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Breakthrough first win for Aussie as Mercs overheat

RICCIARDO LEAVES IT LATE



“HE’S DANGEROUS”

**Massa slams
Perez over
scary shunt**



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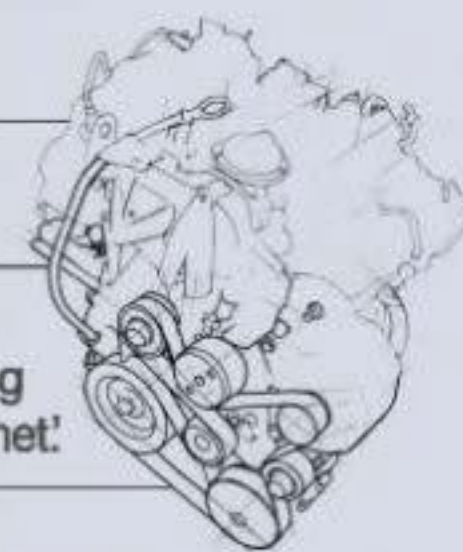
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POLE POSITION

Fragile cars brought on a fabulous spectacle

OH CANADA. ONCE AGAIN MONTREAL PRODUCED A thrill-packed grand prix, with Daniel Ricciardo waking up (no doubt bleary-eyed!) on Monday able to call himself the 105th world championship race winner.

Last Sunday's race was enlivened by something this year's new regulations have brought back to Formula 1: poor reliability. Had Mercedes not run into overheating issues, it's likely that a record-breaking consecutive one-two finish (or -equaling if you discount the Indy 500 anomalies of the 1950s) would have been scored.

But Merc's overheating problems, and Lewis Hamilton's later brake failure, meant this was a race that others could win. And the way Ricciardo stepped up was impressive indeed, as Red Bull partner Sebastian Vettel was left to rue his strategy and in-lap pace – which was how Ricciardo jumped him. Just as gritty was Nico Rosberg dragging his ERS-less Merc home in second, to ensure a major points haul while Hamilton DNF-ed.

The news that Montreal has signed a new 10-year deal to keep its GP is great news indeed, and we look forward to reporting on a new decade of thrilling Canadian events at this fantastic venue.



Bradley

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PRIVATE EAR



HONE/LAT

FIND US ON



Cover images:
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Robin Donovan, 1994 Le Mans 24 Hours

This week in F1

VETTEL TESTS OLD FERRARI

Pictures were released this week of four-time world champion Sebastian Vettel driving an ex-Gerhard Berger Ferrari F1-87/88C from the 1988 season. He sampled the car at a recent media event at Red Bull's Austrian GP venue.



Green light for Romanian team

Plans for a Romanian group to join the grid with a new team as early as next year are understood to have gained approval from the FIA.

Forza Rossa would be run by a team put together by German-based Romanian Colin Kolles, ex-principal of Midland/Spyker/Force India and HRT. The project is led by former Romanian health minister Ion Bazac, who is the country's Ferrari importer under the Forza Rossa banner.

● Ex-Red Bull technical director Gunther Steiner, who will be team principal for the new American F1 squad being set up by NASCAR team owner Gene Haas, has confirmed that Haas Formula will delay joining the grid until 2016.

F1 set to cut Friday running

Formula 1 is poised for a revised weekend format in 2015, with Friday's practice schedule set for an overhaul.

Teams have provisionally agreed to scrap the current format of two 90-minute sessions and replace them with one 90-minute period on Friday afternoons. The impetus behind the idea is to allow teams and personnel to arrive at grands prix one day later, to save on travel expenses.

● The Canadian Grand Prix will remain on the F1 calendar until 2024, after a fresh deal was revealed in Montreal at the weekend. A £100million government-backed agreement includes a planned redevelopment of its pit garages for 2017.



ECCLESTONE DISMISSES TV DECLINE

Bernie Ecclestone insists he is not alarmed by Formula 1's declining television audience.

Amid viewership drops in key markets such as Italy and Germany, there have been calls for F1 to make the most of opportunities offered by new media channels including Twitter, Facebook and YouTube. "It matters obviously, but when you say it's falling, it's changing," said Ecclestone. "I think the change that is taking place is very short-lived, as these social-media people are starting to think it's not as good as they thought."

When asked if he believed F1 needed to change its approach, and officially embrace social media as other sports have done, he said: "No. We're commercial... If they find people to pay us [to do that] then I will be happy."

BIG NUMBER

The average BBC F1 TV audience across the first six races of this season

2,900,000

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

TEE/LAT

Button waits on McLaren future

Jenson Button says he wants to stay at McLaren for 2015 but that it is too early to make progress on a new deal.

The 2009 world champion is out of contract after this season. AUTOSPORT understands that McLaren wants Button to stay, but is keen to ensure it has a team-mate who can push him.

"No progress, but that's the way it is," said Button when asked about his contract situation for next season. "We have a lot of other issues to solve before we start to think about the future too much."

Last year they wanted harder tyres, this year they want softer tyres – it changes day to day



GILHAM/GETTY

Pirelli's Paul Hembery hits back at suggestions that the tyre supplier should soften its compounds amid criticism from drivers that its 2014 rubber is too hard

Teams end legal dispute

Red Bull and McLaren have agreed to end their legal dispute over aerodynamicist Dan Fallows.

AUTOSPORT revealed earlier this year that McLaren planned to take Red Bull to court for enticing Fallows to break his contract to return to the Milton Keynes team. A deal has now been agreed in principle for the legal action to be dropped, which could involve ex-Red Bull aero chief Peter Prodromou joining McLaren earlier than scheduled.

NO RENAULT SPLIT FOR RED BULL

Red Bull has dismissed rumours that it is weighing up a split from engine supplier Renault.

A difficult start to 2014 has prompted talk that Red Bull could be ready to look at alternatives. But speaking ahead of the Canadian Grand Prix, team boss Christian Horner said there was no doubt it would remain with Renault for next season at least.

"It is 100 per cent next year we will be powered by a Renault engine," he said. "We have a multi-year deal with Renault, but as with any agreement there are always performance criteria associated with that. But we are not considering any alternatives at this point in time."



