right). According to an FIA statement, the marshal was attempting to recover a radio he had dropped when he stumbled into the path of the crane, unseen by the driver.

The marshal, named by local media as 38-year-old Mark Robinson, was pronounced dead several hours after the grand prix. An investigation into the incident is under way.



Thai race hits trouble

Thailand's mooted inaugural grand prix in 2015 has struck a problem after the Bangkok authorities banned motor racing anywhere in the city's historic quarter. A street track running through this part of the city and passing famous landmarks had been earmarked for the race.

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

Pirelli won't change tyres for Silverstone

Pirelli will not introduce its modified 2013 rear tyres at the upcoming British Grand Prix, as originally planned. Weather conditions restricted the amount of running on the prototype rubber in Canada, meaning that the switch to kevlar-belt construction will not happen. Instead tyres with a modified way of bonding the tread to the structure will be used.

SUTIL QUESTIONS BLUE-FLAG RULES

Force India driver Adrian Sutil has called for a review of blue-flag penalties after being given a drive-through penalty in the Canadian Grand Prix for failing to respect them.

"I just want a really clear clarification," he said, adding that the penalties were "inconsistent".



ROSSI MAKES 2013 BOW IN PRACTICE

Alexander Rossi had his first Friday morning practice run of the season for Caterham in Canada. He did 20 laps, ending the session 1.39secs off team-mate Giedo van der Garde.



CATERHAM'S FRIDAY MEN

Caterham (formerly Lotus) has run more drivers during Friday practice than any other team in recent years.

Karun Chandhok (2011)	9 appearances
Fairuz Fauzy (2010)	5 appearances
Giedo van der Garde (2012)	6 appearances
Heikki Kovalainen (2013)	2 appearances
Luiz Razia (2011)	2 appearances
Alexander Rossi (2012-2013)	2 appearances
Ma Qing Hua (2013)	1 appearance
David Valsecchi (2011)	1 appearance

Maldonado criticises drive-through penalty

Williams driver Pastor Maldonado disagreed with his drive-through penalty for rear-ending Adrian Sutil during the Canadian Grand Prix (below). The Venezuelan described it as "normal racing contact".



We caught a pay driver with no mirrors and then lost the front wing

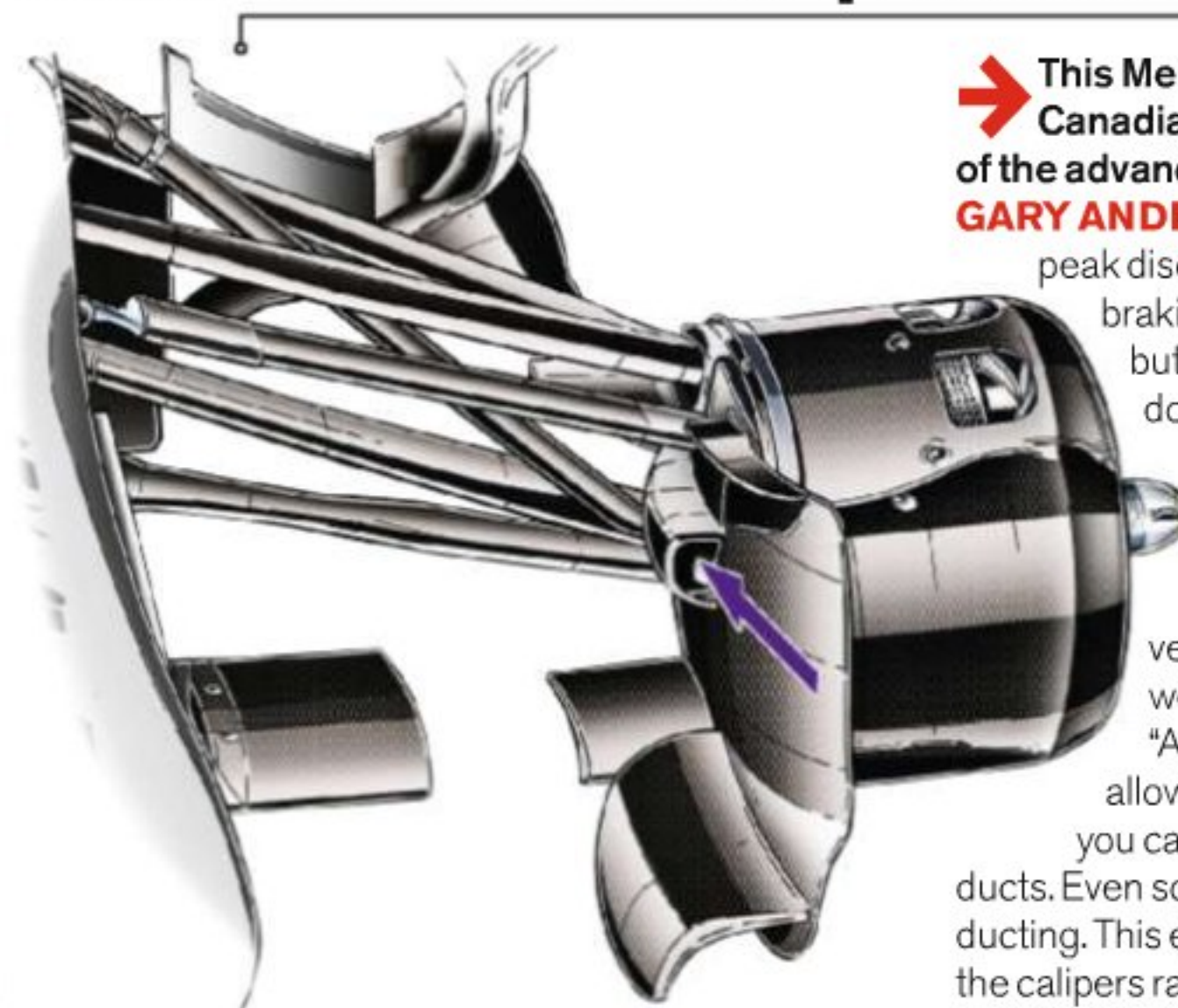


Mark Webber hits out at Caterham driver Giedo van der Garde after their collision in the Canadian Grand Prix

HULK CLASH COSTS VAN DER GARDE

Giedo van der Garde must serve a five-place grid penalty at the upcoming British Grand Prix. FIA stewards handed out the punishment for his collision with Nico Hulkenberg's Sauber while being lapped in Canada.

Mercedes ducts keep brakes cool in Canada



➔ This Mercedes brake duct, used at the Canadian Grand Prix, is a good illustration of the advances made in disc material.

GARY ANDERSON "Montreal requires you to keep peak disc temperatures from going too high when braking from high speed into the slow turns, but not having them get too cool as they go down those long straights."

"Not so long ago at Montreal, the regulation 28mm disc would quickly wear down to 18mm, and that's when things started to fail. So you had to use very big brake ducts to control that, which were very aerodynamically disruptive."

"Advances made in the disc material today allow wear of just a couple of millimetres, so you can have much smaller, more aerodynamic ducts. Even so, Montreal still demands some extra ducting. This extra box on the inside is probably cooling the calipers rather than the disc."

IN-SEASON TESTS TO RETURN IN 2014

Formula 1 teams have approved the return of in-season testing, starting from next year.

The plans, which have yet to be approved by the FIA World Motor Sport Council, will allow four two-day tests to take place on the Tuesday and Wednesday after selected races.



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Mark Hughes

MPH

The current tyre controversy is just the tip of the iceberg when it comes to the problems that F1 has created for itself over the past decade

The intrigue around that Pirelli-Mercedes Barcelona test inevitably dominated the Montreal weekend, given that on the Wednesday evening leading up to the race the FIA confirmed that the German team was to appear before an International Tribunal.

What might appear to be a straightforward 'bang-to-rights' transgression of the regulation testing limitation is likely to prove nothing of the sort. Whether a commercial contract trumps a sporting regulation, what constitutes a 'representative car', how the pre-test enquiry-to-response timeline looks, what questions and answers were made, and by whom, are all likely to provide a highly legally-technical case. At Montreal, Mercedes and Pirelli appeared to be very confident of the robustness of the legal justification for the test. We will see on June 20.

But tracing things back to ask the question of how such a situation has arisen reveals a picture of band-aid solutions to a couple of fundamental problems with the structure of Formula 1. The Mercedes test controversy is merely the latest manifestation of a basic imbalance in the sport that stretches back over a decade.

At the heart of the matter is the fact that team costs and income are ill-matched. In the boom years of the late 1990s-mid 2000s, car makers poured more money into F1 than it had ever known. The scale change was enormous – so much so that teams quadrupled in size, expanding their facilities and workforce to previously undreamed of levels.



the root of the problem – which was that the teams were about four times bigger than they needed to be for sustainability. Instead, a series of restrictions was applied. Michelin was encouraged to leave the sport to make possible a single control-tyre supplier and an end to tyre testing (insert ironic eyebrow here, given the subject matter of the current row). An engine freeze came into effect – and so did an in-season testing ban.

Concurrently, in an attempt to enhance the income from TV and race hosting, a more populist format of F1 was devised, based around deliberately contriving high-degradation tyres to ensure multi-stop races.

But then the team's engineers found their way around the limitations of the tyres, and for 2013 Pirelli felt it necessary to change the specification to mix things up

“The tribunal is addressing only one symptom of F1’s imbalance – the root cause remains”

At around the same time, the FIA leased out F1's commercial rights for more than 100 years, on very favourable terms to the original leaser (Bernie Ecclestone).

So long as the teams were enjoying the vast influx of cash, it didn't matter so much that a lot of it was pouring out of the sport for straight commercial gain to outside entities. There was enough money washing around that everyone was, if not satisfied, then at least placated.

As was always going to happen one day, though, the economy hit some turbulence and the external money tap to F1 was switched off. Which left teams that were suddenly way too big and expensive to run for the income they were now receiving – and so the amount of money that was leaving the sport for the benefit only of the private investment company Bernie had sold to now became a much bigger problem.

A cost-cutting drive was initiated, from both the teams themselves and the FIA. But not to the extent of getting to

again. That brought an unforeseen technical problem, however – the tread unwrapping from the carcass when it was damaged by debris, which made for awful publicity for Pirelli. It needed to fix this quickly. So a serious test was needed, taking us up to where we are now: waiting for a team to appear before the tribunal. A team with a manufacturer behind it upon which the sport is depending heavily. Oh dear.

The tribunal is addressing only one of the symptoms of the imbalance, while the root cause remains. What if there had been a spending limit during the boom years rather than a technology limit later? What if the sport had not been allowed to be pillaged by a private investment company? Some might say hindsight's easy. Others might say you did not need hindsight to see the very obvious dangers of both those developments as they were happening. Money blinded all those concerned. This all goes back to greed. ❧

This week in motorsport



Duval heads Le Mans Test Day

Loic Duval bounced back from this crash at Tertre Rouge (above) to set the pace at a rain-affected Le Mans Test Day last Sunday as Audi locked out the top three spots.

The Frenchman's benchmark lap came in a qualifying simulation

right at the end of the day when conditions were at their quickest. His time, only a second from last year's pole position mark for the 24 Hours, put him nearly 3s clear of Lucas di Grassi in the second of the trio of R18 e-tron quattros.

The fastest Toyota time, set by Formula 1 and sportscar veteran Stephane Sarrazin, was a further 2s further back, although the Japanese manufacturer chose not to attempt a qualifying run with either of its TS030 HYBRIDS.

TOP TEST DAY TIMES

1	Loic Duval	Audi	3m22.583s
2	Lucas di Grassi	Audi	3m25.368s
3	Andre Lotterer	Audi	3m25.647s
4	Stephane Sarrazin	Toyota	3m27.581s
5	Marco Bonanomi	Audi	3m27.894s

LMP2	Olivier Pla	OAK Morgan	3m38.801s
GTE Pro	Peter Dumbreck	Aston Martin	3m58.806s
GTE Am	Jamie Campbell-Walter	Aston Martin	4m00.867s

HIRVONEN EYES ERX

Citroen World Rally Championship driver Mikko Hirvonen attended last weekend's European Rallycross event held at Kouvola in Finland, and declared his desire to take part in the series later this year.

"I want to do it, but I want to do it properly," said the Finn. "I was close to doing this one, but it would have been too last-minute. I'd want to test first."

Former WRC full-timers Petter Solberg and Sebastien Loeb are both contesting ERX events this season.



Keselowski docked again

NASCAR Sprint Cup champion Brad Keselowski was penalised for a second time in a month last week after his Penske Racing Ford Fusion failed post-race checks regarding the car's ride-height following the Dover race.

Keselowski lost points, which dropped him two spots to 10th in the standings before last weekend's race at Pocono.



NEATE CRUZE AT OULTON

British Touring Car owner/driver Andy Neate's new NGTC Chevrolet Cruze was on public display at Oulton Park last weekend, but fell short of making its race debut in Cheshire following a last-minute technical glitch that prevented the car being tested.

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

Regalia on top in Hungarian test

Argentinian racer Facu Regalia topped last week's official two-day GP3 Series test at the Hungaroring.

The ART driver's 1m32.341s lap came on the second morning, and put him almost 0.2s faster than Koiranen driver Kevin Korjus, who set the pace on day one. Brit Lewis Williamson was third overall for the Bamboo team.



STALEY/GP3

Britain in line for ERC double

Britain could next year become the first country to host two rounds of the European Rally Championship since Eurosport took over the running of the series.

Britain lost its slot on the calendar this year after the Belfast-based Circuit of Ireland ran into funding problems, but the event is looking good for 2014, with a new rally in Sunderland or Yorkshire.

Sunderland is targeting an ERC qualifier with a taster event in Herrington Country Park on Saturday.

Eurosport's Francois Ribeiro said: "We haven't had two ERC rounds in one country before, but if Britain comes up with two exceptional rallies, I would be forced to scratch my head. It could be possible."



BENTLEY GT3 COMING ON

Bentley says its Continental GT3 is now "almost ready", following an intensive build process at M-Sport.

The race debut for the car, which is eligible for GT3 contests, including the Blancpain and FIA GT Series, is still scheduled for the end of this season.

Format tweak for Catalunya

The route for the Catalunya Rally has been revised, with three night stages kicking off the October 25-27 event.

Its gravel stages have also been switched from Sunday to Friday.

WILLIAMS GETS FORMULA E

Williams Advanced Engineering has been named as battery supplier to the FIA's all-electric Formula E championship that will start next year.

"Energy efficiency is an important issue for Williams, and while our work

in this field is now spanning a number of market sectors beyond racing, motorsport will always be the ultimate proving ground for our technologies," said Williams head of commercial operations Kirsty Andrew.



LOEB FASTEST AT PIKES PEAK

Sebastian Loeb drove the Pikes Peak course for the first time last weekend, and set the pace in his Peugeot 208 T16.

The first practice session was split in two, running the bottom of the course last Saturday and the top on Sunday. Loeb

and the 208 were faultless on both days.

"I feel very confident with the car," said the multiple World Rally champion. "We're already getting close to the limit in places."

There are three more practice sessions before the hillclimb proper on June 30.

Bathurst grid takes shape

The line-up for this year's V8 Supercar enduros, the Bathurst 1000 and Sandown 500, is nearing completion. Here is who will co-drive the stars of the series in the two classic events.

TEAMS AND DRIVERS

HOLDEN

Triple Eight Australia Jamie Whincup/Paul Dumbrell
Craig Lowndes/Warren Luff

Holden Racing Team Garth Tander/Greg Murphy
James Courtney/Ryan Briscoe

Walkinshaw Performance Russell Ingall/Michael Patrizi

Brad Jones Racing Jason Bright/Andrew Jones
Fabian Coulthard/Luke Youlden
David Wall/Allan Simonsen

Tony D'Alberto Racing Tony D'Alberto/Nick Percat

Lucas Dumbrell Motorsport Scott Pye/Casey Stoner
Dean Fiore/Paul Morris

Tekno Autosports Jonathon Webb/Marc Lieb
Shane van Gisbergen/Sebastian Bourdais

Garry Rogers Motorsport Scott McLaughlin/Jack Perkins
Alexandre Premat/Greg Ritter

FORD

Ford Performance Racing Mark Winterbottom/
Steven Richards

Will Davison/Steve Owen

Rod Nash Racing/FPR David Reynolds/Dean Canto

Charlie Schwerkolt Racing/FPR Alex Davison/
John McIntyre

Dick Johnson Racing Tim Blanchard/Steven Johnson
Chaz Mostert/Dale Wood

NISSAN

Nissan Motorsport Todd Kelly/David Russell
Rick Kelly/Karl Reindler

Michael Caruso/Daniel Gaunt
James Moffat/Taz Douglas

MERCEDES

Erebus Motorsport Lee Holdsworth/Craig Baird
Maro Engel/Christian Klien

James Rosenberg Racing/Erebus Tim Slade/
Andrew Thompson

KEY: Names in black=confirmed; red=likely



JUNO

Celebrating a perfect start to the season
BRSCC Open Sportscar Series - Round 1 Snetterton
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Carl Jones / Octane Photographic Ltd

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Max Chilton

The inside line

While the Marussia driver recognises he's still learning his F1 trade, his ambition is to bring his team its first world championship points this year

We're now seven races into my grand prix career, and so far it's been going well. I think I've done a solid job. I'm constantly developing and my speed has been improving every weekend – particularly my race pace. I need to keep working on qualifying, however, which has usually been such a strength for me in other categories, but it's improving.

The last two race weekends in Canada and Monaco went well. Now I have more experience, I'm confident I've proved my ability to do the job. It's just a question of putting whole race weekends together more consistently from one session to the next and then into the race.

Formula 1 is a completely different level. Everything you do is scrutinised by millions of people and commented on, so you have to be at the top of your game and extract every ounce of performance from yourself. I'm enjoying that because I love the fine details, whether it's getting the most out of myself in training, or the technical side. F1 is about milliseconds, and that's the real challenge.

There's also much more that can go wrong in F1, and the line between success and failure is so fine. Sometimes, getting out of the pits 30 seconds earlier in qualifying can make all the difference. In Canada last weekend, we saw how important it can be to get out a bit earlier. But every single weekend I'm storing more things in my library of information, and that's really building up well. Everything you learn keeps moving you in the right direction.



drive-through and caught Jules and Giedo van der Garde at a really good rate late on. Naturally, I was very happy to pass Giedo with just one lap of the race remaining. It showed that I could get the job done. That was certainly the case in Canada, both in the wet conditions and the dry race, where it was only graining on the front-left tyre that cost me position to Charles Pic.

Earlier in the season, we were stronger than Caterham, but recently we've had to work a little harder to beat them. I have complete confidence in the team to maintain our edge as the updates we've had so far have worked well, and we have a few more developments coming for Silverstone.

I've had some good races, but it's important to learn from the disappointing ones because that's how you develop and improve. I'm happy with the way I'm

“The gap to Jules is much closer now, and there have been times when I've been ahead”

There's been a lot of talk about my team-mate, Jules Bianchi, and that hype can only be a good thing for me. I'm the first to admit he's at the top of his game, but when everything comes together for me, I've shown I can match or improve on his performance. You'd always rather learn from a team-mate doing a great job because you can see their data. If you think you've perfected a corner, you might see that there's still more time to be found. That's the value of a proper comparison, particularly against someone with more experience than me.


The gap to Jules is much closer now, and there have been times when I've been ahead. That's the way that I expect it to go from now on, trading lap times and places between us more frequently from one race to the next. Certainly, it seems that Jules has been able to learn more from my data in recent races.

Monaco was a significant step forward for me. I performed exactly as the team expected, served the

progressing. I've finished every race and my performances are getting better and better, so there's good reason to look forward to the rest of the season.

We've heard a lot this year about the style of racing with the tyres. It's definitely not easy, as some critics have claimed. When you are behind the wheel and there's a lot going on, you're trying to look after the tyres and be quick at the same time. However, we're not racing rookies. We've done this before in other categories, so it's just about getting better at it.

As for targets for the rest of the season, I'd love to get that first point for Marussia. Obviously, we need luck on our side, but it's possible if we can be in the right place at the right time and make the most of every opportunity that comes our way.

Beyond that, I aim to finish ahead of Caterham on a consistent basis, keep taking the fight to my team-mate, and enjoy a long and successful career in F1. 

CANADIAN GP

THE RACE REPORT

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

Vettel takes Red Bull by the horns

The world champion returned to the dominant form that's sometimes been missing this year to win with ease in a grand prix that was marred by an off-track tragedy. By MARK HUGHES



AT A GLANCE



"Vettel and Red Bull dominated an event that was overshadowed by tragic news that a track worker had been killed"

CANADIAN GP
Montreal, June 9

ROUND 7/19

LAPS 70

WINNER
Sebastian Vettel
1h32m09.143s

POLE POSITION
Sebastian Vettel
1m25.425s

FASTEST LAP
Mark Webber
1m16.182s

RACE RATING
★★★★★ Frantic early action
couldn't mask this one-bull race

**DRIVERS'
STANDINGS**
Vettel 132pts
Alonso 96pts
Raikkonen 88pts





Vettel congratulates Bottas on his well-earned grid slot

QUALIFYING 13.00, 08.6.2013

The rain arrived just as Q1 was about to start — and light showers continued to enliven the next hour, with teams and drivers constantly monitoring potential crossover points of intermediates, and trying to ensure they were splitting the timing beam at just the right moment to get the benefit of a drying track — then sometimes finding it was actually wetter.

The anomalies — Romain Grosjean's Lotus (before his 10-place penalty from Monaco was applied) and Paul di Resta's Force India failing to graduate from Q1, Jenson Button lining his McLaren up only 14th — were to do with crucial judgement calls made regarding the weather that in hindsight turned out to be wrong. However, the eventual top three — Sebastian Vettel's Red Bull from Lewis Hamilton's Merc and a brilliant showing for Valtteri Bottas' Williams — were about the genuine performance of those car/driver combinations.

The usual preparation time was

drastically shortened, rain effectively wiping out FP1 and a damaged barrier cutting FP3 in half. Only second practice had been held in the dry, and it was this session that had been expected to inform the teams of what they'd need to be doing for qualifying. That all went out of the window a couple of minutes before 1pm, with the engines already warming up, the slicks already mounted and wrapped in tyre blankets. In fact, the only time the slicks would be used all afternoon would be for the installation laps in Q1, everyone immediately diving straight back into the pits for inters.

As the drizzle varied in intensity, the track would one moment be on the cusp of a switch to slicks, the next threatening to go over to full wet. Q2 was much wetter than Q1, but still inters weather, and as they burned up and wore out whenever a dry line began to go down, so they needed to be replaced by a fresh set of the same. With only four sets available and the possibility of needing them for

race day, it was a brain-frying challenge.

It was easier if you had sure-fire pace and strong wet-weather drivers — and as such the Red Bulls and Mercedes swept through Q1 and Q2, as did Fernando Alonso's Ferrari. If you had merely an average car, you needed to make all the right calls and have Bottas at the wheel.

Meanwhile, Felipe Massa's Ferrari ended up in the wall for the second event in a row, as he got a rear wheel on the painted line under braking for Turn 3, desperately trying for the missing chunk of time he needed to get him into Q3. He'd start back in 16th.

Massa's accident brought out the red flags, with just two minutes of the session to go. So, with the rain having temporarily stopped, there was a queue of 15 cars at the end of the pitlane, and clearly not all were going to get to the start/finish line in time. The Red Bulls were somewhere near the back of that queue, but relatively safe because of the times they'd already done. Indeed Vettel didn't even try to get to the line in time, but simply headed back in. Mark Webber though stayed out, and was frustrated to find in front of him Jenson Button's McLaren crawling along through the final chicane, trying to get himself some clear space, but misjudging how much time he had left. The lights had gone red before either he or Webber got to the line.

It didn't matter too much for Webber, but it ensured Button didn't get to Q3 and instead lined up 14th in conditions in which he might have been expected to

excel. It was a real missed opportunity. With Sergio Perez only a couple of places ahead of him, McLaren had no cars in Q3 at a track where it has traditionally ruled.

Vettel always looked the quickest, and that continued into Q3, where it turned out the fastest laps would be those set in the opening few minutes. Thereafter, it became drier in sectors one and two, but a big rain cloud right over the final chicane and its braking area ensured the earlier times would stand. This set in stone the Vettel, Hamilton, Bottas order.

"We'd decided on two runs," said Vettel, "the first on used inters and the next to really push on a new set. But it had started to drizzle, and I was just happy that my first run turned out to have been good enough."

Hamilton, less than a tenth off, came oh so close to improving on his final run, having been 0.7s up at the end of sector two, but went straight on at the wet final corner. "I don't know if I'd have beaten the time," he rued, "but I only needed a tenth, so it was a bit unfortunate."

Hamilton had looked very assured in all conditions throughout, and felt he'd made some progress in feeling more comfortable with the car, its braking feel and how it switched the tyres on.

Nico Rosberg lost his 100 per cent Montreal qualifying advantage over his team-mates as Hamilton retained his. Rosberg, fourth fastest, wasn't quite as at ease in the conditions and had lost his radio in Q3, leaving him without KERS and brake-temperature info.

Bottas, on his first visit to Montreal,



was naturally delighted with the outcome. "We found quite a good way of working the intermediate tyre," he said, but there was more to it. Looking composed and neat throughout, he was fourth quickest in Q1 and Q2 before going one better in Q3. Pastor Maldonado put the other Williams 13th after hitting traffic.

Mark Webber ran his Red Bull across the Turn 3 grass on his first Q3 lap, and that ended up being his best – leaving him fifth fastest. Alonso messed up his first run with a lock-up into the hairpin, and was thereby able to improve on his second attempt to go sixth, but by this time the final turn was treacherous.

Toro Rosso got both its cars through to Q3, with Jean-Eric Vergne – as ever, very comfortable in changeable conditions – seventh quickest, Daniel Ricciardo 10th, but later penalised two places for queue jumping in the pitlane at the end of Q2. Lotus's Kimi Raikkonen received the same penalty for the same offence, dropping him from ninth place. The Lotus was reluctant to get its front tyres up to temperature in these

'Felipe Massa's

Ferrari ended up in the wall for the second event in a row'

conditions and never looked a factor.

Between the Toro Rossos was Force India's Adrian Sutil, who had done well to get a good lap in during the final two-minute shoot-out in Q2. Team-mate Paul di Resta was distraught at failing to graduate from Q1 for the second race in a row, having a gearbox problem attended to when the track was at its driest.

The red flag for the Massa shunt prevented Perez and Sauber's Nico Hulkenberg from completing good laps that had looked set to get them through to Q3. Hulk ended up 11th, promoted to ninth after the penalties. Team-mate Esteban Gutierrez was not comfortable in the conditions, with a low downforce set-up, and looked somewhat wild on his way to 15th.

THE GRID

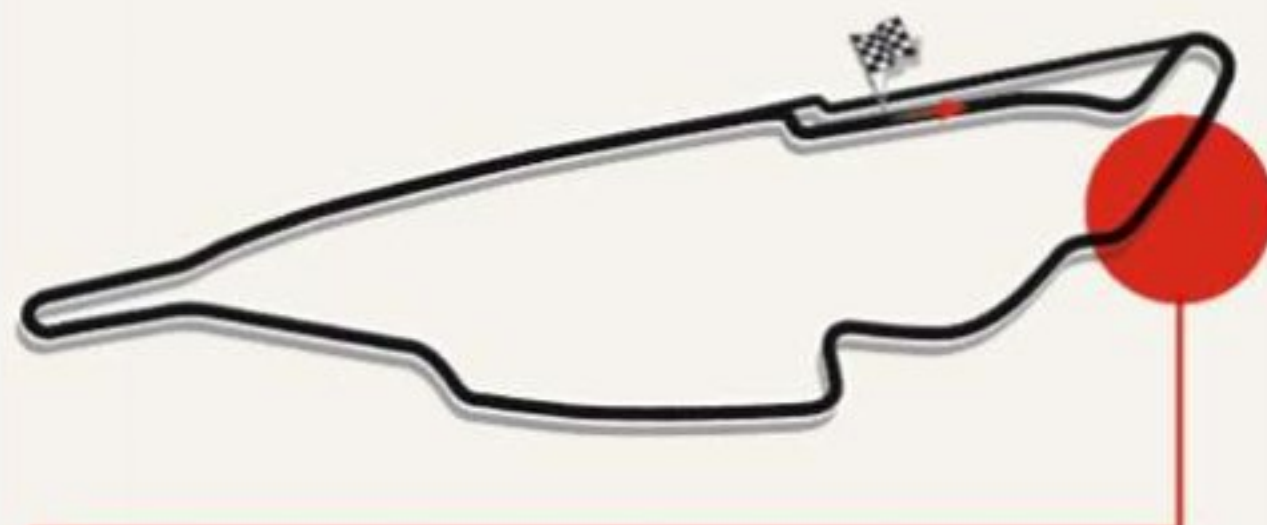
	2 HAMILTON MERCEDES 1m25.512s Super-softs		1 VETTEL RED BULL 1m25.425s Super-softs
	4 ROSBERG MERCEDES 1m26.008s Super-softs		3 BOTTAS WILLIAMS 1m25.897s Super-softs
	6 ALONSO FERRARI 1m26.504s Super-softs		5 WEBBER RED BULL 1m26.208s Super-softs
	8 SUTIL FORCE INDIA 1m27.348s Super-softs		7 VERGNE TORO ROSSO 1m26.543s Super-softs
	10 RAIKKONEN LOTUS 1m27.432s* Super-softs		9 HULKENBERG SAUBER 1m29.435s Super-softs
	12 PEREZ McLAREN 1m29.761s Super-softs		11 RICCIARDO TORO ROSSO 1m27.946s* Super-softs
	14 BUTTON McLAREN 1m30.068s Super-softs		13 MALDONADO WILLIAMS 1m29.917s Super-softs
	16 MASSA FERRARI 1m30.354s Super-softs		15 GUTIERREZ SAUBER 1m30.315s Super-softs
	18 PIC CATERHAM 1m25.626s Super-softs		17 DI RESTA FORCE INDIA 1m24.908s Mediums
	20 CHILTON MARUSSIA 1m27.062s Mediums		19 BIANCHI MARUSSIA 1m26.508s Mediums
	22 GROSJEAN LOTUS 1m25.716s** Mediums		21 VAN DER GARDE CATERHAM 1m27.110s Super-softs

* – 2-place grid penalty for not lining up correctly at pit exit in Q2 ** – 10-place grid penalty for causing collision in previous race

TRACKSIDE VIEW

Mark Hughes

GRAND PRIX EDITOR



It's been raining most of the previous 24 hours, but now on the eve of first practice it's finally stopped. The skies are still menacing grey, but for now there is respite. There are some early takers and the blue-walled wet Pirellis are soon clearing the standing water, spraying it high into the air at up to 240 litres per second.

With the breeze carrying the water away, green-walled inters are feasible just 12 minutes into the session, Mark Webber quickly getting into a groove that's faster but less spectacular than the wet-tyred Esteban Gutierrez. The latter is taking bold steps of throttle to adjust the Sauber's angle accelerating out of the second turn on the way up to the light crest between there and Turn 3, but even that's enough to spin up the wheels in third gear. Beyond that crest and up at the entry to the first chicane, Nico Rosberg's confidence in taking a lot of the wet inner kerb is the consequence of a lot of grip.

By contrast, Raikkonen's understeering Lotus can't even make that kerb, but Kimi has judged his entry speed perfectly, needing all the road but not an inch more.

'Now there's the first sign of a grey line emerging from the black asphalt'

The cars are running rich in these conditions, the vapour of unburnt fuel hanging in the damp air. Forty-four minutes in, and there's the first sign of a grey line emerging from the black asphalt. Adrian Sutil's understeer is keeping him from staying on it, while the rear end of Gutierrez's Sauber is arrested by the sudden grip of it, requiring him to get the steering lock off less languidly than before. Lewis Hamilton and Jenson Button are each perfectly placed on that narrow strip of dry throughout its whole arc. Romain Grosjean is raggedly exciting in catching the moment his attack of the kerb has brought him.

That line is expanding, and the sky has lightened. Even the birds are singing now they're dry, but are drowned out by a screaming engine alternately loaded and unloaded by traction and wheelspin over that crest. Then, appearing into view at a completely different rate from anything seen so far, a silver car with lemon-yellow helmet: Rosberg. Over the kerb, the car is pressed down by downforce as it lands smack bang in the middle of the now-fat dry line.




P28 FULL RESULTS & POINTS



ETHERINGTON/LAT

RACE

14.00, 09.6.2013



If Saturday had been all about how the weather rewarded sharp reactions in the pitlane and out on track, Sunday was all about pure car performance. Sebastian Vettel and Red Bull were the only ones to excel at both challenges and duly dominated, taking any competitive sting out of an event that was later overshadowed by the tragic news that a track worker had been killed in an incident while helping to recover the crashed Sauber of Esteban Gutierrez.

After a teasing overcast start to the day, blue sky began to break through for the first time all weekend late on Sunday morning. By 2pm the track temperature was up to a relatively heady 29C, having hovered at between 15 and 20 in the few dry periods of previous track action. This completely changed the performance patterns between the two tyre compounds.

"The medium hadn't really worked through the practice sessions," explained Pirelli's Paul Hembery, "and the super-soft had emerged as the favoured tyre. As the temperatures came up beyond about 25C, we were sort of expecting the advantage to switch."

Yet there's nothing engineers dislike more than lack of preparation and making choices based on no evidence. They'd had very little to work with anyway, their dry practice running having been compressed into 1.5 hours rather than the usual 4.5. So to expect them to surrender what precious data they had and go for a hunch instead was asking a lot.

Yet, with qualifying having been run in the wet, and tyre choice being completely free even for the top 10, hindsight suggests throwing all that previous data away as irrelevant, and that starting on the medium would



Vettel left Hamilton and the rest well behind on lap one

have been the thing to do. Yet only four cars were so equipped, all of them down near the back of the grid. Paul di Resta's Force India was one of those and, in his subsequent sparkling drive from 17th to seventh, stopping only once, he just underlined what was also evident throughout the field: this was a day in which previous data meant nothing.

The medium turned out to be faster and more durable than the super-soft. But with almost everyone making the same conservative choice of starting on

the super-soft, Red Bull and Vettel were free to simply express the performance of the RB9 without interruption, cushioned from the only likely threat — Fernando Alonso's Ferrari — by the slower race-day cars that lay between them on the grid. These delayed Alonso's arrival up to second place long enough for Vettel to have a stranglehold on the race. A couple of close shaves with the walls and a quick trip over the Turn 1 grass were just minor dramas and only emphasised just how unusually hard the tyres were allowing him to push by 2013 standards. Perhaps for that very reason the Red Bull had a clear advantage.

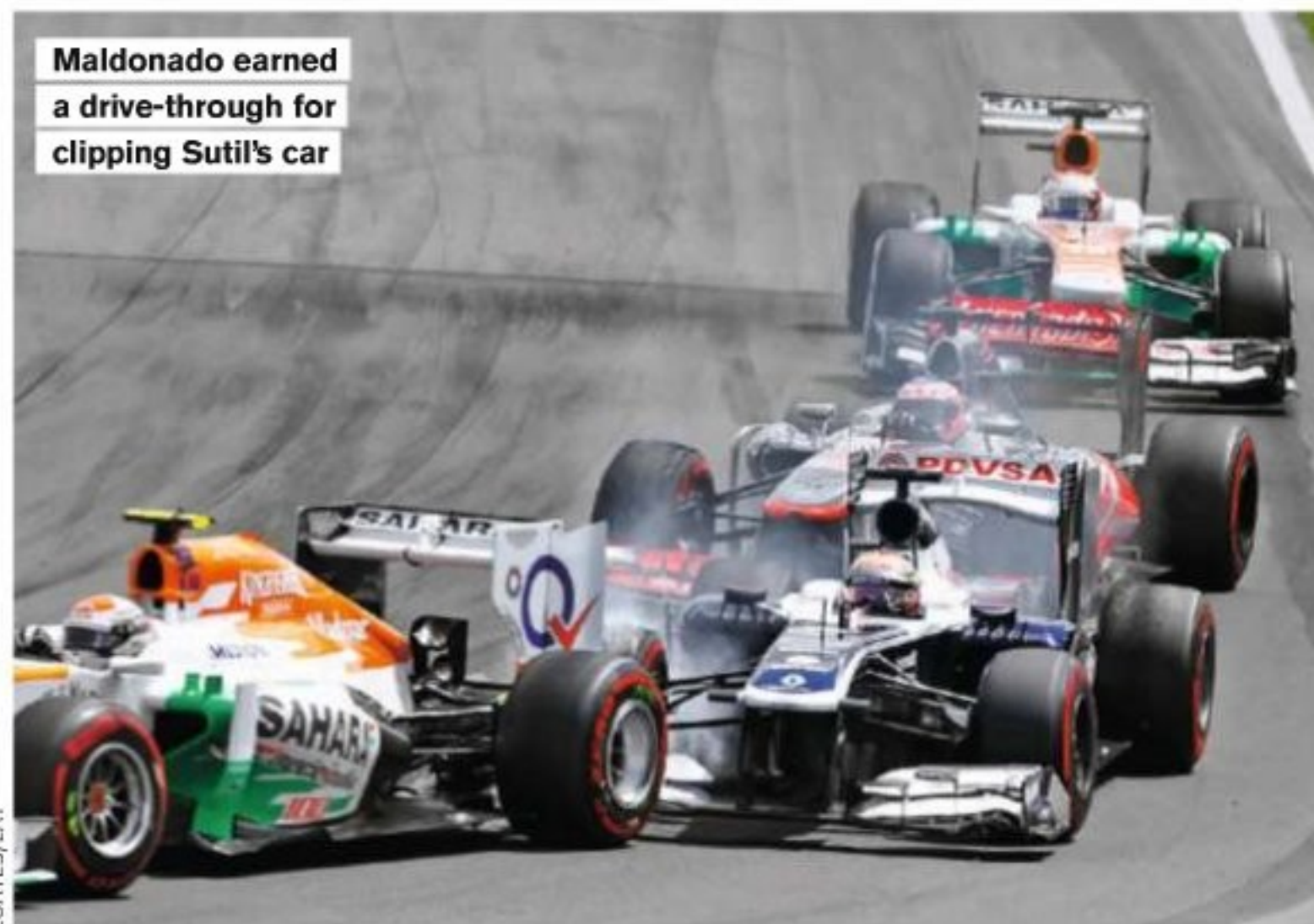
It was like a 2011 race in the early stages, with Vettel in scalded-cat mode, 2s clear of Lewis Hamilton's Mercedes at the end of the opening lap. With Valtteri Bottas' brilliantly-qualified Williams on the second row of the grid, there was a bunch of drivers in faster cars intent on clearing him at the earliest possible moment, and Bottas was actually quite compliant in this.

Nico Rosberg's Mercedes went around his outside in Turn 1 to slot into third, Mark Webber's Red Bull doing the same at Turn 2. Bottas then had Alonso harrying him hard, the Ferrari scrabbling around his outside out of Turn 7 and running ahead but on the

outside as they ran flat-out down to the braking zone for the tight right-left flick of 8-9. Valtteri sat it out on the inside and prevailed. But he was just delaying the inevitable — and not for very long. The Ferrari got out of the hairpin better, tucked into the Williams' slipstream and zapped easily past. That straight is plenty long, though, giving Bottas the opportunity to slipstream him back, Fernando having to get defensive to keep him behind as they approached the chicane.

Vettel was long gone, his advantage only magnified in that the two cars behind him were both Mercs, with Hamilton and Rosberg very aware of the need to not stress their rear tyres. The Wo4 is still inducing rear temperatures 20C higher than almost all the other cars, for reasons the team has not got to the bottom of. Hamilton this weekend seemed to have devised a better technique than Rosberg in keeping up a reasonable pace while controlling the stress on the rears, and as such he was edging away from him — but still falling ever further behind Vettel.

Rosberg's enforced slow pace was hampering the chances of Webber and the closely following Alonso. By the time of Webber's lap-12 stop, he would be already 14s off the lead. This was all playing beautifully into Vettel's hands,



Maldonado earned a drive-through for clipping Sutil's car

FRIDAY



COATES/LAT

1005 Alexander Rossi takes to the track for his first FP1 appearance of the year for Caterham (above).

1041 Marussia's Jules Bianchi flies up the escape road at Turn 3. He can't recover and is told to turn the engine off.

1111 Jean-Eric Vergne gets a shock as he hits the brakes for Turn 1. He reports: "I have the headrest come up." He cruises back.

1120 Scooter carrying Bianchi back to the paddock is refused access at the gates. He has to get off and walk!

1126 Pastor Maldonado hits the wall at Turn 4 exit, losing his front wing. He's asked: "Pastor, are you OK? Can you get going?" He reports that he's "shut off the car".

1400 FP2 starts in drier conditions, with drivers taking to the track on slicks.



1406 Lewis Hamilton cuts the second chicane after overcooking it into the corner.

1413 Sebastian Vettel runs very wide and on to the grass at Turn 1.

1419 Mark Webber spins and recovers at Turn 6.

1441 Nico Hulkenberg complains about his Sauber's handling: "We're still bottoming like hell, hard on the kerbs, something's absolutely not working on this car."

1446 Vergne fesses up to a Turn 3 moment: "I don't know if you saw it, I went off. I didn't hit nothing, just a bit of grass."

1453 Paul di Resta abandons a run with a suspected fuel issue. He reports: "I think there's something wrong with the fuel pick-up or electrics."

1518 Jenson Button says: "I tried to take seventh gear and it went into neutral, can you tell me what the problem is?" He's told: "We've still got sensor issues."

1524 AUTOSPORT reveals Pirelli's Paul Hembery has pulled out of the FIA press conference on legal advice.



DUNBAR/LAT

'Red Bull and Vettel were free to express the RB9's performance without interruption'

the advantage he had bought himself in qualifying only aggregating.

"We weren't sure if it was going to be a one-stop or a two," he explained. "I felt I had more pace in the beginning of the race, and it's difficult to foresee what's happening later on, when you swap tyres, and also in terms of range — how far we were going to get on each set of tyres. So all these things you don't know, so it's good to have a little bit of time in hand, which was the reason I pushed very hard in the beginning. Obviously it was clear quickly after the first stint that we had a good gap and controlled it."

Dry-track reality was imposing itself on Bottas. Running around 3.5s per lap slower than Vettel, the Williams ensured the pack was further separated into blocks. Lined up behind it, capable of going much faster, was the Toro Rosso of Jean-Eric Vergne, who on the sixth lap finally forced his way through around the outside of Turn 1, using the



second DRS zone to good effect. The compromised line this forced upon Bottas made him vulnerable to the following Force India of Adrian Sutil, who was a little overanxious in trying to pass at Turn 3 without being quite close enough and spun.

Vergne's team-mate Daniel Ricciardo was one of those to pass Sutil as he recovered, but reported that "just four laps after passing Sutil the car was oversteering like crazy. I just couldn't manage the tyres today". Yet Vergne in the sister Toro Rosso was managing fine, helped by the fact that Bottas had been trapping the pack, allowing the Frenchman to set his

own pace without compromising his line or running close behind other cars — both crucial in keeping the super-softs from getting too hot.

Rosberg was by now struggling badly with that very challenge. Having run the first few laps within around 0.7s of Vettel's pace, by the ninth lap he was over 1.3s slower. The following Webber — without the straightline speed to pass even with DRS — was frustrated and came in for his first stop. Mercedes needed to respond the following lap with Rosberg and was concerned that, even if he managed to get out still ahead, he might not be able to get fresh mediums immediately up to

HONE/LAT

HONE/LAT

temperature and would therefore be vulnerable. So he was fitted with another set of super-softs. He emerged only just in front of the Red Bull and was able to keep it behind, but it meant his middle stint was about to be compromised, as almost everyone else switched to the mediums.

Vettel and Alonso were in on the 16th lap, giving Hamilton — doing a great job in keeping the Merc's rear tyres in shape — a temporary lead as he ran until the end of lap 19. He rejoined back in second, but 10.9s behind the imperious Vettel. During the first, option-tyred stint Hamilton had lost just 0.5s per lap to the Red Bull. In the longer second stint, now on the primes, Lewis would average just 0.28s off, although with the proviso that Vettel almost certainly had pace in hand and was just controlling a comfortable gap.

Hamilton's position was being flattered and would continue to be for as long as Rosberg was fending off Webber and Alonso. By the 27th lap,

'For four laps, Lewis Hamilton held Alonso back, but couldn't resist the tide forever'

with Rosberg struggling more than ever to keep his rear-tyre temperatures in check — especially difficult to do when also trying to defend, when it's vital to get out of the slow corners as quickly as possible — Webber was all over him and a couple of times was crossed up under braking for the final chicane as Nico squeezed him over to the left. But Mark finally made it work in the DRS zone on lap 30, Rosberg getting off line through the chicane as a result, this then allowing Alonso to get a run on him in the second DRS zone and swoop around his outside through Turn 1.

Webber then began pulling away from Alonso for a few laps. His next target was Hamilton, 9s up the road,



Alonso pipped Hamilton to second place as the latter's tyres faded

with 40 laps still to go. Lewis's DRS wasn't functioning perfectly and he wasn't always able therefore to maximise lapping of backmarkers. As the stint went on, so Alonso's Ferrari began to look better against the Red Bull and, as Webber was nuzzling into Hamilton's advantage, Alonso was gradually hauling them both in.

On the 36th lap, Webber was approaching the Caterham of Giedo van der Garde at the hairpin. They each misunderstood what the other was about to do: van der Garde had gone in

a bit deep and was sorting out the consequences, thinking that Webber would come by him on the exit of the turn. Webber's senses were attuned to the Caterham getting out of the way, and when it began running deep he assumed it was making way for him. Van der Garde turned in, but Webber was already there; the Red Bull's front-left upper winglet side was snapped off against the Caterham and van der Garde would later be awarded a drive-through penalty.

Webber continued to press on and, although there was obviously an aero loss, it was apparently made up for with an improvement in balance, as Mark was soon setting personal bests in his continued chase of Hamilton. Red Bull monitored his progress and tried to decide if it should suffer the delay of fitting a new wing at his next stop, but concluded that the enhanced aero would not in the remaining distance pay for the 10s it would cost. His laps before and after the incident make interesting reading: 1m18.7s, 1m18.4s, 1m18.8s, 1m18.5s, 1m18.5s. Then the incident and resultant slow lap. Then 1m18.1s, 1m17.9s, 1m17.8s! Only Alonso was going quicker, and just barely.

Fernando was at his relentless best, hassling the Red Bull around the outside of Turn 7 on the 42nd lap,

getting a run going down to the following chicane, but not quite nailing it. That move foiled, Fernando was then intent on getting to the DRS-detection point on the approach to the hairpin less than 1s behind. Webber was a little messy coming out of there on account of the compromise Alonso had forced upon him, obliging him to be defensive up to the final chicane. With a slow exit from there, he was easy meat as Alonso again used the DRS and KERS, getting him the momentum to go clean around Webber's outside through Turn 1, Mark briefly locking an inside front to avoid contact. Alonso was now third.

Behind that dice, Rosberg's race was now a lonely one. After being passed by Webber and Alonso, he'd quickly dropped back. Those options were soon past their best, and he'd been in for his second stop as early as lap 31. Some distance behind him was Vergne, doing a great job to run the Toro Rosso sixth on merit.

Di Resta and the Lotus of Romain Grosjean had yet to stop, having started on primes from near the back, and they'd risen to seventh and eighth respectively. The fact that the super-softs of the others had imposed relatively early stops and that the prime tyre was actually faster in these temperatures than the option had



Vergne took his Toro Rosso to a creditable sixth



'Raikkonen's Lotus was troubled by its dislike of the super-soft and smooth asphalt'

moved them beyond leapfrogging range of the midfield.

Grosjean would fade after his lap-43 stop, his super-softs quickly graining and obliging an early second stop that would drop him out of the points. But di Resta would keep going on his original rubber until lap 56, with just 14 to go, late enough that he wouldn't need another pitstop and allowing him to hang onto that seventh place.

Kimi Raikkonen was another to one-stop, albeit the other way around from di Resta and using the super-soft for a relatively short first stint. He was troubled by a brake issue and by the Lotus' dislike of the combination of a smooth asphalt surface and the super-soft tyre. It was never fast, but he scrabbled by the oversteering Ricciardo and would later fight out the lower points with Felipe Massa.

After being passed by Alonso, Webber had managed to stay within reach of him and on the 46th lap made

for the pits for his second stop in an attempt at undercutting him. Ferrari responded by bringing its man in next time around and he got out comfortably ahead. Hamilton, who was still well clear of the Ferrari, came in next and emerged still around 8s ahead of Fernando. Vettel peeled in from the lead for his second and final stop a lap later and got out without losing the lead, Hamilton 18.5s behind.

Third-placed Alonso clinically used the Ferrari's gentler use of the tyres to quickly cut into Hamilton's advantage, and the longer the stint went on the stronger the Ferrari looked as it left Webber behind. Vettel, meanwhile, overcooked Turn 1 on lap 52, taking to the grass rather than risking a spin. It took a couple of laps to get back into the groove. He'd earlier had a very close shave with the Turn 4 wall – and it was clear he was taking no prisoners.

Rosberg, meanwhile, had flat-spotted his primes while running a lonely fifth. But he was sufficiently clear of Vergne that, with 13 laps to go, he could afford an unplanned third stop without losing a place.

Vergne was taking full advantage of the underperformance of a couple of key teams: Lotus and McLaren. Just as the Lotus didn't seem to like the track surface and tyre, the McLaren

was upset by the circuit's bumps and its traction demands. Sergio Perez and Jenson Button, on two and one-stop strategies respectively, ran outside the points places and would wind up 11th and 12th.

Alonso was within striking range of Hamilton with 11 laps to go, and Lewis was fully on his mettle, screaming into the radio for blue flags whenever backmarkers loomed. For four laps Hamilton managed to hold Alonso back, but couldn't resist the tide forever. The Ferrari used the second DRS zone to go around the Merc's outside through Turn 1, Lewis hanging on to make it thrillingly close between the Merc's right front and the Ferrari's left rear. Alonso was finally up to second, but there were only seven laps left and Vettel was almost 20s clear. Game over. "Sebastian deserved it," Alonso said after following the Red Bull past the chequer. "They had great pace on both Saturday and Sunday, and that made the difference. We have not had a dry-weather pole since 2010."

Vettel was about to underline the true extent of his pace, setting a couple of purple sector times on the very last lap. "Get him under control," demanded team boss Christian Horner of Vettel's race engineer Guillaume Rocquelin. "Senna, Monaco 1988," said ▶

SATURDAY

0955 Start of FP3 delayed by 30 mins due to barriers being repaired at the exit of the Turn 11 kink, damaged by Ferrari Challenge support race cars.

1044 Massa escapes a brief off at Turn 2 on inters. Engineer Smedley says: "Come into the pits and let others dry the track for us."

1152 Maldonado goes up Turn 3 escape road. "Can you get the car turned around?" He does.

1300 Qualifying begins in the damp. Raikkonen goes off at Turn 3 and Bianchi spins at Turn 10 on out-laps – everyone switches from slicks to inters.

1322 Grosjean's engineer tells him "sorry we are done" after failing in Q1. He replies: "Oh God. No mistakes, it started to rain."

1322 Di Resta voices his anger at Q1 exit: "Not enough again, not enough time."

1330 Massa flies up the escape road at Turn 3 in Q2. Smedley says: "Carry on – you got out of traffic, it was a nice move!"

1334 Hamilton hoons up the Turn 3 escape road, where he is joined moments later by his old friend Sutil.

1339 Massa crashes his Ferrari into the Turn 3 tyre wall, pulling a 5.7g lateral impact, and causing a red flag in Q2. "Unbelievable," he says. Smedley responds: "OK."

1403 Merc make a late switch to Hamilton's Q3 run plan in the pitlane to find a gap: "OK Lewis, we're going to hold, hold... Go! Go!"

1407 Poleman Vettel bails out of his last lap, and reports: "Last sector is wet, quite a lot more slippery than it used to [be]."

1408 Bottas told: "Mega job Valtteri, P3, good job, excellent work." He replies: "Woool Thank you, guys. Very good job, very good job."

1408 Hamilton who blows the chicane on his last lap, but stays P2, is told: "You had a purple middle [sector] on that last lap."

1702 Raikkonen and Ricciardo receive two-place grid penalties for not being in the 'fast lane' at start of Q2.





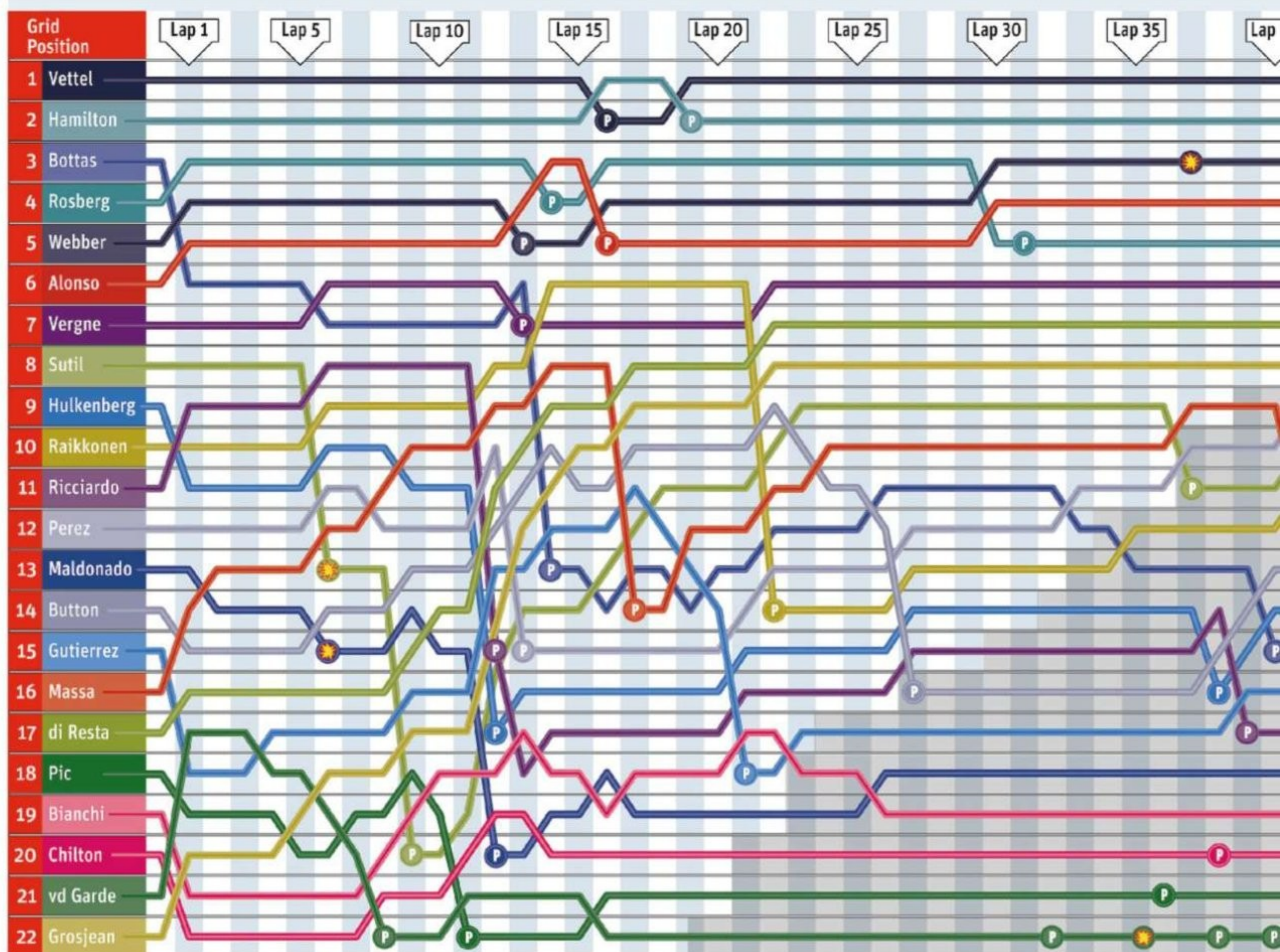
Di Resta's choice of mediums paid off with a sixth place

◀ 'Rocky' into the radio after the first of those fastest sector times. "Yeah, OK," said Seb — then proceeded to deliver another one! He backed off for the final sector, ensuring that team-mate Webber's penultimate lap stood as the race's fastest. It was at least some consolation for a hard fourth place.

Hamilton, in a difficult place this weekend for reasons unconnected with the car or team, was relatively unimpressed with third, feeling that he just couldn't compete with a Ferrari that had so much more grip in the low-speed corners and through the crucial

'Di Resta's display underlined how most of the field were on the wrong strategy'

THE RACE LAP BY LAP





Gutierrez got it all wrong exiting the pits

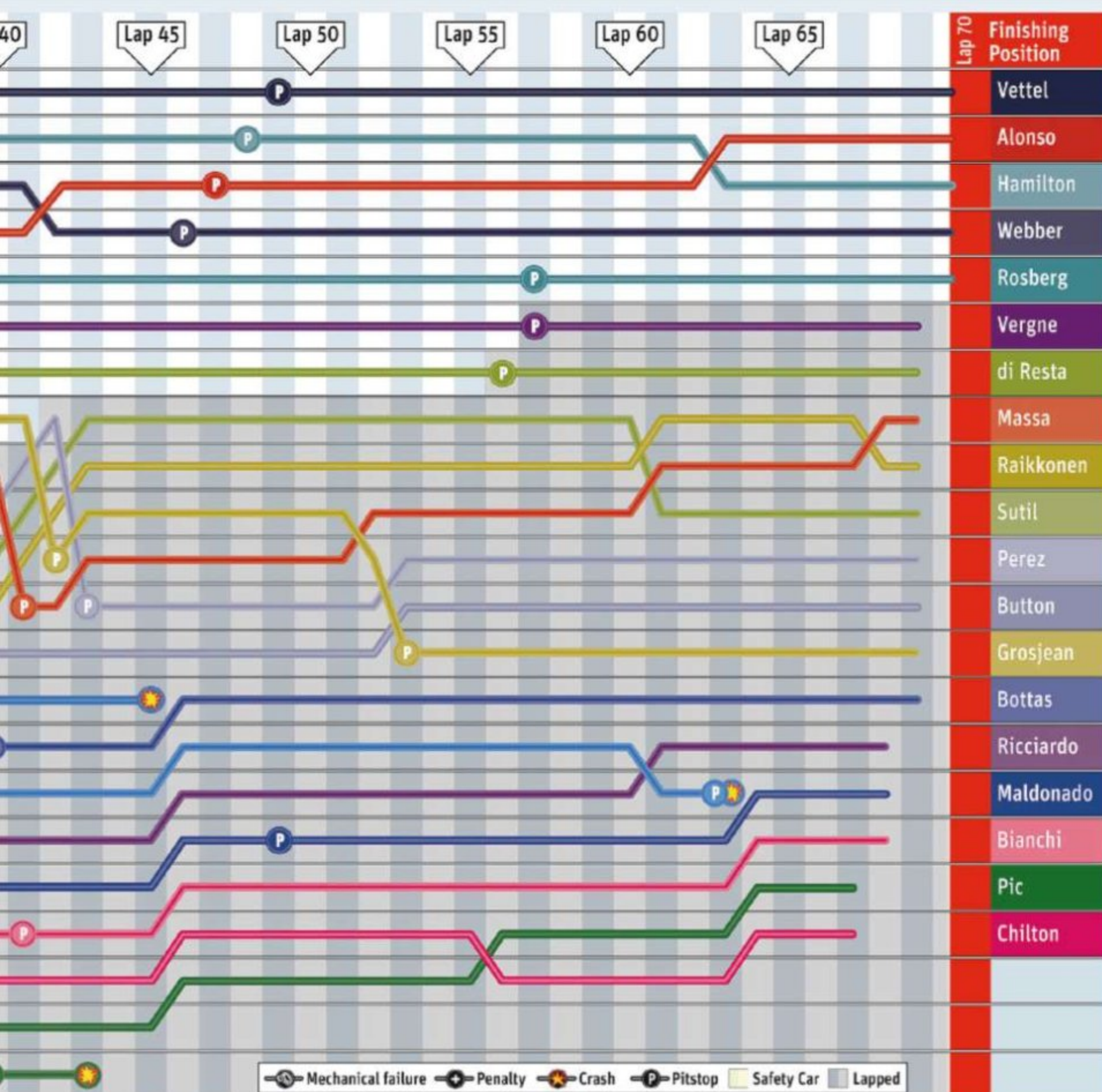
hairpin. He felt he'd still not found the braking feel he craves, either, the Mercedes just not giving the pedal feel that was perfect for him at McLaren, when he shared with his team-mate the exclusive use of Akebono calipers. "It was under braking that Fernando was able to catch me," he said. "I still need to improve."

Vergne and di Resta were much happier with their respective sixth and

seventh places, the Scot's performance just underlining how most of the field had what turned out to be the wrong tyre strategy. Raikkonen on his old rubber was easy prey for the recovering Massa, the Ferrari taking over eighth place with a lap to go. Sutil took the final point. Despite a spin and an early stop he was 40s clear of the Williams of third qualifier Bottas in 14th. That was the true pace of the car, just

emphasising the quality of the job he'd done the day before.

Gutierrez was finding the Sauber very difficult and had a late stop with just six laps to go. Pushing hard as he left the pits, he locked up over the bump at Turn 2 and went into the barriers. It was in recovering the Sauber that the volunteer track worker was killed. The whys and wherefores of the race suddenly didn't seem important.



SUNDAY



1400 Grosjean, di Resta, Bianchi and Chilton start on mediums; everyone else on the super-softs.

1410 Sutil spins away eighth while trying to overtake Bottas at Turn 3. Moments later, Maldonado hits him at hairpin. Sutil is told he "has damage to the rear wing".

1415 Di Resta is urged: "Come on, Paul, super-softs are terrible, let's get past these guys."

1432 To Kimi: "Fuel consumption is higher than expected. Do what you can to save fuel without affecting performance." He pits, and the car drops off rear jack.

1451 Van der Garde and Webber clash at the hairpin during lappery. Webber suffers front wing damage, the Dutchman gets a 10s stop-go penalty.

1500 Engineer Rocky to Vettel: "Watch out for van der Garde, he's not paying any attention."

1505 Van der Garde and Hulkenberg make contact into the last chicane, giving the Sauber a puncture and forcing both to retire with damage.

1507 Van der Garde told: "Stop the car in a safe place." He pulls off where Kubica crashed in '07.

1510 Vettel runs off at Turn 1. "OK, mate, settle down, bring your tyres back in," says Rocky.

1513 Webber runs into more lapping trouble: "Are these backmarkers serious today or what? Unbelievable."

1519 Hamilton is told: "Traction metrics under 2000, temps are looking good." He pleads: "Please just let me drive, man."

1529 Hamilton complains: "Alonso just closed the door on me and damaged my wing."

1529 Gutierrez locks up exiting the pits and crashes into the wall at Turn 2.

1914 The FIA announces that a marshal has been killed after being run over by a crane while recovering the crashed Sauber of Gutierrez.

HONEY/LAT

TEAM BY TEAM

RED BULL



Vettel dominates despite race lapses

1

9/10
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB9-03

Start: 1st; Finish: 1st

Strategy: 2 stops (super-soft/
medium/medium)

Vettel once again showed his uncanny knack for delivering when it counts come rain or shine, nailing a lap when conditions were at their best in Q3 to take pole. In typical Vettel fashion, he pulled away early on and never looked threatened. There were two moments, though – a kiss of the wall at the exit of Turn 4 and an off-track moment at Turn 1 after the rear stepped out of shape. That cost him the elusive maximum score.

2

7/10
Event rating

MARK WEBBER

Red Bull-Renault RB9-02

Start: 5th; Finish: 4th

Strategy: 2 stops (super-soft/
medium/medium)

Webber was upbeat through much of the weekend, although he couldn't quite find the pace when it counted in Q3. His race performance showed that his confidence was justified, battling his way past Rosberg to run third at one point. While he did come from a long way back to try to lap van der Garde, he was perhaps entitled to expect the Caterham to yield. The resulting damage cost him a podium. Not perfect, but one of his better weekends of the year.

FERRARI



Alonso keeps his title chances afloat

3

8/10
Event rating

FERNANDO ALONSO

Ferrari F138-299

Start: 6th; Finish: 2nd

Strategy: 2 stops (super-soft/
medium/medium)

Friday suggested Alonso had a very good chance of winning, but the wet weather was not what he wanted to see, given the Ferrari's weakness on intermediates. Even so, he admitted he could have done better in qualifying. Had he started a few places higher, he might have been able to give Vettel more to think about, but from sixth his drive to second was characteristically well executed, taking his time and pulling off passes when he needed to.

4

5/10
Event rating

FELIPE MASSA

Ferrari F138-299

Start: 16th; Finish: 8th

Strategy: 2 stops (super-soft/
super-soft/medium)

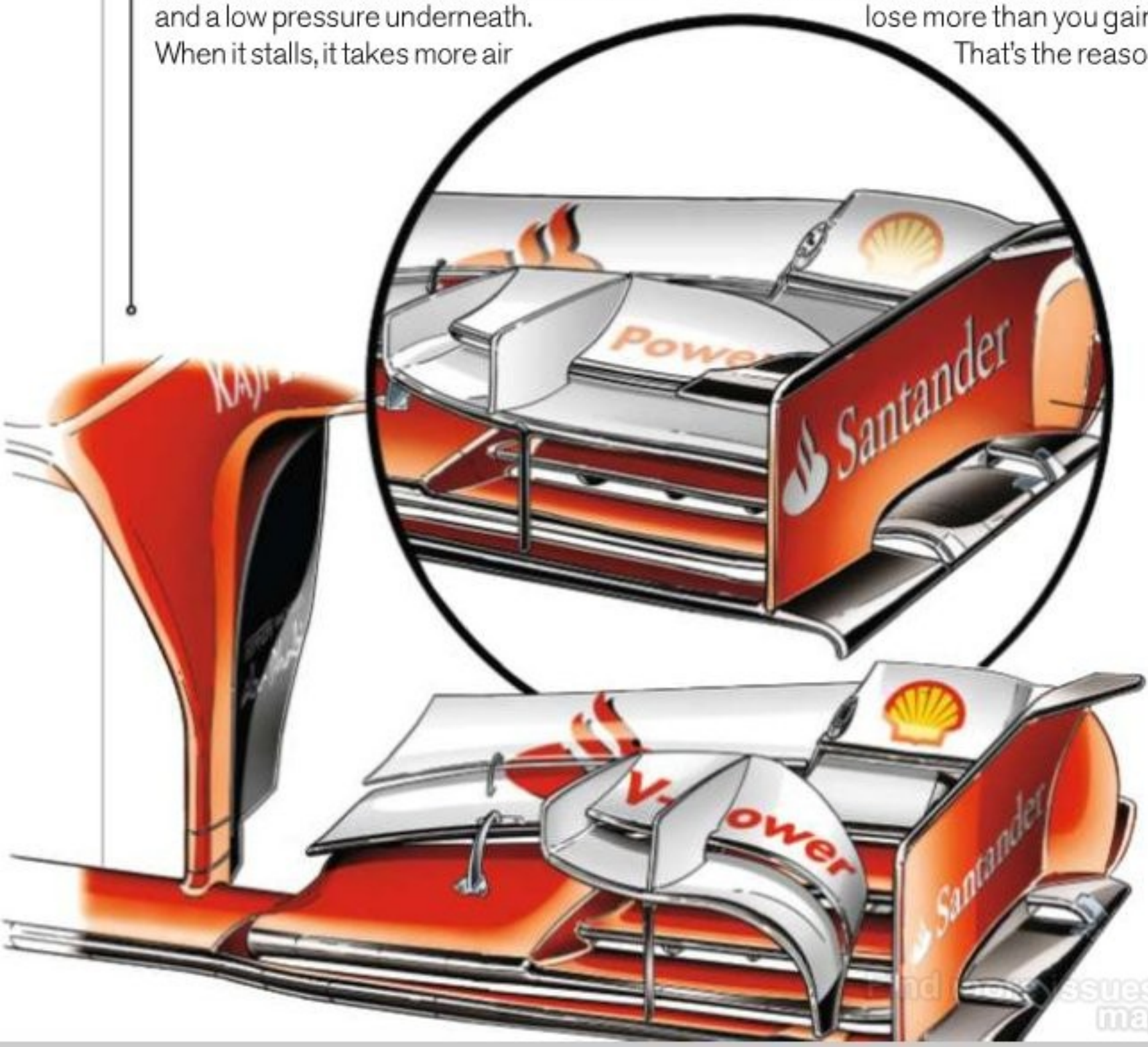
Massa's weekend was a combination of good moments, bad moments and strategic misfortune. His error in qualifying, touching the white line during Q2 on the approach to Turn 3 and spinning into the barrier meant he was always playing catch-up in the race. He sliced up the order early on, but putting the super-softs on for his second stint halted that progress, and left him feeding on scraps. Considering where he started, he was relatively happy with four points.

Ferrari arches its front winglets

→ Ferrari introduced a new front wing design (main picture, with previous wing inset) used on both cars in Montreal. The winglet now arches down short of the endplate.

GARY ANDERSON A wing has a small positive pressure on the top surface and a low pressure underneath. When it stalls, it takes more air

through the slot gaps, so you can have the wing at a more aggressive angle to keep the airflow attached. If you put these new upper wings on, they create downforce, but in so doing they reduce the positive pressure on the main wing beneath. You have to be careful not to lose more than you gain. That's the reason



for the smaller chord width towards the heavily-loaded outboard end on the original. Making the winglet drop away, as with the new wing, allows airflow inside the endplate, which is the critical area – because of the blockage of the front tyre that gets unblocked when steering lock is applied to release the area behind the wing.

...and manages tyre temperature with brake set-up

→ Ferrari's Montreal brakes are shown in the main picture (above) with those of Monaco inset. Blue arrows show incoming cooling air; red arrows the exit for the heated air. The yellow line illustrates how much the aero drum has been opened away from the disc for the specific demands of Montreal.

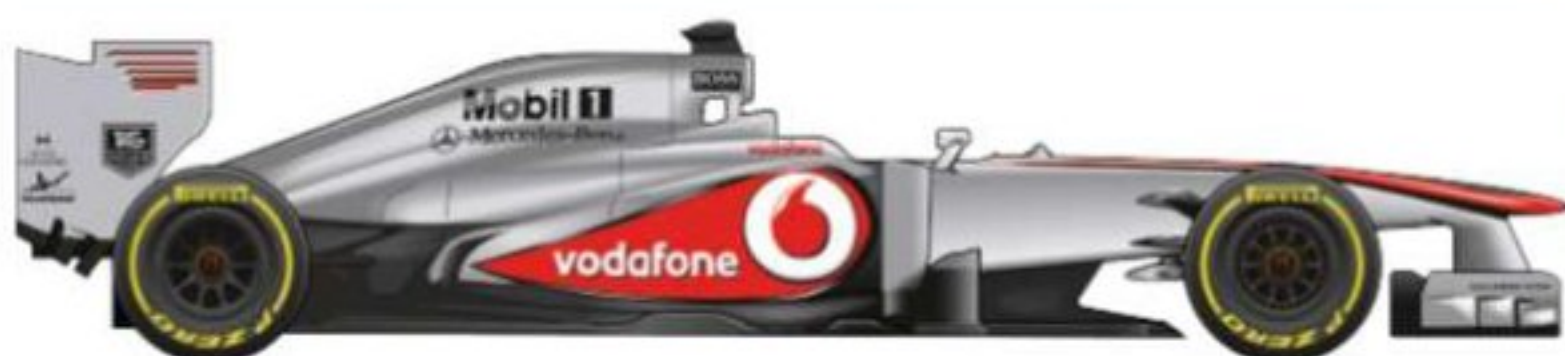
GARY ANDERSON Ferrari is using brake duct management to help control the heat that's going to the tyres, which is important at Montreal because you need



to try to equalise tyre temperatures, front to rear.

Montreal's long straights mean that the rear wheels are spinning, and increasing tyre temperature. The front wheels aren't spinning and generate less heat – and this happens for a long time. You lose a lot of front-tyre temperature, and so when you get to the braking area there's a potential mismatch, front to rear. By allowing some of the heat from the brakes to get into the tyres you provide better front-tyre temperature.

McLAREN



No score after forgettable weekend

5

6/10
Event rating

XPB/LAT

JENSON BUTTON

McLaren-Mercedes MP4-28-05
Start: 14th; Finish: 12th
Strategy: 1 stop
(super-soft/medium)



Button went into the weekend hoping for wet weather to give him a shot at a result. Well, the weather played its part, but the McLaren still wasn't at the races. The Brit fell in Q2 after just missing out on the chance to start a last-gasp flier after the red flag. In the race, he wasn't able to make much progress. The fact that his and Perez's differing strategies led to a time difference of only two and a half seconds at the finish tells you the car pace simply wasn't there.

6

7/10
Event rating

XPB/LAT

SERGIO PEREZ

McLaren-Mercedes MP4-28-06
Start: 12th; Finish: 11th
Strategy: 2 stops (super-soft/
medium/medium)



The Mexican could at least draw some satisfaction from outqualifying Button for the third race in a row, but was kicking himself for failing to make Q3 in the wet. In the race, he opted for a two-stopper, and did a pretty decent job. It's just that the McLaren wasn't ever a strong contender for points. On the plus side, Perez kept out of trouble, showed decent pace relative to his machinery and was the lead McLaren home. A creditable weekend's work.

LOTUS



Lacklustre form continues in Canada

7

7/10



KIMI RAIKKONEN

Lotus-Renault E21-03
Start: 10th; Finish: 9th
Strategy: 1 stop
(super-soft/medium)



On paper, ninth place from 10th on the grid is pretty disappointing for a driver considered as a world championship threat. However, the Lotus wasn't particularly competitive in Canada, either in wet or dry conditions. That, combined with a soft brake pedal and around four seconds lost to a pitstop problem, meant that a couple of points was an OK result, even if Raikkonen didn't seem to be at his brilliant best in Montreal. He also kept it clean in battle.

8

5/10



XPB/LAT

ROMAIN GROSJEAN

Lotus-Renault E21-01
Start: 22nd; Finish: 13th
Strategy: 2 stops (medium/
super-soft/medium)



Grosjean came to Canada with a 10-place grid penalty for rear-ending Daniel Ricciardo's Toro Rosso in Monaco. He then missed the best of the track conditions in Q1 and failed to progress. It would be unfair to be too critical of Grosjean because of that set of circumstances. He looked a points threat after starting on mediums, but didn't last long enough in the first stint and asked too much of the super-softs, leading to an unplanned second stop.

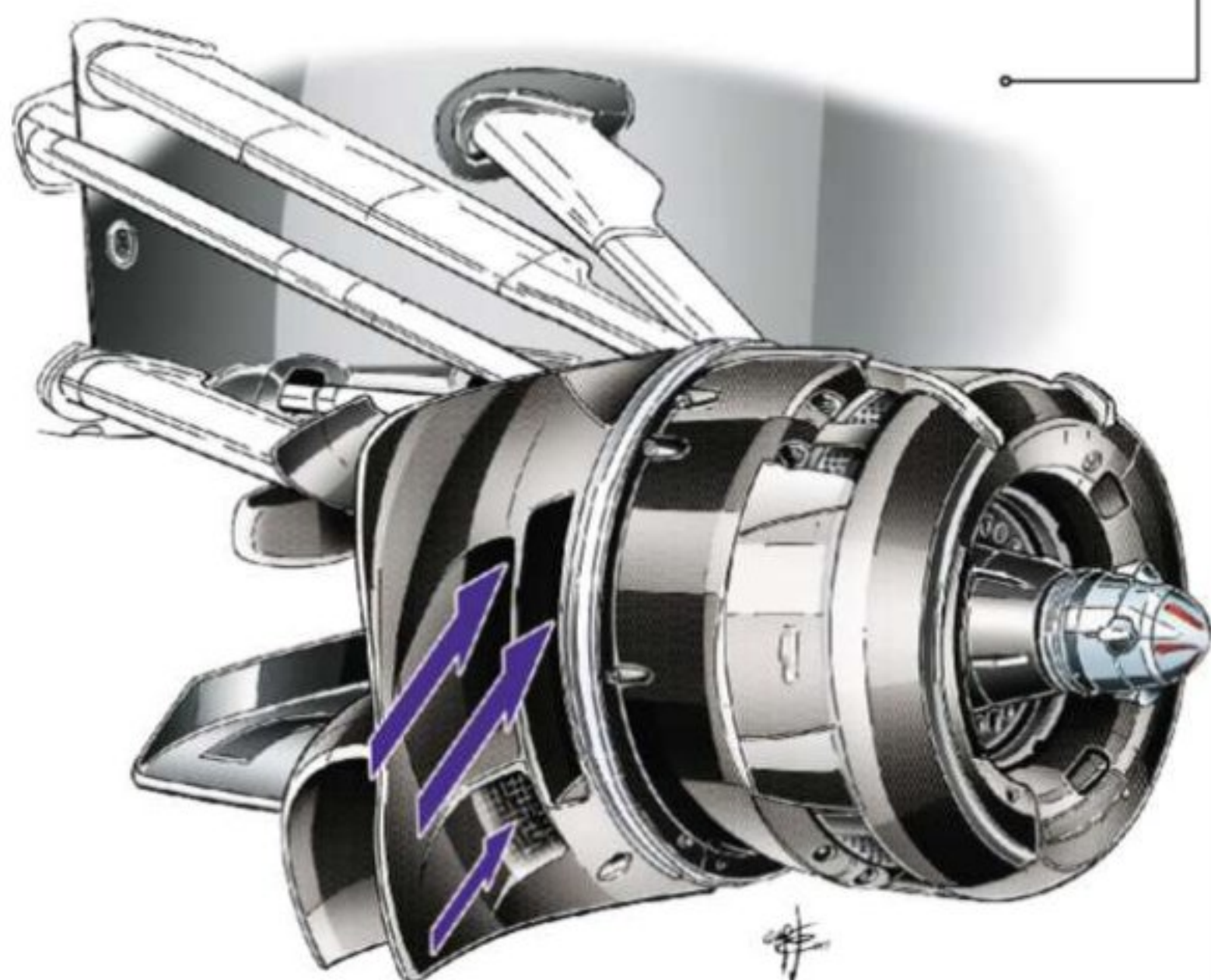
McLaren ramps up its brake inlets

➔ As introduced at Monaco, the McLaren brakes featured three extra inlets (arrowed below).

GARY ANDERSON Left to its own devices, a rotating wheel creates an aerodynamic flow, taking air with it and revolving it. However, it doesn't actually go anywhere and cavitates. You need to

stop that by creating a pressure differential across the wheel. The inlet ducts do that by creating a high-pressure area to the inside of the wheel to contrast with the low pressure area to the outside.

The lateral vane at the top further breaks up the fan motion of the air.



SAUBER



Drivers struggle in uncompetitive car

11

8/10



XPB/LAT

NICO HULKENBERG

Sauber-Ferrari C32-02
Start: 9th; Finish: DNF
Strategy: retired (super-soft/
medium/medium)



The Sauber looked awful, but Hulkenberg all but put the car in Q3 only to be bumped by Adrian Sutil in the post-red flag mini-session. In the race, it was the same old story as he flirted with the points, but even a fine drive couldn't overcome the car's fundamental lack of pace. He retired after a clash with van der Garde's Caterham.

12

4/10



XPB/LAT

ESTEBAN GUTIERREZ

Sauber-Ferrari C32-03
Start: 15th; Finish: 20th
Strategy: 2 stops (super-soft/
medium/super-soft)



Delivering in qualifying continues to trouble the rookie, who is, on average, a second off Hulkenberg's pace when it counts. Even in the race, however, he never looked totally comfortable. The car was all over the place, so his lack of pace forgivable, but locking up exiting the pits after his second stop and sliding into the barrier was embarrassing.

MERCEDES



Hamilton puts in solid run to podium

9

7/10
Event rating

10

9/10
Event rating

NICOROSBERG

Mercedes F1 W04/03

Start: 4th; Finish: 5th

Strategy: 3 stops (super-soft/
super-soft/medium/medium)

Considering this was a weekend when things did not quite go right for the Monaco Grand Prix winner, Rosberg should be pleased to come out of it with a solid haul of 10 points. In qualifying, the loss of his radio made Q3 very difficult, and come the race he didn't seem able to make the tyres last as well as team-mate Hamilton. He was on course for fifth even before the precautionary pitstop caused by flat-spotting his front-right tyre at the chicane.