It was to support Toro Rosso and get one more way to close the [performance] gap we had at that point. Any dynos available we could use – so we took the opportunity



COATES/LAT

Renault's Remi Taffin counters claims in an anonymous letter sent to the FIA that the engine manufacturer conducted an illegal engine test with Toro Rosso in the Austrian AVL facility earlier this season

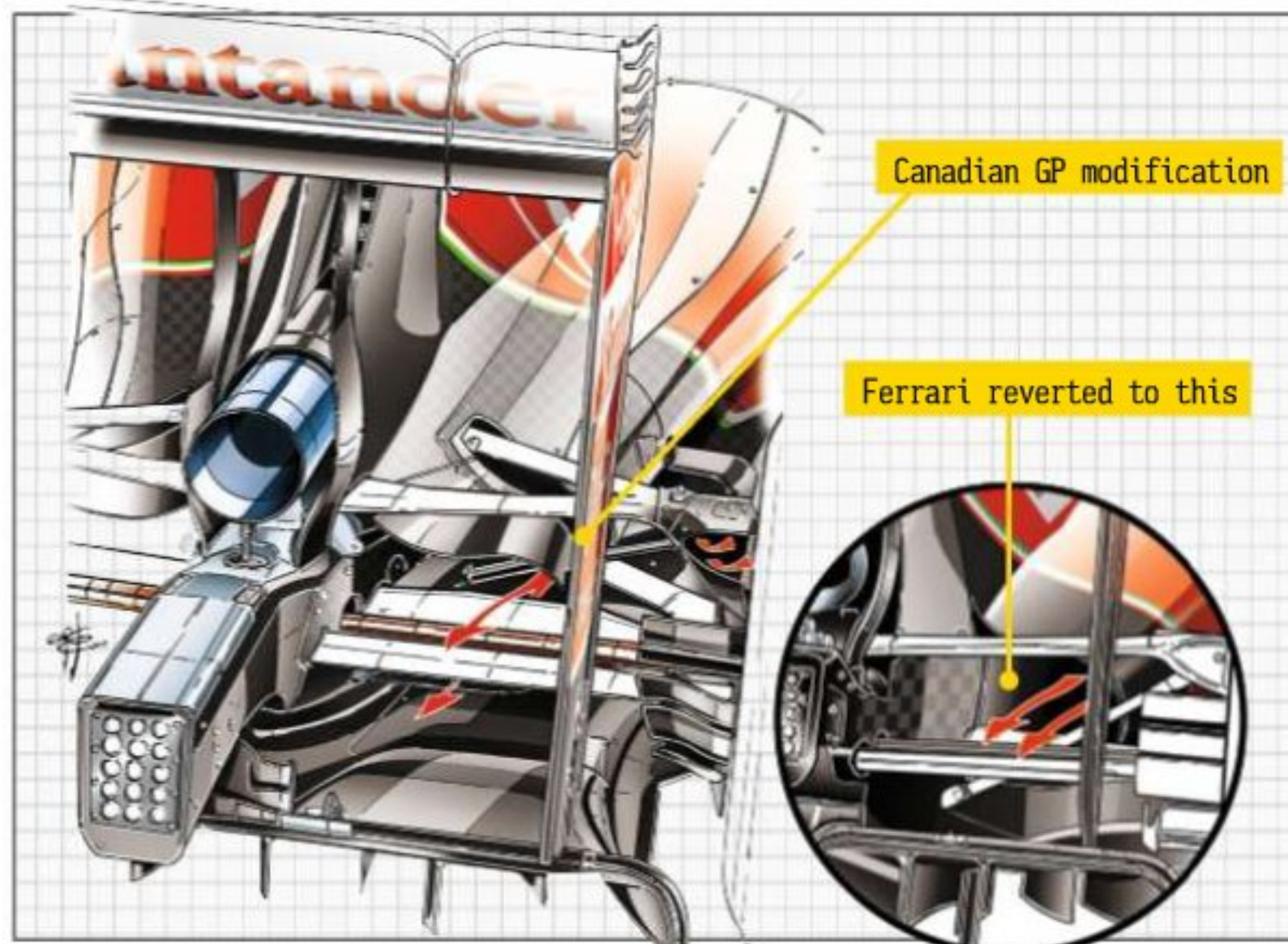
RED BULL AND RENAULT IN NUMBERS

48 WINS	136 RACES	108 PODIUMS	57 POLES 4 DRIVERS' TITLES	2996 LAPS LED
8 SEASONS TOGETHER				
4 CONSTRUCTORS' TITLES			2549.5 points scored	

FERRARI TRIES LOW-DOWNFORCE ENGINE COVER

➔ Gary Anderson

"In an effort to improve the efficiency of its car, Ferrari introduced a much tighter-fitting engine cover for the Canadian GP. It fits around the exhaust outlet and longer sidepods that now come further rearward and inside the rear tyre. Previously, these outlets were used to help the overall cooling, but you get nothing for nothing and when you have something that makes the cooling better you pay a price in downforce. This didn't offer sufficient cooling, and Ferrari reverted to its conventional sidepods."





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Jonathan Noble

F1's newshound

With news that Adrian Newey will step away from F1, speculation is rife about what Red Bull will get him to do in his 'new technology' role

Will it be a yacht? Will it be a spaceship? Will it be a road car?

For now Red Bull is keeping schtum about exactly what 'new technology' projects Adrian Newey is going to be working on when he starts the transition to a life no longer fully focused on Formula 1. There will be no official word about what it is until later this summer.

But for a man who's so frustrated with the handcuffs that have been clamped down on his innovation by ever-tighter Formula 1 restrictions, what he should do is be given a clean sheet of paper for his drawing board to come up with the ultimate racing car. Forget being confined by maximum wing sizes, fuel-flow restrictions and a ban on clever technology, Newey should be given one simple task: make it extreme.

The idea of such an epic racing car is nothing new, for a few years ago Red Bull worked with video-game series *Gran Turismo* to help pen such a machine – although it proved to be so fast real humans would have struggled to physically cope with it, should it have been built.