LEWIS HAMILTON

Mercedes F1 W04/04

Start: 2nd; Finish: 3rd

Strategy: 2 stops (super-soft/
super-soft/medium/medium)

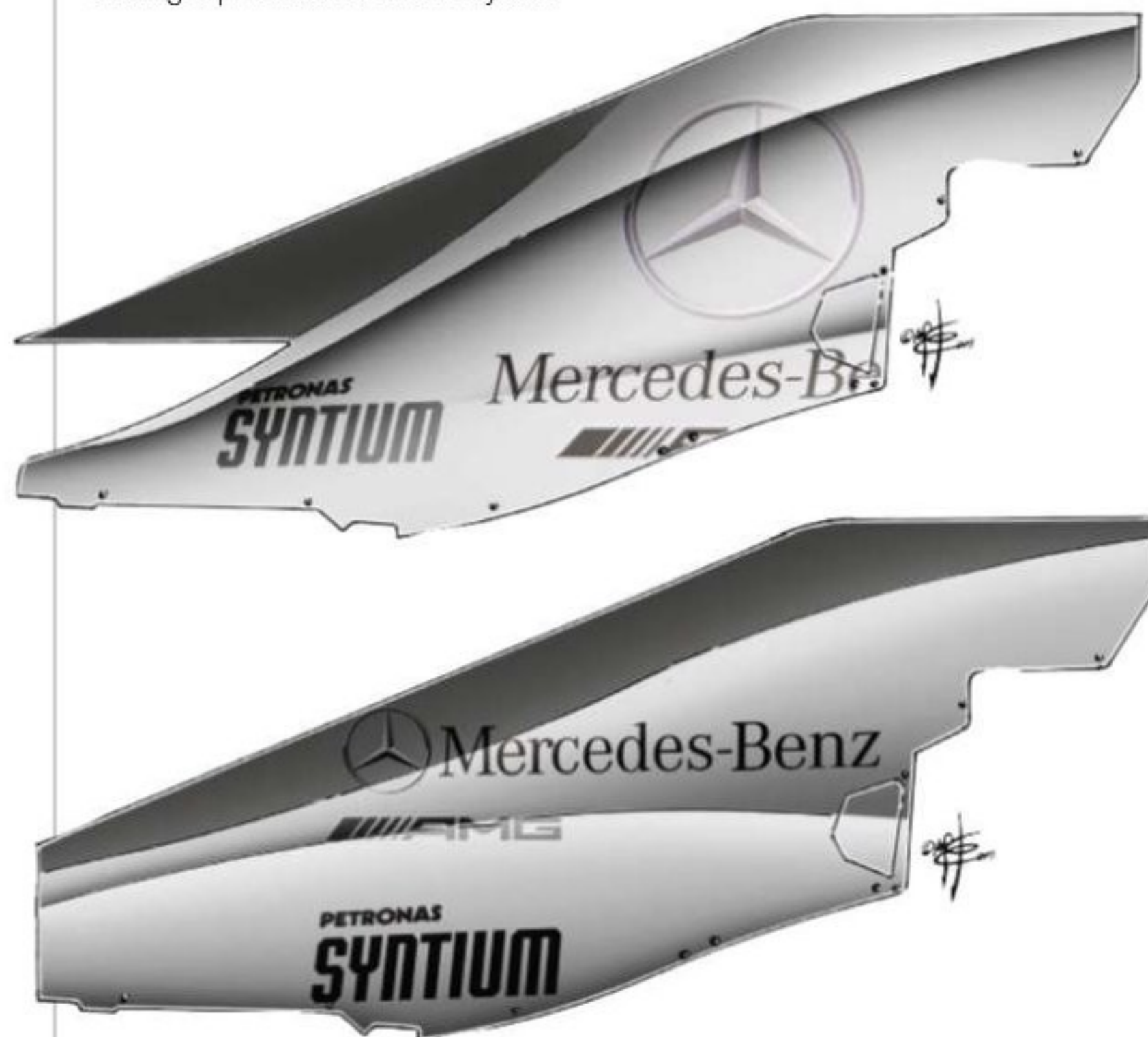
Hamilton seemed strangely downbeat off track, but looked good on it throughout practice. He did two-thirds of a pole lap, but it's likely the wet in the final sector would have cost him too much time to beat Vettel, even had he made the final chicane. He drove well in the race, managing his tyres, pushing when he needed to and ending up with a solid podium after mixing it with both Alonso and Webber. A better performance than his demeanour suggested.

Mercedes trims down engine cover

➔ Mercedes had a new slimmer engine cover (top image, with previous design below).

GARY ANDERSON Mercedes has cling-wrapped the cover more at the rear, leaving exposed the area of bodywork

that must be there to comply with the regulations, creating a sort of fin effect. The team has probably resited or miniaturised some components beneath the cover to make this possible.



FORCE INDIA



Di Resta shows pace as Sutil slips up

14

8/10
Event rating

15

6/10
Event rating

PAUL DI RESTA

Force India-Mercedes VJM06/04

Start: 17th; Finish: 7th

Strategy: 1 stop (medium/
super-soft)

The Scot's reputation for complaining about team blunders continued to build when he criticised a failure to set the gearbox settings correctly and a decision to fix what was only a minor problem during Q1, robbing him of the best of the track conditions. However, he was still bullish about pace and executed a one-stop strategy beautifully, and might have finished one place higher with a good grid position. His consistency has stepped up impressively in 2013.

ADRIAN SUTIL

Force India-Mercedes VJM06/03

Start: 8th; Finish: 10th

Strategy: 2 stops (super-soft/
medium/medium)

There was a lot to like about Sutil's performance during the Canadian GP, but it was largely undone by a few ill-judged moments. During the mad post-red flag flurry in Q2, he was the only driver to barge his way into the top 10 – a reminder of his great feel in the damp. He was too rash trying to pass Bottas early on, resulting in a spin, and was pushing his luck when he didn't let Hamilton and Alonso lap him, earning him a penalty that cost him eighth.

WILLIAMS



Bottas delivers a star performance

16

6/10



17

9/10



PASTOR MALDONADO

Williams-Renault FW35-02

Start: 13th; Finish: 16th

Strategy: 2 stops (super-soft/
medium/medium)

Maldonado certainly wasn't as impressive as Bottas, but he looked a strong contender to join him in Q3, and was on a lap that surely would have put him there when the red flag came out. In the race, Maldonado was very disappointed with his car's lack of pace. The only mark he was able to make on Sunday afternoon was on the back of Adrian Sutil's Force India, which he clouted at the chicane, earning himself a penalty.

VALTTERI BOTTAS

Williams-Renault FW35-01

Start: 3rd; Finish: 14th

Strategy: 2 stops (super-soft/
medium/medium)

Drivers with real potential to emerge as superstars have an uncanny knack of delivering when opportunity knocks, and that's what Bottas did in qualifying. He didn't fluke his way to third, he was there on merit and only with the assistance of a very slight hike in downforce for the conditions. Come the race, he regressed to the mean of the Williams, and there was no obvious way he could have finished higher.

TORO ROSSO



Vergne turns in a quality weekend



JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR8-03
Start: 7th; Finish: 6th
Strategy: 2 stops (super-soft/
medium/super-soft)



The Frenchman is showing signs of real progress that, if sustained, could force Red Bull to add him to their shortlist for 2014. In damp conditions, he looked far happier than his team-mate and breezed through to Q3 to earn a career-best seventh on the grid. His race was superb, holding seventh place early on, passing Bottas for sixth around the outside into Turn 1 and then keeping di Resta at bay. Couldn't have done any better, hence the 10.



DANIEL RICCIARDO

Toro Rosso-Ferrari STR8-04
Start: 11th; Finish: 15th
Strategy: 2 stops (super-soft/
medium/medium)



The Australian was far from happy with the Toro Rosso while running on intermediates and was perhaps fortunate to make Q3 with the assistance of the red flag. Following a two-place (effectively one) grid penalty, he ran in the points early on, but his race turned to disaster as he struggled with rear-end grip, forcing a relatively early stop. From there, he didn't have the pace to get back into points contention. Despite the Q3 appearance, a disappointing weekend.

CATERHAM



Pic keeps it tidy in creditable showing



CHARLES PIC

Caterham-Renault CT03-06
Start: 18th; Finish: 18th
Strategy: 2 stops (super-soft/
medium/medium)



Rain minimised the disadvantage of ceding his car to reserve driver Alexander Rossi in FP1, and he did a decent job in qualifying to line up at the front of the Caterham/Marussia scrap. He had a relatively quiet race, although was able to get past Chilton late on, and had a far tidier race than his team-mate. Given Bianchi's pace, he would have been hard pushed to have finished any higher. Overall, a solid weekend's work, although nothing obviously extraordinary.



GIEDO VAN DER GARDE

Caterham-Renault CT03-04
Start: 21st; Finish: DNF
Strategy: retired (super-soft/
medium/medium/medium)



There were perhaps a few too many off-track moments in the wet, but he showed flashes of being able to overachieve again on intermediates in qualifying, only to end up behind his team-mate after a big error on the lap that counted. The race started well, but it unravelled amid collisions with first Webber and later Hulkenberg, both while being lapped, which was a shame as the Dutchman has been making some decent progress in recent races.

Williams's reduced-drag rear wing

→ Williams's low-drag wing for Montreal featured a reduced chord section in the central part.

GARY ANDERSON The outboard end of a wing generates the most drag, and the middle part the least. That's in isolation, however. In reality, the shape of the car, which blocks the wing – specifically the engine cover – dictates a different wing design.

For the low-drag demands of Montreal, if you want to reduce your drag while minimising the reduction in

downforce, this shape works quite well. This would equalise the load span across the wing quite well.

The 'monkey seat' has gone – there's no point in having it with the increased gap between it and the top wing created by reducing the wing's chord section at that point. The monkey seat is normally used to connect up the flow from the beam wing and the top wing, but with this sort of gap, it would be unable to do that, and so would only be creating drag for no gain in downforce.



MARUSSIA



Bianchi outshines Chilton in the dry



JULES BIANCHI

Marussia-Cosworth MR-02-02
Start: 19th; Finish: 17th
Strategy: 1 stop (medium/
super-soft)



Bianchi's form ebbed and flowed with the weather. There were some messy moments in the wet, notably a session-ending off in FP1 and several moments early in qualifying. But when it mattered, he reasserted himself over Chilton, stringing together a strong lap in the traffic and yellow flag-riddled closing stages of Q1. His race pace was impressive, comfortably beating Pic and finishing only 21.717 seconds behind Maldonado.



MAX CHILTON

Marussia-Cosworth MR-02-03
Start: 20th; Finish: 19th
Strategy: 1 stop (medium/
super-soft)



Chilton revelled in the wet and looked a genuine threat to Bianchi after beating him in their first runs in Q1. Traffic and yellow flags frustrated him when it mattered, and he only shaved half a second off his earlier time on his second run, despite far better conditions. He sat behind Bianchi in the early going, but graining problems were costly, meaning he lost touch with his team-mate and Pic. Overall, more solid progress.

CANADIAN GP RESULTS



THOMPSON/GETTY

PRACTICE 1: Friday

POS	DRIVER	TIME
1	DI RESTA	1m21.020s
2	BUTTON	1m21.108s
3	GROSJEAN	1m21.258s
4	ALONSO	1m21.308s
5	RAIKKONEN	1m21.608s
6	RICCIARDO	1m22.068s
7	ROSBERG	1m22.402s
8	PEREZ	1m22.587s
9	VETTEL	1m23.047s
10	WEBBER	1m23.131s
11	MASSA	1m23.341s
12	BOTTAS	1m23.352s
13	VERGNE	1m23.386s
14	SUTIL	1m23.417s
15	GUTIERREZ	1m23.957s
16	HAMILTON	1m25.054s
17	HULKENBERG	1m25.354s
18	VAN DER GARDE	1m25.753s
19	CHILTON	1m25.821s
20	ROSSI	1m27.143s
21	MALDONADO	1m27.522s
22	BIANCHI	1m29.306s

Weather: Damp but drying

PRACTICE 2: Friday

POS	DRIVER	TIME
1	ALONSO	1m14.818s
2	HAMILTON	1m14.830s
3	GROSJEAN	1m15.083s
4	WEBBER	1m15.212s
5	ROSBERG	1m15.249s
6	MASSA	1m15.254s
7	VETTEL	1m15.280s
8	SUTIL	1m15.396s
9	BUTTON	1m15.422s
10	RICCIARDO	1m15.566s
11	RAIKKONEN	1m15.599s
12	PEREZ	1m15.661s
13	DI RESTA	1m15.855s
14	MALDONADO	1m16.319s
15	VERGNE	1m16.351s
16	BOTTAS	1m16.374s
17	GUTIERREZ	1m16.475s
18	HULKENBERG	1m16.929s
19	BIANCHI	1m17.070s
20	PIC	1m17.236s
21	CHILTON	1m17.888s
22	VAN DER GARDE	1m18.392s

Weather: Dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	WEBBER	1m17.895s
2	SUTIL	1m18.248s
3	HAMILTON	1m18.732s
4	ALONSO	1m18.977s
5	VETTEL	1m19.131s
6	ROSBERG	1m19.457s
7	DI RESTA	1m19.496s
8	MASSA	1m19.750s
9	BUTTON	1m19.790s
10	RAIKKONEN	1m20.316s
11	GROSJEAN	1m20.596s
12	MALDONADO	1m21.035s
13	RICCIARDO	1m21.364s
14	CHILTON	1m21.652s
15	HULKENBERG	1m22.021s
16	GUTIERREZ	1m22.720s
17	VERGNE	1m23.058s
18	VAN DER GARDE	1m23.132s
19	PEREZ	1m23.309s
20	PIC	1m23.620s
21	BOTTAS	1m24.317s
22	BIANCHI	1m26.195s

Weather: Damp but drying

FRIDAY TESTER



1 ROSSI 1m27.143s

Salut Gilles



American Rossi
drove Caterham
on Friday

COATES/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m22.318s (1)	1m28.166s (3)	1m25.425s
2	HAMILTON	1m23.801s (6)	1m27.649s (1)	1m25.512s
3	BOTTAS	1m23.446s (4)	1m28.419s (4)	1m25.897s
4	ROSBERG	1m23.840s (7)	1m28.420s (5)	1m26.008s
5	WEBBER	1m23.247s (3)	1m28.145s (2)	1m26.208s
6	ALONSO	1m23.224s (2)	1m28.788s (8)	1m26.504s
7	VERGNE	1m24.159s (10)	1m28.527s (6)	1m26.543s
8	SUTIL	1m24.551s (14)	1m28.799s (9)	1m27.348s
9	RAIKKONEN	1m24.451s (13)	1m28.667s (7)	1m27.432s
10	RICCIARDO	1m24.770s (15)	1m29.359s (10)	1m27.946s
11	HULKENBERG	1m23.899s (8)	1m29.435s	-
12	PEREZ	1m24.176s (11)	1m29.761s	-
13	MALDONADO	1m24.776s (16)	1m29.917s	-
14	BUTTON	1m24.021s (9)	1m30.068s	-
15	GUTIERREZ	1m24.408s (12)	1m30.315s	-
16	MASSA	1m23.735s (5)	1m30.354s	-
17	DI RESTA	1m24.908s	-	-
18	PIC	1m25.626s	-	-
19	GROSJEAN	1m25.716s	-	-
20	CHILTON	1m26.508s	-	-
21	BIANCHI	1m27.062s	-	-
22	VAN DER GARDE	1m27.110s	-	-

QUALIFYING STATISTICS

	HEAD	TO	HEAD
VETTEL	7	0	WEBBER
ALONSO	5	2	MASSA
BUTTON	4	3	PEREZ
RAIKKONEN	7	0	GROSJEAN
ROSBERG	3	4	HAMILTON
HULKENBERG	7	0	GUTIERREZ
DI RESTA	4	3	SUTIL
MALDONADO	2	5	BOTTAS
VERGNE	3	4	RICCIARDO
PIC	4	3	VAN DER GARDE
BIANCHI	6	1	CHILTON



Bottas with his
father Rauno

COATES/LAT

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	3
WEBBER	2	€5000	3
ALONSO	0	€1000	3
MASSA	2	€1400	3
BUTTON	0	€1000	4
PEREZ	0	€600	4
RAIKKONEN	1	€1000	4
GROSJEAN	1	€0	4
ROSBERG	0	€600	4
HAMILTON	1	€0	4
HULKENBERG	0	€1000	4
GUTIERREZ	2	€800	3
DI RESTA	0	€0	4
SUTIL	0	€1000	4
MALDONADO	0	€0	4
BOTTAS	0	€3000	4
VERGNE	0	€10,000	3
RICCIARDO	0	€0	4
PIC	0	€0	4
VAN DER GARDE	1	€11,200	4
BIANCHI	0	€2800	4
CHILTON	1	€0	3

THE RACE: 70 laps, 189.686 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	70	1h32m09.143s	1m16.561s	2	41.733s	1
2	FERNANDO ALONSO	FERRARI	70	+14.408s	1m16.203s	2	41.148s	6
3	LEWIS HAMILTON	MERCEDES	70	+15.942s	1m16.354s	2	41.535s	2
4	MARK WEBBER	RED BULL-RENAULT	70	+25.731s	1m16.182s	2	43.425s	5
5	NICO ROSBERG	MERCEDES	70	+1m09.725s	1m16.534s	3	63.416s	4
6	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	69	-1 lap	1m17.909s	2	42.639s	7
7	PAUL DI RESTA	FORCE INDIA-MERCEDES	69	-1 lap	1m17.841s	1	21.066s	17
8	FELIPE MASSA	FERRARI	69	-1 lap	1m16.939s	2	40.845s	16
9	KIMI RAIKKONEN	LOTUS-RENAULT	69	-1 lap	1m17.766s	1	25.182s	10
10	ADRIAN SUTIL	FORCE INDIA-MERCEDES	69	-1 lap	1m17.694s	2	58.278s	8
11	SERGIO PEREZ	McLAREN-MERCEDES	69	-1 lap	1m17.369s	2	41.232s	12
12	JENSON BUTTON	McLAREN-MERCEDES	69	-1 lap	1m17.458s	1	20.212s	14
13	ROMAIN GROSJEAN	LOTUS-RENAULT	69	-1 lap	1m17.607s	2	42.433s	22
14	VALTTERI BOTTAS	WILLIAMS-RENAULT	69	-1 lap	1m18.004s	2	46.660s	3
15	DANIEL RICCIARDO	TORO ROSSO-FERRARI	68	-2 laps	1m18.257s	2	42.538s	11
16	PASTOR MALDONADO	WILLIAMS-RENAULT	68	-2 laps	1m18.105s	2	60.640s	13
17	JULES BIANCHI	MARUSSIA-COSWORTH	68	-2 laps	1m18.873s	1	21.378s	19
18	CHARLES PIC	CATERHAM-RENAULT	67	-3 laps	1m19.380s	2	44.217s	18
19	MAX CHILTON	MARUSSIA-COSWORTH	67	-3 laps	1m19.566s	1	21.374s	20
20	ESTEBAN GUTIERREZ	SAUBER-FERRARI	63	accident	1m19.478s	2	43.541s	15
R	NICO HULKENBERG	SAUBER-FERRARI	45	accident damage	1m19.056s	2	42.637s	9
R	GIEDO VAN DER GARDE	CATERHAM-RENAULT	43	accident damage	1m21.811s	3	97.928s	21

Weather: Dry. Winner's average speed: 123.503mph. Fastest lap: Webber 1m16.182s (128.052mph) on lap 69.
Lap leaders: 1-15 Vettel; 16-18 Hamilton; 19-70 Vettel

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
S'soft	Medium	Medium	
S'soft	Medium	Medium	
S'soft	Medium	Medium	
S'soft	Medium	Medium	
S'soft	S'soft	Medium	Medium
S'soft	Medium	S'soft	
Medium	S'soft		
S'soft	S'soft	Medium	
S'soft	Medium		
S'soft	Medium		
S'soft	Medium		
S'soft	Medium		
S'soft	Medium		
S'soft	S'soft		
S'soft	Medium	S'soft	
S'soft	Medium	Medium	
S'soft	Medium	Medium	Medium

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

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	VETTEL	132	3 rd	1 st	4 th	1 st	4 th	2 nd	1 st												
2	ALONSO	96	2 nd	ret	1 st	8 th	1 st	7 th	2 nd												
3	RAIKKONEN	88	1 st	7 th	2 nd	2 nd	2 nd	10 th	9 th												
4	HAMILTON	77	5 th	3 rd	3 rd	5 th	12 th	4 th	3 rd												
5	WEBBER	69	6 th	2 nd	ret	7 th	5 th	3 rd	4 th												
6	ROSBERG	57	ret	4 th	ret	9 th	6 th	1 st	5 th												
7	MASSA	49	4 th	5 th	6 th	15 th	3 rd	ret	8 th												
8	DI RESTA	34	8 th	ret	8 th	4 th	7 th	8 th	7 th												
9	GROSJEAN	26	10 th	6 th	9 th	3 rd	ret	ret	13 th												
10	BUTTON	25	9 th	17 th	5 th	10 th	8 th	6 th	12 th												
11	SUTIL	17	7 th	ret	ret	13 th	13 th	5 th	10 th												
12	VERGNE	13	12 th	10 th	11 th	ret	ret	8 th	6 th												
13	PEREZ	12	11 th	9 th	11 th	6 th	9 th	16 th	11 th												
14	RICCIARDO	7	ret	18 th	7 th	16 th	10 th	ret	15 th												
15	HULKENBERG	5	ns	8 th	10 th	12 th	15 th	11 th	ret												
16	GUTIERREZ	0	13 th	12 th	ret	18 th	11 th	13 th	20 th												
17	BOTTAS	0	14 th	11 th	13 th	14 th	16 th	12 th	14 th												
18	MALDONADO	0	ret	ret	14 th	11 th	14 th	ret	16 th												
19	BIANCHI	0	15 th	13 th	15 th	19 th	18 th	ret	17 th												
20	PIC	0	16 th	14 th	16 th	17 th	17 th	ret	18 th												
21	CHILTON	0	17 th	16 th	17 th	20 th	19 th	14 th	19 th												
22	VAN DER GARDE	0	18 th	15 th	18 th	21 st	ret	15 th	ret												

Actor Michael Fassbender got in on the act

SECTOR 1 TIMES

POS	DRIVER	TIME
1	VETTEL	21.187s
2	ALONSO	21.262s
3	HAMILTON	21.328s
4	WEBBER	21.336s
5	ROSBERG	21.383s
6	BUTTON	21.622s
7	MASSA	21.658s
8	VERGNE	21.684s
9	PEREZ	21.734s
10	GROSJEAN	21.746s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	WEBBER	24.266s
2	ALONSO	24.330s
3	VETTEL	24.417s
4	HAMILTON	24.433s
5	ROSBERG	24.438s
6	RAIKKONEN	24.746s
7	MASSA	24.760s
8	BUTTON	24.770s
9	PEREZ	24.834s
10	GROSJEAN	24.837s

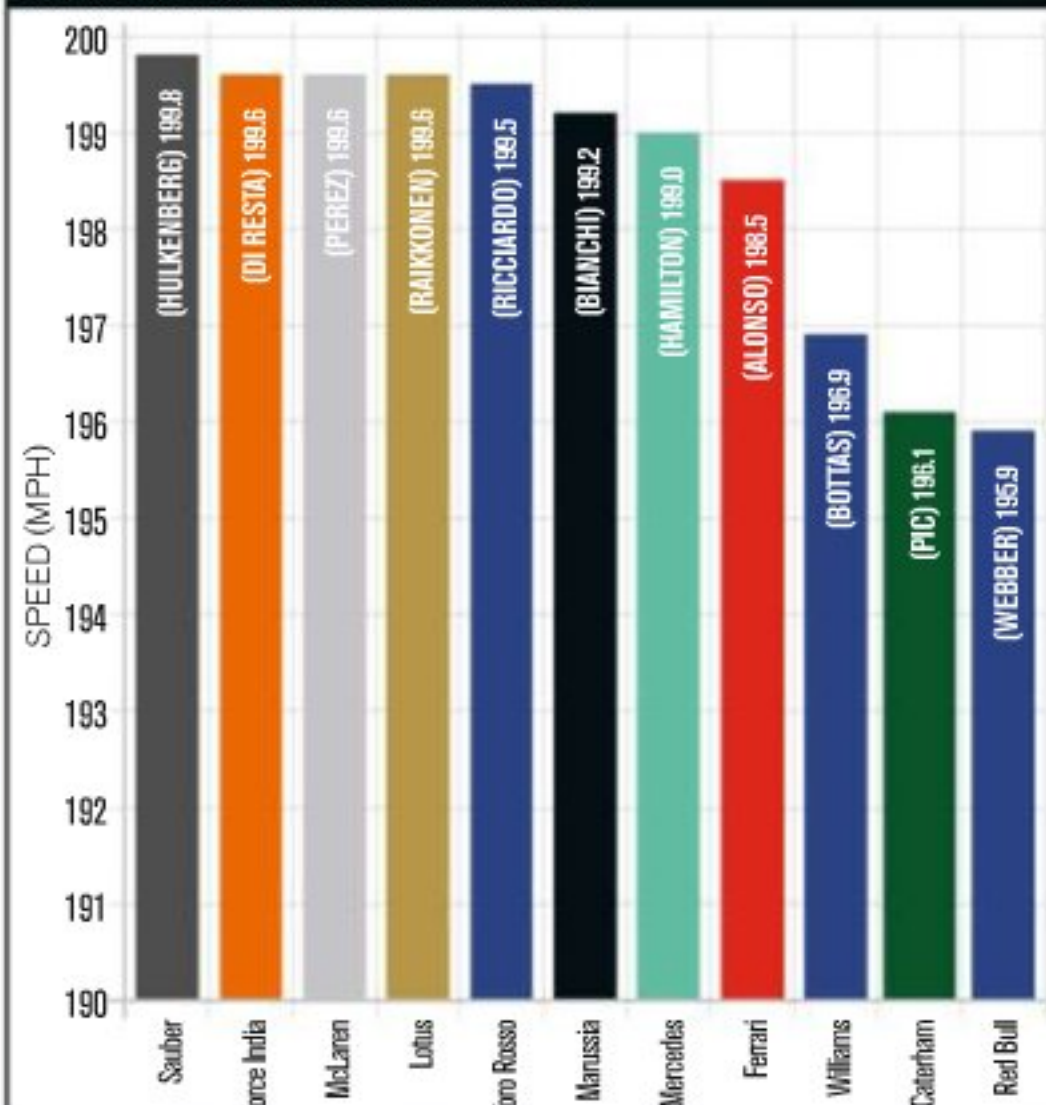
SECTOR 3 TIMES

POS	DRIVER	TIME
1	ALONSO	30.372s
2	HAMILTON	30.502s
3	MASSA	30.502s
4	WEBBER	30.580s
5	ROSBERG	30.682s
6	SUTIL	30.691s
7	VETTEL	30.702s
8	PEREZ	30.707s
9	DI RESTA	30.727s
10	BUTTON	30.799s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	HULKENBERG	199.8
2	GUTIERREZ	199.8
3	DI RESTA	199.6
4	PEREZ	199.6
5	BUTTON	199.6
6	RAIKKONEN	199.6
7	RICCIARDO	199.5
8	SUTIL	199.5
9	VERGNE	199.3
10	BIANCHI	199.2

SPEED TRAP BY EACH CONSTRUCTOR



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FORIX

Ferrari pins its hopes on luck in the title race

The Scuderia has missed out on a few scoring opportunities already this season and could do with Sebastian Vettel doing the same before the German gets too far ahead. By EDD STRAW

Fernando Alonso hasn't traditionally been one to talk about luck. So in the build-up to last weekend's Canadian Grand Prix it was a surprise to hear him appeal to fortune for the second time this season.

He did the same thing after the Bahrain GP, where he lost a potential podium thanks to his DRS becoming jammed open during the race. It is a far cry from last year, when he usually stressed the need for Ferrari to focus on its own performances, get the best out of the car and let the title race look after itself.

Unquestionably, Alonso has had some misfortune this year. While

Vettel has racked up three wins, a second, a third and two fourths in this season's seven races to open up a 36-point lead over the Spaniard, Alonso's two victories and brace of second places has been augmented by three poor results.

"Unlucky races will come to everyone and will come to him [Vettel] as well," said Alonso before the race in Montreal. "The team has been very unlucky with the situations we have faced this year."

Ascribing his retirement in Malaysia to bad luck after his front wing fell off at the beginning of the second lap as a result of tapping the rear of Vettel at the start was

stretching a point, while the DRS problem was compounded by Ferrari's bizarre decision to tell Alonso to open the rear wing again after pitting for repairs, leading to a repeat of the problem. Both certainly had an element of misfortune, but in both cases there are legitimate question marks over Ferrari's decision-making.

It seems that, after three years of watching Vettel and Red Bull dominate, Ferrari has been a little too unwilling to take the hit of a first-lap pitstop or stopping using the DRS, which has led to it being further behind.

Vettel's dominance in Canada

certainly gives Ferrari cause for concern. This was a race the Italian team believed it had a very good chance of winning, perhaps to the point where it expected to. While its car does have a small downforce deficit to Red Bull, around Montreal it anticipated that the aero-efficient car would be well-suited to the long straights.

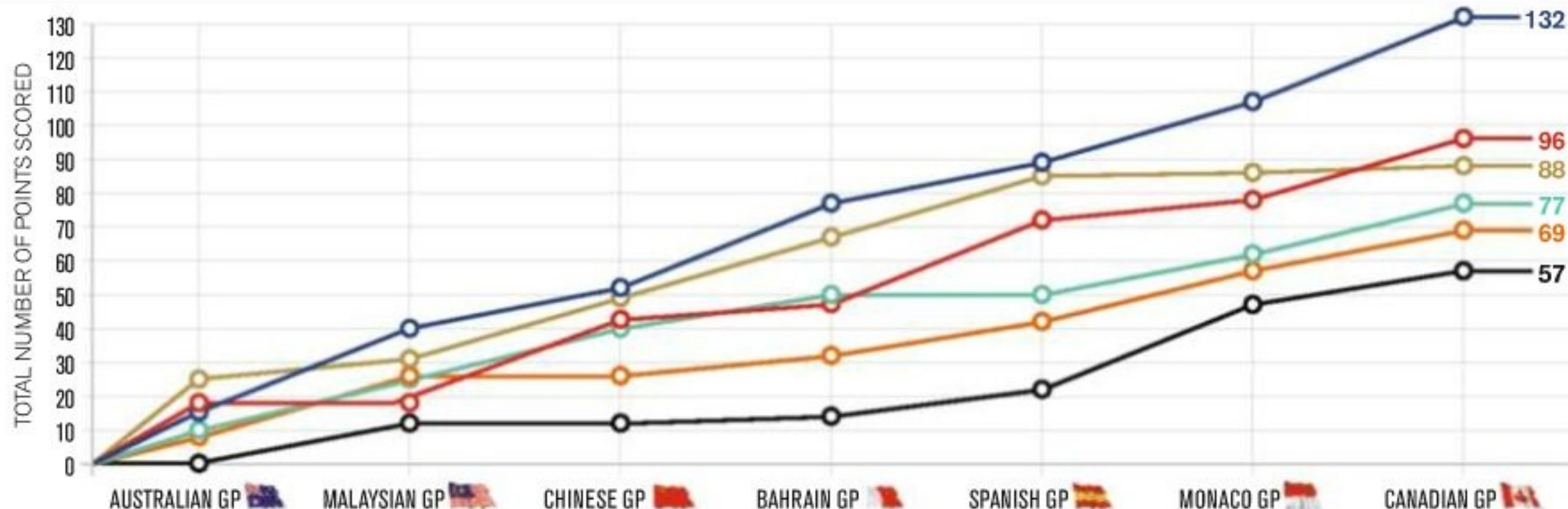
Granted, there was some more ill-fortune on Saturday given that the Ferrari seems not to work well on intermediate rubber, but even then Alonso admitted he could have done slightly better in qualifying. Team principal Stefano Domenicali claimed the race would

THE TITLE CHASE

A glance at the round-by-round points graph shows just how consistently Vettel has been racking up the points this year – and how costly Ferrari's mistakes have proved already.

KEY

VETTEL	ALONSO
RAIKKONEN	HAMILTON
WEBBER	ROSBERG





Alonso has slipped back in the title race of late...



...as Vettel and Red Bull have hit their stride



Trying to race on with broken wing in Malaysia could prove costly

have been "a different story".

Perhaps so, but the evidence suggested Vettel and Red Bull had this one covered even though Alonso was effectively knocked out of contention by losing over 10 seconds while battling with traffic in the first six laps.

With Lotus also struggling for pace and few signs of the Enstone squad being able to extract the necessary pace from its car to sustain a challenge for the drivers' championship, Canada had the feel of the weekend in which Red Bull stamped its authority on 2013.

Unsurprisingly, Red Bull has played down its position. This is

not unusual, as team principal Christian Horner has said very similar things after such strong performances regularly during the past three-and-a-half years.

"We are just focusing on one race at a time and trying to get the maximum out of ourselves and the drivers at each individual event," he said. "While the points look healthy at the moment, Fernando put in another strong race and you cannot afford any complacency, so the margins can rapidly be eroded."

To an extent, he is correct. With 12 races remaining this season, it's far from over. If Vettel suffers some bad luck at Silverstone and Alonso

wins, the gap in the drivers' championship will be slashed to just 11 points. But with Red Bull's tyre understanding improving and plans to change the construction of the Pirelli control rubber dropped, the signs are ominous.

The three races that precede the August break could prove decisive. Silverstone, the Nurburgring and Hungaroring are all relatively orthodox circuits and Ferrari is hoping to go better at those races. Potentially, the more abrasive track surfaces could also put Red Bull back into tyre-management troubles.

"Silverstone can be a bit better for us," said Ferrari driver Felipe Massa. "The car was very strong in Barcelona and in China. Here [Canada] is a completely different track and next we are going to Silverstone and Nurburgring where you have a lot of [long] lateral [load] corners. I think we will be better on normal tracks."

Unfortunately for Ferrari, it all sounds a lot like the same old story. If Red Bull has got on top of its tyre degradation problems, perhaps the Scuderia has already lost too much ground?

Either way, things are looking very good for Red Bull and Vettel.



Mercedes could be the big threat

IS MERCEDES THE TEAM RED BULL FEARS?

While Red Bull leads the championship, Mercedes has had the fastest car over a single lap at most races this year.

Sebastian Vettel and Red Bull have three pole positions in 2013, and Mercedes have four shared between Nico Rosberg (three) and Lewis Hamilton (one). Mercedes has struggled badly with tyre management, only being able to convert Rosberg's Monaco pole into a victory, but that underlying pace suggests that it is Mercedes, not Ferrari, that is best-placed to challenge the reigning champion.

"Obviously, it is good for us, but it is what happens on a Sunday that is the key thing," said Mercedes team principal Ross Brawn of his squad's qualifying pace. "With these tyres, both ourselves and Red Bull are working them [the tyres] harder to get them working on one lap or two laps and that tends to push you forward [on the grid]. Come the race, it is a bit more difficult."

But there are signs both teams are making progress. Hamilton ran long on his first set of super-soft tyres in Canada and if that trend continues on more orthodox track surfaces then Mercedes has the potential to string together a run of race victories.

But with its drivers 55 (Hamilton) and 75 (Rosberg) points down in the standings and the team 67 behind Red Bull in the constructors' table, it will take time to fight back even if Mercedes does hit form on Sundays.

MERC: BEST PACE

Based on the average of each team's fastest laps of the seven grand prix weekends, Mercedes has a significant raw-pace advantage over Red Bull.



Did Ferrari help create its own bad luck in Bahrain?

TEE/LAT

COATES/LAT

TEE/LAT

COATES/LAT

THOMPSON/GETTY

Bottas makes his mark in F1

A poor car has prevented rookie Valtteri Bottas from grabbing the headlines so far this year, but he offered a glimpse of his potential in Canada. **By EDD STRAW**

Valtteri Bottas' stunning third place on the grid for the Canadian Grand Prix yielded no better than 14th in the race. A point had been made, however. In a season when the Finn has been largely anonymous thanks to the limitations of the Williams FW35, the wet qualifying conditions in Montreal gave him the opportunity to overachieve, and he did so in spectacular fashion. Even if he goes through the rest of this campaign without scoring, he has made his mark emphatically.

Bottas' qualifying performance was not about being last across the line in a drying session. During all three segments, and using intermediate rubber throughout, he was a serious contender, and he lapped only four and half tenths slower than Sebastian Vettel in Q3.

The best drivers have always had an ability to nail it when there's a chance to accomplish something, and that's exactly what Bottas did. Rival team bosses, already keeping a close eye on the Finn, were impressed. *Seriously* impressed.

This performance didn't come from nowhere, however. While the conditions allowed Bottas to put the Williams far higher up the

timesheets than usual, those paying attention have been quietly taking note of his progress in difficult circumstances in 2013.

Last year, Bottas' Friday running suggested he was fundamentally the quickest of the three Williams drivers. That suspicion has been validated this year by his qualifying showings, beating team-mate Pastor Maldonado five times out of seven with an average advantage of half a second. While the gap is distorted by bad weather in some qualifying sessions, it's an outstanding feat for a rookie against the Venezuelan, who has struggled to adapt his style to the demands of this year's car.

In terms of race pace, Bottas has also been strong. His mistakes on Sundays have been relatively minor. He also has a 100 per cent finishing record, beating Maldonado in two of the four races both have finished. All of this is symptomatic of the Finn's calm, intelligent approach, which has allowed him to deliver despite poor machinery.

In qualifying in Canada, it was the Bottas' ability to adapt to different conditions, a trait he showed throughout his junior career, that allowed him to excel. It was a performance echoing Nico

Hulkenberg's stunning 2010 Brazilian pole in a Williams far easier to drive than this year's model.

"Even though he's young and inexperienced — he didn't know this circuit, for example — he goes out, and in three laps, 'bang', he's on the pace," said Williams chief race engineer Xevi Pujolar. "In situations like this [qualifying], the grip changes a lot, and you have to judge very quickly how much there is. To do that, you have to have confidence in yourself and what you are driving."

"If we could give them a better car, both drivers have the potential [to win]. Pastor won a race last year, and Valtteri can win, too. He has shown the speed and even the consistency in the races. He has also done a very good job of managing his tyres, even if you can't see it from the outside."

While Maldonado is likely to remain with Williams in the long term, Bottas' performances could make him a potential target for other teams. While Williams has struggled on many fronts during this campaign, the success of Bottas and his predecessor as team protege, Hulkenberg, suggests that its eye for spotting a future star is as strong as ever.

Q&A

VALTTERI BOTTAS

WILLIAMS-RENAULT

The season hasn't been easy, but your performances have been strong relative to your machinery. Was this your best qualifying drive?

It was my personal best qualifying. I got many laps when the track and the tyres were at their optimum. The weather allowed us to get a much higher position by getting everything right.

Was it a high-pressure situation, given you knew there might be the opportunity to shine?

It didn't feel that different. I was fully aware that we could do really well, but it didn't create any extra pressure.

Pastor Maldonado is well regarded for his qualifying ability, but you've outqualified him five times in your first seven races. Is that a surprise?

I've had an OK start to the season compared to my team-mate, but we have zero points, so I find it difficult to be too happy. We are here to get results, but it's nice to see that we have been very close, and I've been quicker than him many times.

The car didn't have the pace in the race to score points, but are you pleased at least to have had the chance to make your mark on Saturday?

We have to take that as a positive. It's something I will never forget. It was good to finally get a nice result after such a difficult start to the season.



Bottas was the star of qualifying in wet weather



F1 BREAKTHROUGHS

If he makes it in F1, Canada 2013 will become part of the Valtteri Bottas legend. Here are 10 future world champions who made a sudden, unexpected impact

JOHN SURTEES 1960 British GP

While still racing motorbikes, Surtees finished second for Lotus in only his second world championship outing.



EMERSON FITTIPALDI 1970 United States GP

In his fourth race, he qualified third and won for a Lotus team still shell-shocked by the death of Jochen Rindt at Monza.

NIKI LAUDA 1973 Monaco GP

The Austrian was seen as a so-so pay driver before Monaco. He qualified sixth there and ran third before his gearbox broke.



ALAN JONES 1977 Austrian GP

He'd had only minor points placings before taking a shock win in a rain-affected race at the Österreichring for Shadow.

KEKE ROSBERG 1978 International Trophy

Driving the uncompetitive Theodore, he won the non-championship race at Silverstone in tricky conditions.





Finn stands shoulder to shoulder with Vettel and Hamilton



NELSON PIQUET
1979 Belgian GP

When Piquet qualified third at Zolder, 1.5 seconds clear of illustrious Brabham team-mate Niki Lauda, he laid the foundations for the Austrian's first retirement.

AYRTON SENNA
1984 Monaco GP

Driving for the midfielder Toleman team, the Brazilian finished in second place and, but for a red flag, might have passed Alain Prost to win in the wet.



MICHAEL SCHUMACHER
1991 Belgian GP

Qualified a sensational seventh after taking the seat vacated by the unavailable Bertrand Gachot at Jordan. His race lasted seconds, but he'd already made his mark.

MIKA HAKKINEN
1993 Portuguese GP

After spending most of the season as McLaren test driver, the Finn outqualified team-mate Ayrton Senna at Estoril in his first grand prix for the team to line up in third place on the grid.



SEBASTIAN VETTEL
2008 Italian GP

Stunned F1 with pole position for Scuderia Toro Rosso at Monza, converting it into a comfortable victory a day later. A legend was born on that wet weekend in Italy.

LMP1 privateer ranks

News last week that ORECA will build a car for Rebellion proves there's a place for independent teams



34

Reports of the death of the LMP1 privateer have been greatly exaggerated. Last weekend's revelation that Rebellion Racing has commissioned a new P1 from ORECA is expected to be the first in a series of announcements that will almost certainly result in an increase in privateer numbers racing in the premier class at the Le Mans 24 Hours in 2014.

There had been concerns that the arrival of a new set of LMP1 regulations, based on energy consumption and with a focus on energy-retrieval systems, would signal the end of privateer participation in the category on grounds of cost. But a sub-class in the rules for non-hybrid machinery run by privateers looks set to achieve the desired result of bolstering the P1 ranks at Le Mans and in the

World Endurance Championship. So much so in fact that this year's two privateer entrants should at least double for 2014.

The Anglo-Swiss Rebellion squad, the leading P1 privateer since the rebirth of the WEC in 2012, has never hid its intention to continue in the class. It has now signed an exclusive deal with ORECA to produce a Toyota-engined car to be called the Rebellion R-One, of which two will be entered in next year's WEC.

The only other P1 entrant racing in the WEC and at Le Mans this year, Strakka Racing, is also planning to be back next season.

"We are a P1 team racing in the WEC and we are working hard on our plans to maintain that status," said Strakka team manager Dan Walmsley, who is "expecting but not guaranteeing" Strakka to maintain its

relationship with Honda Performance Development into the new era.

OAK Racing will return to the P1 ranks next season with the project that it announced last August. Team owner Jacques Nicolet has revealed that construction of the first monocoque will begin next month and that the design, which will be run by OAK and be offered for sale, is scheduled to run for the first time this year.

The Kodewa-run Lotus LMP2 squad is on course to graduate to the P1 ranks next season with what is essentially a privateer effort: its links with the British sportscar manufacturer don't stretch beyond the use of its name. Its T128 LMP2 coupe is built around a 2014-spec P1 monocoque and the team has outlined a vision of its future whereby it produces P2s for customers and runs in P1 itself.

There are other projects out there, too. Le Mans legend Henri Pescarolo has aspirations to relaunch his team following its withdrawal from the WEC after Le Mans last year, although he is fairly downbeat about his chances.

There are also two chassis projects that have yet to find buyers: the Dome S103 (left) is in development, while British engineering consultancy Perrinn Limited is ready to push the button on a design that has already been completed.



The ACO's
Beaumesnil
is upbeat

GIBSON/LAT

The Automobile Club de l'Ouest, which runs the 24 Hours and promotes the WEC, is expecting an upturn in privateer entries during the early years of the new P1 class.

ACO sporting manager Vincent Beaumesnil said: "We can expect a good level of new entries over the next two seasons and I think three or four is a minimum for next year. We know there are quite a few projects out there, but some people will not be ready for 2014."

The problem for potential entrants is that there may not be cars available. Despite the proliferation of chassis projects in the works, it is unclear how many will come to fruition. The market is so small at the moment that it is inconceivable that a constructor could cover its development costs by building only one or two cars.

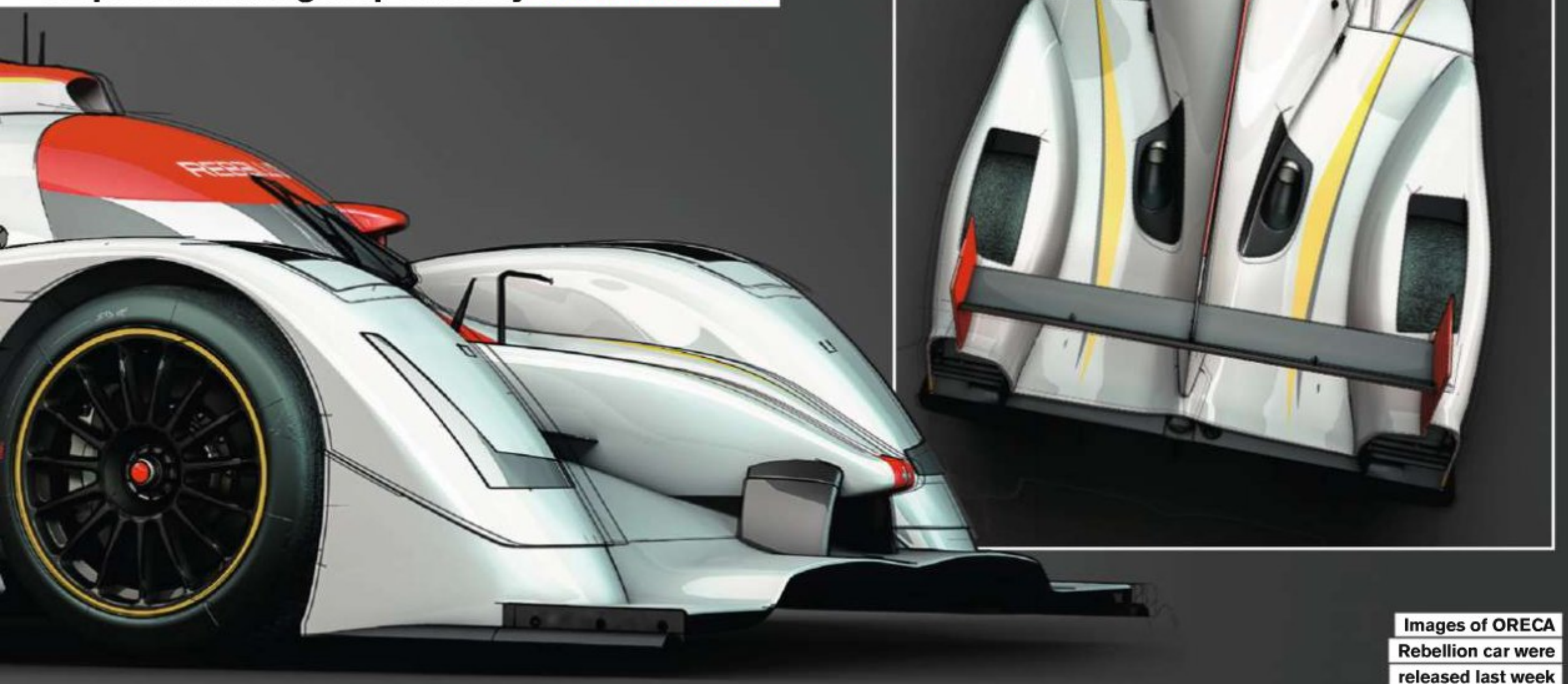
There was speculation that HPD was only ready to give the green light



Dome could be
on the LMP1
grid as well

set to swell

in sportscar racing's top class. By **GARY WATKINS**



Images of ORECA Rebellion car were released last week

to its 2014-rules P1 coupe designed by Wirth Research in the UK should it receive orders for three cars. Walmsley believes, however, that this is not the case.

"Our indications are that the project will go ahead and that HPD will operate the programme at a loss initially to get the ball rolling," he said.

Another route into P1 could be with an existing package, which the ACO has indicated it will be ready to accept for the first season of the new formula. Beaumesnil said that he will look seriously at 'grandfathering' an existing car should a request be made from a potential entrant, even one not currently competing.

It is unclear whether there really is a queue of newcomers looking at 2014, but the aspirations of Rebellion, Strakka, OAK and Lotus are clear. Their commitments means the future of the privateer at the top of sportscar racing is safe for the moment.

A CHANCE OF VICTORY FOR PRIVATEERS?

The potential upturn in privateer LMP1 entries is an effect of regulations that give independent teams without manufacturer backing a real chance of overall victories, according to Rebellion team manager Bart Hayden. He believes that the non-hybrid route offered only to privateers will put them in the hunt.

"The important thing about the 2014 regulations is there is not a clause that says a two per cent difference between different concepts of cars is acceptable," he explains. "The current rules effectively say that the gap between manufacturers and privateers is acceptable."

"If two cars – one manufacturer, one privateer – have the same pace, the manufacturer should still win, because



Rebellion was in the background at Le Mans last year

BLOXHAM/LAT

there are endless ways to bring their might to bear. But if the manufacturer trips up, we should have a true chance to pick up the pieces. That's not the case now, as we saw last year when we had the perfect race at Le Mans [and finished fourth]."

Next year's rulebook affords non-hybrid privateer P1s a larger fuel allocation for each lap than the hybrid cars and a 20kg weight break. All the privateers, with the exception of Lotus/Kodewa, are looking to

take advantage of these breaks.

"There is a 95 per cent likelihood that we'll run as a non-hybrid," says Hayden. "Our studies suggest that it is no good going for one of the lower-energy limits for your hybrid [there are four between two megajoules and 8MJ]. You really need 8MJ, and for that you need a lot of money. The beauty of the new rules is that you're not penalised for not having lots of money."

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RACE CENTRE

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38 BTCC Oulton Park

Jason Plato closed right in on old enemy Matt Neal in the race for the British Touring Car title with a double win in Cheshire, although Andrew Jordan restored some Honda pride in race three



37

EBREY/LAT



48 IndyCar Texas
Castroneves moves clear in points with first win of 2013



52 WTCC Moscow
Inaugural visit to Russia nets wins for Muller and Nykjaer



57 ERX Kouvola
Solberg heartache hands victory to US ace Foust

BTCC Oulton Park (GB)

June 9

Round 4/10



RESULTS

RACE 1: 15 LAPS, 33.39 MILES

1	JASON PLATO (GB) MG (Triple Eight) MG6	22m04.464s
2	SAM TORDOFF (GB) MG (Triple Eight) MG6	+1.107s
3	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+3.167s
4	ANDREW JORDAN (GB) Eurotech Honda Civic	+4.104s
5	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+4.563s
6	MATT NEAL (GB) Honda (Dynamics) Honda Civic	+10.946s
7	MAT JACKSON (GB) Motorbase Ford Focus	+11.551s
8	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+15.381s
9	ADAM MORGAN (GB) Ciceley Toyota Avensis	+23.909s
10	ROB COLLARD (GB) WSR BMW 125i M Sport	+23.942s
11	JEFF SMITH (GB) Eurotech Honda Civic	+24.308s
12	NICK FOSTER (GB) WSR BMW 125i M Sport (S)	+29.815s
13	ROB AUSTIN (GB) Rob Austin Racing Audi A4	+31.869s
14	DAN WELCH (GB) Welch Proton Gen-2 (S)	+32.030s
15	TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC	+33.044s

Winner's average speed: 90.75mph. Fastest lap: Plato, 1m26.902s, 92.21mph.
Pole: Plato, 1m26.130s, 93.04mph. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).
(S) = Soft tyre.

RACE 2: 17 LAPS, 37.84 MILES

1	PLATO MG	26m33.600s
2	SHEDDEN Honda	+2.691s
3	TURKINGTON BMW	+3.285s
4	NEAL Honda	+5.591s
5	JORDAN Honda	+9.354s
6	NEWSHAM Toyota	+10.326s
7	MORGAN Toyota	+10.849s
8	AUSTIN Audi	+13.396s
9	WELCH Proton	+16.078s
10	J SMITH Honda	+16.270s
11	ONSLow-COLE VW (S)	+17.222s
12	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+18.733s
13	WILL BRATT (GB) Rob Austin Racing Audi A4	+22.368s
14	ARON SMITH (IRL) Motorbase Ford Focus	+22.913s
15	FOSTER BMW	+30.994s

Winner's average speed: 85.48mph. FL: Plato, 1m27.309s, 91.78mph.
Pole: Plato. Jack Sears Trophy: Wood. (S) = Soft tyre.

RACE 3: 15 LAPS, 33.39 MILES

1	JORDAN Honda (S)	22m17.987s
2	TURKINGTON BMW (S)	+1.358s
3	MORGAN Toyota (S)	+4.523s
4	NEAL Honda (S)	+4.601s
5	AUSTIN Audi (S)	+7.605s
6	BRATT Audi (S)	+8.712s
7	TORDOFF MG	+15.018s
8	FOSTER BMW	+15.798s
9	WRATHALL Toyota (S)	+16.761s
10	A SMITH Ford	+17.876s
11	COLLARD BMW (S)	+18.491s
12	JACK GOFF (GB) Hard Vauxhall Insignia	+19.731s
13	JAMES COLE (GB) Hard Vauxhall Insignia	+20.813s
14	NEWSHAM Toyota (S)	+25.507s
15	OLLIE JACKSON (GB) Speedworks Toyota Avensis (S)	+30.114s

Winner's average speed: 89.83mph. FL: Shedden, 1m27.387s, 91.70mph. Pole: J Smith. Jack Sears Trophy: Liam Griffin (Motorbase Ford Focus). (S) = Soft tyre.

CHAMPIONSHIP

1	NEAL	173	6	TURKINGTON	123
2	JORDAN	169	7	MORGAN	116
3	PLATO	166	8	J SMITH	97
4	SHEDDEN	142	9	ONSLow-COLE	72
5	TORDOFF	129	10	A SMITH	66

JACK SEARS TROPHY

1	WOOD	5	3	KAYE	2
2	GRIFFIN	4	4	GIRLING	1

POINTS SYSTEM EXPLAINED

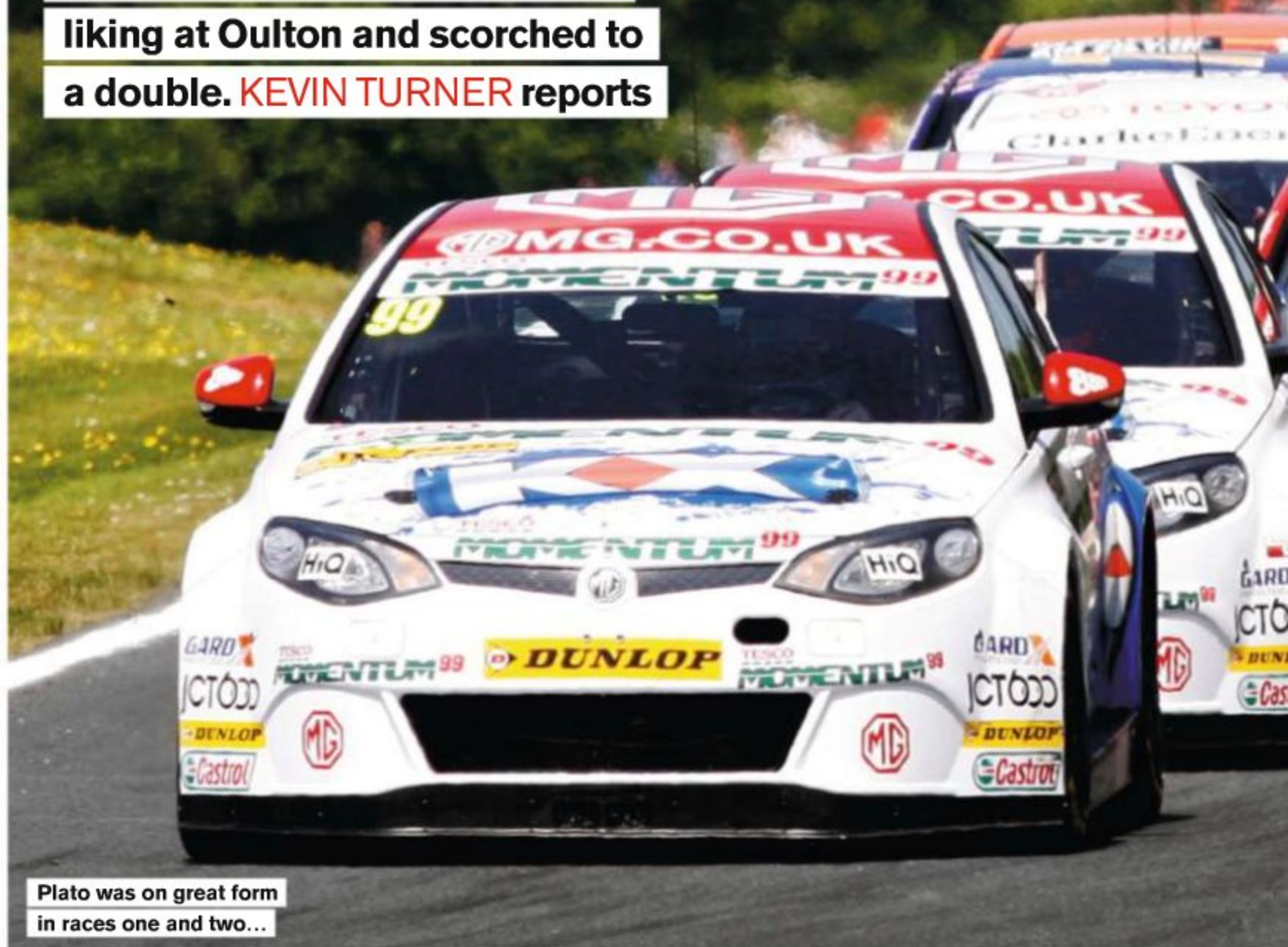
In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers.
Additional point for being fastest in qualifying, and for leading a lap.
Jack Sears Trophy table based on number of class wins per driver.

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FORIX

Plato and MG strike back

Jason Plato had his MG6 to his liking at Oulton and scorched to a double. **KEVIN TURNER** reports



Plato was on great form in races one and two...

BEFORE OULTON PARK, THE STORY OF THE 2013 British Touring Car Championship had mainly been about the speed of the Honda Civic. Last weekend, however, the works and Eurotech machines were genuinely outpaced by the Triple Eight-run factory MG6s.

Jason Plato only needed one run in qualifying to take pole and then sat in the pits watching others strive to get anywhere near his 1m26.130s mark. Reigning champion Gordon Shedden got closest, only to have his best time disallowed for exceeding track limits, and his subsequent effort was still half a second off Plato. That window was big enough to allow Sam Tordoff to put the other MG6 into second, keeping Honda off the front row for the first time this year.

"I didn't even nail the lap," admitted Plato ominously. "I caught traffic and made a mistake.

I reckon there's a 25.8 in my car."

The only concern Triple Eight had was tyre conservation in the blisteringly hot conditions, but Plato comfortably controlled the first race to lead every lap. After fighting off a fast-starting Shedden, Tordoff also looked strong at the front to secure MG its first one-two of the NGTC era.

"It's all down to race three at Thruxton," reckoned Plato. "We found something suspension-wise – something we've been wanting to try for ages – and then we did a test at Snetterton to validate it."

So confident was he in the new direction, Plato even binned the set-up that had brought the MG6 pole in 2012. "We've unlocked some proper performance in the car," he added. "It's given a feeling in the car I really like and Sam likes.

"We're in great shape. We've got performance



...but was on fire, literally, in race three



EBREV/LAT

39

and we're good on the tyres. It's mega to drive – it's almost at the stage where I can get it to do whatever I like into the corner."

With Tordoff on the fragile soft tyre for race two and both MGs loaded up with success ballast, Plato should have been more vulnerable in the second outing. He opened up a 2.5-second lead over a defensive Tordoff, lost it thanks to a safety car period, then started building a margin again before Shedden brilliantly dived by Tordoff into Old Hall. But the Honda challenge went no further: Plato continued to pull away at the front to take BTCC win number 78.

MG team principal Ian Harrison reckoned it wasn't just the new set-up that was helping. "The car is suited to Oulton and Jason's good around here," he said. "It's horses for courses this championship and there will be circuits we got to where we aren't as competitive."

Plato's weekend ended, after contact in a crazy reversed-grid race, with an engine fire (see column, p40), but this was his weekend and he closed to within seven points of the title lead.

For its part, Honda could point to being further down the straightline speed traps than the MGs, but that is something the Civics had been able to overcome previously in 2013.

Team principal Steve Neal reckoned the success ballast in qualifying – 45kg for Matt Neal, 36kg for Andrew Jordan and 18kg for Shedden – had hurt more than usual.

"Weight here makes all the difference because of the uphill and downhill braking and accelerating," said Neal Sr. "I think our guys got the most out of what they had."

"The MG went well here last year and Jason likes it here."

As he did on several occasions on his way to the 2012 crown, Shedden proved brilliant at getting the best possible results from a difficult Honda weekend, at least in the first two races. Given the MG pace, he'd have needed help to do better than the third and second he did manage.

But in keeping with his tricky 2013, Shedden then encountered trouble. He was furious that Newsham hit him in the slowed-up train in the reversed-grid encounter, causing a puncture, though Newsham claimed he was alongside and Shedden moved over on him.

"I still can't put three races in a weekend together," rued Shedden, who actually lost ground on all three of his main title rivals as a result.

Championship leader Neal qualified eighth – though 0.2s would have got him to row two – and then had a subdued run to sixth in the first race. A set-up change didn't work for race two, limiting him to fourth, but the third event helped his weekend. Despite a lunge at Colin Turkington's BMW at Hislop's that got his Honda up onto two wheels, Neal survived the chaotic finale to finish fourth. That was enough to put him back in the lead of the championship, having briefly lost it to Plato.

The only Honda driver who did score as many points as Plato was Jordan. It was ironic that on a weekend when the Eurotech man lacked a little pace compared with his previous 2013 efforts, Jordan should come away with a fourth, a fifth and a victory, helped by team-mate Jeff Smith dropping it while leading race three. He also showed good sense in diving for the grass when he saw the



Shedden scored two podiums in front of a big Oulton crowd

Neal-Turkington moment unfolding ahead of him.

"Third was realistic in qualifying, I didn't string it together like I should have," reckoned Jordan. "With the weight we've got it was always going to be tricky – you can't be the pacesetter every meeting."

He was pleased to come away just four points behind Neal, still second in the table: "It shows that if the package isn't quite the quickest you've just got to be there and doors can open."

The MGs weren't the only improvers at Oulton. As seventh, 16th and 22nd showed, WSR's NGTC BMWs may still lack qualifying pace, but over longer runs the rear-wheel-drive machines look after their tyres. All three proved capable of moving forward in the races and 2009 champion Turkington looked particularly impressive.

After qualifying he felt circumstances were helping: "It's still tricky and you've got to really work at it – we don't have enough rear grip. We've been searching for it since the start ▶



Neal tries novel way to pass Turkington as Jordan takes avoiding action

◀ and we're still on the look out!

"I think the track is just a bit more suited to our car and I think the high ambient temperature helps. I don't think we've unlocked any secrets yet."

But on raceday Turkington went even better. He came through to fifth in race one, was closing on second-placed man Shedden towards the end of race two, and was runner-up in the finale. It was the new 125i M Sport's most competitive weekend so far.

"It's quite driveable now over a long run," added Turkington on Sunday. "I'm encouraged by the pace of the car towards the end of the race."

Also improved but without the results to show for it was Motorbase's pair of Ford Focuses. Aron Smith missed out on a decent qualifying effort due to overheating probably caused by an off, and then had an engine failure in race one.

Team-mate Mat Jackson battled from 11th to seventh in race one and was moving forward on his soft rubber in the second encounter when contact with Tordoff damaged the car's throttle.

"We've now got the cars going all right, but everything else is happening," said frustrated

team boss David Bartrum.

The other team to stride forward was Speedworks Motorsport. Team boss Christian Dick felt the team had already made progress at Thruxton and it built on it with tests at Pembrey and Donington Park.

Dave Newsham surprised even himself to qualify his Toyota Avensis fourth. He slipped to eighth in race one, but improved to sixth in race two and reckoned a podium was on in the reversed-grid battle before the contact with Shedden.

Dick said: "Predominantly we've got the drivers more comfortable with what the cars do. Because they're more comfortable they're more confident to push more. We've worked through lots of stuff and we're now able to focus on tweaks now rather than big steps."

Honda asked severe questions of its rivals in the opening weekends of the season and several – MG in particular – showed at Oulton they are capable of giving an answer. It'll be interesting to see if Honda can strike back next time out at Croft, a track at which the Civics had a one-three and a one-two in 2012. ❧



Newsham had his strongest run of 2013 so far

IN THE PADDOCK

Kevin Turner



THE REVERSED-GRID RACE AT OULTON PARK certainly provided a lot of drama, but it did leave quite a few unhappy drivers.

With Rob Austin's fast-starting Audi robustly defending from Jeff Smith, and Dan Welch holding a train behind him on his harder tyres, there was an awful lot of bunching. And the resulting contact took its toll: Jason Plato retired to the pits on fire, Gordon Shedden had to pit with a puncture, Dave Newsham ended up off the road on the run to Cascades, and many cars had their bodywork redesigned by a rival or two.

Shedden wasn't happy after his clash with Newsham and felt the reversed grid and different boost levels had led to chaos. "People just stick to the inside line and then with the boost just drive away from you," he said.

Newsham pointed the finger elsewhere: "I was alongside and he moved across. He violently turned left."

Most of this wouldn't have happened if the grid hadn't been reversed of course, but that's the point. Despite boost equalisation and success ballast, the first two races had been tame. Proper motor races, but tame.

Former racer Paul O'Neill tweeted "we've been missing that kind of BTCC action" after race three and it's hard to imagine series boss Alan Gow being too disappointed about the end-of-weekend craziness.

DRIVER BY DRIVER



1 GORDON SHEDDEN

Qualifying: 3 Race: 3/2/17

Looked like being the top Honda scorer until R3 contact. Still trying to catch up after difficult start to 2013.



2 MATT NEAL

Qualifying: 8 Race: 6/4/4

Quietly effective. Optimistic R3 move on Turkington aside, kept out of trouble to hang on to points lead.



66 LIAM GRIFFIN

Qualifying: 21 Race: 20/19/16

Again an S2000 frontrunner, though perhaps pushed his luck with Wood in R1. Inherited class win in R3.



29 COLIN TURKINGTON

Qualifying: 7 Race: 5/3/2

Impressive weekend. Decent qualifying was followed by consistently strong pace in all three races.



6 TOM ONSLOW-COLE

Qualifying: 10 Race: 15/11/18

Not as impressive as Thruxton, but that was always going to be tough to match. Battled hard once again.



31 JACK GOFF

Qualifying: 14 Race: 16/R/12

Still doing a good job despite a lack of testing and came through from row 13 in R3.



43 LEA WOOD

Qualifying: 19 Race: 19/18/R

Set the S2000 pace until suspension failure in R3. Now leads the Jack Sears Trophy standings.



39 WARREN SCOTT

Qualifying: 26 Race: R/NS/NS

Clutch problems ruined weekend, but the enthusiastic Scott somehow managed to keep on smiling.

Wood and Griffin battle it out

WITH NO JAMES KAYE OR JOE GIRLING, THE S2000 class didn't fizz quite as much at Oulton Park, but the Jack Sears Trophy wins were still shared between Lea Wood and Liam Griffin.

Business commitments kept Kaye away, while Girling was ill. The latter's Chevrolet Cruze thus failed to appear, but Kaye's AmD VW Golf was taken by series debutant Aaron Mason. The VW Racing Cup ace acquitted himself well, but engine failure in race two ended his weekend after a third-place finish first time out.

David Nye's Welch-run Ford Focus suffered brake problems and a misfire, while clutch problems kept Warren Scott off the track most of the time. That meant Wood and Griffin were left to battle it out.

"This is my weekend to open the gap right out, so

we're going for it," said Wood. "The car feels really good."

He duly took class pole by 0.2s and led race one until Griffin lunged him at Island Bend on the last lap. They headed down to Hislop's side-by-side, where Griffin outranked himself, ran across the chicane and stayed ahead to the flag. His subsequent one-second penalty dropped him back behind Wood.

Griffin maintained he had to have a go. "That's the thing about the Jack Sears Trophy – it's all about winning," he said.

Wood kept at least one NGTC car between himself and Griffin for much of race two to take his fifth Jack Sears Trophy win and looked set to do the same in the finale. But a suspension failure pitched him off at Cascades, handing Griffin victory.



EBREY/LAT

Austin makes engine switch

ROB AUSTIN HAS SWITCHED TO THE

Swindon-built TOCA engine for the rest of the season.

The former single-seater racer has suffered various problems so far in 2013 and decided to switch his Tommy Field-prepared unit for the TOCA engine at Oulton Park. Team-mate Will Bratt remained with the original engine, but is also expected to make the change.

Austin maintained that the switch was not due to dissatisfaction with Field's work, but believes the boost levels for the TOCA engine are beneficial.

"We don't have the money to compete against the TOCA engine," said Austin, who took a best finish of fifth at Oulton. "The engines that have – Honda, Toyota, Ford, BMW – have manufacturer support or bigger budgets than ours."

"I think Tommy Field did a brilliant job with the situation they came in with and have been a huge asset to us. I'll use them for my historics and anything else I'll do."

"The TOCA engine feels different, but it's definitely got more."



Wood leads three NGTC cars and Griffin on way to two class wins



99 JASON PLATO

Qualifying: 1 Race: 1/1/R

Untouchable in qualifying and the first two races. Ended weekend on fire but believes MG is now where he wants it.



5 ROB COLLARD

Qualifying: 16 Race: 10/NC/11

Looked stronger in the races and could have been higher in R1 but for TO-C error. Hit by Foster in R2.



20 JAMES COLE

Qualifying: 20 Race: 18/17/13

Still learning front-wheel drive without a lot of track time. Alternator failure hampered his Saturday running.



88 SAM TORDOFF

Qualifying: 2 Race: 2/21/7

Another good event. Soft tyre and defensive driving made him a target in R2. Good recovery in R3.



18 NICK FOSTER

Qualifying: 22 Race: 12/15/8

Great charge from row 11 in R1 running on the soft tyre. Made more forward progress in R3 madness.



10 DAN WELCH

Qualifying: 13 Race: 14/9/R

Ran out of soft-tyre grip in R1, moved through well in R2, then suffered with engine overheating in finale.



77 ANDREW JORDAN

Qualifying: 5 Race: 4/5/1

Not as rocketship-fast as recently, but a big points haul. Probably would have won R3 anyway without Smith's spin.



17 DAVE NEWSHAM

Qualifying: 4 Race: 8/6/14

Happier with NGTC Avensis. Struggled with front-tyre wear in R1, but better thereafter until R3 incident.



12 DAVID NYE

Qualifying: 25 Race: 22/22/NC

Still looking for first Jack Sears Trophy victory. Brake problems in R2 and misfire in R3 didn't help cause.



55 JEFF SMITH

Qualifying: 15 Race: 11/10/18

Should have been on podium in R3. Would have been better off letting Jordan by rather than speeding up.



48 OLLIE JACKSON

Qualifying: 12 Race: 24/16/15

Engine map sensor forced him to start R1 late and had a spin, but pace was solid, especially in R3.



11 FRANK WRATHALL

Qualifying: 6 Race: 23/12/9

Good pace once again, but R1 knock sent him to the pits and gave him a lot of work to do for the rest of the meeting.



7 MAT JACKSON

Qualifying: 11 Race: 7/20/19

Better race pace, but battle with Tordoff in R2 damaged throttle and prevented results team deserved.



13 ROB AUSTIN

Qualifying: 18 Race: 13/8/5

For once, Austin's weekend actually got better as the meeting went on. Helped out of R3 lead by hit from Jeff Smith.



33 ADAM MORGAN

Qualifying: 9 Race: 9/7/3

Now a regular top-10 runner, Morgan scored his first podium by holding off Neal in R3 by 0.078s.



8 ARON SMITH

Qualifying: 17 Race: R/14/10

Saturday off probably caused the overheating that hampered qualifying and the subsequent R1 engine blow.



14 WILL BRATT

Qualifying: 23 Race: 17/13/6

Unlike his team-mate, didn't have the new TOCA engine, but also went in the right direction after qualifying.



15 AARON MASON

Qualifying: 24 Race: 21/R/NS

Wants more after his first BTCC outing, which was ended prematurely by engine failure.



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ALL THE
ACTION FROM
THE BTCC
SUPPORTS

GINETTA GT SUPERCUP OULTON PARK (GB), JUNE 8-9

Freke nets a double on comeback



Century boss
Freke made a
winning return

WINNING RACES IS NOTHING NEW TO NATHAN Freke, but even he was a little surprised his last-minute Ginetta GT Supercup return yielded two victories and left the title protagonists in his shadow.

Despite a late call to arms, and a troubled Friday practice session, Freke replicated his one-off, race-winning form from Knockhill last year to head home championship leader Tom Ingram in both encounters.

The first win came by beating poleman Ingram at the start, fending off intense early pressure from the KX-backed youngster, and pulling clear as Ingram battled a damaged front end – a battle scar sustained after briefly running off-track during the early combat.

“It’s been a testing few weeks rebuilding the car from the ground up,” admitted Century Motorsport boss Freke, who was forced to fill the vacant seat in his team’s G55 after James Birch’s late switch to the Porsche Carrera Cup.

“I’m so pleased to prove I can still do it but it’s also so frustrating that I can get back in and win – I’d love to do more, I just can’t afford it.”

Ingram was left to fend off Mark Davies, who was enjoying a far more competitive weekend than at Thruxton and Donington having beaten Carl Breeze away at the start.

The order was the same in Sunday’s encounter. Freke led Ingram and Davies away and the front two slowly edged clear, running almost in tandem lap after lap.

As Freke battled rising oil temperatures so Ingram would close fast on the straights, ducking one way then another in search of an opening.

A few times he pulled out, attempting to out-psyche the leader, but in the closing stages his attentions turned to the chasing Davies, who caught up rapidly as Ingram’s challenge on Freke intensified.

Davies was unable to wrest second place from Ingram, just falling short. Behind, Breeze’s

quiet weekend ended in another fourth-place finish, ahead of Jamie Orton, again fifth, and a charging Pepe Massot.

Having missed out on the win, for Ingram satisfaction came as his pair of second-place finishes pushed his championship lead beyond 50 points – especially as he had been battling the flu since Saturday.

“At the end of the day I’d like to have won, but that’s almost like a win for us”, he said.

● Scott Mitchell

RESULTS (both 15 laps)

Race 1 1 Nathan Freke; 2 Tom Ingram +4.600s; 3 Mark Davies; 4 Carl Breeze; 5 Jamie Orton; 6 Reece Somerfield.

G50 winner Mike Simpson. **FL** Pepe Massot 1m26.676s (92.45mph).

Race 2 1 Freke; 2 Ingram +1.214s; 3 Davies; 4 Breeze; 5 Orton; 6 Massot. **G50** Simpson. **FL** Freke 1m26.628s (92.50mph).

Points 1 Ingram, 325; 2 Breeze, 270; 3 Matt Nicoll-Jones, 215; 4 Massot, 209; 5 Davies, 204; 6 Orton, 195.

PORSCHE CARRERA CUP GB OULTON PARK (GB), JUNE 8-9

Meadows commands the Carrera Cup

MICHAEL MEADOWS DOMINATED THE FOURTH weekend of the series to move into the championship lead at Oulton Park.

Having topped practice and qualifying, Meadows controlled proceedings in race one despite battling a brake-caliper problem. He edged clear in the early stages from Daniel Lloyd and Dean Stoneman, who only managed three laps in qualifying after hitting a tyre stack.

Stoneman was third on track, but was handed a 20-second post-race penalty for contact with Rory Butcher while battling for third, so Karl Leonard inherited a popular podium place.

Brakes fixed, Meadows’s pace was relentless in race two. He streaked clear of Lloyd and Stoneman, who re-passed Butcher on the fourth lap having lost out at the start.

“We’ve had a lot of different tracks and we’ve been working our way towards a weekend like this,” Meadows reflected afterwards. “It’s working out nicely at the moment but I’m too experienced to get carried away.”

Behind, Lloyd was a lonely second ahead of Butcher, who passed Stoneman at the hairpin after Stoneman locked up spectacularly; an apparent flatspot causing him plenty of grief in the braking zones in the closing stages.

Jonas Gelzinis, the championship leader going into these races, endured a difficult weekend, finishing ninth and fifth.

Leonard was again the Pro-Am1 victor while Peter Smallwood took both Pro-Am2 class wins, by virtue of being the only entrant.

● Scott Mitchell



Two wins gave Meadows
the championship lead

RESULTS (both 18 laps)

Race 1 1 Michael Meadows; 2 Daniel Lloyd +0.810s; 3 Karl Leonard; 4 Rory Butcher; 5 Dean Stoneman; 6 Victor Jimenez. **CW** Leonard; Peter Smallwood. **FL** Stoneman 1m24.202s (95.17mph).

Race 2 1 Meadows; 2 Lloyd +5.094s; 3 Butcher; 4 Stoneman; 5 Jonas Gelzinis; 6 Leonard. **CW** Leonard; Smallwood. **FL** Meadows 1m24.178s (95.19mph). **Points 1 Meadows, 145;** 2 Gelzinis, 122; 3 Stoneman, 120; 4 Lloyd, 107; 5 Butcher, 89; 6 Jimenez, 81.

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FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 5 + 6



Race 1. Bruno Bonifacio and Prema were once more on top in the first of two races at Spa-Francorchamps in Belgium.

The Brazilian driver, who impressed in qualifying, secured his second victory of the season after leading throughout.

Championship leader Antonio Fuoco finished second after landing a penalty for contact with a rival earlier in the race.

The race also marked the first podium appearance for JD Motorsport driver Jakub Dalewski and Jenzer Motorsport's Kevin Joerg. Swiss team Jenzer also fielded Andrew Tang, who finished sixth, and series debutant Marcos Siebert who was ninth after a 10-second penalty for not respecting track limits.

Guilherme Silva (Koiranen GP) and Konstantin Tereshchenko (Interwetten.com) finished fourth and fifth respectively.



Race 2. The Prema team was utterly dominant in the second Spa race, thanks to a 1-2-3 finish headed by Italian Luca Ghiotto, who took his first victory in F.Renault 2.0 ALPS after leading home his team-mates Bruno Bonifacio and Antonio Fuoco.

Although the race confirmed Prema's supremacy, there were some strong performances from other drivers, including Swiss Kevin Joerg, the best of the Jenzer drivers in fourth place.

A good result also came the way of Estonian Hans Villemi (SMP Racing by Koiranen GP), who secured fifth to make up for Saturday's bad luck when he went off with a puncture.

Unfortunate Tech1 Racing driver Egor Orudzhev, who had been involved in a crash with Ghiotto in race one, was forced to retire in the second event after contact with Koiranen GP's Guilherme Silva.



Next Race // Monza, Italy // 6 - 7 July 2013 // www.renaultsportitalia.it //

ALPS 2013

6 // SPA-FRANCORCHAMPS, BELGIUM



FORMULA RENAULT 2.0 ALPS

Joffrey De Narda scored his first championship points. The Frenchman, racing for ARTA Engineering, qualified 12th and battled through to eighth in the first race. During the second race, for which he again started 12th, he spun while battling with Indian Parth Ghorpade. De Narda's team-mate Simon Gachet took a best weekend result of 13th in race one.

Nikita Zlobin, who missed the Spa round due to a clash with his schooling, will be back on the grid with his Russian SMP Racing by Koiranen team for the next round at Monza on July 6-7.

Seventh place in the opening race at Spa confirmed Ukyo Sasahara as one of the most consistent performers in the series. The Japanese Euronova Racing driver scored two eighth-placed finishes in the opening round at Vallelunga and is constantly improving.

Swiss team Jenzer Motorsport fielded series rookie Marcos Siebert to two finishes, with the Argentinian taking a best result of sixth in race two. Swiss driver Levin Amweg also made his ALPS debut in Belgium, while AV Formula returned in the Series with Norwegian Dennis Olsen.

DRIVER	TEAM	PTS
Antonio Fuoco ITA	Prema Junior	108
Bruno Bonifacio BRA	Prema Powerteam	95
Luca Ghiotto ITA	Prema Powerteam	69
Pierre Gasly FRA	Tech1 Racing	57
William Vermont FRA	Arta Engineering	41
Guilherme Silva BRA	Koiranen GP	35
Jakub Dalewski POL	JD Motorsport	34
Nyck de Vries NED	Koiranen GP	32
Kevin Joerg SUI	Jenzer Motorsport	28
Matthieu Vaxiviere FRA	Tech1 Racing	20



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HENRY SURTEES FOUNDATION BROOKLANDS TEAM CHALLENGE 2 HOUR ENDURANCE RACE

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.