The X1 closed-cockpit concept had a three-litre turbo V6 engine that produced 1483bhp – with a theoretical top speed of 249mph and delivering a potential 6g through the corners. Later versions of it also included more bodywork over the cockpit and wheels, plus a fan that sucked the car on to the ground. Estimates suggest that version could reach 312mph – and produce up to 8g of cornering force.



Let's bring back some of the banned (but exciting) concepts that F1 has moved away from. We want ground effect, four-wheel steering, independent braking systems, active suspension, flexible wings, the best F-duct ever – but of course no traction control for whatever super powerful engine and hybrid systems the car has.

And when the concept is finished, and the car is ready to race, what about Red Bull taking it to the next step and delivering it as a championship?

For in an era when people are chasing a more extreme buzz – either as spectators or participants – it could easily sell television rights, an internet package and deliver the perfect social media platform for a thrill-a-

“What mouth-watering delights could Newey come up with if asked to create the ultimate racing car?”

When Sebastian Vettel tried out the car on a simulator, he broke the lap record around Suzuka by more than 20 seconds. Impressive stuff.

But while there would be little point in producing such a car in reality (just think of the safety implications), what mouth-watering delights could Newey come up with if asked to create the proper, ultimate racing car for the proper, ultimate racing championship in the real world?

As *Gran Turismo*'s creator Kazunori Yamauchi's originally tasked Newey: “If you built the fastest racing car on land, one that throws aside all rules and regulations, what would that car look like, how would it perform, and how would it feel to drive?”

Forget worrying about performance limitations – as long as it can drive on current tracks. Forget worrying about compromises because that's the way F1 has always done it. Forget needing to follow any kind of rule book beyond the simple mantra of making it ultimate.

minute series around the world. Who would not be excited by the fastest, most technologically advanced racing cars, which would of course have attracted the best drivers in the world?

And with Red Bull making the most of the marketing opportunities to ensure there was the right revenue to fund the series, what limit would there be on how big the championship could become? Especially at a time when F1 appears to be going through something of a crisis of confidence with conflict between teams, criticisms of the format, and a row over costs leading to a cloud of negativity hanging over the paddock.

Could a Red Bull World Grand Prix Championship become a threat to F1?

Let's see what comes out of that new innovation centre in Milton Keynes. ❧

P28 WHAT MOVE MEANS FOR RED BULL

This week in motorsport

TRULLI POISED TO JOIN FORMULA E

Ex-Formula 1 veteran Jarno Trulli is part of a bid to join the grid for the all-electric Formula E series, which had its group shakedown at Donington Park last week (inset pic).

Trulli is working with ex-Ferrari and Maserati GT head Claudio Berro, who is spearheading the initiative to take over the entries of British peer Lord Drayson. AUTOSPORT

understands Drayson will remain involved in the 'Trulli Racing' team.

The team was represented in the Donington test, with ex-Indy Lights champion Jean-Karl Vernay driving. It is understood that Trulli, who has already tested the Spark-Renault, could also race. Nine teams ran at Donington in wet conditions and the next test there, which is open to the public, is on July 3.



LE FLOCH/DPPI



BARRICK/LAT

Foyt eyes NASCAR stars

US racing legend AJ Foyt has said he would run NASCAR stars Tony Stewart or Jeff Gordon in his IndyCar team in next year's Indianapolis 500 if either wanted to contest the event, but admitted he would need up to \$1 million to field an extra car.

In the wake of Kurt Busch's run to sixth with Andretti Autosport last month, Foyt said: "If [Gordon] wanted to, yes he could do a good job at Indy and, I'd consider it. Tony too. I gave Tony [pictured with Foyt] his first Indy ride in testing.

"Definitely I would [consider it] because I know they could do the job."

Motorbase weighs up BTCC BMW

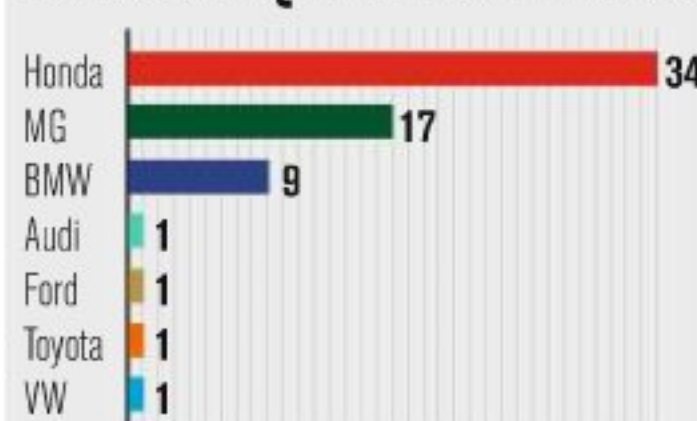
British Touring Car squad Motorbase could develop a new NGTC BMW 3 Series to run alongside its Fords next season.

The team won races with its S2000 BMWs before switching to Ford Focuses. It introduced its self-built NGTC Focus during 2012, but has failed to win a BTCC race since October that season.

This year Motorbase is running three Fords, but team boss Dave Bartrum confirmed that he could field one rear-wheel-drive BMW and two front-wheel-drive Fords in 2015. "The nice thing about NGTC is the flexibility and I'm not yet sure FWD is the way to go," said Bartrum, who could use the TOCA engine or a BMW unit.

"We have a brand-new 3 Series shell in the workshop and I think a touring car BMW should be a 3 Series. It's very much a work in progress, but I loved my BMW days."

NGTC MARQUE WINS IN BTCC



BIG NUMBER

251

Number of BTCC races Motorbase has now started



XPB/LAT

Mercedes given DTM rule break

Mercedes has been given dispensation to modify its troublesome C-coupe by the DTM Commission.

The Stuttgart manufacturer has struggled against Audi and BMW in the first three rounds of the 2014 series.

While homologation of all three manufacturers' cars has been frozen until the end of 2015, the Commission has allowed Mercedes to 'enhance' its car, and to test the developments for one day, at any point until September 25.