Bonhams

1793

Malcolm Barber will take to the rostrum at the second annual event at Mercedes-Benz World. The auction will begin at approximately 6.30pm. To register a bid contact **Helen Buckingham** at **Bonhams** on **0207 468 5870** or email **helen.buckingham@bonhams.com**

Full list of lots in the Henry Surtees Foundation sale:

- Arai visor signed by Fernando Alonso and donated by Arai Helmets
- Bell visor from the Jordan team in the 2000 season with Deutsche Post / Buzzin Hornets (non-tobacco B&H) logos, signed by Heinz-Harald Frentzen and Jarno Trulli
- Michael Schumacher cap from his Championship-winning Ferrari 2000 season, hand-signed on the peak by the seven-time World Champion
- Ferrari jacket signed by John Surtees and donated by Ferrari Spa
- A children's Mercedes-Benz driving experience donated by Mercedes-Benz World
- Scalextrics Porsche 997 GT3 RS turbo flyers set donated by Hornby Hobbies Ltd
- Porsche 911 Carrera (1997) model donated by Mr Bernie Ecclestone
- Limited edition (50 copies) of the Mille Miglia Road Book 2010 from Mika Hakkinen and David Coulthard with their personal comments and signed by David Coulthard. Also signed by all the Mercedes-Benz Ambassadors who took part in the 2011 Mille Miglia: Mika Hakkinen, Juan Manuel Fangio II, Giacomo Agostini, Jochen Mass, Klaus Ludwig, Roland Asch and Dieter Glemser. Donated by Daimler AG
- AMG key ring donated by Mr Bernie Ecclestone
- Sixty Years of Formula One, edition 26/60, with photos by Terry O'Neill, signed by Terry and by John Surtees, and donated by John Surtees
- Black and white framed photograph depicting John Surtees in Formula 2 Lola number 19 leading Sir Jackie Stewart at Silverstone in 1967. Signed by John and donated by the photographer Nick Loudon

- Black and white framed photograph depicting John Surtees in Ferrari number 4 in practice for the International Trophy at Silverstone in 1966. Signed by John and donated by the photographer Nick Loudon
- Black and white framed photograph depicting John Surtees in Honda number 7 in practice at Zandvoort 1968. Signed by John and donated by the photographer Nick Loudon
- Black and white framed photograph depicting John Surtees in Team Surtees Formula 1 car at the Oulton Park Gold Cup in 1970, where he won the race. Signed by John and donated by the photographer Nick Loudon
- A framed set of F1 stamps, signed
- A taster tour of the Bolney Estate Vineyard with wine tasting for two people (valid until August 2nd)
- One framed limited edition 'Legends' by Andy Falls print (1,000 copies) depicting Nigel Mansell CBE celebrating his victory in the 1991 British Grand Prix at Silverstone and giving Ayrton Senna a lift back to the pits. Includes printed signatures of Nigel Mansell CBE and Ayrton Senna with original signature of the artist. Donated by Headway Surrey
- Red Bull Racing Formula 1 Team cap signed by Sebastian Vettel, and a model of A1 Austria circuit by Wolf Mulini, both donated by Mr Bernie Ecclestone
- Marussia team rain jacket (size XL), 2012 team cap signed by Timo Glock and Charles Pic, Team lanyard, Spark 1/43 scale model of the 2010 car (boxed), a used gear ratio from the 2011 season with plexglass presentation mount, boxed, and Marussia Virgin Racing gear ratio from the 2011 car with presentation plexglass mount, boxed
- McLaren 2013 framed shirt signed by Jenson Button and Sergio Perez with Certificate of Authenticity, donated by McLaren Racing Limited

- Tour of the McLaren Technology Centre for six people, donated by McLaren Racing Limited
- Afternoon tea at The Savoy and private view of the Crown Jewels with the Queen's personal jeweller Mr Harry Collins
- Fernando Alonso signed 2013 Ferrari racing shirt with Certificate of Authenticity, donated by Ferrari Spa
- A pair of signed Felipe Massa's 2013 racing gloves with Certificate of Authenticity and a Ferrari jacket signed by John Surtees, both donated by Ferrari Spa
- A year's supply of ladies or men's Kurt Geiger shoes. Successful bidder chooses a pair of shoes from the website every month. Donated by Kurt Geiger Ltd
- A Brooklands day that money can't buy – fly Concorde with its last captain, enjoy the drinks and food of a Concorde menu, and drive the McLaren simulator on race tracks and banking. Donated by Brooklands Museum Trust
- Maserati Experience – a chauffeur driven Maserati Quattroporte available for the whole day in London to take you shopping, to the theatre or to your favourite restaurant. Maserati goodie bag containing items from the Maserati collection. Both donated by Maserati GB Ltd
- Lola T70 model signed by Eric Broadley and John Surtees, and donated by John Surtees
- Framed Celtic football jersey signed by striker Gary Hooper

For further information and images, please call **Helen Buckingham** on **0207 468 5870**, or email **helen.buckingham@bonhams.com** or **press@bonhams.com**

RENAULT CLIO CUP UK OULTON PARK, JUNE 8-9

Rivett in charge after Oulton victory

PAUL RIVETT EXTENDED HIS POINTS LEAD WITH A win and a third place from two races that contained more intrigue than excitement.

With less than a tenth of a second covering the top five drivers in qualifying, overtaking – a difficult skill around Oulton – was always likely to be at a premium.

Rivett consolidated his race-one lead on the run to Old Hall as Stefan Hodgetts, rocketing forward from the third row of the grid, slotted in behind. Hodgetts's Scuderia Vittoria team-mate Ant Whorton-Eales hit a tyre stack at the chicane on the second lap while fourth, his race lasting barely two minutes.

After his fast start, Hodgetts hounded Rivett – setting the race's fastest lap in pursuit – but the 2011 champion would not budge, with Josh Cook just adrift in third.

"It wasn't an easy win," maintained Rivett, who is eyeing a move to touring cars for 2014. "Once I had the lead I just kept Hodgetts at bay."

Hodgetts made an even better start in race two to lead from fourth – "a proper holeshot!" he laughed later – as Rivett suffered from clutch slip on the line. Rivett held off Alex Morgan, but his attempt to pass Hodgetts for the lead on the outside of the chicane on the second lap allowed former single-seater racer Morgan to nip through to second.

Morgan – excelling in his first season of Clio racing, admitting he "can't really ask for more" – sized up possible passing opportunities but Hodgetts had him covered. "I controlled the race quite comfortably," said Hodgetts.

Any chance of a last-gasp lunge for the lead was denied when Finlay Crocker hit the barriers



Rivett extended a healthy points lead

hard at Deer Leap, bringing out the red flags.

Hodgetts thanked the bumper crowd by stopping his car on the start-finish straight, vaulting the barrier on the far side of the track and throwing his gloves into the crowd. "I'll keep doing it even if I have to buy new gloves for every round," he enthused. "It's such a privilege."

● Scott Mitchell

RESULTS

Race 1 (15 laps) 1 Paul Rivett; 2 Stefan Hodgetts +0.471s; 3 Josh Cook; 4 Alex Morgan; 5 Lee Pattison; 6 James Colburn.

Fastest lap Hodgetts 1m36.705s (82.86mph).

Race 2 (12 laps) 1 Hodgetts; 2 Morgan +0.350s; 3 Rivett; 4 Jake Giddings; 5 Pattison; 6 Cook. **FL** Josh Files 1m37.186s (82.45mph).

Points 1 Rivett, 207; 2 Morgan, 185; 3 Files, 176; 4 James Colburn, 153; 5 Cook, 132; 6 Pattison, 128.



Familiar sight of 2013 as Cammish leads

BRITISH FORMULA FORD OULTON PARK, JUNE 8-9

Cammish win streak goes on, and on

THERE IS LITTLE NEW TO SAY ABOUT DAN CAMMISH and Formula Ford this season.

The JTR man's irrepressible charge to the title continued at Oulton Park as he made it 12 wins from 12. He continues to deliver a masterclass in opening laps; opening up a 2.5s gap on the first tour in race one – a 2.9s gap in race three.

While the list of race winners may lack variety, that of the podium finishers certainly doesn't. Sam Brabham headed the chasing pack in race one, ahead of Nico Maranzana, while in the second, British Formula Ford debutant Jayde Kruger – something of a single-seater stalwart at 25 in his native South Africa – was runner-up, joined on the podium by Camren Kaminsky.

Kruger was again on the podium in the third race, completing the rostrum as Harrison Scott's

mixed weekend ended on a high with second place. Earlier, Scott had become the first driver other than Cammish to lead a race this season, but unfortunately for him it came as a result of a jumped start from second on the grid.

● Scott Mitchell

RESULTS (all 15 laps) **Race 1** 1 Dan Cammish (Mygale M13); 2 Sam Brabham (M13) +3.928s; 3 Nico Maranzana (Mygale M12); 4 Jayde Kruger (M12); 5 James Abbott (M13); 6 Andy Richardson (M12). **FL** Cammish 1m21.216s (98.67mph). **Race 2** 1 Cammish; 2 Kruger +3.148s; 3 Camren Kaminsky (M13); 4 Brabham; 5 Maranzana; 6 Harrison Scott (M13). **FL** Cammish 1m22.266s (97.41mph). **Race 3** 1 Cammish; 2 Scott +5.366s; 3 Kruger; 4 Richardson; 5 Kaminsky; 6 Brabham. **FL** Cammish 1m22.243s (97.43mph). **Points** 1 Cammish, 369; 2 Maranzana, 236; 3 Scott, 234; 4 Abbott, 172; 5 Kaminsky, 169; 6 Juan Rosso, 166.

GINETTA JUNIOR OULTON PARK, JUNE 8-9

Woodhead's aim remains straight

GINETTA JUNIOR RACES ARE VERY MUCH LIKE shooting fish in a barrel for Harry Woodhead.

The 15-year-old maintained his 100 per cent record in 2013 by taking his eighth straight victory for HHC Motorsport with astonishing pace that none of his pursuers could match.

A dominant win in race one over the impressive pair of Keith Donegan and Jack Mitchell set the tone, though it was certainly aided by a collision between Will Palmer and Ollie Chadwick on the run into Old Hall for the first time, which sent Palmer into the tyres. Palmer continued and finished 10th.

Palmer could do nothing to stop Woodhead galloping into the distance again in race two – and he himself would have a lonely race, well clear of Donegan, who eventually edged a four-car dice for the final podium spot.

Chadwick's troublesome weekend ended in his retirement.

● Scott Mitchell

RESULTS (both 8 laps)

Race 1 1 Harry Woodhead; 2 Keith Donegan +12.297s; 3 Jack Mitchell; 4 Tom Jackson; 5 James Kellett; 6 Ben Pearson. **FL** Woodhead 1m45.052s (76.28mph).

Race 2 1 Woodhead; 2 Will Palmer +6.472s; 3 Donegan; 4 Jackson; 5 Mitchell; 6 James Kellett. **FL** Woodhead 1m45.818s (75.73mph).

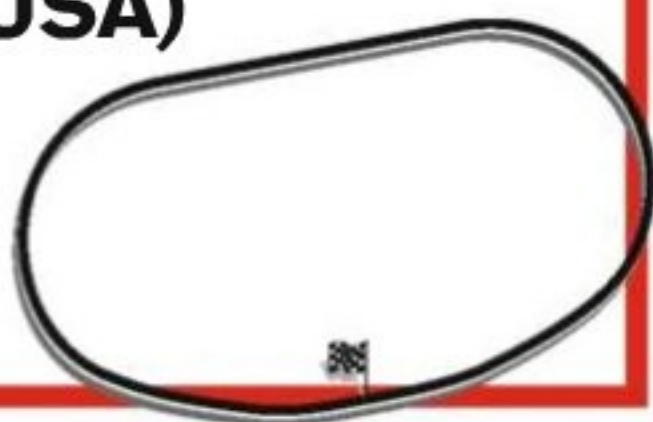
Points 1 Woodhead, 292; 2 Palmer, 186; 3 Jackson, 171; 4 Donegan, 165; 5 Kellett, 156; 6 Ollie Chadwick, 144.

INDYCAR

Texas (USA)

June 7-8

Round 7/16



RESULTS

228 LAPS, 331.74 MILES

1	HELIO CASTRONEVES (BR)	1h52m17.4594s
	Team Penske Dallara-Chevrolet; Qualifying: 6th-217.100mph	
2	RYAN HUNTER-REAY (USA)	+4.6919s
	Andretti Autosport Dallara-Chevrolet; Qualifying: 3rd-217.524mph	
3	TONY KANAAN (BR)	+11.6088s
	KV Racing Technology Dallara-Chevrolet; Qualifying: 15th-215.474mph	
4	ED CARPENTER (USA)	+17.6930s
	Ed Carpenter Racing Dallara-Chevrolet; Qualifying: 9th-216.552mph	
5	MARCO ANDRETTI (USA)	+19.5078s
	Andretti Autosport Dallara-Chevrolet; Qualifying: 2nd-217.553mph	
6	DARIO FRANCHITTI (GB)	-1 lap
	Chip Ganassi Racing Dallara-Honda; Qualifying: 4th-217.504mph	
7	WILL POWER (AUS)	-1 lap
	Team Penske Dallara-Chevrolet; Qualifying: 1st-219.182mph	
8	JOSEF NEWGARDEN (USA)	-1 lap
	Sarah Fisher Hartman Racing Dallara-Honda; Qualifying: 7th-216.693mph	
9	JAMES HINCHCLIFFE (CDN)	-1 lap
	Schmidt Hamilton Racing Dallara-Honda; Qualifying: 13th-216.248mph	
10	EJ VISO (YV)	-1 lap
	Andretti Autosport/HVM Dallara-Chevrolet; Qualifying: 5th-217.244mph	
11	TAKUMA SATO (J)	-1 lap
	AJ Foyt Racing Dallara-Honda; Qualifying: 23rd-did not run	
12	JAMES JAKES (GB)	-1 lap
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 10th-216.487mph	
13	SIMON PAGENAUD (F)	-2 laps
	Schmidt Hamilton Racing Dallara-Honda; Qualifying: 14th-215.727mph	
14	SEBASTIAN SAAVEDRA (CO)	-2 laps
	Dragon Racing Dallara-Chevrolet; Qualifying: 20th-213.217mph	
15	JUSTIN WILSON (GB)	-2 laps
	Dale Coyne Racing Dallara-Honda; Qualifying: 22nd-207.807mph	
16	SIMONA DE SILVESTRO (CH)	-2 laps
	KV Racing Technology Dallara-Chevrolet; Qualifying: 12th-216.396mph	
17	CHARLIE KIMBALL (USA)	-2 laps
	Chip Ganassi Racing Dallara-Honda; Qualifying: 8th-216.570mph	
18	TRISTAN VAUTIER (F)	-3 laps
	Schmidt Peterson Motorsports Dallara-Honda; Qualifying: 24th-did not run	
19	ORIOLE SERVA (E)	-3 laps
	Panther Racing Dallara-Chevrolet; Qualifying: 18th-214.586mph	
20	SEBASTIEN BURDAIS (F)	-4 laps
	Dragon Racing Dallara-Chevrolet; Qualifying: 17th-214.839mph	
21	GRAHAM RAHAL (USA)	-5 laps
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 19th-213.888mph	
22	ALEX TAGLIANI (CDN)	-5 laps
	Bryan Herta Autosport Dallara-Honda; Qualifying: 16th-215.406mph	
23	SCOTT DIXON (NZ)	61 laps - gearbox
	Chip Ganassi Racing Dallara-Honda; Qualifying: 11th-216.447mph	
24	PIPPA MANN (GB)	2 laps - engine
	Dale Coyne Racing Dallara-Honda; Qualifying: 21st-212.785mph	

Winner's average speed: 177.257mph. Fastest lap: Kanaan, 24.2769s, 215.766mph.
All drivers in Dallara DW12

DRIVERS' CHAMPIONSHIP

1	CASTRONEVES	259	6	PAGENAUD	194
2	ANDRETTI	237	7	DIXON	193
3	HUNTER-REAY	232	8	WILSON	184
4	KANAAN	195	9	HINCHCLIFFE	176
5	SATO	194	10	FRANCHITTI	168

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.



RHR made
four stops

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FORIX

Castroneves escapes tyre-wear woes to win

The Brazilian was fast enough to give Penske its first win of 2013, but not too quick to wreck his rubber. By **MARK GLENDENNING**



DOSTOYEVSKI AND JOYCE MIGHT WELL BE LITERARY icons, but the fact that most people have to go to university for three years before they understand what's supposed to be good about them is the main reason that JK Rowling or the *Dragon Tattoo* guy sold more books.

The IndyCar round won by Helio Castroneves at Texas last Saturday night was a Dostoyevsky race. For those already engaged with the series, it was an interesting contest, if perhaps not an exciting one. But anybody tuning in for the first time probably would have flicked over to a repeat of *Law and Order* before the end of the second stint. And typically for the series, it produced a rare procession on a night where a nailbiter might have actually made a difference: it was broadcast in the US on ABC at prime time, giving it a good potential reach, and the washout on the same night at Pocono meant that there were a lot of NASCAR fans at home looking for something else to watch. Something along the lines of last year's spectacular Texas race probably would have been enough bait to get a few of them to tune in again. It's a great shame that what we saw on Saturday won't.

Key to the whole affair were tyre management and hoping that you were not caught out by yellow flags. The influence of the latter was diminished by the fact that there were only three cautions during

proceedings, but even those were enough to turn the race upside-down for some drivers.

The combination of the cars' aero packages and the new-compound tyres from Firestone delivered on the wish from most drivers for a car that they had to actually drive, particularly as the tyres transitioned toward the end of their life (the drop-off between new tyres and old could represent as much as 10mph). Whereas last year's efforts to limit the potential for pack racing by lowering downforce worked perfectly, the package this year perhaps went a little too far. As intended, the cars were extremely hard to drive, but the drop-off was so dramatic the field tended to spread out too far.

Castroneves was the only guy who seemed impervious; a situation that owed a bit to the set-up that the Penske team settled on, and the rest to the Brazilian finding a sweet spot in driving just hard enough to be quick, but not hard enough to kill his rubber.

"I was hardly going flat," he said. "Only when I took the lead for the first time on the restart was I able to go flat. Other than that, the entire race was very, very different to the past."

Team boss Roger Penske, who calls Castroneves' race strategy, said that from the outset the focus was on consistency rather than outright speed.

"The key thing here was to have a car that was



able to run over 200mph with 45 or 50 laps on the tyres," he said. "Helio was able to do that. I think it was the set-up and his driving ability that made the difference."

The 'difference' in this case had been as much as 11s late in the second stint, and even when some of his rivals had the benefit of slightly newer rubber late on, he still crossed the line with a 5.2s advantage. Barring a random late yellow, the result had not really been in doubt for the final third of the race.

About the only thing that did not go to plan for Castroneves was when he was dazzled by the bright lights mounted along pitlane and pulled up too close to the wall for one of his stops. The team was still able to service his car, although he was admonished over the radio afterwards.

Second and third were Ryan Hunter-Reay and Tony Kanaan, both of whom had wandered off strategy and made four stops compared with the more conventional three. Hunter-Reay's pace was strong when the tyres were good, although like almost everyone else he struggled towards the end of the longer stints.

"I had so many catches out there that I thought we were going into the wall," the Andretti Autosport man admitted.

What knocked his race on the head was a yellow

flag 20 laps into his third stint, at a time when most of his rivals had only stopped twice. Despite his tyres still being in OK shape, he pitted again with the rest of the field as insurance against potentially having to stop under greens later. He would probably have needed a fortuitously-timed yellow later on to help him win anyway, but getting back on sequence put him in the position of needing something to happen to Castroneves to get him back into contention.

Strategy-wise, Kanaan claimed to take a cue from Hunter-Reay ("When I saw Ryan pitting earlier than me and it worked for him, I drove into the pits"). The pair was actually some way apart in terms of the timing of their stops, and Kanaan's race was defined by a long third stint – during which he was running in second – followed by a short final stint on new tyres. He had rejoined the field in ninth, but the advantage of newer tyres was enough to get him back up to third at the finish.

His late charge came at the expense of Ed Carpenter, who finished just out of the podium positions and rued a couple of pitstop-related miscues; one coming when he had to pit to have a crew man's glove removed from his car (!) and another when he didn't hear his team calling him in.

For pretty much everyone else in the field, you can take some combination of 'slightly out of the



window on set-up' and 'yellows didn't co-operate' and feel reasonably confident that it applies. The low caution count, and complete lack of accidents, certainly did not follow the standard Texas script. The first caution came early when Pippa Mann's outing in the second Dale Coyne Racing car ended with a blown engine after just a handful of laps.

Oriol Servia's first race with Panther (not in the DRR-affiliated car) also hit a bump when the Spaniard spun and stalled, although he did not hit anything and was able to complete the race once his car had been restarted.

The other yellow came courtesy of Scott Dixon. Race cars break down all the time, but Dixon's might be the first to throw an actual tantrum. Having suffered a failure on a gearbox component, the Kiwi dragged his car back to the pits, where his crew swarmed over it to see whether it could be repaired. It rejoined the race briefly before Dixon returned to the pits for further work. The car initially responded to this development by billowing smoke everywhere, and followed that up by pooping oil all over the pit bay. As a final flourish, it briefly caught fire. Three mechanics were taken to the medical centre, two with minor burns and the third with oil in his eye, and the rest of the team took the hint and dragged the car back to the garage to call it a night.

In all, Texas was one of those races in which the struggles inside the cockpits failed to translate into a great contest, but the ramifications are still interesting as the series presses on with its hectic mid-year schedule. Eight races have now delivered seven different winners, Castroneves has become the only four-time winner at Texas and the outright leader of the championship, Penske has finally opened its 2013 account, and Ganassi is still waiting to follow suit. The calendar takes another twist now with two short ovals at Milwaukee and Iowa lined up over the next two weekends, and in a season that has been defined by intrigue, it's a safe bet that there are a few surprises to come yet. ▶



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BrandsHatch

IN THE PADDOCK

Mark Glendenning



WITH THE SOUND OF HELIO CASTRONEVES' victory celebrations ringing out in the distance, Graham Rahal stood in the dark Texas pitlane with the pale, queasy look of someone who had just got off a particularly unpleasant fairground ride.

Eight races into his tenure with the team part-owned by father Bobby, his average finish is 15th – a number skewed by his podium at Long Beach – and his average grid spot is 18th. In the other car, less-fancied team-mate James Jakes has looked completely at home. Texas was another tough slog for Rahal, who qualified 19th and finished 23rd, and he admitted the battle is starting to hurt.



Rahal is having a terrible 2013

ABBOTT/LAT

"The team set-ups are not to my liking, and I'm really struggling," he told AUTOSPORT. "I can't compete. I'm totally confused. We've tried a lot of things and we're not finding anything that's remotely close."

"James likes a nervous car; I've had a nervous car bite me all too many times. Maybe I think about it too much. I feel lost. This was the least fun I've had in a race car."

The compressed schedule means that teams that lose their way – as Rahal's had done – don't have a chance to regroup. One flicker of consolation is that he doesn't know what the car will be like on a short oval. The downside? None of the other surprises this year have been pleasant.

Mann wants more Indy action



Mann wants more outings this year

PIPPA MANN IS HOPEFUL OF ADDING another IndyCar start to her resume before the end of the season, although she admits that her early exit from Saturday's race was a setback.

The Briton, who was driving the second Dale Coyne Racing machine that had carried compatriot Mike Conway to a victory in Detroit last week, retired just two laps into the Texas race after suffering a Honda engine failure on her Dallara DW12.

"Hopefully I'll get to run one or two more races this year," she said. "Having a good run here would have really helped. Cyclops Gear is such a good sponsor but they are new to IndyCar racing, so actually getting some running tonight would have helped things. Not being on track for most of the night was not exactly ideal."

Mann, who started 21st on the 24-car grid, said that she was aware of a problem as soon as the race got underway.

"I assumed that I'd just made a very bad start," she said. "I actually checked that my left foot wasn't dragging on the brake. I went through Turn 1, and as I went through Turn 2 I could feel the thing just tighten up. Then it blew itself to pieces."

Castroneves open to NASCAR

INDYCAR POINTS LEADER HELIO

Castroneves says that he could be tempted to switch to NASCAR, but that he would not commit before having an opportunity to test first.

"If there is an opportunity, yes," Castroneves said. "I would like to try the car first. I spoke to Rick Mears a long time ago and asked about different series, and he said you should try it before you make a decision. The closest I got was in the IROC, and I loved it – it was difficult, but a lot of fun."

"If the opportunity presents itself then I would certainly love to try, but right now I only have one thing on my mind and that is trying to win as many races as possible here, and hopefully bring this championship to Roger [Penske]."



Castroneves tried IROC from 2002-05

Castroneves made 16 starts in IROC from 2002-05, picking up three top-five finishes. He was linked to a NASCAR move in 2008, but instead re-signed with Penske to remain in IndyCar.



Munoz could race again

LEPAGE/LAT

MORE STARTS FOR MUNOZ?

Michael Andretti is open to running a car for Carlos Munoz later in the season. Lights racer Munoz finished a surprise second in this year's Indianapolis 500. "We're working on it," he said. "We don't have anything yet, [but] there is the possibility to do one or two races at the end of the year".

SATO MISSES QUALIFYING

Takuma Sato was unable to make his qualifying run in Texas after his team failed to present his car for its technical inspection in time. The Foyt squad had scrambled to change Sato's gearbox after morning practice, and missed the inspection cut-off by less than two minutes.

VISO ANNOYED AT PENALTY

EJ Viso hit out at the drive-through penalty he was issued with at Texas: "I feel they penalise certain people for certain things and not others. The penalty happened because I hit one of Ryan Hunter-Reay's tyres during the pitstop, but I just touched it and he came back out in his original position. They made the wrong call."

DE SILVESTRO PENALISED TOO

Simona de Silvestro's race was derailed by a penalty for passing the safety car during a caution period. The Swiss KV Racing Technology driver, who was on the lead lap at the time, was forced to serve a 30-second penalty in the pits and eventually finished two laps down in 16th.

JAKES MISSES OUT ON TOP 10

Rahal Letterman Lanigan driver James Jakes was denied a likely top-10 finish after a fuel miscalculation forced him to make an extra pitstop with 13 laps to go. "You win and lose as a team, and we'll make sure we put it right next weekend," said the Briton.

POWER'S LANDMARK POLE

Will Power's pole position at Texas was his 25th in the IndyCar Series, but only his third on an oval circuit. The Penske driver's 219.182mph average was over 1.3mph quicker than fellow front-row starter Marco Andretti could manage.



Power took his 25th pole

WTCC Moscow (RUS)

June 8-9

Round 6/12



RESULTS

RACE 1: 15 LAPS, 36.55 MILES

1	YVAN MULLER (F)	51m37.955s
	RML Chevrolet Cruze 1.6 T; Qualifying: 1st-1m43.335s	
2	TOM CORONEL (NL)	+0.511s
	ROAL Motorsport BMW 320 TC; Qualifying: 2nd-1m43.405s	
3	NORBERT MICHELISZ (H)	+5.327s
	Zengo Motorsport Honda Civic WTCC; Qualifying: 4th-1m43.722s	
4	ROB HUFF (GB)	+6.685s
	Munnich Motorsport SEAT Leon WTCC; Qualifying: 3rd-1m43.466s	
5	JAMES THOMPSON (GB)	+10.549s
	Lada Sport (Russian Bears) Lada Granta Sport; Qualifying: 6th-1m43.982s	
6	GABRIELE TARQUINI (I)	+10.718s
	Honda (JAS) Honda Civic WTCC; Qualifying: 5th-1m43.840s	
7	MICHEL NYKJAER (DK)	+11.053s
	Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 8th-1m44.157s	
8	JAMES NASH (GB)	+15.047s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 11th-1m45.119s	
9	TOM CHILTON (GB)	+15.420s
	RML Chevrolet Cruze 1.6 T; Qualifying: 12th-1m45.240s	
10	STEFANO D'ASTE (I)	+18.465s
	PB Racing BMW 320 TC; Qualifying: 17th-1m44.265s	

Winner's average speed: 42.47mph. Fastest lap: Coronel, 1m44.179s, 84.41mph.

RACE 2: 13 LAPS, 31.67 MILES

1	NYKJAER	22m53.698s
	Chevrolet; Grid: 2nd	
2	MULLER	+0.379s
	Chevrolet; Grid: 9th	
3	HUFF	+6.418s
	SEAT; Grid: 7th	
4	PEPE ORIOLA (E)	+7.494s
	SUNRED Engineering SEAT Leon WTCC; Grid: 3rd-1m43.992s	
5	MICHELISZ	+8.075s
	Honda; Grid: 6th	
6	CHILTON	+8.682s
	Chevrolet; Grid: 11th	
7	TARQUINI	+9.537s
	Honda; Grid: 5th	
8	D'ASTE	+10.306s
	BMW; Grid: 15th	
9	DARRYL O'YOUNG (HKG)	+13.427s
	ROAL Motorsport BMW 320 TC; Grid: 12th-1m44.060s	
10	NASH	+14.223s
	Chevrolet; Grid: 10th	

Winner's average speed: 82.98mph. Fastest lap: Nykjaer, 1m44.456s, 84.18mph.

CHAMPIONSHIP

1	MULLER	246	6	MICHELISZ	90
2	TARQUINI	133	7	CORONEL	88
3	NYKJAER	127	8	CHILTON	87
4	NASH	113	9	MACDOWALL	73
5	HUFF	107	10	ORIOLA	67

YOKOHAMA TROPHY

1	NYKJAER	92	4	BENNANI	54
2	NASH	91	5	D'ASTE	38
3	MACDOWALL	74	6	O'YOUNG	36

POINTS SYSTEM EXPLAINED

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

Race-one lead
fight was tight

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Muller leads Coronel
at start of race one

Muller marches on in Moscow

THIS FAT LADY MIGHT HOLD OFF FOR ANOTHER FEW rounds yet, but Yvan Muller ensured her rehearsals will start early after another supreme weekend.

The Frenchman was at his finest in Russia, hustling his RML Chevrolet to a pole, a victory and second place to impose a well-established pattern on what had been a trip into the unknown, this being the series' first visit to Moscow Raceway. At the championship's halfway mark, his points total is now nearly double that of nearest challenger, Honda's Gabriele Tarquini.

The World Touring Car Championship has not been short of good races and odd weekends of late, but Russia will take some beating on both fronts. There was the track surface, so green that it was by common consensus like driving in the wet even when Sunday's anticipated downpour held off; the rescue vehicle that itself needed rescuing; four-wide battles (and crashes) and the best result in Lada's WTCC history. Capping it all though was the outstanding Muller.

Even when Tom Coronel, impressive all weekend in his ROAL BMW, got his wish for a dry opener – his exact words can't be printed – he was never able to seriously trouble Muller.

The lack of overtaking held true for most of the field, as a first-corner incident set off a chain reaction that effectively rendered the race a procession. Charles Ng, starting from a career-best ninth, was tagged by Fredy Barth – himself being pushed by Stefano D'Aste – at Turn 1 and spun, collecting Darryl O'Young and Nikolay Karamyshev. The safety car emerged, but yellows soon turned to reds when it transpired the mobile crane had broken down on the outside of the corner. With a lack of immediate and viable alternatives, the race was eventually restarted with the crane still in place, covered by permanent yellows that deprived the field of a key overtaking opportunity.

Behind the lead fight, Zengo Honda driver Norbert Michelisz jumped Rob Huff's Munnich SEAT at the start – the Briton hamstrung by an artificially low speed limiter – and held on to

Nykjaer won
second race

claim third, while James Thompson withstood Tarquini and Michel Nykjaer to claim fifth, and with it a new WTCC best for Lada (see right).

Race two was a markedly different affair. Reversed-grid poleman Mehdi Bennani stormed into an early lead as Nykjaer made a tardy getaway. But the Dane reeled Bennani back in, and, after brief contact on lap four, picked his way through at the halfway mark, taking a lead the Nika Chevrolet driver would not surrender despite a late charge from Muller.

The Frenchman made coming through the field look easy, although his cause was helped when Huff, Coronel, Tarquini and Thompson went four wide down the pit straight. The equation didn't work, and Coronel speared across Tarquini and into Thompson, dropping all three drivers out of contention.

Muller therefore followed Huff through into fourth, stayed with him as the pair closed on Bennani, and then picked off both in typically opportunistic fashion after Huff went too deep trying to pass Bennani at the final turn four laps from the end.

"It's about reading the situation and the drivers around you," Muller told AUTOSPORT. "Mistakes happen, and when they do I have to be there."

Be there he was, just as he has been in every race and every round so far this season. A fourth WTCC drivers' championship crown is looking an ever-increasing formality.

IN THE PADDOCK

Sam Tremayne



IT WAS IMPOSSIBLE NOT TO FEEL FOR CHARLES Ng and his Team Engstler mechanics as they toiled to get his BMW, battered in race one's pile-up, ready in time to line up on what would have been his first start on the front row of a WTCC event.

The Hong Kong racer had never even made the Q2 cut before, but he secured ninth on the grid on merit in a tricky, rain-hit second part of qualifying in Moscow.

His crew did eventually get him out for race two, his car a mish-mash of tank tape and hasty fixes, but not in time: he lined up from the back, was involved in a first-lap collision and his weekend was shot.

Ng's woes highlight the challenge teams and drivers alike face running back-to-back races, and it inevitably impacts upon the on-track stuff.

Race one was admittedly also compromised massively by the presence of a crane on the exit of Turn 1 – to which permanent yellows seemed a scarily scant solution – but last weekend was by no means the first time a processional opener has been followed up with an excellent second race.

Back-to-backs make sense for notoriously attention-shy TV audiences, but would the orderly race one not have dissuaded some from staying on? It would be a shame if they then missed out on a Moscow finale that even had the drivers grinning.

This derailed
Ng's weekend



BIG NUMBER

16

Number of tracks Yvan Muller has now won at during his World Touring Car career, following his Moscow race-one victory. His first WTCC success came back in 2006 at Brands Hatch, a circuit he had won at on several times previously in his British Touring Car days.

Lada progress pleases Thompson

JAMES THOMPSON BELIEVES LADA'S MOSCOW

resurgence was the result of genuine progress, and is confident the Russian marque can carry its top-10 form through the remainder of the season.

The Briton arrested a slide in performance, brought about by visiting less favourable circuits, by qualifying sixth and then coming home fifth in the first race, in the process handing Lada its best result in the WTCC. The Briton's return of two sixth-placed finishes from Imola in 2009 had been the manufacturer's previous best.

While Thompson was caught out in a race-two crash, he said it had not taken the shine off a weekend in which he believes Lada had shown a big improvement.

"We had genuine pace this weekend, and our car was a frontrunner throughout. We made the best of our package from the start and that meant we didn't have to play catch-up, which is priceless. That will have a knock-on effect for the rest of the year," Thompson said.

"OK so we had the crash, and that deprived us of another potential strong finish, but you can't legislate for something like that. The fact is we are talking about racing with people

Battle-scarred
Thompson
starred



like Muller, Huff, Tarquini, Coronel – about scrapping over third, not fighting just to get in the points. We know we still need to develop, but it was a strong weekend."

One week to sort 2014 rules

WORLD TOURING CAR CHAMPIONSHIP PROMOTER

Marcello Lotti has set a deadline of June 18 for a decision on the series' 2014 regulations.

Lotti says a switch to all-new regulations remains his priority, but that 'sensible' compromise options are also being discussed should it prove impossible to guarantee healthy grid numbers for the start of next year's series.

"The priority is all cars running to new regulations – we are working on this," Lotti told AUTOSPORT. "We have a meeting on June 18 to determine the sporting regulations for next year. We will take the decision all together, but to be fair to everyone we need to communicate this decision in mid-June."

"It could be that manufacturers homologate a new car, but not in time for the first race: on this basis we will know if we have to keep both regulations on the grid or not. If the decision is to keep both, it could be also that we have a few weeks in which it makes sense to allow a small kit for 2014 to improve the performance of the current cars."

"We cannot start the season with just one new car though, on the promise of having more by July. We need a proper grid from April."

SEAT has played down the possibility of having its new Leon Cup racer ready in time for the start of next year. AUTOSPORT understands that Honda has produced a scale model of its 2014 prototype for windtunnel testing, but has not yet started fabrication.

Lotti wants
quick resolution



Karamyshev
made debut



KARAMYSHEV DEBUTS AT HOME

Nikolai Karamyshev says he is working on securing a full-time drive with Campos Racing in next year's championship, and could yet add to his current two-race schedule to gain extra experience. The Russian, making his series debut at Moscow, broke into the top 10 in practice, but had his weekend ruined by a qualifying penalty after he failed to immediately stop for a weight check.

ORIOLA TO DRIVE CHEVROLET

Pepe Oriola will switch from SEAT to Chevrolet machinery from Porto onwards. The car will continue to be run by his current outfit SUNRED, with RML and Chevrolet offering a similar level of technical support to his existing deal with the Spanish brand. Oriola's father, Pepe Sr, told AUTOSPORT the switch came about after receiving a "very good offer" from RML owner Ray Mallock.

LOPEZ TO MAKE WTCC DEBUT

Super TC2000 champion Jose Maria Lopez will make his WTCC debut at Rio Hondo in Argentina on August 3-4. While his team has not yet been decided, AUTOSPORT understands three squads have the potential to run an extra car. "Lopez will be on the grid," WTCC promoter Marcello Lotti told AUTOSPORT. "We've already received something like 10 requests from drivers to race, so we expect more additions."

BALLAST AFFECTS HONDAS

Tiago Monteiro admits fine-tuning the balance of the Civic while carrying 40kg of ballast is proving one of Honda's key concerns. Monteiro and works team-mate Gabriele Tarquini have taken just one podium between them since Honda was given extra ballast following a run of consecutive poles and a Slovakia podium lockout. "Our car is quite reactive to the weight, specifically the distribution," he told AUTOSPORT. "We're struggling to find a way around it."

Superstars Slovakia Ring (SK)

June 8-9

Round 3/8



RESULTS

RACE 1: 13 LAPS, 47.84 MILES

1	VITANTONIO LIUZZI (I)	29m05.990s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 1st-2m09.552s	
2	THOMAS BIAGI (I)	+1.609s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 6th-2m10.927s	
3	GIOVANNI BERTON (I)	+4.374s
	Team Dinamic BMW M3; Qualifying: 3rd-2m10.683s	
4	FABRIZIO GIOVANARDI (I)	+9.230s
	Petri Corse Porsche Panamera S; Qualifying: 5th-2m10.857s	
5	MAX MUGELLI (I)	+12.000s
	Team Dinamic BMW M3; Qualifying: 4th-2m10.784s	
6	MAURO TRENTIN (I)	+43.289s
	Team Dinamic BMW M3; Qualifying: 10th-2m13.780s	
7	ANDREA BACCI (I)	+48.687s
	CAAL Racing Mercedes C63 AMG; Qualifying: 8th-2m13.409s	
8	ROBERTO BENEDETTI (I)	+1m03.929s
	RC Motorsport Cadillac CTS-V; Qualifying: 12th-2m15.169s	
9	ANDREA LARINI (I)	-1 lap
	Ferlito Motorsport Jaguar XF; Qualifying: 9th-2m13.630s	
10	FRANCESCO SINI (I)	-2 laps
	Solaris Motorsport Chevrolet Lumina; Qualifying: 15th-No time	

Winners' average speed: 98.63mph. Fastest lap: Liuzzi, 2m11.308s, 100.89mph.

RACE 2: 12 LAPS, 44.16 MILES

1	BERTON	29m22.493s
	BMW; Grid-6th	
2	BIAGI	+10.076s
	Mercedes; Grid-7th	
3	GIANNI MORBIDELLI (I)	+14.198s
	Audi Sport Italia Audi RS5; Grid-13th	
4	LUIGI FERRARA (I)	+18.595s
	Roma Racing Team Mercedes C63 AMG coupe; Grid-10th	
5	MUGELLI	+18.669s
	BMW; Grid-4th	
6	BACCI	+20.357s
	Mercedes; Grid-2nd	
7	SINI	+20.812s
	Chevrolet; Grid-9th	
8	TRENTIN	+21.047s
	BMW; Grid-3rd	
9	GIAN MARIA GABBIANI (I)	+33.243s
	Ferlito Motorsport Jaguar XF; Grid-14th	
10	BENEDETTI	+33.636s
	Cadillac; Grid-1st	

Winners' average speed: 90.19mph. Fastest lap: Ferrara, 2m12.945s, 99.64mph.

CHAMPIONSHIP

1	BIAGI	105	6	BACCI	40
2	BERTON	80	7	SINI	31
3	LIUZZI	76	8	MUGELLI	25
4	FERRARA	57	9	GIOVANARDI	22
5	MORBIDELLI	53	10	TRENTIN	21

TEAMS'

1	ROMEO FERRARIS	175	4	ROMA RACING TEAM	54
2	TEAM DINAMIC	104	5	CAAL RACING	47
3	AUDI SPORT ITALIA	56	6	SOLARIS MOTORSPORT	29

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10 finishers. Point for pole and fastest laps.

Chicane was controversial



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Liuzzi's hopes of double win shot down in flames

Liuzzi should have won twice



VITANTONIO LIUZZI HAS A RIGHT TO FEEL A LITTLE aggrieved by the way things happened at the Slovakia Ring last weekend.

In what was undoubtedly his most dominant showing since joining the Superstars International Series in 2012, the Romeo Ferraris Mercedes driver deserved to leave Orechova Poton with two wins and a very good reason to be optimistic about winning the title. Instead, he left with a half-burnt car and a 29-point deficit to team-mate Thomas Biagi.

It would be wrong to say that the weekend was a total disaster for Liuzzi. That claim could only be made of the second race, while the rest was incredibly impressive. Liuzzi was in a league of his own on pace, and he made that clear in qualifying, a one-lap run at the death putting him on top by more than a second.

The key was the somewhat primitive chicane, made up of two barriers stuck in the middle of the road in an attempt to slow cars down and stop them, literally, taking off on the rise between Turns 2 and 3. While some drivers were wary of the blocks, Liuzzi loved them. Gianni Morbidelli, however, called them a "useless risk", and threatened not to race if yellow flags weren't permanently stationed there throughout the weekend – a demand that was subsequently met.

On his qualifying lap, Liuzzi was flat-out in fifth, at 137mph at the slowest point of the chicane. It was what set him apart from the rest

of the field. "It was a bit of a gamble, but I've always loved Monaco, and it reminded me a little bit of that," he said.

In the first race, the chicane made the difference again. Liuzzi was a second clear of the pack after the first lap, and could have won by a big margin if he had wanted to. Instead, he saved the car, cruising to a comfortable win ahead of Biagi and Giovanni Berton's Dinamic BMW.