Free practice has been extended with immediate effect, from one 90-minute period to a pair of 60-minute sessions.

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

Verstappen tops Masters entry

Formula 3 European Championship race winner Max Verstappen tops the entry list for July's Zandvoort Masters.

The Dutch 16-year-old – whose father Jos (pictured, below left) won the race in 1993 – will compete with top German Formula 3 team Motopark. He is joined by compatriots and fellow European F3 contenders Dennis van de Laar (with Double R Racing) and Jules Szymkowiak (Van Amersfoort Racing).

The three teams from British F3 – Double R, Fortec Motorsport and Carlin – have posted a total of seven entries, although only Double R has confirmed its drivers, with Camren Kaminsky and Andy Chang joining van de Laar.

There are no entries at present from Markus Pommer or Martin Cao, leaders of German and British F3 respectively.



JOHN BISHOP 1926-2014

John Bishop, who has died at the age of 87, was responsible for the growth of US sportscar racing through the 1970s and '80s as head of IMSA.

Bishop and wife Peggy co-founded IMSA in 1969 after an approach from NASCAR boss Bill France Sr, who wanted to create a road-racing sanctioning body alongside his existing organisation. A move into sportscar racing on the creation of the IMSA GT Championship for 1971 was the turning point.

The new series attracted sponsorship for 1972 from the RJ Reynolds Camel cigarette brand and incorporated the US sportscar classics at Sebring and Daytona into its schedule from 1973 and '75 respectively. The influx of manufacturers spiralled on the creation of the GTP class for '81: Porsche, Jaguar, Nissan, Ford, Chevrolet, BMW and Toyota would all compete at the highest level in the series under Bishop's tenure.

Bishop sold IMSA at the end of 1989.



In brief

FARFUS FOR SPA 24

BMW DTM stars Augusto Farfus, Maxime Martin and Dirk Werner have joined the marque's Spa 24 Hours line-up. All three will drive for works-backed Marc VDS Racing, with Farfus and Martin sharing a Z4 GT3 with veteran Jorg Muller, and Werner joining team boss Bas Leinders and Markus Palmtala.

MOTOPARK TO SPA

Top German Formula 3 team Motopark will join the British F3 grid for next month's Spa 24 Hours support races. Nabil Jeffri, Indy Dontje and Andres Mendez – all regulars in German F3 – will drive.

TAG'S NASCAR RACES

Alex Tagliani will drive the #22 Penske Ford Mustang in both NASCAR Nationwide road-course races at Road America (June 21) and Mid-Ohio (August 16). He finished second at Montreal last year.

BTCC BREATH TESTS

BTCC boss Alan Gow hailed the series' new zero-tolerance breath tests a success after they were introduced at Oulton Park last weekend for competitors and officials. "They all know it's the right thing to do and it's a responsible message to send to the public," said Gow. "It's driver scrutineering."

SCOTS' SAFETY REVIEW

The Scottish government is to commission a review of motorsport safety after the fatalities on last week's Jim Clark Rally, says justice secretary Kenneth MacAskill. The MSA, British motorsport's governing body, welcomed the announcement.

MILLENNIUM EXIT CUTS LE MANS FIELD TO 55

This weekend's Le Mans 24 Hours is down to 55 cars after LMP2 team Millennium Racing withdrew at the end of last week.

The Delta-ADR-run team had still not secured funding from backer

Millennium Development when the deadline passed to transport its ORECA-Nissan to Le Mans for scrutineering.

Team principal Simon Dowson explained that a budget was expected

imminently, and that the team is now looking to contest July's European Le Mans Series round at Spielberg's Red Bull Ring before joining the World Endurance Championship at Austin in September.

Ekstrom goes straight to Hell

Audi DTM star Mattias Ekstrom's new World Rallycross Championship team will make its series debut this weekend in Norway.

Ekstrom and fellow Swede Pontus Tidemand will drive the EKS team's Audi S1s at Hell, which has attracted a record WRX Supercar entry of 38.

"This year is dedicated to preparation," said Ekstrom. "Basically we are not late, we are just really early for next season. Obviously we'll fight to win races in 2014 as well."



Al Unser Jr takes Indy win

Al Unser Jr won the Charity Indy Legends Pro-Am race on the Indianapolis road course last weekend. Unser, sharing a 1969 Chevrolet Corvette with Peter Klutt, defeated Eliseo Salazar and Willy T Ribbs (pictured drenching Unser in traditional Indy milk). There were 23 Indy 500 racers in the field.