Race two probably would have gone the same way, but it never got the opportunity. Two corners in, Liuzzi's Merc V8 exploded into flames, ending his race on the spot, and leaving Berton clear to take the win.

"I'm pretty sure I would have won that race," said Liuzzi. "I had a great start, I felt good and you could see in the first race that my pace advantage was enough. It's a long championship, but I've dropped 40 points now from things out of my control. That's a lot."

While Liuzzi's luck ebbed and flowed, Biagi's stayed with him throughout. In both races, he found himself second, and both times there was an element of fortune involved. In the first encounter, it was Roma Racing Mercedes driver Luigi Ferrara parking in the gravel five minutes from the end, having been seemingly on his way to second place.

In the second, it was a surprisingly similar situation. Once again, Ferrara was sitting second, only for his C63 coupe to slow dramatically on the last lap of the race. He hung on for fourth, but was powerless to stop Biagi from, once again, cruising past and taking second place.

The shock result of the weekend was Morbidelli's third spot in the race two. While that would have been considered a poor result in 2012, it was cause for celebration in Slovakia, as the driver and his Audi Sport Italia team continue to fight with the overweight RS5 (see right).

However, while it was a good result, it was not a great weekend as a whole for Morbidelli. In race one, a broken propshaft left him on the sidelines early. And even the third place was somewhat lucky, retirements helping him work his way through from 13th on the grid.

"I honestly don't know if I should be happy or sad," was the Italian's honest summary.

Biagi increased his championship lead



IN THE PADDOCK

Andrew van Leeuwen



LIUZZI, GIOVANARDI, BIAGI, MORBIDELLI... THE Superstars International Series has some genuinely recognisable names.

However, it's been a couple of slightly less familiar ones that have really caught my attention so far this season – Luigi Ferrara and Giovanni Berton.

Berton has been sublime this year. His cold-tyre pace, particularly on restarts, is seriously impressive. It's already won him two races this year, and I wouldn't mind betting he's not done yet. Yes, his Slovakian win was slightly lucky (he wouldn't have beaten Liuzzi on pace), but it was still a mighty effort. He's the real deal.

Ferrara has been equally good, even if he hasn't been able to win this year. In terms of outright pace, he's been the only guy on the same planet as the Romeo Ferraris duo, and without mechanical problems would probably have six straight podium finishes to his name right now.

Sure, he and the Roma Racing Mercedes guys are waiting on a win, but it's probably just a matter of time.

These guys don't have the pedigrees of the names I mentioned at the top of this article, but they're still capable of taking it right to them. They're just hard-working guys who also happen to be very good at driving racing cars.

And those are both traits that I admire.



Ferrara has shown his star quality

BIG NUMBER

50

With 10 Superstars starts, and five top-three finishes, Dinamic BMW racer Giovanni Berton currently has a 50 per cent strike rate when it comes to podiums in the tin-top championship.

BMW pace a revelation to Berton

DINAMIC BMW DRIVER GIOVANNI BERTON

admits that he's surprised by just how competitive he's been in the first three rounds of this season's Superstars International Series.

After a winless 2012, the leading BMW squad has enjoyed an impressive start to this year's campaign, with its re-engineered M3s. Berton has been particularly successful, winning the second race of round two at Brno last month before taking his second career win at Slovakia last weekend.

"It's a little bit surprising to be so quick," said Berton, who was drafted into the team full-time this season after appearing at Vallelunga and Enna in 2012.

"The car is definitely better than it was last year. The team has made a step forward with the aerodynamics, and the car is lighter, which is important because we are down on power compared to the Mercedes."

Berton's race-two effort in Slovakia was particularly impressive, the 31-year-old Italian going from sixth on the grid to first in half a lap at the start. He was forced to make a second pass for the lead after losing out during



Berton is a happy man

a mid-race restart, before putting in a stunning run of laps that set him up for a 10-second victory.

"My goal was a podium, because I didn't think a win was possible," he said. "The restart was really good. Once in front, I pushed as hard as I could. It was like a qualifying session. It's incredible. I'm very happy at the moment."

Morbideilli wants a slimmer RS5

GIANNI MORBIDELLI HAS ATTRIBUTED HIS

quiet start to the season to an overweight Audi RS5, and says that changes need to be made if he is to fight for victories other than in wet conditions.

The issue stems from Audi Sport Italia's successful 2012 season, in which the squad won eight of the 16 races, and picked up all three drivers' titles (International, Italian and Rookie) with Johan Kristoffersson.

As a result, the four-wheel-drive RS5 is now carrying maximum ballast, the team claiming the car is 200kg heavier than it would be without any extra weight. Yet to secure a pole position or win for 2013, Morbidelli says it's time for a rethink.

"The problem is that the car was built to be a specific weight, and when you throw a lot of extra kilos at it, it's really hard to find any balance," said the Italian driver. "It's also very hard on the brakes and the tyres, and stresses components such as shocks and mounts."

"Then we have to lift the front, which means we obviously have to lift the rear as well. And that makes the car very lazy. It's like an elephant. The centre of gravity is just too high."

"I accept that the category needs a balance of performance. I have no problem with that. But you can't modify a car in this way. It's too much."

Morbideilli is currently lying fifth in the series' points standings, while his new team-mate, Ferdinando Geri, is even further adrift in 16th.



Morbideilli was third in race two



MTM Audi won in GT

SCHOFFLER WINS IN GT SPRINT...

Former Superstars racer Thomas Schoffler took his maiden GT Sprint victory last Saturday, sharing his MTM Audi R8 LMS ultra with British Formula Ford champion Antti Buri. Schoffler's regular co-driver, Johan Kristoffersson, was competing in the Swedish Rallycross Championship instead.

...AND SO DOES SOLO SOLIERI

In the second GT Sprint race, Glauco Solieri put in a one-hour solo effort to take the spoils in his Autorlando Porsche. The Dino Ferrari 458 of Andrij Studenic and Patrik Tkac was second in both races.

TRIAL AND ERROR FOR GIOVANARDI

Fabrizio Giovanardi and the Petri Corse Porsche squad had an up-and-down weekend in Slovakia. After taking a promising fourth in the first race, Giovanardi was in contention for a podium in race two – only to be sidelined up a gearbox problem three laps from the end of the race.

FANTINI MISSES SLOVAKIAN RACES

Fabrizio Giovanardi's Petri Corse team-mate, Max Fantini, missed the entire weekend's action thanks to a nasty bout of the flu. He and the Porsche Panamera are expected to be back in action at Zolder in a fortnight.

CRASH SENDS SINI BACK TO 2012

Solaris Motorsport driver Francesco Sini started the weekend in a Chevrolet Camaro, and finished it in a Lumina. A trip into the barriers during the second practice session left the newer machine sidelined, with race organisers allowing Sini to switch to his 2012 car for Sunday's two races. His best finish was seventh in race two.

Burton won
in Texas



NASCAR TRUCKS

Jeb Burton, son of 2002 Daytona 500 victor Ward, became the youngest winner in series history at Texas Motor Speedway. The Turner Scott-run 20-year-old beat fellow Chevrolet drivers Ty Dillon (Childress) and German Quiroga (Red Horse), while points leader Matt Crafton finished fourth.

NASCAR NATIONWIDE

Roush Fenway Ford driver Trevor Bayne pulled a stunning move on Austin Dillon's Childress Chevy to take his first series win for 18 months at Iowa Speedway. Sam Hornish Jr was fourth to close on seventh-placed points leader Regan Smith.

FORMULA RENAULT ALPS

Prema Powerteam dominated at Spa, double polesitter Bruno Bonifacio taking a win and a second place. Team-mate Luca Ghiotto won race two while series leader Antonio Fuoco – driving the third Prema car – was third. JD driver Kuba Dalewski and Jenzer's Kevin Jorg completed the podium in race one.

FRENCH GT

Audi pair Dino Lunardi and Vincent Abril were the stars at Spa, collecting a win and a third place in their Team Speed Car-run R8 LMS ultra. Race two went to Franck Perera/Philippe Giauque (Almeras Porsche), while Henry Hassid/Ludovic Badey (TDS BMW) and Soheil Ayari/Jean-Luc Beaubelique (Sofrev Ferrari) had a second each.

ADAC PROCAR

BMW drivers Jens Weimann and Johannes Leidinger kept up their title fight with a win apiece at the Sachsenring. Team Engstler racer Leidinger won race one from Weimann and Ardi van der Hoek, while Thate Motorsport's Weimann took the second event after Leidinger and van der Hoek collided at the start.

ADAC FORMEL MASTERS

Red Bull junior Beitske Visser took her first win of the year at the Sachsenring. She was ahead after one lap in the reversed-grid race before it was neutralised, then red flagged due to heavy rain. Hendrik Grapp and series leader Alessio Picariello won the first and second races respectively. Indy Dontje, Max Gunther, Marvin Dienst, Mikkel Jensen and Jason Kremer also took podium places.

Visser's victory



Johnson (48)
was a cut above

NASCAR SPRINT CUP POCONO (USA), JUNE 9, RD 14/36

Jimmie conquers 'tricky triangle'

FOR ALL HIS SUCCESS IN RECENT years, there haven't been many times when Jimmie Johnson enjoyed such a huge advantage over his rivals as the one he had at Pocono last weekend.

His points lead gifted him pole when qualifying was rained off, and his Hendrick Motorsports Chevrolet had been the quickest thing around the 'tricky triangle' throughout practice, so it was no surprise that this carried over into the race.

Carl Edwards took the lead at the start, but during lap 10 Johnson moved to the front, where he would remain for the rest of the afternoon.

That he 'only' led 128 of the 160 laps was due to Ryan Newman rolling

the strategy dice in his Stewart-Haas Chevy. Pitting off sequence moved him into the lead during a long mid-race green-flag run, but meant he needed one more stop than Johnson or a well-timed yellow.

Several caution periods interrupted the closing stages of the race, but came just after Newman made his 'extra' stop. Still, he'd transformed a midfield position into a top-five run.

Following the final caution there was a four-lap dash to the flag. From fourth Greg Biffle made a great restart in his Roush Fenway Ford, but could not challenge Johnson.

Biffle came under attack from Dale Earnhardt Jr and Tony Stewart, while

just behind them Newman had his mirrors full of the battling Busch brothers, with Kyle just beating Kurt to the line.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 160 laps in 2h46m26s; 2 Greg Biffle (Ford Fusion), +1.208s; 3 Dale Earnhardt Jr (Chevy); 4 Tony Stewart (Chevy); 5 Ryan Newman (Chevy); 6 Kyle Busch (Toyota Camry); 7 Kurt Busch (Chevy); 8 Denny Hamlin (Toyota); 9 Kevin Harvick (Chevy); 10 Joey Logano (Ford). **Points** 1 Johnson, 521; 2 Carl Edwards, 470; 3 Clint Bowyer, 452; 4 Earnhardt, 439; 5 Harvick, 434; 6 Matt Kenseth, 418; 7 Kyle Busch, 412; 8 Kasey Kahne, 400; 9 Brad Keselowski, 398; 10 Biffle, 395.

ADAC GT MASTERS SACHSENING (D), JUNE 8-9, RD 3/8

Rast and be thankful for Audi

RENE RAST AND CHRISTOPHER MIES retook the championship lead with a win and a third place at the Sachsenring, the pair delivering another successful weekend for the Prosperia C Abt Racing squad.

Mies, who started the opener, was forced to make his Audi as wide as possible to fend off the attention of Schutz Porsche pilot Christian Engelhart early on, but was able to pull out an advantage of nearly seven seconds by the driver changes.

While Rast cleared off into the distance even further afterwards, Engelhart's co-driver Nicolas Armindo fought with the Schubert BMW of Jens Klingmann towards the end and just secured second spot.

Klingmann, who was sharing his Z4 with Max Sandritter, triumphed in race two to lead a one-two for the Schubert team, with Claudia Hurtgen/Dominik Baumann behind.

The key moment came at the driver changes. Running second to

Baumann, Klingmann pitted a lap earlier for slicks on a track that had begun damp. With Sandritter finding 10s worth of pace, he was through Turn 1 as Hurtgen left the pitlane.

Engelhart/Armindo were third on the road, but were dropped back to 11th in the standings by a 30s post-race penalty owing to a yellow-flag infringement. That allowed Rast/Mies onto the podium.

● Rene de Boer

RESULTS

Race 1 1 Rene Rast/Christopher Mies (Audi R8 LMS Ultra), 43 laps in 1h00m47.457s; 2 Christian Engelhart/Nicolas Armindo (Porsche 911 GT3-R), +7.862s; 3 Jens Klingmann/Max Sandritter (BMW Z4 GT3); 4 Robert Renauer/Martin Ragginger (Porsche); 5 Maxi Buhk/Maxi Gotz (Mercedes SLS AMG GT3); 6 Daniel Dobitsch/Aditya Patel (Audi). **Race 2 1 Klingmann/Sandritter**, 40 laps in 1h00m50.762s; 2 Claudia Hurtgen/Dominik Baumann (BMW), +0.606s; 3 Rast/Mies; 4 Mario Farnbacher/Philipp Frommenwiler (Porsche); 5 Simon Knap/Jeroen den Boer (BMW); 6 Sergei Afanasiev/Andreas Simonsen (Mercedes). **Points** 1 Rast/Mies, 75; 2 Hurtgen/Baumann, 59; 3 Knap/den Boer, 58; 4 Afanasiev/Simonsen, 52; 5 Renauer/Ragginger, 51; 6 Buhk/Gotz, 49.

Mies leads
Engelhart



EUROPEAN RALLYCROSS CHAMPIONSHIP KOUVOLA (FIN), JUNE 8-9, RD 4/9

Foust feasts on Solberg trauma

TANNER FOUST BECAME THE FIRST two-time winner of the 2013 season in hot sunshine at Kouvola after a penultimate-lap steering-arm failure robbed Petter Solberg of victory.

Former World Rally champion Solberg started the final from the front row in his Citroen DS3 supercar and beat the Hansen Motorsport-run version of polesitter Timur Timerzyanov into the first corner.

Solberg built up a 3.5-second lead before the problem struck, forcing him to stop just two corners after the jump.

"I noticed just before that the car was a bit loose, and then there was nothing I could do; I knew it was over," Solberg said. "It's so crazily frustrating."

Solberg's retirement gave the lead to the Olsbergs MSE Ford Fiesta of Foust, who was competing in European Rallycross for the first time since winning the season opener at Lydden.

The American shot up the order from the back of the grid and steadily made his way through the field to beat champion Timerzyanov by 2.5s.

Timerzyanov's team-mate Timmy



Hansen was third, with Liam Doran next up in his LD Motorsport Citroen. Doran had a terrific to-and-fro with team-mate Andreas Bakkerud after both took their joker on the opening lap. The fight came to an end when Bakkerud sustained a puncture just after passing Hansen.

Opel racer Roman Castoral won the TouringCar division ahead of Irishman Derek Tohill, while Renault man Reinis Nitiss took the spoils in the S1600 contest and William Nilsson claimed Junior Rallycross honours.

● Hal Ridge

RESULTS

1 Tanner Foust (Ford Fiesta), 6 laps in 4m18.469s; 2 Timur Timerzyanov (Citroen DS3), +2.4s; 3 Timmy Hansen (Citroen); 4 Liam Doran (Citroen); 5 Petter Solberg (Citroen); 6 Andreas Bakkerud (Citroen). **Points** 1 Timerzyanov, 88; 2 Hansen, 86; 3 Davy Jeanney, 62; 4 Solberg, 58; 5 Anton Marklund, 53; 6 Doran, 52.



SCANDINAVIAN TOURING CARS SOLVALLA (S), JUNE 8, RD 2/8

Bjork makes Volvo violently happy

VOLVO MACHINERY DOMINATED ON Solvalla's converted trotting track as Thed Bjork led a clean sweep of the top four positions for Polestar Racing.

After organisers overcame trouble with the track breaking up, Bjork put his S60 on pole and led all the way.

Behind him, BMW man Fredrik Larsson fought Linus Ohlsson's Volvo for second and was given a drive-through penalty for spinning his rival down to fifth. Larsson was black-flagged for failing to take the penalty, although the West Coast Racing team said it was not informed of this on the pitwall or in the car.

With Larsson out of contention,

Polestar Volvo drivers Robert Dahlgren and Fredrik Ekblom inherited the other podium spots, while Ohlsson climbed to fourth.

Former points leader Richard Goransson (BMW) was fifth, despite a drive-through penalty and a spin.

● Tege Tornvall

RESULTS

1 Thed Bjork (Volvo S60), 39 laps in 32m08.532s; 2 Robert Dahlgren (Volvo), +3.615s; 3 Fredrik Ekblom (Volvo); 4 Linus Ohlsson (Volvo); 5 Richard Goransson (BMW SR); 6 Daniel Haglof (Saab 93). **Points** 1 Bjork, 67; 2 Goransson, 57; 3 Dahlgren, 50; 4 Fredrik Larsson, 36; 5 Ohlsson, 33; 6 Ekblom, 31.

GERMAN F3 CUP SACHSEN RING (D), JUNE 8-9, RD 4/9

Marvin leaves the rest in the shadows

MARVIN KIRCHHOFFER STRENGTHENED his grip on the German Formula 3 Cup by taking a double win with the Motopark-run Lotus team at the Sachsenring.

The 19-year-old German has now won half the 12 races run this year and added a second place in the reversed-grid race to further eke out an advantage over his nearest rival both this year and last weekend, Russian Artem Markelov.

Markelov was no match for his team-mate, but still took two seconds and a third over the weekend.

British racer Emil Bernstorff, in the third Lotus car, completed the podium in race one. He then won a wet reversed-grid race in which National Class runner Sebastian Balthasar was a superb fourth, despite being powered by a Mercedes engine

not equipped with the overboost of the spec VWs in the main class.

Bernstorff's hope of a strong result in race three was ended when he collided with Thomas Jager and had to pit for repairs. He finished 10th as Van Amersfoort Racing's American racer Gustavo Menezes claimed third.

Performance Racing's John Bryant-Meisner had a horrible weekend, failing to start race one when his handbrake stuck on as the lights went out, retiring the next day with falling fuel pressure and being hideously delayed in race two behind backmarkers who could not even keep up with the safety car.

● Rene de Boer

RESULTS

Race 1 1 Marvin Kirchhofer (Dallara-Volkswagen F311), 21 laps in 30m12.801s; 2 Artem Markelov (DV), +2.088s; 3 Emil Bernstorff (DV); 4 Thomas Jager (DV); 5 Matteo Cairoli (DV); 6 Jordi Weckx (DV). **Race 2 1 Bernstorff**, 13 laps in 20m59.302s; 2 Kirchhofer, +9.462s; 3 Markelov; 4 Sebastian Balthasar (D-Mercedes); 5 Nabil Jeffri (DV); 6 Cairoli. **Race 3 1 Kirchhofer**, 23 laps in 30m28.723s; 2 Markelov, +12.725s; 3 Gustavo Menezes (DV); 4 Cairoli; 5 Balthasar; 6 Jeffri. **Points** 1 Kirchhofer, 223; 2 Markelov, 155; 3 Bernstorff, 135; 4 John Bryant-Meisner, 95; 5 Menezes, 83; 6 Jager, 61.



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HMSG-ENG-03: SENIOR ENGINE WORKSHOP LEADER:
Reporting to the Engine Manager, the Senior Engine Workshop Manager will be responsible to oversee the complete range of activities of a state of the art motorsport engine workshop including to be responsible and to monitor the workload of several engine builders (seniors and juniors).

HMSG-ENG-04 : SENIOR ENGINE SUPPORT ENGINEER:
Reporting to the Engine Manager, the Senior Engine Support Engineer will be responsible to oversee and monitor engine activities during in-car tests and events

HMSG-ENG-05: SENIOR / JUNIOR ENGINE BUILDERS:
Reporting to the Engine Workshop Manager, Senior and Junior Engine Builders will be the ones to build or strip complete development and event WRC engines within Hyundai Motorsport.

HMSG-ENG-06: SENIOR ENGINE DYNO TECHNICIAN:
Reporting to the Engine Manager, the Senior Engine Dyno Technician will be responsible of the operations within the engine dyno cell in Hyundai Motorsport.

For all these positions, we are looking for motivated rigorous engine specialists who had some previous successful experience in Motorsport environment like WRC / Endurance / GT / Touring Car / F1. In parallel, good communication skills, in particular in English, is compulsory, German or French speaking is a plus. Clear attention to detail, and the ability to manage multiple priorities are key to success in this role. A flexible approach to working hours and tasks is essential.

For full details on these opportunities please refer to:

<http://motorsport-jobs.autosport.com/>

If you wish to be considered for one of these positions, please email with the related reference to: jobs@hyundai-ms.com, attaching an up to date CV.

Contract type: Permanent
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REF: 8W475

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REF: 8W500

Reporting to the team leader, your primary focus will be to add aerodynamic performance to the race car. You will be responsible for aerodynamic development projects from initial concept, through CFD analysis, to design and wind tunnel testing. The successful candidates should have a degree or equivalent qualification in Aeronautics or Aerospace Engineering.

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Teams get behind new Clio Cup

Organisers say new-car costs won't hurt strongest TOCA support grid

LEADING RENAULT CLIO CUP UK teams have backed the new-for-2014 car, which was officially presented to them at Oulton Park last weekend.

The new Clio, which is being raced in the Eurocup this season, is available for teams to order this week. It will cost around £40,000.

The presentation came as Renault renewed a three-year deal for the Clio Cup to remain on the TOCA package, alongside the BARC's agreement to be Renault Sport's UK promoter.

POSITIVE REACTION

Scuderia Vittoria boss Danny Buxton, whose team runs seven cars in the Clio Cup, said the new machine had generated a lot of interest.

"We'll order the cars this week and hopefully get one of the early ones," he told AUTOSPORT. "It's been

a seven-year cycle with the current car, so there was going to be a new one at some point – you can't have an outdated model representing the brand.

"I'm sure it's going to be a really exciting time – there's a lot of interest. All our guys are keen."

Richard Colburn, who runs Westbourne Motorsport, echoed Buxton's positive attitude. "It brings us closer to touring cars in pace," he said. "Historically, a new car's been good [for the series]. It gets new people coming in, and it's like a new championship, not just an updated car."

Championship promoter Simon North is quietly confident numbers will stay strong, despite the natural creep in cost that comes with new machinery.

"I'm a cautious person when it comes to new cars; they always give me some concern, but the reaction among

the teams has been really positive," North told AUTOSPORT.

"The new car is faster, so I think budgets will go up, but not by a massive amount. The teams say they have no problem buying at least as many cars as we have on the grid now."

TOCA STRUGGLES

Although numbers in Clios and the Ginetta GT Supercup are strong right now, other series on the TOCA package are struggling.

The Porsche Carrera Cup has failed to attract more than 13 cars to any round this season, but series bosses are hopeful their new-for-2014 car will boost grids (see AUTOSPORT, May 9).

British Formula Ford had 15 registrations after rejoining the TOCA package this season, but only nine cars turned out at Oulton last weekend. Lassi Halminen skipped the event suffering from flu, while George Blundell and Fred Martin-Dye have both run into budget issues.

Series promoter Sam Roach said: "I think we've been horribly unlucky with circumstances this weekend. I genuinely believe it's bad luck."

Ford Motorsport boss Mike Norton added: "We expected 15 for this one, so we don't want to say 15 for Croft, but we are expecting growth."

Ginetta Junior has fallen away gradually over the past two seasons. Only 12 cars competed at Oulton last weekend.

BEN ANDERSON
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THE BTCC'S TOCA PACKAGE IS

probably the highest-profile advert for British four-wheeled motorsport we have, but it seems to be sending out mixed signals at the moment.

When ITV's Steve Rider asked series director Alan Gow to make the draw for the reversed-grid race at Oulton Park last Sunday, Gow said these are "the halcyon days of the 2000s" for British Touring Cars. With 26 cars on the grid and an estimated record crowd of 40,000 people in Cheshire, it's difficult to argue.

The same can't be said for the support package, though. The Renault Clio Cup (24) and Ginetta GT Supercup (18) both look busy, but it's sad to see the Porsche Carrera Cup (a bastion of TOCA for many years) and Ginetta Junior (often one of the most exciting categories since it joined in 2008) barely making double figures, and sadder still to see British Formula Ford (a TOCA returnee this season) drop below even that threshold.

This just serves to further highlight how difficult budgets are to find for drivers at the moment. Porsche hopes a new car will turn its fortunes around for 2014, but this didn't work for Formula Renault UK or British F3 in 2011-12, and isn't working for Formula Ford now. Simon North will need to ensure the new 2014 Clio Cup car doesn't destroy something that has been carefully rebuilt in difficult times.

Single-seaters are very different beasts from GTs and tin-tops, but if history is a fair guide, I'd be a little nervous of going down the new-car route right now. However, the manufacturer marketing that underpins these TOCA championships demands it, so it will be down to the series bosses and their teams to make it work, and keep British motorsport's most visible flag flying high.



Formula Ford had just nine cars on its Oulton Park grid



Parry is already
on Caterham's
young driver roster



Caterham Racing Academy

Caterham revamps driver scheme

THE CATERHAM F1 TEAM HAS revamped its junior driver scheme for next season.

The Caterham Racing Academy will replace the Driver Development scheme that began when Tony Fernandes' team first entered F1 in 2010.

It will offer a performance-based prize fund to single-seater drivers specially selected for its roster. Caterham will contribute between 10 and 50 per cent of a driver's budget if they achieve personal targets set out by the Academy.

AUTOSPORT understands Caterham

will approach drivers it is interested in, rather than taking applications. The team will scout in Formula Renault 2.0, Formula 4, Formula Renault NEC/ALPS, Formula Renault Eurocup, European F3, GP3, World Series by Renault and GP2.

Academy members will be embedded with the team at grands prix and tests, given time on the team's F1 simulator, and help to develop their engineering feedback, mental and physical fitness, and media skills.

Mia Sharizman, team principal for the Caterham Racing GP2 team, will head up the revised Academy.

"The Caterham Racing Academy is a sign of our commitment to developing the next generation of talent," he said. "We're giving young drivers a clear route from junior formulae up to F1, and we are giving them first-hand experience of everything that goes into being a modern F1 driver."

Caterham F1 team principal Cyril Abiteboul added: "For the team itself, the Academy programme is also driven by our ongoing search for our future line-up. Having investments in a number of drivers gives us a range of options for the future."

CATERHAM'S JUNIOR DRIVERS

Alexander Rossi	Caterham F1 reserve driver, GP2 with Caterham Racing, Le Mans LMP2 with Caterham Motorsport
Sergio Canamasas	GP2 with Caterham Racing
Matt Parry	Formula Renault NEC with Fortec Motorsports
Aurelien Panis	Formula Renault 2.0 Eurocup with RC Formula
Weiron Tan	Formula Renault BARC with Fortec Motorsports
Daim Hishamuddin	European KF3 karting, Rotax Junior Asia karting

Euro NASCAR

Ex-Clio racer Wright shines on Euro NASCAR debut at Brands

FORMER RENAULT CLIO CUP

Cup frontrunner Luke Wright scored a pair of top-six finishes on his debut in the Euro Racecar NASCAR Touring Series at Brands Hatch last weekend.

A late deal to drive a Scorus Racing Chevrolet came to fruition on the eve of the race weekend, and has left Wright working hard to contest the series full-time in 2014.

"I was speaking to Jerome Galpin, the championship organiser, about how it works and what it costs," Wright told AUTOSPORT. "Then I got a message at midday on Thursday that he'd sorted out a drive for me."

Wright got fewer than 15 laps in free practice, due to a snapped wishbone and a gearbox problem, but qualified fifth, within a tenth of a second of his



team-mate, former GP2 race winner and World Touring Car racer Javier Villa.

He beat Villa in the first race on his way to fifth, and was sixth in race two.

"The way NASCAR is structured offers huge opportunities," added Wright. "Their ideology is the way forward. Even if I won Clio's I'd need to pay £200,000 [to move up] the following season."

FF1600

Williams to switch to FF1600 for Champion of Brands bid

EX-BRITISH FORMULA FORD

racer Luke Williams is looking to compete in the Champion of Brands series for the remainder of the season.

The 21-year-old, who finished seventh in British Formula Ford last year and scored a race victory, endured a troubled start to



this season with Jamun Racing, before switching to BRDC Formula 4 for last month's Brands Hatch round (see AUTOSPORT, May 16).

Williams has now decided to switch his focus to FF1600, due to financial constraints and a desire to "enjoy racing again".

"It's such a battle to raise any money to race at the moment," he told AUTOSPORT. "I've lost all my budget this year and the last couple of years have been a nightmare."

"I just want to compete in something affordable and have fun."

The West Yorkshire racer expects to begin his participation in the Kent-engined category in the forthcoming Brands event at the end of next month, with a view to also competing in the blue riband Walter Hayes Trophy in November.

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Historics

Attwood to race 'Project 50' 911 in Silverstone Classic dusk race

LE MANS WINNER RICHARD

Attwood is part of a bumper entry for the Silverstone Classic's dusk race next month.

The Piper Heidsieck International Trophy for pre-1966 GT cars has attracted more than 80 entries to the July 26-28 event.

Attwood, winner of the 1970 Le Mans 24 Hours in a Porsche 917, will drive the 'Project 50' 911 prepared by Porsche Cars GB to mark the 50th birthday of the iconic German design.

Also expected on the grid are a number of AC Cobras, including a Daytona Coupe, Jaguar E-types, Aston Martin Project 214,

Ferrari 275LM and Porsche 904.

Event director Nick Wigley, who will be on the grid in a Milano GT, said: "We're thrilled with the hugely oversubscribed entry, which once again underlines the appeal of the Silverstone Classic, and also with the fantastic quality of these cars."

"We really were spoilt for choice when it came to making the final selection and it's clear we're in for a wonderful race."

The Classic's special 50th anniversary parade for the 911, which will include Derek Bell and David Piper, is also oversubscribed with over 1000 registrations.



Attwood will race Project 50 911 to mark anniversary



'Team Enstone' drops in on Modified Live at Snetterton

Benettons of the 1990s (we spy B193 and B190), plus the Toleman TG184 of 1984 round the final corner 'Murrays' at Snetterton. The cars were taking part in a demo for Norfolk's annual round of Modified Live.

Porsche Carrera Cup

Porsche GT3 Cup champion makes move to Carrera Cup

JAMES BIRCH WILL RACE FOR the GT Marques-prepared Samsung Motorsports squad in the Porsche Carrera Cup GB for the remainder of the season after making his debut for the team at Oulton Park last weekend.



Birch raced at Oulton

Birch, the 2012 Porsche GT3 Cup Challenge champion, had eyed a move to the squad at the start of the season but budget constraints meant he missed out.

However, the team said that after Richard Kent's resignation the 23-year-old was first in line to partner reigning champion Michael Meadows. Birch retired from the first Oulton race and was ninth in race two.

He switches from the Ginetta GT Supercup, where he was racing for Century Motorsport. His last meeting was Thruxton, where he crashed heavily in the opening race and was forced to miss the remaining two.

HUMBLE PYE

The voice of club racing



750MC star Gray went to Cadwell to race something a bit different

Cadwell is always a great venue and the VSCC starred

Although Cadwell Park is a 500-mile round trip, and clashing fixtures on an overcrowded calendar have forced me to miss the HSCC's charismatic Wolds Trophy meetings for two seasons, I love going there. Prior to last weekend's VSCC Shuttleworth & Nuffield Trophies event my last visit to Lincolnshire's self-styled 'mini-Nurburgring' was for the 750MC's 2011 championship finale. But it's always worth the wait...

I had been wanting to attend the annual Vintage showpiece for years – as much to see the wonderful old machines, topped by Christopher Mann's sensational Alfa Romeo P3, battling against a backdrop of green vegetation instead of gravel traps as anything – but with a typical 30-meeting diary, juggling reporting, commentating and more recently organising events, it had hitherto proved impossible. Even as a Gemini I can't be in two places at once!

While the outward journey is always arduous from Bournemouth – Silverstone is half-way in distance, if not time – I was delighted to find the A46 trunk road (long blighted by construction works) now complete from the M1 at Leicester to Lincoln, which makes for a less frustrating drive. And the attractive final 25 miles into the rolling hills, which swell above flat farmland, defining Britain's most picturesque circuit, prepares racegoers for the day ahead of them.

Apart from an unprecedented plethora of Bugattis contesting the Williams Trophy race – a T35B captured the interest of MotorSport Vision boss Jonathan Palmer – and a tremendous 500cc Formula 3 field celebrating 60 years of car racing at the venue, I was intrigued by the Morgan Three-Wheeler Club race.

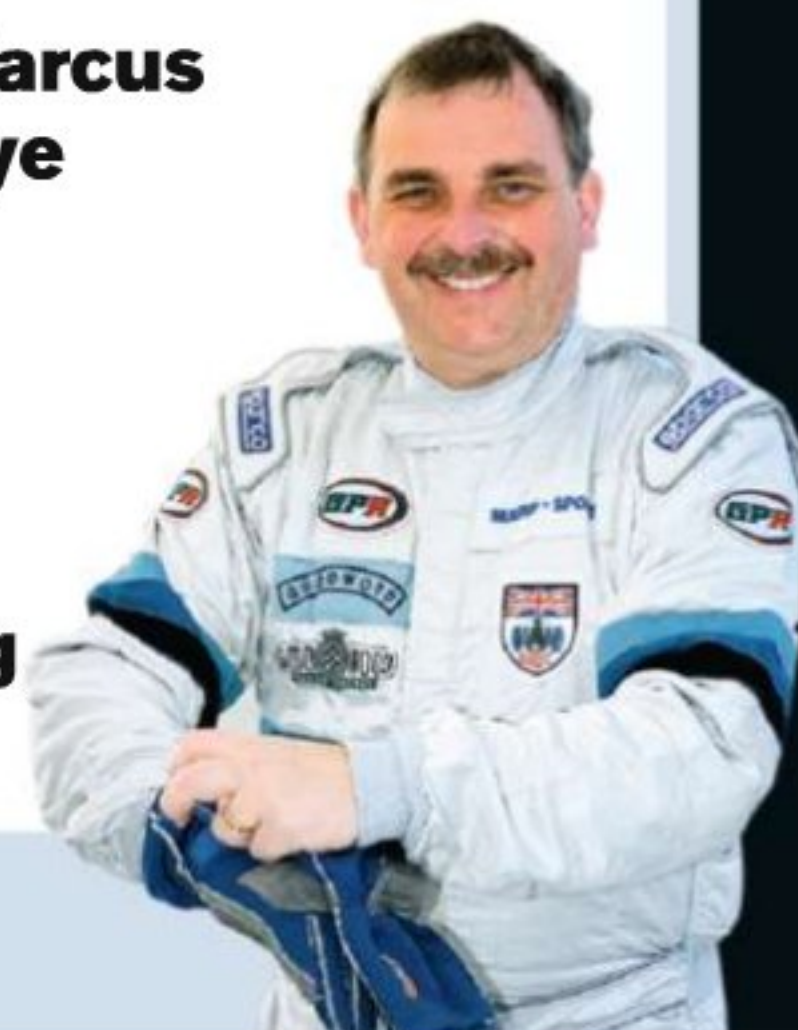
I'd not previously witnessed one, but among the competitors was last year's unbeaten 750MC RGB champion Tim Gray, who has raced his 1933 JAP-powered Morgan 8/80 for several seasons, with mum Annette alongside pumping fuel.

"It's brilliant fun, and we also compete at classic motorcycle events. Recently we did seven races in a weekend, but unlike modern racing I don't take it too seriously," grinned Tim, who finished third after an oily spin.

If only the sun had shone, as promised (it did eventually put in a wan appearance after I'd passed Newark en route home, where happily my family had spent the day of the year so far on the beach), and somebody had turned the temperature up from 'very chilly' to early 20s, almost any day at Cadwell Park could have been lifted from heaven. MSV has a gem there, and is conserving it beautifully.

Marcus Pye

"Cadwell Park could have been lifted from heaven. MSV has a gem and is conserving it beautifully"



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Blundell has had a tough time in British GT this year

British GT

Blundell steps down from his British GT drive

EX-FORMULA 1 AND INDYCAR

racer Mark Blundell has withdrawn from his drive in the British GT Championship.

Blundell entered the first three rounds of this year's series in a United Autosports McLaren, but has been forced to step down to focus on "increasing business commitments", according to a statement.

Blundell, who called his own participation in British GT into question following a three-car incident in the most recent round at Silverstone, will still assist UA at British GT events, and may return

to driving duties at selected overseas endurance races.

"It's a great shame that I have to step down but my focus has been on building my sports management business and I need to commit my time and attention to that in full, as will become apparent in the near future," Blundell said.

"I shall still be present in an ambassadorial role for United Autosports, to support the team and my personal sponsors, all of whom I would like to say a big thank you to for allowing me

to concentrate on the next stage of developing my business.

"When the time is right and I can assure the team of my full involvement, I hope to be back behind the wheel of a United Autosports racecar, but in the meantime, a big thank you to all the staff members, and our sponsors, for the season so far."

United Autosports has drafted in 2011 British GT3 champion Glynn Geddie to replace Blundell in the #24 McLaren alongside Jody Firth for this weekend's Snetterton round.

Historics

Heart attack racer recovering

HISTORIC FORMULA FORD RACER

Derek Rodgers is recovering in hospital following his accident at Snetterton two weeks ago.

Doctors have confirmed Rodgers suffered a heart attack as he rounded Coram on the last lap of a Historic Formula Ford race on June 2. He was placed in an induced coma following a violent impact with the barriers.

X-Rays have revealed a stable fracture in his back and Rodgers was due to have an angiogram this week to determine the cause of his heart problem.

"I remember being in the assembly area and starting the second race, then suddenly somebody switched the lights off," Rodgers told AUTOSPORT. "The care I've received has been fantastic and I'd like to say thank you to everybody."

"If you think about it, motor racing saved my life. If it had happened in the car coming home, they wouldn't have got to me in 80 seconds."



Rodgers (7) before his crash



Crowds flock to inaugural American Speedfest event

Series organiser Team FJ estimated that 15,000 people headed to Brands Hatch for the first American Speedfest last weekend. Euro NASCAR topped the bill and a deal has already been struck with MSVR for a return in 2014.

Fun Cup

Sugden plots Fun Cup race return

BRITISH SPORTSCAR DRIVERS

Tim Sugden and James Walker will team up in the Spa 25 Hours Fun Cup race at Spa in August.

Sugden, who hasn't raced since 2011, has been persuaded to do the event by Walker, whom he has managed since the start of Walker's career. They will team up with BRDC F4 driver Struan Moore (who

is in turn looked after by Walker), Moore's father Ian, and former Fun Cup regular and Britcar driver Lee Atkins in a car run by the Hillspeed F4 squad.

Walker said: "Struan shared the car with his father last weekend at Snetterton and they really enjoyed driving together. We thought we'd do Spa for a bit of fun, and I managed to persuade Tim to drive too."



Abbott wins at Assen

Hunter Abbott relinquished his lead of the Porsche GT Cup Challenge Benelux series at Assen last weekend. The ex-Ginetta Supercup racer switched to the Dutch series this year. He led but finished third in race one after a puncture. He then won the second race of the third round. He now lies three points behind ex-F3000 racer and DVB team-mate Jeffrey van Hooydonk.

Geddies extend lead

Former British GT champions Glynn and Jim Geddie extended their lead in the European Supercar (nee Dutch Supercar) Challenge with two more podium finishes at the Spa round last weekend. Two late charges from ex-Carrera Cup racer Glynn netted a second in race one and a third in race two for the father and son duo's United Autosports McLaren.

Karting ace to Ginettas

Promising karter Matt Chapman will graduate to car racing next season in Ginetta Junior. The 13-year-old is under the tutelage of British sportscar ace James Walker, who will coach Chapman in preparation for the step as part of his Ignition Sport driver-management scheme. Walker plans to place Chapman with 2011 title winner Hillspeed.

Ginetta media academy

Ginetta launched a new initiative to help young people pursue media careers in motorsport at Oulton Park last weekend. Backed by Michelin, the British marque will work with 12- to 16-year-olds to help develop their skills in writing, filming and production.

Bennett's Superkart Cup

Gavin Bennett (below) won both BSA UK Cup Superkart races at Silverstone last weekend, beating European champion Lee Harpham. Points leaders Paul Platt and James O'Reilly both had disasters in 250 National. Platt won the class but was penalised for gaining an unfair advantage. He retired from race two. O'Reilly retired from both, so Richard Blackburn and Stephen Clark claimed the wins.





Knill-Jones leads bumper pack on his way to victory

VSCC CADWELL PARK, JUNE 8

Drum roll for Bugatti bonanza

THE VINTAGE SPORTS-CAR CLUB'S annual visit to Cadwell Park, for many the pinnacle of its racing calendar, was exceptional this season. A sensational turnout of 16 Bugattis – the greatest marque gathering in the race's history – contested the Williams Trophy Pre-1935 Grand Prix cars feature.

Pink Floyd drummer Nick Mason had not won the Bugatti OC's homage to 1929 Monaco GP winner William Grover 'Williams' in his similar Type 35B, but preparer Charles Knill-Jones drove it immaculately to land the coveted prize, contested since '75.