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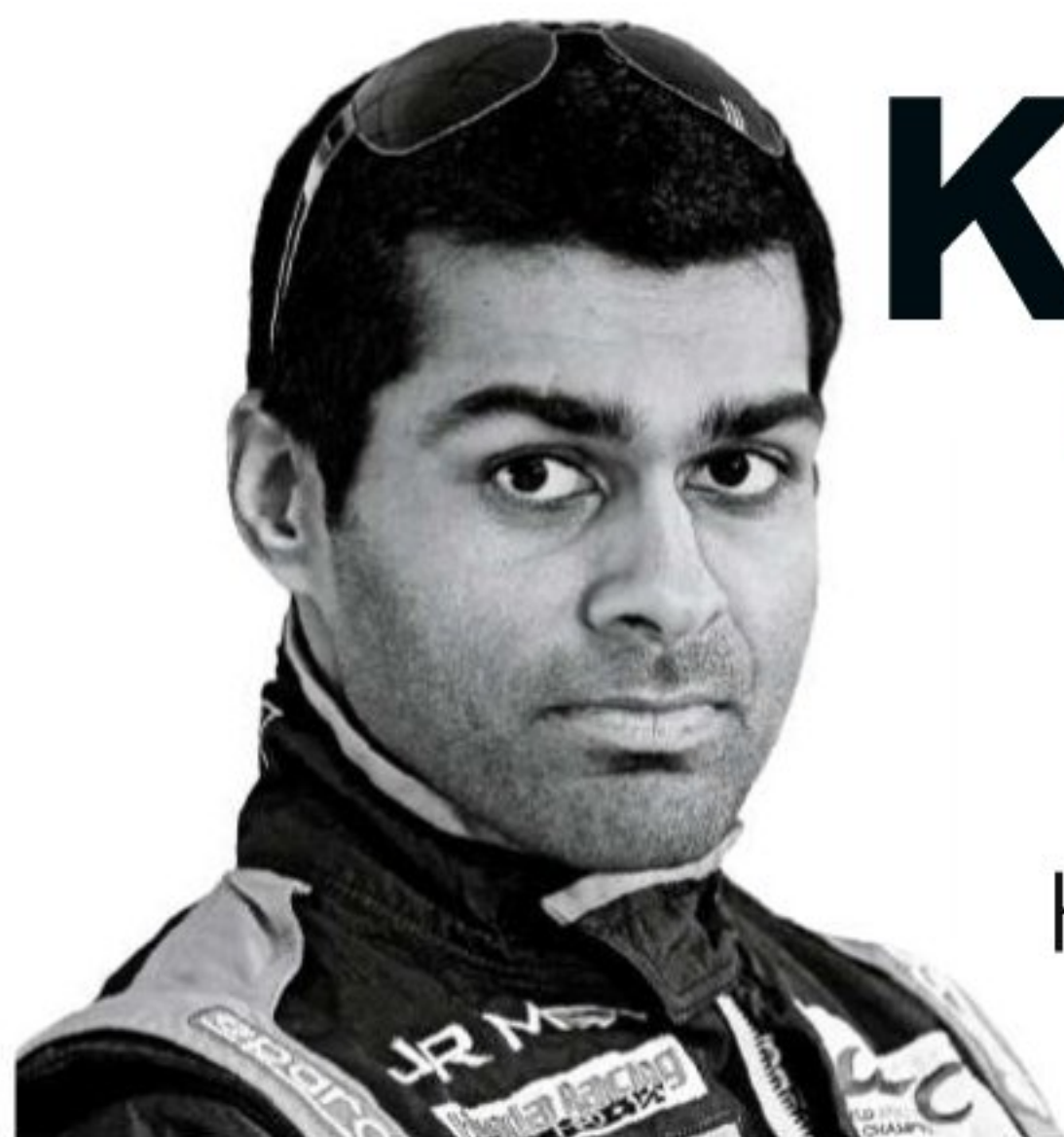


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Karun Chandhok

The racer's eye

After saluting a win for a fellow veteran of HRT, it's time to consider what makes Montreal special – and why it shaped modern F1

The Canadian Grand Prix last weekend was absolutely sensational, as it has been many times in the past. I'm so pleased for Daniel Ricciardo, who drove superbly, and has done all season. There was plenty of battling on track, controversy with incidents and corner cutting, reliability woes and a capacity crowd that enjoyed every minute of the action. Add to that a Sunday evening TV slot in Europe with an afternoon time for the Americas, and all of a sudden you have a hell of a race.

There have been plenty of standout incidents among the superb races at the Circuit Gilles Villeneuve. Who can forget Nigel Mansell's dramatic retirement on the final lap in 1991, the crashes into the 'Wall of Champions' by Michael Schumacher, Jacques Villeneuve and Damon Hill in '99, the superb intra-family Schumacher battle between Michael and Ralf in 2003, not to mention the '10 and '11 races that set the gold standard for what all grands prix want to be?

I was in that race in 2010 with Hispania Racing and it's a very important grand prix in the current context of F1. We've heard so many times over the past three years how tyre supplier Pirelli was told to replicate the racing we saw in that very grand prix, and that has been the aim ever since. Whether that target has been achieved or not is a whole other debate but, for a moment, let's look back at that weekend.

I remember driving out of the pits and, on the first installation lap, I got on the radio to my race engineer



Melbourne. So in hindsight, perhaps Pirelli was set a point of reference that really wasn't going to be easy to replicate.

All of this means that the Canadian GP is a really difficult challenge for the teams and drivers – a low-grip street circuit without high downforce. You also have to consider that there aren't really that many corners because most are a combination of right-left or left-right in quick succession. When you look at the telemetry data traces, you actually only see seven corners. This means that the time delta between cars is less and the racing is much closer.

“The Canadian GP is a difficult challenge – a low-grip street track without high downforce”

Richard Connell (now head of R&D at Marussia) and said that I'd never driven a car with so little grip in my life, even by Hispania standards! As the day went on and the circuit rubbered up, things got a little bit better, but at one point in FP2 I remember coming out of the pits and Sebastien Buemi came past me in the Toro Rosso on a race run. With fresher rubber, I found myself going quicker than him, which made no sense at all considering the relative speeds of the STR and the Hispania. When I came up alongside and past him, I noticed a tremendous amount of graining on his rear tyres, which explained things.

The race that year featured most people doing three or four pitstops, and a fantastic battle for the lead.

The surface at this circuit is unique, perhaps conditioned in a peculiar way by the extreme winters that they have in Montreal – my girlfriend is Canadian and I've visited there in the winter when it was -35C! The tyres never truly dig in to the track surface like they do at other circuits, even street tracks such as Monaco and

Getting the braking and the line right is hugely important for the drivers. Picking a braking point is very tricky indeed, especially as the references aren't brilliant. Being a few metres too early will cost you big chunks of laptime at 330km/h, and being a few metres late will mess your line up, as Lewis Hamilton proved in qualifying. You really have to be spot on with your turn-in to all the chicanes and then really thread the eye of the needle to get the line right. The angles at which you attack the kerb are critical, not just to be quick, but also to not spit you into the wall.

The atmosphere in Montreal is just superb. The grandstands are always full and the setting around the St Lawrence seaway is just beautiful. In the city as well, the hotels, bars and restaurant really go F1 crazy so it does turn into a hell of a weekend. Overall, you would have to say that, when it comes to a driving challenge, wheel-to-wheel racing, atmosphere and history, the Canadian GP has a real case for being everyone's favourite! ☘

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

Ricciardo grabs his big chance

With Sergio Perez's fast-in-a-straightline Force India between him and the hobbled Mercedes of leader Nico Rosberg, Daniel Ricciardo had to work hard for his first GP win. **EDD STRAW** reports



AT A GLANCE



"I thought if we can just get Perez, we'll be able to make a charge on Nico. It's still sinking in a bit" **RICCIARDO**

CANADIAN GP
Montreal

ROUND 7/19

LAPS 70

WINNER
Daniel Ricciardo
1h39m12.830s

POLE POSITION
Nico Rosberg
1m14.874s

FASTEST LAP
Felipe Massa
1m18.504s

RACE RATING
★★★★★ A thriller right until the end thanks to Merc's problems and some flat-out driving behind

DRIVERS' STANDINGS
1 Nico Rosberg 140pts
2 Lewis Hamilton 118pts
3 Daniel Ricciardo 79pts

Rosberg put one over
Hamilton on one of
Lewis's favourite tracks



QUALIFYING 13:00, 07.06.2014

14



Fastest on Friday. Fastest on Saturday morning. Fastest in Q1. Fastest in Q2. The logical conclusion to that sequence for Lewis Hamilton was fastest in Q3 and pole. Few would have bet against him, save perhaps Mercedes team-mate Nico Rosberg.

Hamilton's first run in Q3 was compromised by traffic, with Rosberg producing a hitherto unseen turn of speed to outpace him by 68 thousandths of a second. This wasn't what Hamilton had anticipated, and under pressure he locked the brakes into Turn 8 on his second run. It only cost him around a tenth, but it was enough to guarantee Rosberg pole, even if the German hadn't made a tiny improvement on his second attempt.

It was a stunning performance from Rosberg at a track Hamilton regards as his territory, and surely one of the finest qualifying performances of his

career. Rosberg was careful not to show his delight too much, describing it as "extremely satisfying", while Hamilton could not hide his disappointment.

"I just had two laps and I didn't do good laps," admitted Hamilton. "It was nothing to do with the car. On my first lap I got traffic, but the second I was on my own and just didn't do a great lap."

The Mercedes were in a class of their own, with seven tenths in hand over the rest of the field. This was the same margin that covered the rest of the Q3 runners, with Sebastian Vettel putting in a stunning lap to snatch an unexpected third place. It wasn't perfect, but after a ragged first sector he aced the final two.

"The start of the last lap wasn't great," admitted Vettel. "I still didn't manage to get the first sector right, the first two corners I didn't get along with very well today. After that I tried to take more risks and it worked, so sector two

was very good through the two chicanes, especially the second one. I found a significantly better line and more time compared to previous runs."

And he needed every thousandth, because the battle for third was tightly fought. Just ask Daniel Ricciardo, who was unhappy with himself for a "scrappy" lap that was just 41 thousandths slower than Vettel yet left him three places behind his team-mate on the grid. This was because the Williamses of Valtteri Bottas, who failed to improve on his second Q3 run thanks to traffic compromising his tyre warm-up, and Felipe Massa, dogged throughout qualifying by front-left-brake lock-ups, were ahead.

Fernando Alonso was a solid seventh ahead of Jean-Eric Vergne, the Toro Rosso man continuing his excellent run of qualifying form, with Kimi Raikkonen struggling for pace and ending up 10th behind Jenson Button.



Hamilton pushed
hard to make up
for Turn 8 error

THE GRID

1 ROSBERG MERCEDES 1m14.874s Supersoft	2 HAMILTON MERCEDES 1m14.953s Supersoft
3 VETTEL RED BULL 1m15.548s Supersoft	4 BOTTAS WILLIAMS 1m15.550s Supersoft
5 MASSA WILLIAMS 1m15.578s Supersoft	6 RICCIARDO RED BULL 1m15.589s Supersoft
7 ALONSO FERRARI 1m15.814s Supersoft	8 VERGNE TORO ROSSO 1m16.162s Supersoft
9 BUTTON McLAREN 1m16.182s Supersoft	10 RAIKKONEN FERRARI 1m16.214s Supersoft
11 HULKENBERG FORCE INDIA 1m16.300s Soft	12 MAGNUSSEN McLAREN 1m16.310s Supersoft
13 PEREZ FORCE INDIA 1m16.472s Supersoft	14 GROSJEAN LOTUS 1m16.687s Supersoft
15 KVYAT TORO ROSSO 1m16.713s Soft	16 SUTIL SAUBER 1m17.314s Supersoft
17 MALDONADO LOTUS 1m18.328s Soft	18 CHILTON MARUSSIA 1m18.348s Soft
19 BIANCHI MARUSSIA 1m18.359s Soft	20 ERICSSON CATERHAM 1m19.820s Soft
21 KOBAYASHI CATERHAM 1m19.278s Supersoft	22 GUTIERREZ SAUBER no time Soft

KEY
+5 5-place grid penalty
P Permitted to start from pitlane





This podium scene didn't seem too likely 12 months ago

RACE 14:00, 08.06.2014



Twelve months ago, Daniel Ricciardo was at a career crossroads. After a strong end to the previous season and promising early performances in 2013, he endured poor Monaco and Canadian Grand Prix weekends, during which he was comfortably outperformed by Toro Rosso teammate Jean-Eric Vergne. The timing of this mini-slump couldn't have been worse, and it might have changed the whole course of his life.

A week and a half later, on the eve of the British GP weekend, came the announcement that a vacancy would be opening up at Red Bull thanks to Mark Webber's switch to sportscars. Ricciardo had a shot, but things weren't going well.

He was highly regarded by Red Bull for his prodigious speed, but did he have the other qualities needed to convert that into consistent results?

Did he have the grit, the determination, the ability to turn around a weekend that had started badly?

"Unfortunately, I've had a pretty poor run the last two races," admitted Ricciardo at Silverstone last June. "I haven't come off a strong run to give me the bragging rights to say that seat is mine."

He had work to do. After that race in Canada, Ricciardo worked with his engineers, trying to understand exactly what was going wrong. The pace was still there, and Ricciardo had made Q3 at Montreal before fading in the race amid tyre-management battles. But his and the team's approach needed to be sharpened up.