MGB GTV8 racer Robert Spencer, a VSCC debutant in Martin Overington's T35B, drove in inspired fashion to keep Knill-Jones busy. His commitment through the

devilishly cambered Hall Bends demonstrated that 2.3 litres of supercharged straight-eight power was much to his taste.

Ousted by Spencer on lap one, 2005 winner Geraint Owen shadowed him until his T35B expired, promoting Chris Hudson (T35B) and Duncan Pittaway (unblown 2-litre T35) to third and fourth. Former speed eventer Steve Jewell (T35B) was next in, having repassed invitee Adam Painter's Maserati 4CS.

Spencer's moment of glory came in the John Holland Trophy race, in which he repelled Dougal Cawley's extrovertly driven GN 'Piglet', then Jonathan Cobb's Frazer Nash – both with rorty 3.3-litre Ford engines – and the 6.1-litre Hall-Scott aero-engined GN Parker contraption

of the fearless Justin Maeers.

In the afternoon's most thrilling contest, Spencer repeatedly cocked the Bugatti's left-front wheel in the air through the Gooseneck as he thwarted the experienced Cobb and Maeers, while somehow keeping his focus on the tortuous track ahead.

The trio crested the Mountain together three laps from home, but when Cobb went herbaceous at Park – "I went off about five times," Jonathan admitted – Maeers replaced him on the leader's tail once again. The last lap was desperately close, yet still Spencer did not yield.

"I'm absolutely shattered," said Robert, who punched the air with elation as he took the chequered flag 0.26s ahead of the thunderous Parker.

"That was the most amazingly close race I've been in," said Maeers. "I tried everything to get past and was waiting for a mistake – which never came!"

Following a 'cacklefest' of engines on the grid honouring marque founder Archie Frazer Nash's daughter Joé, who died on June 4, aged 97, 22 Frazer Nash and GN cars battled in the Lincolnshire Wolds.

Brian White's FN BMW and Cobb's FN Ford vied for supremacy until White's second-gear chain snapped. "As soon as I saw it on the ground at the Gooseneck, it was obvious Brian was in trouble. Then Justin [Maeers] appeared in my mirrors, larger than life, and I gave it as many revs as he had cubic

centimetres," grinned winner Cobb, back from a three-year sabbatical.

An identical fate befell White during the Melville Trophy race, thus Cobb added to his 2006-'10 successes. Transmission problems halted Cawley early, thus Tim Kneller (Riley) and Ewen Getley (Bentley) were a distant second and third.

Without poleman Mac Hulbert (ERA R4D), renowned Riley Falcon Special tamers Pete Candy and Robert Cobden scrapped mightily for Shuttleworth, Nuffield and Len Thompson Memorial honours until Candy's 'Super Rat' backfired once too often exiting Charlies and blew its supercharger pipe off. Pete watched Cobden scoop the trophy jackpot for the second, third and fourth times respectively from the grass bank.

Paul Jaye's six-wheeler Alta led the chasing pack throughout, but Tom Dark shot his Bugatti T73C from the back of the grid to third, robbing Nick Topliss (ERA R4A, Pat Fairfield's 1935 Dieppe GP Voiturette race winner) in a bold manoeuvre between the Mountain top and Hall Bends on the last lap.

HRG stalwart William Mahany toppled Frazer Nash Super Sports duo Charles Gillett and Fred Wakeman amid a fine Geoghegan Trophy Pre-War Sportscar miscellany, although Gillett took the prize as first Vintage finisher. Andrew Mitchell, in another 'HuRG', was fourth in the Owners-Drivers-Mechanics series counter. Mark



Spencer defeated Maeers and Cobb to secure John Holland Trophy



Turner screamed ahead early on and couldn't be caught

500cc FORMULA 3

Turner's anniversary victory waltz

CAR RACING AT CADWELL PARK

— a motorcycle venue since 1934 — began on September 20 1953, when Reg Spreckley (Cooper 500) was the first winner on the 1.3-mile 'Mountain' course during a mixed meeting. A huge crowd — "more than 30,000", said AUTOSPORT — witnessed the action and incident aplenty, from an RAC-limited eight-car Formula 3 grid.

Sixty years on, veteran John Turner ripped up the form books when he sprinted his 1955 Cooper-JAP Mk9 into the lead from row three and held off the more potent Norton-engined machines for a famous victory in a 20-car field. Without a clutch!

The Stafford septuagenarian has campaigned his ex-David

Boshier-Jones car continuously in speed events and historic races espoused by the 500 Owners' Association since he acquired it in the 1960s. John's delight at winning on Saturday — with a best lap five seconds inside his qualifying time — was mirrored by that of his rivals, who were too slow out of the blocks and simply outdriven.

Classic motorbike racer Gordon Russell went after Turner in his Mackson, a bulbous green guppy on wheels. As Russell closed in on the yellow-and-blue Cooper, poleman Roy Hunt (Martin) and JB Jones (in brother Gareth's Cooper-Triumph Mk9, rather than the programmed Cousy) battled to get on terms.

Hunt outbraked Russell into

Park to go second on lap five, but Turner was two seconds beyond reach at the chequer. Russell chased Hunt in, with Jones and Ian Phillips (Cooper) next. Darrell Woods qualified second, but started at the back and clawed his way to sixth, with Rodney Delves, Neil Hodges and Mark Riley in pursuit.

Manx Norton engine guru Fred Walmsley (Cooper Mk7) ran a solid fifth before being jostled back to 10th, in a group with novice David Kingsland (in father Xavier's Erskine Staride) and invitee Richard Ashford's 1100cc JAP V-twin powered Cooper.

RESULTS (6 LAPS) 1 John Turner (Cooper-JAP Mk9); 2 Roy Hunt (Martin-Norton) +2.21s; 3 Gordon Russell (Mackson-Norton); 4 JB Jones (Cooper-Triumph Mk9); 5 Ian Phillips (Cooper-Norton Mk10); 6 Darrell Woods (Cooper-Norton Mk12). **CW** Hunt; Shirley Monro (Cooper-JAP Mk4). **FL** Hunt 1m56.98s (66.87mph).



Cobb was a double winner in his Frazer Nash

Brett's surprisingly agile LMB V8 was the first standard car home, sixth overall.

Charles Reynolds and passenger Hannah Enticknap got the jump on Morgan Three-Wheeler Club points leaders Hamish Bibby/Katie Bain as 11 cars sped into Coppice, only to break. Bibby and Bain, lying flat in Bill Tuer's highly developed bolide, sped away from 750MC RGB champion Tim Gray, with intrepid mum Annette riding shotgun. When a broken gearbox bolt oiled the rear tyre, "a massive doughnut on the Mountain" dropped the Grays behind Neil Smith/Hilary Johnson.

Candy and Cobden reignited their earlier rivalry in the short finale, Cobden moving ahead on the last lap when his rival's gearbox jammed in top. Topliss was never far adrift in his ERA, in which preparer James Baxter set BTD in the previous weekend's VSCC Harewood hillclimb.

Tony Seber (MG) and youngster James Potter (Riley Brooklands) topped the intriguing staggered-start handicaps. The eye-catchingly determined progress of Jo Blakeney-Edwards — tasked to cover six laps to most others' five — in the latter got her Frazer Nash Shelsley to 10th.

● Marcus Pye

WILLIAMS TROPHY, PRE-1935 GRAND PRIX CARS

(8 LAPS) 1 Charles Knill-Jones (Bugatti T35B); 2 Robert Spencer (T35B) +4.41s; 3 Chris Hudson (T35B); 4 Duncan Pittaway (T35); 5 Steve Jewell (T35B); 6 Adam Painter (Maserati 4CS). **Fastest lap** Knill-Jones 1m55.60s (67.67mph).

JOHN HOLLAND TROPHY, VINTAGE RACING CARS

(8 LAPS) 1 Robert Spencer (Bugatti T35B); 2 Justin Maeers (GN Parker) +0.26s; 3 Jonathan Cobb (Frazer Nash Ford); 4 Dougal Cawley (GN/Ford 'Piglet'); 5 Charles Gillett (Frazer Nash Super Sports); 6 Robert Carr (AC/GN Special). **Class winner** Maeers. **FL** Maeers 1m53.97s (68.64mph).

FRAZER NASH & GN CARS (6 LAPS) 1 Jonathan Cobb (FN/Ford); 2 Justin Maeers (GN Parker) +2.66s; 3 Charles Gillett (FN Super Sports); 4 Brian White (FN/BMW TT Replica); 5 Dougal Cawley (GN/Ford 'Piglet'); 6 James Baxter (GN/AC Rabelro). **FL** Maeers 1m53.45s (68.95mph).

MELVILLE TROPHY, SPECIAL PRE-WAR SPORTS CARS

(7 LAPS) 1 Jonathan Cobb (Frazer Nash Ford); 2 Tim Kneller (Riley 12/4 Spl) +45.34s; 3 Ewen Getley (Bentley 3/4 1/2-litre); 4 Brian Maile (Alvis Speed 25 Sports); 5 Tim Hopkinson (Riley Spl); 6 Richard Iliffe (Riley Kestrel 12/4 Spl). **FL** Cobb 1m55.38s (67.80mph).

SHUTTLEWORTH, NUFFIELD & LEN THOMPSON

MEMORIAL TROPHIES (10 LAPS) 1 Robert Cobden (Riley Falcon Spl); 2 Paul Jaye (Alta 2-litre) +35.02s; 3 Tom Dark (Bugatti T35C); 4 Nick Topliss (ERA R4A); 5 Julian Wilton (Cooper-Bristol Mk2); 6 William Mahany (HRG Le Mans Model). **FL** Cobden 1m55.99s (67.44mph).

GEOGHEGAN TROPHY (7 LAPS) 1 William Mahany (HRG Le Mans Model); 2 Charles Gillett (Frazer Nash Super Sports) +2.09s; 3 Fred Wakeman (Frazer Nash Super Sports); 4 Andrew Mitchell (HRG 1 1/2-litre); 5 Adam Painter (Maserati 4CS); 6 Mark Brett (Ballamy-Ford LMB V8 Spl). **CW** Brett. **FL** Mahany 1m56.08s (67.39mph).

MORGAN THREE-WHEELER CLUB CHALLENGE (6 LAPS)

1 Hamish Bibby/Katie Bain (JAP 8/80 Racing); 2 Neil



Bibby/Bain topped the intrepid Morgan pilots

Smith/Hilary Johnson (JAP 8/80 Racing) +34.95s; 3 Tim & Annette Gray (JAP 8/80 Racing); 4 Danny & Sandra Hodgson (F2 100E OHV); 5 Tony Quinn (MX2 Super Aero); 6 Pete Clews/Steve Cook (F-Super 100E OHV). **CW** Chloe Pilbeam/Darren Glenn (F-Super Sports). **FL** Bibby/Bain 1m57.43s (66.62mph).

PRE-WAR SCRATCH (5 LAPS) 1 Robert Cobden (Riley Falcon Spl); 2 Pete Candy (Riley Super Rat) +9.80s; 3 Nick Topliss (ERA R4A); 4 Tim Kneller (Riley 12/4 Spl); 5 Guy Plante (Alvis Speed 25); 6 Richard Iliffe (Riley Kestrel 12/4 Spl). **CW** Topliss; Ralf Emmerling (Riley Brooklands); Jeffrey Edwards (Alvis Sports Spl).

FL Cobden 1m53.82s (68.73mph).

PRE-WAR HANDICAP (BOTH 5 LAPS)

1 Tony Seber (MG PB); 2 Hugh Birley (Austin 7 Ulster) +11.96s; 3 Graham Paddock (McDowell Ford Track Racer); 4 Duncan Wood (Morgan Super Aero); 5 Julian Grimwade (Lagonda Rapier); 6 Andrew Mitchell (HRG 1 1/2-litre). **FL** Wood 2m01.43s (64.42mph). **RACE 2** 1 James Potter (Riley 9 Brooklands); 2 Matt Shepherd (Austin 7) +24.46s; 3 Garry Whyte (Riley 12/4 Spl); 4 Paul Weston (Frazer Nash TT Replica); 5 Stuart Rose (Austin 7 Ulster); 6 David Birnage (Austin 7 Ulster). **FL** Jo Blakeney-Edwards (Frazer Nash Shelsley) 2m07.62s (61.30mph).

Win falls from Gabillon's grasp

FREDERIC GABILLON LOOKED SET TO take the spoils in the first Euro Racecar NASCAR Touring Series race at last weekend's American Speedfest.

The Frenchman got a great start, and judged two safety car restarts to perfection to remain in front.

But shortly after the second restart on lap 20, his Camaro was punted off the track at Druids by a charging Romain Iannetta (Camaro), which allowed championship leader Ander Vilarino (Camaro) through to take his fifth victory of the year.

Iannetta crossed the line in second place, but was subsequently given a 30-second penalty for his earlier misdemeanour, which promoted Freddy Nordstrom's Ford Mustang up to second. The Swede was third on the road after wrestling the position from Yann Zimmer (Camaro) at Clearways three laps from home.

Gabillon recovered well, and further

demoted Zimmer at Druids on the penultimate lap for what became the final podium spot.

Victory in the second race also went to Vilarino and the defending champion thus remains unbeaten this season.

He led for the duration, keeping Gabillon at arm's length.

Nordstrom was dropped by the leading pair, but took an assured third position.

Australian racer Josh Burden led the first Open Division race from start to finish in his Chevy SS.

Anthony Gandon (Camaro) just about managed to fend off a very strong challenge from Julien Goupy (Mustang) for second.

Burden had led the duration of the second race, but had to pull out due to an oil leak in the cockpit on lap 23.

Victory thus went to Gandon.

● Matt Upton



Vilarino extended his series lead with two wins

ELITE RESULTS (27 LAPS) 1 Ander Vilarino (Chevrolet Camaro); 2 Freddy Nordstrom (Ford Mustang) +2.953s; 3 Frederic Gabillon (Camaro); 4 Yann Zimmer (Camaro); 5 Luke Wright (Chevrolet SS); 6 Anthony Gandon (Camaro). **Fastest lap** Vilarino 49.148s (88.47mph).

RACE 2 (31 LAPS) 1 Vilarino; 2 Gabillon +2.478s; 3 Nordstrom; 4 Zimmer; 5 Javier Villa (Chevrolet SS); 6 Wright. **FL** Vilarino 49.246s (88.30mph).

OPEN RESULTS (BOTH 26 LAPS) RACE 1 1 Josh Burden (Chevrolet SS); 2 Anthony Gandon (Chevrolet Camaro) +1.144s; 3 Julien Goupy (Ford Mustang); 4 Vincent Gonneau (Camaro); 5 Enzo Pastor (Camaro); 6 Guillaume Rousseau (Camaro). **FL** Burden 49.847s (87.23mph).

RACE 2 1 Gandon; 2 Rousseau +8.254s; 3 Goupy; 4 Ian Gough (Camaro); 5 Pastor; 6 Joaquin Gabarron (Camaro). **FL** Gandon 49.760s (87.39mph).

BERNIE'S V8 SALOONS BRANDS HATCH, JUNE 8-9 MSVR

Double win for Wilson as rivals fall by the wayside

THE MGB GT V8 OF JOHN WILSON WAS victorious in both Bernie's V8 races, but it was far from easy.

Jack Tetley's Stars and Stripes liveried Manta led the way early on, closely followed by Wilson. The pair scrapped for a couple of laps, allowing the Sunbeam Tiger of William Smallridge to close in. Wilson gained the lead when Tetley was forced to pull off on lap 12 with brake failure.

Wilson then pulled away from Smallridge, who later dropped to fourth after spinning on oil left by Martin Lofthouse's Triumph TR7 at Druids. This promoted Jay Wheals (Rover SD1), who had been scrapping with Andrew Haddon (Ford Capri), up to second.

Wheals jumped into the lead at the start of race two, but was soon pushed back down the order by Wilson and

Smallridge. Smallridge couldn't quite get close enough to Wilson to mount a challenge for the lead.

Haddon and Wheals once again battled it out. This time the Capri got the better of the Rover, after nipping by at Surtees on lap 17.

● Matt Upton

RESULTS (BOTH 23 LAPS) RACE 1 1 John Wilson (MGB GT V8); 2 Jay Wheals (Rover SD1) +19.662s; 3 Andrew Haddon (Ford Capri Perana); 4 William Smallridge (Sunbeam Tiger); 5 Chaz Mallard (Chevrolet Camaro); 6 John Shoesmith (Chevrolet Camaro). **Class winners** Wheals; Pete Hallford (Ford Boss Mustang). **Fastest lap** Wilson 51.906s (83.77mph).

RACE 2 (23 LAPS) 1 Wilson; 2 Smallridge +0.923s; 3 Haddon; 4 Craig Davies (Ford Mustang Shelby); 5 Rob Spencer MGB GT V8; 6 Jack Tetley (Opel Manta). **CW** Davies; Tetley; Hallford. **FL** Smallridge 51.940s (83.72mph).



Wilson's wins didn't come easy at Brands



Goes scythed through the field to claim victory

MSVT TEAM TROPHY BRANDS HATCH, JUNE 8-9 MSVR

Gear woes don't stop Goes as SEAT wins at Brands

DARREN GOES' SEAT LEON SUPERCOPA was going nowhere at the start of last weekend's MSVT Team Trophy race at Brands Hatch.

"I lost all the gears," said Goes, "but I eventually selected third gear and took off in about 19th place."

And it didn't take long for him to haul himself back into contention.

By lap 13, he was already up into second, after passing the Lotus Elise of Phillip Stratton-Lake at Paddock Hill Bend.

Darren Brooks's SEAT Leon was leading, and Goes was soon on his tail.

A move for the lead was not forthcoming, however: "We were going to try to jump him in the pits," Goes said afterwards.

But Brooks found himself in the Paddock Hill gravel trap on lap 24, after clipping the backmarking

Renault Clio of Ray Honeybone.

This gave Goes the lead, one that he would not relinquish.

The Ricky Coomber/Mike Dickinson Honda Integra came home second, after taking the position from the Jim Cameron/George Wright Porsche at the exit of Clearways on the 39th lap.

● Matt Upton

RESULTS (62 laps) 1 Darren Goes (SEAT Leon Supercopa); 2 Ricky Coomber/Mike Dickinson (Honda DC5 Integra) +18.288s; 3 Jim Cameron/George Wright (Porsche 911 993 C4); 4 David Thomas (Renault Clio Cup); 5 Steve Burke/Mark Gillam (Nissan 350Z); 6 Phillip Stratton-Lake/Hans Baumhardt (Lotus Elise). **Class winners** Wright/Cameron; Thomas; Tom McHugh (Porsche 944); Karel Harbour/Antony Sidney-Woolett (VW Golf GTi). **FL** Goes 54.494s (79.79mph).

PICKUP TRUCKS BRANDS HATCH, JUNE 8-9 MSVR

Grindrod and O'Regan share the spoils



Grindrod (22) and O'Regan (8) hit the front at Brands

NIC GRINDROD AND DAVID O'REGAN shared the Pickup Truck Racing spoils at Brands Hatch last Sunday.

Grindrod was forced to start the first race at the back of the grid, after a faulty fuel pump ruined his qualifying.

His team worked hard to fix it before the race: "We didn't finish until 11 o'clock last night," said Grindrod.

He went on to scythe his way through the field in race one. By the end of the first lap he was already up into sixth place.

He later wrestled second from Anthony Hawkins at Surtees on lap four and, just four tours later, took the lead from Paul Poulter at Druids.

Grindrod was more than a little surprised at his rapid progress through the field: "I didn't think

I'd clear them as quickly as I did," he said later on.

The Birmingham man went on to finish four seconds ahead of Michael Smith, who grabbed second from erstwhile leader Poulter on lap 14.

Grindrod would find the second encounter much more challenging.

Anthony Hawkins was the early leader, but he was usurped by Michael Smith at Druids on the fifth lap.

Smith dropped out shortly afterwards, which handed the lead back to Hawkins.

By this time Grindrod, who had started 15th, was now running second, and took the lead from Hawkins on lap nine of 18.

David O'Regan, who had been lying in third behind Grindrod,

followed him through.

The Irishman battled with the Brummie for several laps.

Dramatically, O'Regan snatched the lead from Grindrod on the final lap by squeezing up the inside of his rival at Surtees.

"I actually didn't think I would get Nick," said a delighted O'Regan after the race.

● Matt Upton

RESULTS (BOTH 18 LAPS) RACE 1

1 Nic Grindrod; 2 Michael Smith +4.282s; 3 Paul Poulter; 4 Paul Tompkins; 5 Anthony Hawkins; 6 David O'Regan. **Fastest lap** Tompkins 52.310s (83.13mph). **RACE 2 (18 LAPS)** 1 O'Regan; 2 Grindrod +0.228s; 3 Tompkins; 4 Hawkins; 5 Pete Stevens; 6 Steve Dance. **FL** O'Regan 52.308s (83.13mph).

FUN CUP SNETTERTON, JUNE 8-9 BRSCC

Quick Philpot secures Team OBR victory



INSPIRED BY AN IN-FORM BRADLEY Philpot, Team OBR took its first Fun Cup win of the year last weekend, despite seeing a lead of almost a minute wiped out by mid-race safety car periods.

Having taken the wheel for the opening stint, Philpot had his work cut out to get to the front, starting from 21st on the grid.

But he was already up to second

by lap seven, with only Hillspeed's car — driven by former Radical champion Lee Atkins — ahead of him.

The pair swapped places on lap 15, and Philpot remorselessly pulled away until the opening round of pitstops, but their advantage was soon reduced after the safety car took to the track.

With two hours left, just four seconds covered the top six teams, with Sheradize UK — in the hands

of the rapid Marcus Clutton — taking the lead ahead of OBR, Eco Racing, Racelogic, Ecurie Escargot and Team Honeywell.

Sadly, Sheradize's challenge didn't make it into the final hour, the car succumbing to clutch failure before Clutton could take the wheel again.

By contrast, Team OBR's race ended perfectly. Having deliberately saved Philpot's second stint until the final hour, the team ensured their fastest driver could respond to any late challenges from rivals.

"We were keen to avoid building up a lead and have it wiped out at the end," Philpot explained. It paid off, with Philpot setting the race's fastest lap as he edged clear of second-placed Nigel Greensall (RaceLogic) to win.

● Oliver Timson

RESULTS (5 HOURS, 117 LAPS) 1 Team OBR

(Mark Burton/Bradley Philpot/Graham Pattle); 2 Racelogic (Joachim Ritter/Nigel Greensall) +9.172s; 3 JPR/Ecurie Escargot (Joachim Ritter/Nigel Greensall); 4 Team Honeywell (Neil Plimmer/Geoff Fawcett); 5 Eco Racing/Solutions (Paul Abraham/Tom Mills); 6 Team OBR (Simon Bonham/Martin Harris/Adam Bonham/Rob Thomas). **FL** Philpot 2m18.210s (77.33mph).



Atom Cup

Nick Whitehead led the first Brands race all the way. AUTOSPORT's Ben Anderson jumped Paul Donkin for third at the start and took second after Andrew Smith missed a gear, but Smith repassed him on lap seven. Whitehead led most of Sunday's reversed-grid race until a wobble at Paddock let Smith by. He re-took the lead with a banzai move at Paddock on the final lap and held on to win by a tenth.

Quaife Intermarque

Chris Brockhurst passed Matt Simpson on lap four to take honours in the first Intermarque race at Brands. Jeff Simpson just got third from a flying Lewis Smith, who had started from the back of the grid. Smith carried his pace into race two, briefly leading before suffering a mechanical problem. This left Simpson to take a comfortable win from Brockhurst.

Civic Cup

Richard Hockley took a remarkable quartet of Civic Cup wins at Snetterton. He won the opener despite a late charge from Nick Chatburn and secured race two after passing Chatburn and Luke Sedzikoski at the start. It was close again when the field switched to the 200 layout for Sunday's brace, with Hockley twice beating Sedzikoski.

Time Attack

The Time Attack classes were spread across three finals at Snett. Simon Scuffham's Lotus Exige won the fastest Pro Class; Andrew Barbour headed a quintet of Mitsubishi Evos to win the Club Pro class from Steve Peel; and Lee Bullen won both sessions for the Club classes in his Impreza.

Open Sportscars Series

Craig Fleming headed a Juno 1-2-3 in the first of three outings at Snett, as Duncan Williams passed a fading Darren Luke for second. Luke (below) turned the tables in race two, holding off Williams to win. Luke won again in race three, finishing well clear of Fleming.





Mini Miglia

Peter Baldwin (above) gave a masterclass as he completed yet another winning double. Rupert Deeth and Kane Astin both led race one, before Baldwin took charge. Astin stayed close but was unable to breach Baldwin's defences. James Coulson completed the podium after Deeth and Richard Casey tangled at Luffield. Baldwin dominated race two, as Deeth and Astin exchanged places. A last-lap challenge carried Casey from fourth to second at Brooklands, as he caught Astin and Deeth napping.

Clubmans

Mark Charteris annihilated the opposition with wins of over 30 seconds in his Mallock. Marcus Bicknell lost second in race one due to broken front suspension, leaving Steve Chaplin (Phantom) and Vision driver Alex Champkin to complete the podium. Although Chaplin led at the start of race two, Charteris soon took charge again. With Chaplin retiring with electrical problems and Bicknell with broken rear suspension, Champkin and Peter Richings completed the top three.

RAFMSA Challenge

The Tiger Super Sixes of Ed Fuller and John Davies dominated both the sprint and handicap races. Fuller qualified on pole and was never troubled in the first race, taking his win by 23s from Davies, with Brian Walton's Mini a distant third. Fuller beat Davies again in the handicap race. Chris Camp's Lexus, an early leader, was 17s adrift.

Citroen 2CVs

It was nip and tuck for the duration of the first race, with Alec Graham only briefly losing the lead to Sammie Fritchley. Lien Davies clinched third in the run to the line, having battled racelong with Wayne Cowling and Ainslie Bousfield. After Pete Sparrow and Peter Rundle had fought for the advantage in race two, Graham took charge and fought off Simon Clarke (below, leading) until Brooklands on the last lap, when Clarke got by.



FF1600 TRIPLE CROWN SILVERSTONE, JUNE 8-9 BARC

Ignition failure denies Norton his double...

A DOUBLE WIN WENT BEGGING FOR

Ben Norton after his Spectrum suffered ignition failure in the first of his weekend's races.

Norton held off David McArthur's Van Diemen at the start but, as their battle raged, the Rays of Alice Powell and Austin Kimberly tagged on too.

McArthur got repeatedly alongside Norton into Brooklands, until Norton slowed and headed for the pits.

McArthur eased clear, while Powell reclaimed second from Kimberly at Brooklands on the last lap.

Norton soon ousted McArthur from the lead in race two. McArthur lost touch after contact with Skylar Robinson's Swift at Luffield.

Powell moved into second but was unable to consolidate, as battle raged.

Luke Cooper's Swift grabbed second with seven laps to go, but a storming comeback from McArthur



McArthur leads squabbling pack of Formula Fords

netted him the place on the last lap.

● Peter Scherer

RESULTS (BOTH 19 LAPS) RACE 1 1 David McArthur (Van Diemen LA10); 2 Alice Powell (Ray GRS07) +1.895s; 3 Austin Kimberly (Ray GRO8); 4 Skylar Robinson (Ray GRO8); 5 Luke

Cooper (Swift SC92F); 6 James Raven (Swift SC10).

Class winners Cooper; Jamie Jardine (Reynard 84FF). **Fastest lap** McArthur 1m02.620s (94.22mph). **RACE 2** 1 Ben Norton (Spectrum 010); 2 McArthur +12.381s; 3 Cooper; 4 Raven; 5 Kimberly; 6 Powell. **CW** Cooper; Jardine. **FL** McArthur 1m02.745s (94.03mph).

MGOC SILVERSTONE, JUNE 8-9 BARC

...as engine woe stops Sullivan's sweep



Vince Pain (88) took a win when Sullivan's engine blew up

LEE SULLIVAN WAS POISED TO MAKE IT a double in his ZR until last-lap engine failure handed victory to Vince Pain.

With Ben Palmer and Pain duelling for second, Sullivan pulled clear early in race one. Pain led the pursuit until

lap six, when Palmer got by into Copse and closed in on Sullivan.

Pain retained third with Simon Kendrick's MGF a solitary fourth, while Dave Mellor held onto fifth after a racelong tussle with John O'Brien.

Race two poleman Palmer dropped to third at the start, behind Sullivan and Peter Highton's MGF. His recovery was swift and he briefly snatched the lead from Sullivan into Brooklands, until losing power and dropping back.

But Sullivan's engine blew on the last lap and Pain took the win, with Sullivan coasting home 13th.

● Peter Scherer

RESULTS (BOTH 13 LAPS) RACE 1 1 Lee Sullivan (ZR); 2 Ben Palmer (ZR) +1.492s; 3 Vince Pain (ZR); 4 Simon Kendrick (F VVC); 5 David Mellor (ZR); 6 John O'Brien (ZR). **CW** Kendrick; David Amphlett (B Roadster); Jag Golhar (Maestro). **FL** Palmer 1m11.365s (82.67mph).

RACE 2 1 Pain; 2 Palmer +1.211s; 3 Kendrick; 4 O'Brien; 5 Rob Addison (ZR); 6 Peter Highton (F). **CW** Kendrick; Nick Webster (B Roadster). **FL** Palmer 1m11.707s (82.28mph).

MINI SEVEN SILVERSTONE, JUNE 8-9 BARC

Deviny holds off Hunter in Seven thriller

MAX HUNTER BROKE AWAY FROM HIS Mini Seven rivals in race one, but there was a big dispute over second place.

Andrew Deviny managed to pull clear of Paul Spark and Darren Thomas for a spell, but then they reeled him back in again.

As Spark pushed for second into Luffield on the last lap, he hit Deviny's rear and dropped to fourth, but regained the place after Thomas was penalised down to fourth for a yellow-flag infringement.

Deviny just held off Hunter to win race two after duelling throughout.

It was Hunter who led onto the final lap and, with barely inches to spare as they charged down the Wellington Straight, Deviny just held on for a well-deserved victory.



Hunter (46) and Deviny were the stars in Mini 7s

Spark completed the podium after another battle with Thomas. The duo once again took their duel down to the wire before defending champion Spark claimed the place.

● Peter Scherer

MINI 7 (BOTH 10 LAPS) RACE 1 1 Max Hunter; 2 Andrew Deviny +5.477s; 3 Paul Spark; 4 Darren Thomas; 5 Graeme Davis; 6 Damon Astin. **FL** Thomas 1m14.797s (78.88mph). **RACE 2** 1 Deviny; 2 Hunter +0.150s; 3 Spark; 4 Thomas; 5 Ashley Davies; 6 Astin. **FL** Deviny 1m14.776s (78.90mph).

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CATERHAM ROADSPORT ZANDVOORT, JUNE 8-9 BRSCC

Roadsport racers thrill in the dunes

ALTHOUGH ALL FOUR CATERHAM classes proved extremely entertaining during the Caterham Eurofest at Zandvoort, the best racing arguably came from the Roadsport category, with the second encounter proving nothing less than a classic.

Pete Fortune had never won a race in his career, but finally claimed his first victory in the opener on Saturday afternoon. Fortune put himself firmly in the lead group early on, dicing with Max Robinson, Alexander Gurr and championship leader Stephen Nuttall.

The leaders stayed nose to tail throughout, helped by frantic slipstreaming along Zandvoort's long straights, and it became clear that the last lap would be decisive.

The four cars started the final tour almost side by side, but it was Fortune (already impressive with some brave overtaking earlier in the race) who found himself in the lead with just

a couple of corners to go. Under pressure all the way, Fortune held his line and his nerve extremely well as he took the chequered flag ahead of Robinson and Gurr.

If the first race was good to watch, the second was simply fantastic.

Again the group up front stayed together, with the same leading drivers joined by Tony Mingoia, Michael Coultlen and Nick Portlock.

It seemed that the lead changed every lap, and the gaggle regularly went into Tarzan corner three or sometimes four abreast. No one seemed willing to ease off.

As the racing got more and more frantic with every lap, it became clear that something special was needed to win this race and something special is definitely what the drivers produced.

Coming out of the final corner, it seemed that Fortune again had the



Nuttall pips four rivals to win the second race

WILSON

upper hand, after the frontrunners had a major slide through the chicane, but just a few yards from the finish line it all changed. Out from the slipstream came Nuttall, Gurr and Robinson, and the four cars were side by side heading towards the flag.

In the end, it was Nuttall who took victory ahead of Gurr, Fortune and Robinson – the gap to second being just 0.035 seconds. The fact that Tony

Mingoia finished fifth, one tenth behind the winner, says it all!

● Nelson Valkenburg

RESULTS (BOTH 10 LAPS) RACE 1

1 Pete Fortune; 2 Max Robinson +1.413s; 3 Alexander Gurr; 4 Stephen Nuttall; 5 Zoltan Csabai; 6 Nick Portlock. **Fastest lap** Gurr 2m04.019s.

RACE 2 1 Nuttall; 2 Gurr +0.035s; 3 Fortune; 4 Robinson; 5 Tony Mingoia; 6 Michael Coultlen. **FL** Mingoia 2m03.555s.

CATERHAM R300 SUPERLIGHT ZANDVOORT, JUNE 8-9 BRSCC

Langley and Currie share the Dutch Superlight spoils

TERRY LANGLEY AND CRAIG CURRIE each took a victory in the Superlight R300 category, as slipstreaming and frantic racing once again prevailed at Zandvoort last weekend.

Langley had to fend off the attentions of Stuart Leonard, especially in the first race, only narrowly beating him in an encounter that featured more than 20 lead changes.

Third went to Ed Hayes, who saw off an aggressive charge from Currie and championship leader Ollie Taylor.

The second race provided more of the same as the Superlights continued the trend of the weekend by slipstreaming around the undulating track along the Dutch seaside.

Taylor, Aaron Head, Leonard, Langley and Hayes each took turns at leading the race as the front group built a 13-second gap over the rest of the field. Finally, however, it was Currie who took it at the finish line with less than a tenth of a second in hand over Head and Taylor in yet another fascinating contest.

● Nelson Valkenburg

RESULTS (16 LAPS) RACE 1 1 Terry Langley; 2 Stuart Leonard +0.054s; 3 Ed Hayes; 4 Craig Currie; 5 Ollie Taylor; 6 Adam Balon. **FL** Aaron Head 1m55.076s.

RACE 2 (15 LAPS) 1 Currie; 2 Head +0.054s; 3 Taylor; 4 Langley; 5 Leonard; 6 Hayes. **FL** Head 1m54.122s.



Currie leads jostling R300s

WILSON

Hart starred in Supersports



WILSON

CATERHAM SUPERSPORT ZANDVOORT, JUNE 8-9 BRSCC

Hart goes from back to front after throttle cable dramas

MIKE HART PUT IN THE PERFORMANCE of the weekend in the second Caterham Supersport race at Zandvoort, winning from the back of the grid after bad luck denied him a shot at victory in race one.

A broken throttle cable left Hart stranded while fighting with David Robinson for the win for the better part of race one. Sean Byrne and Lee Wiggins completed the podium after an amazing fight with a recovering Craig Currie, who stalled at the start.

Hart started 30th in the second race, but immediately set to work making his way through the field. Up front, Currie, Robinson, Byrne and Wiggins were keeping themselves preoccupied while Hart made rapid progress.

The white and blue car first showed up at the front of the field just past the

halfway point, as Hart joined the fight for first place.

It all came down to who judged the final lap best, and it was Hart who did this, nestling in second behind Currie and looking for the slipstream out of the final corner.

The strategy worked perfectly, and as Currie punched a hole in the air, it was Hart who took an amazing victory on the line with only 0.025 seconds to spare from Currie and Robinson.

● Nelson Valkenburg

RESULTS (BOTH 16 LAPS) RACE 1 1 David Robinson; 2 Sean Byrne +8.444s; 3 Lee Wiggins; 4 Craig Currie; 5 Adam White; 6 Steve Day. **FL** Robinson 1m59.285s.

RACE 2 1 Mike Hart; 2 Currie +0.025s; 3 Robinson; 4 Wiggins; 5 Byrne; 6 Day. **FL** Byrne 1m57.562s.



Mitchell's Lola scored a superb win in race two

SPORTS 2000 ZANDVOORT, JUNE 8-9 BRSCC

Sherrington and Mitchell a class apart

PATRICK SHERRINGTON AND CRAIG MITCHELL took a win each in two distinctly different Sports 2000 races at Zandvoort.

Sherrington was unbeatable in race one, leaving a 23-car field trailing in his wake as his MCR seemed to make the most of Saturday's hot weather conditions.

Mitchell could only look on as Sherrington eased away to a commanding victory, with Tom Stoten recovering from a difficult opening lap to take third.

The roles were reversed on Sunday morning as cooler temperatures seemingly worked in favour of Mitchell's older Lola. He stalked Sherrington early on in race two before taking the lead just before the halfway mark.

The two men went round the circuit almost two seconds quicker than Sherrington's pole time, as neither driver was prepared to play it safe. By this point Mitchell was in full control, negotiating the lapped traffic in the final few laps without any problems

and heading Sherrington for an impressive victory. Stoten was third.

● Nelson Valkenburg

RESULTS (14 LAPS) 1 Patrick Sherrington (MCR Sportscar); 2 Craig Mitchell (Lola T88/90) +3.144s; 3 Tom Stoten (Gunn TS8B); 4 David Houghton (Van Diemen RFSC02); 5 Scott Guthrie (RFSC02); 6 Mike Turner (MCR). CW Mitchell; Turner; Michael Bischoff (Tiga SC80). FL Sherrington 1m47.697s.

RACE 2 (15 LAPS) 1 Mitchell; 2 Sherrington +1.153s; 3 Stoten; 4 Houghton; 5 Clive Hayes (MCR); 6 Dave Croft (Gunn TS11). CW Sherrington; Hayes; Bischoff. FL Mitchell 1m45.668s.



Two more wins for Moran at Loton

BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, JUNE 8-9

Moran matches record wins

SCOTT MORAN DOMINATED ANOTHER pair of run-offs at Loton Park last weekend, which means he has now matched Martin Groves' long-standing record of 104 victories.

With the way things are going at the moment, Moran is almost guaranteed to better this soon. He dominated last weekend down at the hill where his father Roger was a club president.

"Historically, it's important to become the all-time record holder," said Moran. "But the overall aim is to take a fourth British title, and perhaps even go beyond that."

Trevor Willis was second each time, and despite losing two more points to Moran he promised his supporters he

will keep working away, even though it will be hard to catch Moran given his current run of form.

Scott's father Roger had a less successful day than of late, taking an eighth and a fourth at Loton. Wallace Menzies managed to claw back some vital points, and is now third in the standings, equal with the elder Moran.

The Scot will be bursting to do well at his home Doune Hill in less than a fortnight's time.

Both run-offs featured the same dozen competitors and by great coincidence these were also the overall top 12 at the start of the event.

There wasn't much change in the order by the end of the meeting,

but aside from the Roger Moran/Menzies situation, senior competitor Deryk Young pulled 11 points clear of the ninth and 10th-place battle. He now sits in eighth, his highest position in nine years, having been number nine for five successive seasons.

John Bradburn, Alex Summers and Will Hall all scored well to maintain their best-ever positions.

At the bottom of the top 10, Alastair Crawford just about maintains 10th, equal with Eynon Price, and they are in a dour battle with Price's co-driver Richard Spedding, who is just ahead of them.

● Eddie Walder

ROUND 12 1 Scott Moran (3.5 Gould-NME GR61X) 44.41s; 2 Trevor Willis (3.2 OMS-Powertec 28) 44.61s; 3 Deryk Young (4.0 Gould-Judd GR51B) 44.96s; 4 Alex Summers (1.3s DJ-Suzuki Firehawk) 45.32s; 5 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 45.77s; 6 John Bradburn (3.5 Gould-Cosworth HB GR55) 45.78s; 7 Will Hall (3.5 Force-Nissan WH) 46.07s; 8 Roger Moran (3.5 Gould-NME GR61X) 46.08s; 9 Paul Haines (1.3t Gould-Suzuki GR59) 47.14s; 10 Alastair Crawford (2.8 Gould-NME GR55) 47.51s; 11 Richard Spedding (1.6 Force-Suzuki PC) 47.85s; 12 Eynon Price (1.6 Force-Suzuki PC) 47.97s.

ROUND 13 1 S Moran 43.99s BTD; 2 Willis 44.51s; 3 Menzies 45.17s; 4 R Moran 45.19s; 5 Young 45.24s; 6 Summers 45.38s; 7 Bradburn 45.84s; 8 Hall 46.37s; 9 Price 46.68s; 10 Spedding 47.13s; 11 Crawford 47.48s; Haines DNF.