"Since Canada, I have spent a bit of time with the guys on my side of the garage and we've definitely had to assess a few things," said Ricciardo. "We've taken a bit of a different approach, not throwing things at the

'Ricciardo realised that sometimes you have to let a weekend come to you, not force the issue'

car and hoping it works. If we feel it's going to work, we do it, but let's not chase our tails too much..."

He qualified sixth for that British GP, a performance under pressure that bolstered his case for a shot at Red Bull, and that laid the foundations for one of the most popular maiden wins in Formula 1 history in Canada.

The process Ricciardo was going through was in understanding how to transform himself from a driver who had some great weekends and some patchy ones into someone Red Bull believed could deliver every time he sat in the car. It wasn't a case of flicking a switch, but it was a watershed in adopting the mindset needed to become a potential champion.

The lesson Ricciardo learned after Canada last year was an apt one. He realised that sometimes you have to let a weekend come to you rather than try to force the issue. So it was appropriate that his Montreal weekend was a slow burner. Ricciardo did not hit the front until there were just over two laps remaining, blasting past the Mercedes of Nico Rosberg to the cheers of the crowd.

This wasn't quite the stunning

late-race pass that would ideally accompany so momentous a victory. Realistically, the move was inevitable from the moment Ricciardo had moved into second place, thanks to both Mercedes losing their MGU-K due to overheating control electronics.

Prior to that, it had looked like business as usual for Mercedes. The only question was, in which driver's favour? Rosberg's stunning Q3 performance had denied Lewis Hamilton pole and, after holding onto the lead thanks to having the inside line for Turn 1 and forcing the fast-starting Hamilton into a brief excursion, the German had the edge.

But once Hamilton had passed Sebastian Vettel on lap 10, it was game on. He piled the pressure on Rosberg, who held firm but showed some signs of cracking until everything changed when both cars were hobbled, their problems setting in within a few seconds of each other.

First, Hamilton lost power at Turn 10 on lap 36, with Rosberg suffering the same fate at the first corner on the following lap. The Mercedes F1 W05 hybrid had become a plain F1 W05, propelled only by a conventional turbocharged 1.6-litre V6 engine.

The perfect way for Ricciardo to secure his first grand prix victory would be with a sensational, last-of-the-late-brakers move for the lead, but it was straightforward. Hamilton was long gone thanks to shot rear brakes, but Rosberg had, quite brilliantly, hung on at the front ▶



Merc's usually dominant duo ran into problems



16

► until Ricciardo breezed past.

While his DRS-assisted lead move was nothing special, it was what the Australian did to get himself into second position that makes the story of his race so compelling.

On Friday, he wasn't too comfortable with the car on a circuit that rewards absolute confidence, and was bitterly disappointed to end up sixth on the grid having lapped a mere 0.041s off third-placed team-mate Vettel, employing a typical Australian colloquialism to sum up the situation.

This was exactly the kind of situation in which Red Bull could not be certain Ricciardo would thrive when it took the decision to promote him. Yes, he was quick, but to pull off a

top result in a race such as Sunday's in Canada, he needed to force the issue.

Early on, things were relatively straightforward. He ran sixth in the first stint and was fourth when he made his second and final pitstop. This was the phase of the race when Ricciardo ensured that, if it was going to be a Red Bull win, it wasn't going to be its four-times world champion who pulled it off.

Just prior to Vettel making his stop on lap 36, one before Ricciardo came in, Williams driver Valtteri Bottas pitted. Ricciardo was now directly behind Vettel on track, his disadvantage just over a second.

"Seb reported that he was in trouble with the tyres and was pushing us to

look at strategy, so we went for the undercut to get him into a bit of clear air," explained team principal Christian Horner. "We pitted Dan a lap later and his in-lap was massively impressive. It was that in-lap that did the damage because the pitstops were within 0.2 seconds of each other."

The bare numbers tell the story. At the start of lap 36, Ricciardo was 1.212s behind Vettel. Both cars spent much the same amount of time in the pitlane (Ricciardo gained only 66 thousandths here), yet car #3 was just ahead of car #1 once back on track.

The Ricciardo in-lap Horner refers to was a mighty 0.896s faster than Vettel's. This was textbook stuff from Ricciardo, who was patient when in a queue of cars during the second stint, then nailed it to stunning effect when he really needed to. It was Michael Schumacher-esque.

Once the remaining pitstops had been completed, Ricciardo was set in third place behind only Rosberg and Sergio Perez. Felipe Massa had run ahead of him but, after leading briefly before making his second stop, his Williams dropped down the order and he had to fight his way back into the top five. Had Massa not lost time with a slow first stop, caused by the front-left wheelgun failing, he might well have been ahead of Ricciardo at this point and in with a shout of his first win since 2008, but it wasn't to be.

Instead, Ricciardo was in the box



Ricciardo passed Rosberg just moments before...

RICCIARDO: 'I was close to overshooting it, dropped a couple of wheels in the grass'

seat. But he was parked under the rear wing of Perez's one-stopping Force India. With the ailing Rosberg hanging grimly onto the lead, shorn of 160bhp of ERS power, Perez had become an impenetrable rolling roadblock.

"The really decisive moment for him was his move around the outside of Perez," said Horner. "That's what won the race today. You could see even with DRS open and everything we had, against the Mercedes-powered car with its DRS closed we couldn't make the pass. Dan was opportunistic."

His move around the outside of Turn 1 was bold and he did take liberties with the track limits, just keeping enough of the car within



Hamilton's brakes failed as he chased Massa for lead



Superb pass on Perez set Ricciardo free to chase and pass Rosberg



Ricciardo joins Sir Jack Brabham and Alan Jones as Aussie winners in Canada



...this dramatic crash between Massa and Perez ended the race

CHARNIKAU/XPB

bounds for it to be legal.

Given how late Ricciardo went on to pass Rosberg, it was essential that he made the move at this point, with Perez battling brake-by-wire issues. Shortly afterwards, Perez lost another place to Vettel thanks to having to reset an ERS-related electrical system that cost him pace for a lap. This was unrelated to the problem the works Merc team encountered and it created a window of opportunity for Red Bull.