Class winners Tony Adams (1.8 Lotus Elise S1) 58.84s **record**; Robert Lancaster-Gaye (3.6 Porsche 996 GT3) 58.45s; Dave Wilson (2.0 Caterham-Vauxhall) 54.40s; Andrew Russell (1.1 Ginetta G15) 59.92s; Keith Murray (1.4t Dialynx-Audi 80) 57.35s; Mike Turpin (2.2s Vauxhall VX220) 54.79s; Andy Dunbar (2.0 Westfield-Vauxhall) 52.90s; Adrian Britnell (1.44s Force-Suzuki SR4) 53.17s; Simon Fidoe (1.0 Empire-Suzuki 002) 48.16s; Andrew Henson (1.6 Van Diemen-Ford RF91) 57.26s **record**; Spedding 47.25s; Summers 45.78s; S Moran 44.84s. **POINTS 1 S Moran, 104; 2 Willis, 84; 3 R Moran & Menzies, 71; 5 Hall, 61; 6 Bradburn, 54; 7 Summers, 38; 8 Young, 30; 9 Spedding, 19; 10 Crawford & Price, 17.**



Toyo Tires Porsche

Richard Stylin (above) was the class of the Porsche Boxster field in all three races at Zandvoort. The green and black machine led from the front in the opening two encounters as its pace early in the races was too much for JM Littman and William Sharpe. A reversed grid in the third race gave Stylin more work to do, but again he dominated.

Production Golf GTi

Simon Hill won twice at Zandvoort as the VWs provided great entertainment. Hill took off in race one, while Tim Hartland saw off Martyn Walsh in an inspired first-lap tussle. Hartland then spun off in the opening lap of race two, before staging an excellent fightback to fourth, as Hill again dominated ahead of Walsh and Nick Jarvis.

Irish Global Lights

A contingent of 10 Irish Global Lights produced three exciting races as Peter Drennan won twice after fighting an intense battle with Paul Fitzpatrick, Mark Twomey and Alan Byrne. The third race proved even more difficult to predict, with Alan Byrne eventually winning, just ahead of Drennan and Mark Braden.

Formula Ford Duratec

Bart van Os made it five wins by beating Max van Splunteren in all three races at Zandvoort. The title protagonists traded places several times before a gearbox glitch in van Splunteren's car allowed van Os to pull away in race one. Van Splunteren settled for second after an off in race two. The finale was decided by van Os spinning van Splunteren around at Tarzan.

Caterham Tracksport

Oliver Jarratt and Matt Dyer each took a win at Zandvoort after both races were decided at the finish line. A four-way battle including Michael Gazda and Mark Lewis raged throughout the weekend (below). Jarret beat Dyer to the line by only 0.068s in race one. Dyer cut it even closer, only finishing half a tenth clear of Gazda in race two.





Irish Formula Vee

Adam Macauley (above) carried his fine vein of form into Mondello Park to pile even more pressure on both Ray Moore and Dan Polley. Polley was tied with Macauley at the head of the championship as the Formula Vee drivers took to the grid, but his 16th-place finish now leaves Macauley with breathing room at the top of the standings.

Irish Touring Cars

Might the tide be about to turn in ITCC? For the past season and a half BMWs have been the dominant cars, but the Honda Civic of Robert Butler not only stayed with the M3s of championship leader Erik Holstein and Dave O'Brien, but also beat them in its first outing. Holstein took victory in the second race but always had a Civic in his mirrors.

GT Championship

Connaire Finn was dominant in the GT class. He stormed to victory twice, but only after he had overhauled the powerful Mitsubishi Evo of Martin Tracey in race one and avoided first-lap carnage in race two that took out many of the series' biggest hitters. In clear air the Ginetta G50 was simply untouchable around the Mondello Park circuit.

Strykers

A 10-second penalty for late arrival on the grid robbed Alan Watkins of victory in the first race of the day at Mondello, something the experienced driver would rectify in race two. Not that he had it easy, with Alan Auerbach running him close each time. Their contrasting styles provided an entertaining battle.

Future Classics/Zetec B

It may have shared the billing with the Future Classics at Mondello, but it was the Fiesta Zetec B race that will live long in the memory thanks to five-time Irish Tarmac rally champion Austin MacHale (below) claiming a famous victory. MacHale didn't make it out for the second race, so John Boland took a comfortable win.



FORMULA SHEANE MONDELLO PARK, JUNE 9 MEC

Hearty breaks Sheane's stranglehold



Sheane topped race one before Hearty beat him

KEVIN SHEANE JR ARRIVED AT Mondello Park on a high having won every Formula Sheane race this season.

That streak finally came to an end thanks to Brian Hearty, after the duo went nose to tail in both of the day's races.

Hearty got the early upper hand by sticking his car on pole for the first outing, but Sheane moved off the line like a scalded cat and took the lead as the drivers exited Ford Corner for the first time.

Barry Rabbitt, having started from the pitlane, was soon on a charge and up to fifth place, but was unable to get the better of

either David Parks or Robbie Allen.

With the leaders controlling the pace, these two never managed to get involved in the fight for the win.

Hearty took a few looks towards the end, Sheane swept under the chequered flag in front.

Another quick start from Sheane in race two left Hearty to contend with Rabbitt, who had made his way up the field from fifth place.

With Allen and Parks launching attacks on Rabbitt, Hearty was freed to crank up the pressure on Sheane.

This pressure forced the race leader to become ragged and a move around the outside of Ford Corner

put Hearty into the lead.

Allen did manage to make it past Sheane as the drivers encountered backmarkers. Then the championship leader dived down the inside at Dunlop corner to reclaim second, although he could do nothing to overhaul Hearty.

● Paul Healy

RESULTS (BOTH 12 LAPS)

RACE 1 1 Kevin Sheane Jr; 2 Brian Hearty +0.287s; 3 Robbie Allen; 4 David Parks; 5 Barry Rabbitt; 6 John Linnane. **Fastest lap** Hearty 58.303s (70.98mph).

RACE 2 1 Hearty; 2 Sheane +0.291s; 3 Parks; 4 Rabbitt; 5 Gary Corcoran; 6 Linnane.

FL Hearty 57.982s (71.37mph).

FIESTA ZETEC A MONDELLO PARK, JUNE 9 MEC

Colfer and Lillis star in packed Zetec event

THE PRICE OF A SECOND-HAND FIESTA Zetec has skyrocketed of late and it is all thanks to Mondello Park's newest class, with talented novices and experienced campaigners clamouring to get onto the grid.

So much so that in only its second race weekend the Fiesta Zetec championship had to be split into two separate categories due to the number of drivers wanting to take part.

Of the 20 drivers featuring on the grid for the main race, Graeme Colfer and Sean Lillis were the standout drivers. Their two opposing race styles – and indeed racing lines – led to door-to-door action at the front of the field.

The duo ended up taking first and second places in the first race and traded their podium positions in the second encounter.

There was equally close racing on display throughout the rest of the pack in both events.

With such a condensed field there were battles all over the track, with a five-way duel involving Barry Hallion, Gareth MacHale, Philip Lawless, Barry



Lillis quickly hit the front at Mondello

John McHenry and Jonathan Gormley in the second race being the highlight.

All over the Kildare circuit the five cars traded paint, with MacHale's (which he shared with father Austin in the B race) crossing the finishing line with the most bumps and bruises.

● Paul Healy

RESULTS (BOTH 10 LAPS)

RACE 1 1 Graeme Colfer; 2 Sean Lillis +0.144s; 3 Vincent Brennan; 4 Philip Lawless; 5 John Denning; 6 Barry Hallion.

FL Lillis 1m12.980s (56.84mph).

RACE 2 1 Lillis; 2 Colfer +0.147s; 3 Denning; 4 JJ O'Riordan; 5 Jonathan Gormley; 6 Lawless.

FL Lillis 1m13.281s (56.47mph).

NATIONAL RESULTS ROUND-UP

BRANDS HATCH

MSVR, JUNE 8-9



ATOM CUP (BOTH 23 LAPS) 1 Nick Whitehead; 2 Andrew Smith +1.497s; 3 Ben Anderson; 4 Stuart Drewell; 5 Lewis Cook; 6 Richard Marler. **Fastest lap** Smith 52.105s (83.45mph). **RACE 2** 1 Whitehead; 2 Smith +0.161s; 3 Marler; 4 Drewell; 5 Paul Donkin; 6 Jonathan Lek. **FL** Smith 51.896s (83.79mph). **QUAIFE INTERMARQUE CHAMPIONSHIP (17 LAPS)** 1 Chris Brockhurst (Ludlow Tigr); 2 Matt Simpson (Vauxhall Tigra) +0.563s; 3 Jeff Simpson (Vauxhall Tigra); 4 Lewis Smith (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Malcolm Blackman (Vauxhall Tigra). **FL** Brockhurst 49.487s (87.23mph). **RACE 2 (18 LAPS)** 1 M Simpson; 2 Brockhurst +10.554s; 3 Blackman; 4 Daniel Smith (Peugeot 206cc); 5 J Simpson; 6 Mark Fuller (Mercedes SLK). **FL** M Simpson 49.698s (87.50mph). **LEGENDS CARS CUP (23 LAPS)** 1 Davit Kajaia; 2 David de Saeger +0.070s; 3 Kenny Robles; 4 Guillaume Pigeat; 5 Laurent Prunet; 6 Frederic Nicolle. **FL** de Saeger 56.038s (77.60mph). **RACE 2 (22 LAPS)** 1 Kajaia; 2 Pigeat +2.101s; 3 Fabien Boeri; 4 Michael de Peretti; 5 Prunet; 6 Claude Watteyne. **FL** Kajaia 56.317s (77.21mph). **RACE 3 (41 LAPS)** 1 Kajaia; 2 de Saeger/Martin Leberton +2.782s; 3 Boeri; 4 Pigeat; 5 de Peretti/Robles; 6 Prunet. **FL** Kajaia 56.057s (77.61mph).

SNETTERTON

BRSCC/MSVR, JUNE 8-9



CIVIC CUP (7 LAPS OF 300 CIRCUIT) 1 Richard Hockley; 2 Nick Chatburn +0.928s; 3 Luke Sedzikoski; 4 Nathan Burrell; 5 Mark Anderson; 6 Matt Kirby. **FL** Chatburn 2m18.890s (76.95mph). **RACE 2 (7 LAPS OF 300 CIRCUIT)** 1 Hockley; 2 Sedzikoski +1.235s; 3 Chatburn; 4 Tim Evans; 5 Burrell; 6 Anderson. **FL** Sedzikoski 2m18.301s (77.28mph). **RACE 3 (11 LAPS OF 200 CIRCUIT)** 1 Hockley; 2 Sedzikoski +0.136s; 3 Evans; 4 Anderson; 5 Kirby; 6 Burrell. **FL** Sedzikoski 1m26.868s (82.22mph). **RACE 4 (11 LAPS OF 200 CIRCUIT)** 1 Hockley; 2 Sedzikoski +7.186s; 3 Evans; 4 Burrell; 5 Anderson; 6 Kirby. **FL** Sedzikoski 1m27.626s (81.51mph). **OPEN SPORTSCARS (11 LAPS OF 300 CIRCUIT)** 1 Craig Fleming (Juno TR250); 2 Duncan Williams (Juno Sportscar) +3.289s; 3 Darren Luke (Juno); 4 Darcy Smith (Radical SR4); 5 Graham Hill (Radical Prosport); 6 Doug Hart (Chiron/Hart 2012). **Class winners** Hill; Simon Hardwick (Jade Chrysler). **FL** Fleming 1m47.710s (99.23mph). **RACE 2 (15 LAPS OF 200 CIRCUIT)** 1 Luke; 2 Fleming +0.960s; 3 Hart; 4 Mike Roberts

(MG Lola EX257); 5 Smith; 6 Hill. **CW** Roberts; Hill. **FL** Luke 1m08.192s (104.74mph). **RACE 3 (18 LAPS OF 200 CIRCUIT)** 1 Luke; 2 Fleming +7.561s; 3 Smith; 4 Roberts; 5 Hill; 6 Chris Enderby (Radical SR4). **CW** Roberts; Hill. **FL** Williams 1m08.490s (104.28mph).

MONDELLO PARK

MEC, JUNE 9



IRISH FORMULA VEE (13 LAPS) 1 Adam Macauley; 2 Trevor Delaney +0.543s; 3 David O'Brien; 4 Jimmy Furlong; 5 Ray Moore; 6 John Downey. **FL** Macauley 1m01.162s (67.66mph). **ITCC (8 LAPS)** 1 Rob Butler (Honda Civic); 2 Dave O'Brien (BMW M3) +11.296s; 3 Erick Carroll (Civic); 4 Garrett Hayden (Honda Integra); 5 Paul O'Brien (VW Scirocco); 6 Robert Savage (Integra). **FL** Butler 1m00.740s (68.13mph). **RACE 2 (12 LAPS)** 1 Erik Holstein (M3); 2 Butler +2.124s; 3 Savage; 4 Zeljko Mijatovic (Integra); 5 Owain Drought (Integra); 6 Mark Keane (Integra). **FL** Holstein 1m00.576s (68.32 mph). **GT CHAMPIONSHIP (12 LAPS)** 1 Connaire Finn (Ginetta G50); 2 Martin Tracey (Mitsubishi Evo) +18.082s; 3 Keith Colmey (Lotus Elise); 4 Richie O'Mahony (RT Supercar); 5 Bob Cameron (RT Supercar); 6 Simon Quinn (Honda Civic). **FL** Finn 59.340s (69.74 mph). **RACE 2 (11 LAPS)** 1 Finn; 2 Quinn +21.808s; 3 Noel Collins (Ford Escort); 4 Alan Kessie (MG Midget); 5 John Cardoo (Mini); 6 Danny Calnan (Ford Focus ST). **FL** Finn 58.193s (71.11 mph). **STRYKERS (11 LAPS)** 1 Seamus Ryan; 2 Andrew Dalton +0.157s; 3 Brian Kingston; 4 Alan Watkins; 5 Des Bruton; 6 Mark Baker. **FL** Alan Auerbach 1m02.460s (66.26mph). **RACE 2 (12 LAPS)** 1 Watkins; 2 Auerbach +1.526s; 3 Ryan; 4 Bruton; 5 Dalton; 6 Kingston. **FL** Auerbach 1m02.362s (66.36 mph). **FUTURE CLASSICS (13 LAPS)** 1 Ian Thornton (VW Golf); 2 Daniel Byrne (Vauxhall Chevette) +55.901s; 3 Garry Byrne (Fiat Uno); 4 Ken Byrne (Peugeot 205); 5 Mick Walsh (Mini Cooper); 6 Austin MacHale (Ford Fiesta Zetec). **FL** Thornton 1m10.268s (58.89 mph). **Fiesta Zetec B (10 LAPS)** 1 John Boland; 2 Alan Beasley +6.733s; 3 Darren Griffin; 4 Darragh McMullen; 5 Nicola Watkins; 6 Conor Farrell. **FL** Boland 1m14.455s (55.58 mph).

ZANDVOORT

BRSCC, JUNE 8-9



BRSCC PORSCHE (ALL 10 LAPS) 1 Richard Styrin (Boxster); 2 JM Littman (Boxster) +5.003s; 3 William Sharpe (Boxster); 4 Steven Boyles (Boxster); 5 Arjo Ghosh (Boxster); 6 Stephen Potts (Boxster). **CW** Rebecca Jackson (Boxster S); Simon Hawksley (924). **FL** Styrin 2m01.285s.

Irish Formula Vee racer Kevin Grogan rolled at Mondello



RACE 2 1 Styrin; 2 Littman +4.259s; 3 Sharpe; 4 Boyles; 5 Jonathan Greensmith (Boxster); 6 Ghosh. **CW** Jackson; Alastair Kirkham (924). **FL** Styrin 2m00.332s. **RACE 3** 1 Styrin; 2 Sharpe +5.645s; 3 Littman; 4 Cliff Graham (Boxster); 5 Boyles; 6 Ghosh. **CW** Julian Brown (Boxster); Kirkham. **FL** Styrin 2m00.760s. **PRODUCTION GTI (BOTH 10 LAPS)** 1 Simon Hill; 2 Tim Hartland +2.821s; 3 Martyn Walsh; 4 Chris Webb; 5 Nick Jarvis; 6 David Parris. **CW** Craig Roberts. **FL** Hartland 2m09.804s. **RACE 2** 1 Hill; 2 Walsh +1.071s; 3 Jarvis; 4 Webb; 5 Hartland; 6 Parris. **CW** Roberts. **FL** Hartland 2m09.863s. **IRISH GLOBAL LIGHTS (ALL 8 LAPS)** 1 Peter Drennan; 2 Mark Twomey +3.423s; 3 Paul Fitzpatrick; 4 Jake Byrne; 5 Alan Byrne; 6 Richard Finlay. **FL** Drennan 1m56.620s. **RACE 2** 1 Drennan; 2 Twomey +0.115s; 3 A Byrne; 4 Finlay; 5 Fitzpatrick; 6 Mark Braden. **FL** Drennan 1m55.479s. **RACE 3** 1 A Byrne; 2 Drennan +0.053s; 3 Braden; 4 J Byrne; 5 John Conway; 6 Fitzpatrick. **FL** Drennan 1m55.889s. **FORMULA FORD NORTH SEA SERIES (ALL 11 LAPS)** 1 Bart van Os (Mygale SJ10); 2 Max van Splunteren (SJ10) +3.700s; 3 Abdul Ahmed (Mygale SJ08); 4 Paul Sijeljes (Mygale SJ07); 5 Eric Heudicourt (Mygale SJ10); 6 Patrick Rausch (Mygale SJ03). **CW** Heudicourt. **FL** van Splunteren 1m46.275s. **RACE 2 (11 LAPS)** 1 van Os; 2 van Splunteren +3.920s; 3 Ahmed; 4 Sijeljes; 5 Heudicourt; 6 Rausch. **CW** Rausch. **FL** van Splunteren 1m46.162s. **RACE 3 (11 LAPS)** 1 van Os; 2 van Splunteren +3.920s; 3 Sijeljes; 4 Heudicourt; 5 Rausch; 6 Ahmed. **CW** Heudicourt. **FL** van Splunteren 1m46.743s. **CATERHAM TRACKSPORT (15 LAPS)** 1 Oliver Jarratt; 2 Matt Dyer +0.068s; 3 Mark Lewis; 4 Michael Gazda; 5 Chris Rankin; 6 Paul Lewis. **FL** Gazda 2m01.375s. **RACE 2 (13 LAPS)** 1 Dyer; 2 Gazda +0.025s; 3 Jarratt; 4 M Lewis; 5 Rankin; 6 P Lewis. **FL** Gazda 2m01.662s.

SILVERSTONE

BARC, JUNE 8-9



MINI MIGLIA (BOTH 10 LAPS) 1 Peter Baldwin; 2 Kane Astin +0.298s; 3 James Coulson; 4 Mark Sims; 5 Paul Simmonds; 6 Phil Harvey. **FL** Astin 1m08.456s (86.19mph). **RACE 2** 1 Baldwin; 2 Richard Casey +3.708s; 3 Astin; 4 Rupert Deeth; 5 Aaron Smith; 6 Sims. **FL** Casey 1m08.414s (86.24mph). **CLUBMANS (BOTH 17 LAPS)** 1 Mark Charteris (Mallock Mk20/21); 2 Steven Chaplin (Phantom P79) +31.327s; 3 Alex Champkin (Vision V84); 4 Peter Richings (Mallock Mk30PR); 5 Chris Pickering (Mallock Mk27 EBX); 6 Antony Denham (CKM Doris). **CW** Steve Everson (Mallock Mk20 EB); Barry Webb (Mallock Mk16BW). **FL** Charteris 58.644s (100.61mph). **RACE 2** 1 Charteris; 2 Champkin +43.393s; 3 Richings; 4 Pickering; 5 Everson; 6 Marcus Bicknell (Mallock Mk35 EB). **CW** Champkin; Webb. **FL** Bicknell 58.034s (101.67mph). **RAFMSA (13 LAPS)** 1 Ed Fuller (Tiger Super Six); 2 John Davies (Tiger Super Six) +23.026s; 3 Brian Watson (Mini JCW); 4 John Walton (Stuart Taylor Loco); 5 Darren Howe (VW Golf GTI); 6 Ian Fletcher (Fletcher Hornet). **FL** Fuller 1m10.495s (83.69mph). **RACE 2 (26 LAPS)** 1 Fuller; 2 Davies +8.779s; 3 Chris Camp (Lexus IS200); 4 Watson; 5 Fletcher; 6 Farard Darver (BMW 318Ti Compact). **FL** Fuller 1m08.773s (85.79mph). **CITROEN 2CV (BOTH 14 LAPS)** 1 Alec Graham; 2 Sammie Fritchley +0.348s; 3 Lien Davies; 4 Wayne Cowling; 5 Ainslie Bousfield; 6 Matthew Hollis. **FL** Graham 1m28.483s (66.68mph). **RACE 2** 1 Simon Clarke; 2 Graham +0.161s; 3 Peter Rundle; 4 Pete Sparrow; 5 Steven Panas; 6 Hollis. **FL** Clarke 1m27.294s (67.59mph).

Drama at Paddock as the Intermarque silhouettes do battle



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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



**Mechanics bear the
brunt of F1's longer
seasons nowadays**

Limit the F1 calendar, please...

The 2014 season looks likely to be the longest on record, with a rumoured 21 races all vying for a spot on the calendar, including new territories in Russia and a second event in the USA.

Of course this is great news for the fans and really does showcase F1 as being the premier world championship, but it shouldn't be done at the expense of

burnout for the teams and their personnel involved.

I would argue that the calendar should be a maximum of 20 races, with no country hosting more than one event a year. If this means that some nations are forced to alternate between venues then so be it.

Michael Brierly, Stalybridge

On every admission ticket I've

had for a motorsport event in the past 35 years, I've been told that I can't take an animal to a circuit; a fact confirmed by a marshal friend.

So, bearing in mind that it's OK for Lewis Hamilton to take his dog to a race, can I take my gorgeous golden retriever to Silverstone next month, or is it a case of one rule for us, another for them?

Remember that GP2 race in Turkey, Lewis, when Bruno Senna ran over a dog? Luckily Bruno wasn't hurt but that's why the rest of us obey the rules.

Ian Collis
By email

So Mark Webber sets the

fastest lap of the Canadian Grand Prix

with a damaged front wing. It kind of makes you wonder why the teams bother spending millions of pounds on aerodynamic work when this is possible.

Xavier Lamadrid
By email

Why does Sebastian Vettel

continually change the design on his crash helmet – even between qualifying and a grand prix?

The design of a lid used to be a driver's signature and a great way for us to identify him trackside. When it's continually changed, this becomes a lot more difficult; and not just for fans, but for race-programme printers too.

I'm fine with special one-offs for a good reason (Jenson's Japan special

and Kimi's ode to James Hunt), but change for change's sake is just ridiculous.

Richard Hargrave
Hitchin

It's a constant source of hassle to us in the AUTOSPORT office Richard. And our ace illustrator would have a much easier time of it on Monday mornings too – Ed

The Surtees Formula 1 cars

mentioned in my letter (June 6), were not parked on Edenbridge High Street, but driven as part of a cavalcade in a local festival. Please print this so I don't look like a total idiot.

Brian Hopper
by email
Of course Brian – Ed

In pictures

Our lensmen snapping from Montreal to Le Mans, via Surrey and Kent



ALONSO BLAZES A TRAIL
Fernando Alonso's Ferrari F138 kicks out a few vortices during Saturday practice for last weekend's Canadian GP at the Circuit Gilles Villeneuve

AUDI ON TOP IN LE MANS TEST DAY
The #2 Audi R18 e-tron quattro of Loic Duval was quickest in the test day ahead of the French endurance classic later this month



KARTFORCE TO BE RECKONED WITH
Before the Le Mans Test Day, Marino Franchitti helped out the Kartforce injured servicemen team. Check out their worthy cause at www.kartforce.org



SUPERBIRD ON SHOW AT SPEEDFEST
A rare Plymouth Superbird racer, resplendent in Richard Petty #43 NASCAR livery, starred at Brands Hatch's American speedfest event



THE BACK STRAIGHT

In the shops

Desirable new releases

RETRO RACING ART BANNERS

From £40 – retroracingart.com

Fans of 1970s and 80s sportscar racing – who wasn't? – can now reminisce with a Retro Racing Art vinyl banner. All the great races – Le Mans, Daytona, Sebring and the Targa Florio – are depicted, as are successful marques Porsche, Ford and Jaguar. Two sizes are available – 100x60cm at £40 and 140x60cm at £45 – and all come with eyelets ready for fixing. Our favourite is the van Lennep/Muller 911 RSR Turbo that finished second at Le Mans in '74 (below).



ECURIE ECOSSET-SHIRTS

£16 – unlap.co.uk

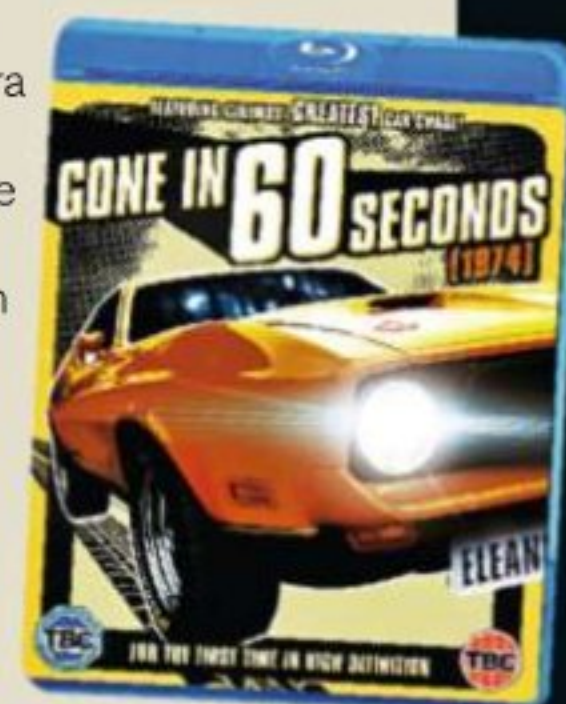
Legendary Scottish race team Ecurie Ecosse is back, thanks to the efforts of GT and historic racers Joe Twyman, Andrew Smith, Alasdair McCaig and Oliver Bryant, and has created these retro T-shirts – one featuring the iconic EE logo, the other the Le Mans-winning Jaguar D-type of the mid-50s. Don one of these 100 per cent cotton Ts and get out there and support the team as it bids for glory in the European Le Mans and British GT series.



GONE IN 60 SECONDS BLU-RAY

£15.99 – gonein60seconds.com

No, not the lame 2000 Nicolas Cage remake, but the original 1974 cult classic, which has been remastered and restored to lo-fi magnificence. Famous for its epic 40-minute concluding car chase and trail of bent metal, it also features a plethora of 1970s auto exotica (and some superb haircuts), and a cameo from Indycar legend Parnelli Jones and team owner Chris Agajanian. It's packed with special bonus features, too.



WHAT'S ON

ON TRACK IN THE UK

SNETTERTON

MSVR/SRO

June 15-16

snetterton.co.uk

The British GT title race is heating up after victory for the Ecurie Ecosse BMW squad at Silverstone broke the recent dominance of the Trackspeed Porsches. The Snetterton 300 Circuit is a traction circuit, though, so expect the 911s to be favourites this weekend. The new BRDC F4 championship, plus MK2 Golfs and VAG Trophy, join Ginetta GT5s and the VW Racing Cup on the support bill.

SILVERSTONE MG LIVE
MGCC

June 15-16

silverstone.co.uk

Silverstone's annual celebration of all things MG includes the full complement of the MG Car Club's race series doing battle on the Grand Prix Circuit, plus a vast array of displays, competitions and family entertainment.

CASTLE COMBE

CCRC

June 15-16

castlecombecircuit.co.uk

Caterham Graduates, Ford Fiestas and Mazda MX5s join the resident circuit championships, plus there's a special Pursuit Race in memory of former Honda test driver (and Combe local) Dave Allan, who was killed last year.

PEMBREY

750MC

June 15-16

barc.net

A large complement of the 750 Motor Club's series head for a jaunt in South Wales, including 750 Formula, 750 Trophy, Stock Hatch, Classic Stock Hatch, Formula Vee, Locost, MR2s, RGB, Roadsports and Sports Specials.

OULTON PARK

MSVR

June 15

oultontpark.co.uk

Lotus Cup UK and Elises, Project



Cholmondeley
hosts its sixth
Pageant of Power

8 Racing Saloons, Production BMWs, and a Radical allcomers race on the International Circuit.

LYDDEN

BARC

June 15-16

lyddenhill.co.uk

The little Kent track hosts its annual Truck Festival, including oval racing and club saloon support races.

SPA

Roadbook

June 14-16

roadbook.be

An annual clubbie jaunt to the jewel in Belgium's motorsport crown, featuring CSCC Swinging Sixties, Magnificent Sevens, Monoposto, HSCC Guards Trophy and Classic F3, joined with a selection of European club series.

CHOLMONDELEY
PAGEANT OF POWER

June 14-16

cpop.co.uk

The 'Goodwood of the North' takes places for the sixth year in Cheshire this weekend and promises an eclectic feast of motorsport fun for those who enjoy something along the lines of Lord March's famous Festival of Speed format.

ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 8/16

Milwaukee, USA

June 15

indycar.com

DTM

Rd 4/10

Lausitz, Germany

June 16

dtm.com

GP3 SERIES

Rd 2/8

Valencia, Spain

June 16

gp3series.com

INDY LIGHTS

Rd 5/12

Milwaukee, USA

June 15

Indycar.com/roadtoindy

GERMAN F3 CUP

Rd 5/9

Lausitz, Germany

June 15-16

formel3.de

V8 SUPERCARS

Rd 6/14

Hidden Valley, Australia

June 15-16

v8supercars.com.au

NASCAR SPRINT CUP

Rd 15/26

Michigan, USA

June 16

nascar.com

GRAND-AM

Rd 6/12

Mid-Ohio, USA

June 15

grand-am.com

AUSTRALIAN F3

Rd 3/7

Hidden Valley, Australia

June 15-16

formula3.com.auEUROPEAN
RALLYCROSS
CHAMPIONSHIP

Rd 5/9

Hell, Norway

June 15-16

rallycrossrx.com

The V8 Supercar boys
are in action at
Hidden Valley

SUPER GT

Rd 3/8

Sepang, Malaysia

June 16

supergt.net

Jerez, Spain

June 15-16

gtopen.net

V8 STOCK CARS

Rd 6/12

Cascavel, Brazil

June 16

stockcar.globo.com

EUROPEAN F3 OPEN

Rd 4/8

Jerez, Spain

June 15-16

f3open.netINTERNATIONAL
GT OPEN

Rd 4/8

GP L'AGE D'OR

PM Organisation

Dijon, France

June 14-16

gp-ao.com

Indycar's mid-season
races take
in Milwaukee

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 13

0300-0415 **ITV**

BTCC: Oulton Park Highlights

0740-0800 **Eurosport**

Inside the WTCC

0930-1000 **ESPN**

NASCAR Now

2000-2030 **Sky Sports 4**

Johnny Mowlem's Racing Travels

FRIDAY JUNE 14

1100-1200, 1930-2030 **ESPN**

IndyCar: Texas Highlights

1230-1300, 1400-1430 **Sky Sports 4**

Johnny Mowlem's Racing Travels

2100-2145 **Sky Sports F1**

GP Uncovered: the 1967

Ringmasters

SATURDAY JUNE 15

0355-0425 **Channel 5**

Motorsport Mundial

0630-0815 **Premier Sports LIVE**

V8 Supercars: Hidden Valley R1

0855-0955 **ITV4**

Motorsport UK

1300-1340 **Sky Sports F1 LIVE**

GP3: Valencia Qualifying

1350-1450 **Motors TV LIVE**

Euro F3 Open: Jerez Race 1

1445-1615 **ESPN LIVE**

GT Open: Jerez Race 1

1450-1625 **Motors TV LIVE**

GT Open: Jerez Race 1

1830-2000 **ITV4**

BTCC: Oulton Park Highlights

1900-2130 **Motors TV LIVE**

NASCAR Nationwide: Michigan

2100-0000 **ESPN LIVE**

IndyCar: Milwaukee

2130-0035 **Motors TV LIVE**

Grand-Am: Mid-Ohio

SUNDAY JUNE 16

0440-0540 **Premier Sports LIVE**V8 Supercars: Hidden Valley
Race 20800-0900 **Premier Sports**V8 Supercars: Hidden Valley
Race 30955-1045 **Sky Sports F1 LIVE**

GP3: Valencia Race 1

1100-1200 **ESPN LIVE**

GT Open: Jerez Race 2

1230-1430 **ESPN LIVE**

DTM: Lausitzring

1355-1445 **Sky Sports F1 LIVE**

GP3: Valencia Race 2

1430-1700 **ESPN**

IndyCar: Milwaukee Highlights

1800-2200 **Premier Sports LIVE**

NASCAR Sprint Cup: Michigan

1800-1940 **Sky Sports F1**

GP3: Valencia Replay

1850-2000 **Motors TV**

Euro F3 Open: Jerez Race 2

MONDAY JUNE 17

0500-0600, 1200-1300 **ESPN**NASCAR Sprint Cup: Michigan
Highlights1900-1930, 2330-0000 **Eurosport**

Le Mans: 24 Minutes

TUESDAY JUNE 18

1900-1930, 2200-2230 **Eurosport**

Le Mans: 24 Minutes

WEDNESDAY JUNE 19

1700-1900 **Eurosport 2 LIVE**

Le Mans: Free Practice

2030-2100 **Eurosport LIVE**

Le Mans: 24 Minutes

2100-2300 **Eurosport LIVE**

Le Mans: Qualifying

ONLINE

HOT ON THE WEB THIS WEEK

YOU TUBE: SEBASTIEN LOEB TESTS PEUGEOT AT PIKES PEAK

**SEARCH FOR:** Pikes Peak 2013 – Peugeot 208 T16 Pikes Peak ON BOARD (2:18)

Nine-time world rally champion Sebastien Loeb gives his Peugeot 208 T16 a work out on the famous Colorado hill ahead of his challenge for victory and the outright record later in the month. Unsurprisingly, the Frenchman went quickest aboard the 800bhp-plus beast.

AUTOSPORT+

Exclusive content coming up in
our premium website this week

Latest F1 analysis
and Race Centre Live

We bring you the latest F1 analysis and opinion after the Canadian Grand Prix, while Marcus Simmons picks out some potential stars of the future. At the weekend, Race Centre Live provides coverage of IndyCar at Milwaukee, DTM at Lausitz and much more.

GET AUTOSPORT ON THE MOVE

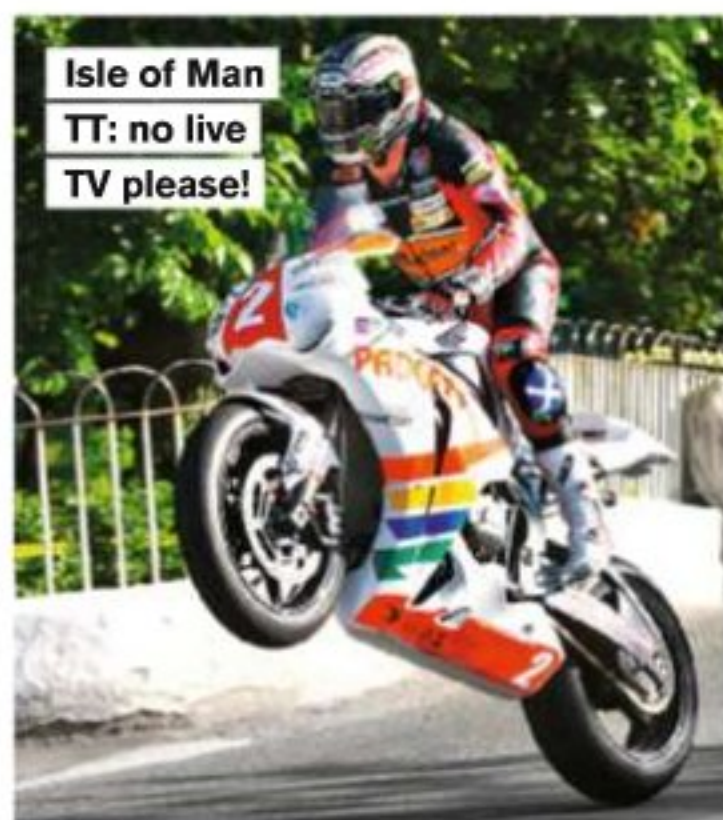
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from autosport.com

AUTOSPORT

Revved up over what's on the box



Isle of Man
TT: no live
TV please!

IF RADIO IS THE THEATRE OF THE mind, then my favourite opera is 5 Live's *Fighting Talk* – the finest sports panel show of its ilk. A recent question – "What's the biggest sporting event that receives the least attention?" – received an astute answer: "the Isle of Man TT".

The gist of the argument was that the TT's dearth of mainstream profile was in spite of hundreds of thousands of fans attending every year. This is fine by its fanbase; they like its under-the-radar profile and are glad the wider world doesn't get to see what they are enjoying.

ITV4 has broadcast nightly highlights,

fronted by double-glazing salesman Craig Doyle and produced by North One, famed for its ITV F1 and WRC work. It provides an excellent job of conveying the majesty of its 37-mile lap of two-wheeled mentalness. Crisp onboards and static trackside cameras give an intense feeling of speed. Last Friday's show was the big one – except it wasn't. A huge crash, which injured many spectators, meant the Senior TT was run too late to get the highlights package together in time. Sad, but typical of the pitfalls of this mindboggling event.

It got me thinking about the logistics of televising it live: if Eurosport can broadcast

every minute of the Le Mans 24 Hours and the vast majority of the Monte Carlo Rally in 2011, could it be do-able with the right amount of onboards, heli-cams and a repeater-signal plane?

Then, I realised my folly. It's the Grand National that's to blame. For while fewer horses have died in Aintree's flagship race than riders around the Snaefell Mountain course since 2000, the "ban this madness" outcry the National gets is amplified by its live TV coverage and resultant popularity.

The TT doesn't need this aggro. Its fans are quite right: under the radar is just fine.

Revved Up

Jan Lammers

"I was ninth – you can imagine the sort of problems the others had"

■ Canadian GP ■ Montreal ■ September 30, 1979 ■ Shadow DN9B ■ Best F1 finish despite spins



Lammers soldiered on to ninth with a brakeless Shadow

I SUPPOSE PEOPLE WILL

think that winning Le Mans was the race of my life, and in terms of results it is of course. But I think I would have to look back at the Canadian GP in 1979, because if somebody was to ask me now what was my best result in F1, I'd have to say Montreal '79, when I finished ninth with the Shadow.

I qualified in front of my team-mate Elio de Angelis, with me 21st and Elio 23rd, and at the time it was very important because you always have to beat your team-mate.

I noticed in the warm-up that my brakes were a problem. There wasn't a lot done so going into the race I still had the problem.

The pedal was very spongy and by the second lap the brakes didn't want to know. But I didn't give in. At the chicane I just slid off, hobbled across the grass and back onto the track. I looked in my mirror and there was Elio right behind me. But still I didn't want to give up.

There was a group of people in front of me, including Riccardo

Patrese's Arrows and John Watson in the McLaren, forming a chain of four cars. At the hairpin one time I had absolutely zilch brakes, nothing. I was pumping the pedal like crazy, and the only thing I could do was go on the inside of them – I was going to take all four of them out! Luckily I spun between Patrese and Watson.

After I spun the car stalled. The marshals push-started me, which

wasn't really allowed as I wasn't in a dangerous place. It happened again at the same hairpin – I just went off when I completely ran out of brakes.

Later I went straight on at a chicane of tyres, making it round the first, then the second and the third. Suddenly I was facing this woman sitting in a garden seat reading a book. Her skirt was pulled up to make sure she got a tan on her legs. She heard the noise, looked over

and she was sitting eye to eye with a Formula 1 car.

My brakes were smoking so the marshals came up and tried to cover them in extinguisher foam. So I calmed them down, saying, 'No, no, it's just the brakes'.

By now I was out of the car, with my helmet off, but I realised the car would still start. I put my helmet back on, got back in the car and did my belts up.

After another push-start I drove back onto the circuit and carried on – still with no brakes! It must have been a silly experience in the pits too, because I just disappeared for two or three laps and then all of sudden: 'There he is again!'

Anyway in the end I arrived home in ninth, so you can imagine what sort of problems the rest of the field must have had.

To me it was just an awful experience, but I have to face the fact that when people say, 'What was your best result in F1?' I have to come up with this. It's very silly... ❧

First published February 2, 1989

PROFILE



DUTCHMAN JAN LAMMERS

graduated through local tin-tops to Formula Ford and F3, winning the European F3 title in 1978. He made it to F1 with Shadow for '79, then moved to ATS a year later. Outings with Ensign and Theodore were followed by a switch to sportscars. He was a winner with Porsche and Jaguar – taking Le Mans victory in '88. Now 57, Lammers made his last appearance in the great race in 2011.

NEXT WEEK ASTON MARTIN CELEBRATION
We herald 100 years of a British legend

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- Celebrity interviews on the **Autosport Stage**
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*(Trade only dates: 9 & 10 January)

Driving to Le Mans?

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