The Ricciardo of 12 months ago might not have been able to put together such a well-measured race. But the improved, more experienced, Ricciardo knew exactly what to do. He saw the opportunity and seized it.

"It's still a bit surreal," said Ricciardo. "But it's just really cool. We weren't leading the whole race, so it's not that I had time to understand that I was going to win – it all happened in the last few laps."

"We had a good fight with Perez and we were really struggling to pass them. They had a really strong car down the straight and it was doing a good job through the corners as well to keep me behind. But out of the last chicane I got a really good run on him and made the move stick. I was close to overshooting it, dropped a couple of wheels in the grass, but it was fine."

What is most impressive now about Ricciardo is that, good as he is,

he still doesn't seem the finished article. Just seven races into his career with a top-line team, he has proved that he can go toe to toe with Vettel and win, that he can turn prodigious qualifying pace into forceful race drives and, most importantly, that he's not out of place in this company.

The confidence to make an aggressive move on Perez, to attack on well-worn rubber on an in-lap, and to play the long run during a race all came together to earn Ricciardo this victory. Yes, it was reliant on the Mercedes hitting trouble, but there's no disgrace in that, given the pace advantage of the Silver Arrows.

"The more time I spend here, the more comfortable I feel here in F1 and the environment," he said. "In any sport, a lot of it comes down to belief. If you truly believe in something then you tend to make it work."

The confidence Ricciardo increasingly feels in himself is also shared by the team. Technical chief Adrian Newey cites Ricciardo's calmness during races as particularly impressive. This has been at the heart of the Australian's remarkable first season at Red Bull.

He went into the season determined not to allow himself to settle into a subordinate role to Vettel and has avoided that through good old-fashioned on-track performance. The jury is still out on how he compares to Vettel, because a seven-race sample

set is not sufficient to draw definitive conclusions, but with every passing race he looks more convincing.

"The way he has driven, the way he has made his passing moves when he has needed to this year [are impressive]," said Horner. "He has driven faultlessly all season and he has grabbed the opportunity today. It's a very special day in his life and career."

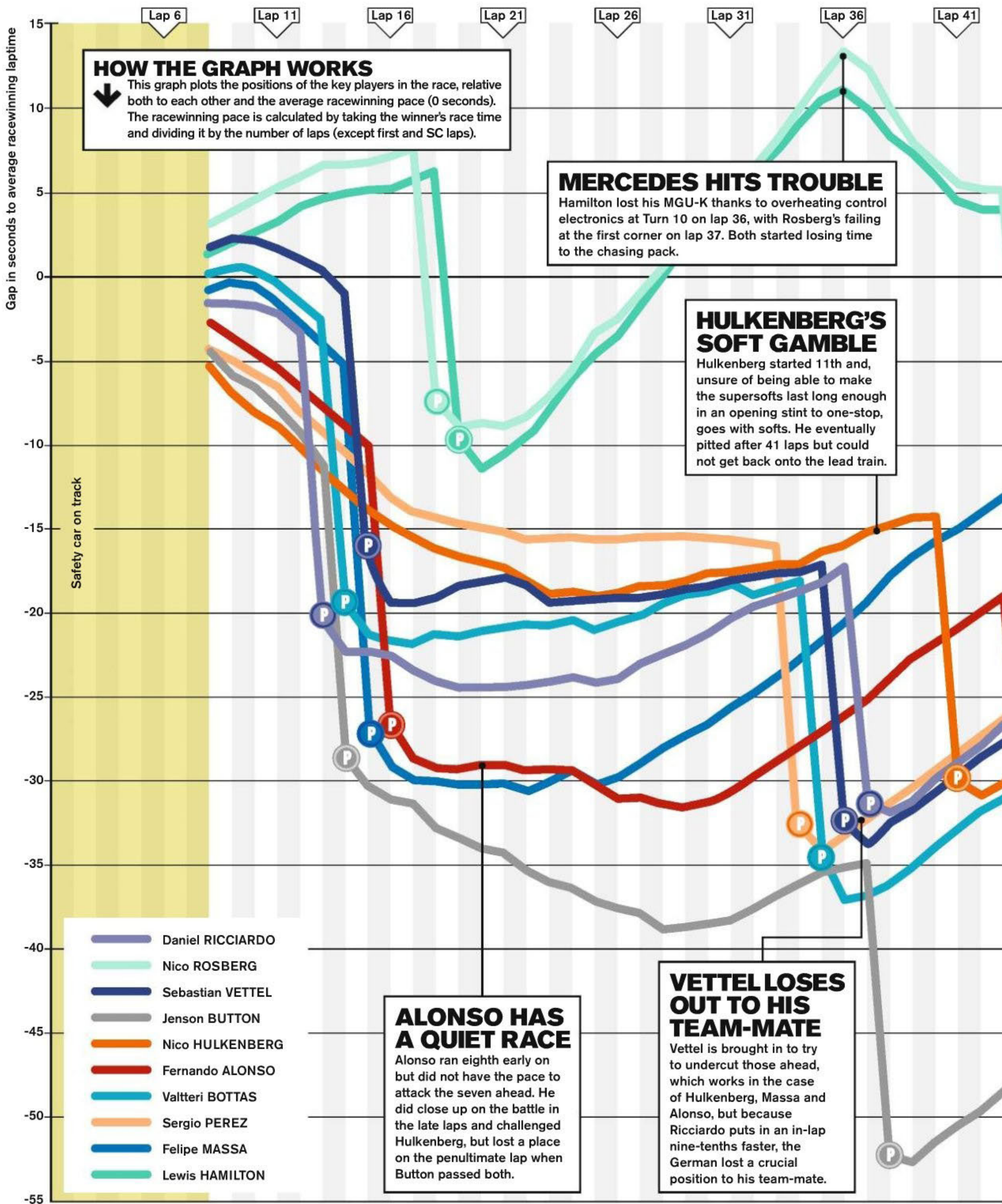
A year is a very long time in F1. In just 12 months, Ricciardo has gone from a midfield driver with a reputation for some startling qualifying laps – but who many doubted was worthy of consideration for a Red Bull seat – into an established, frontrunning grand prix driver. The question now is, how far can he go?

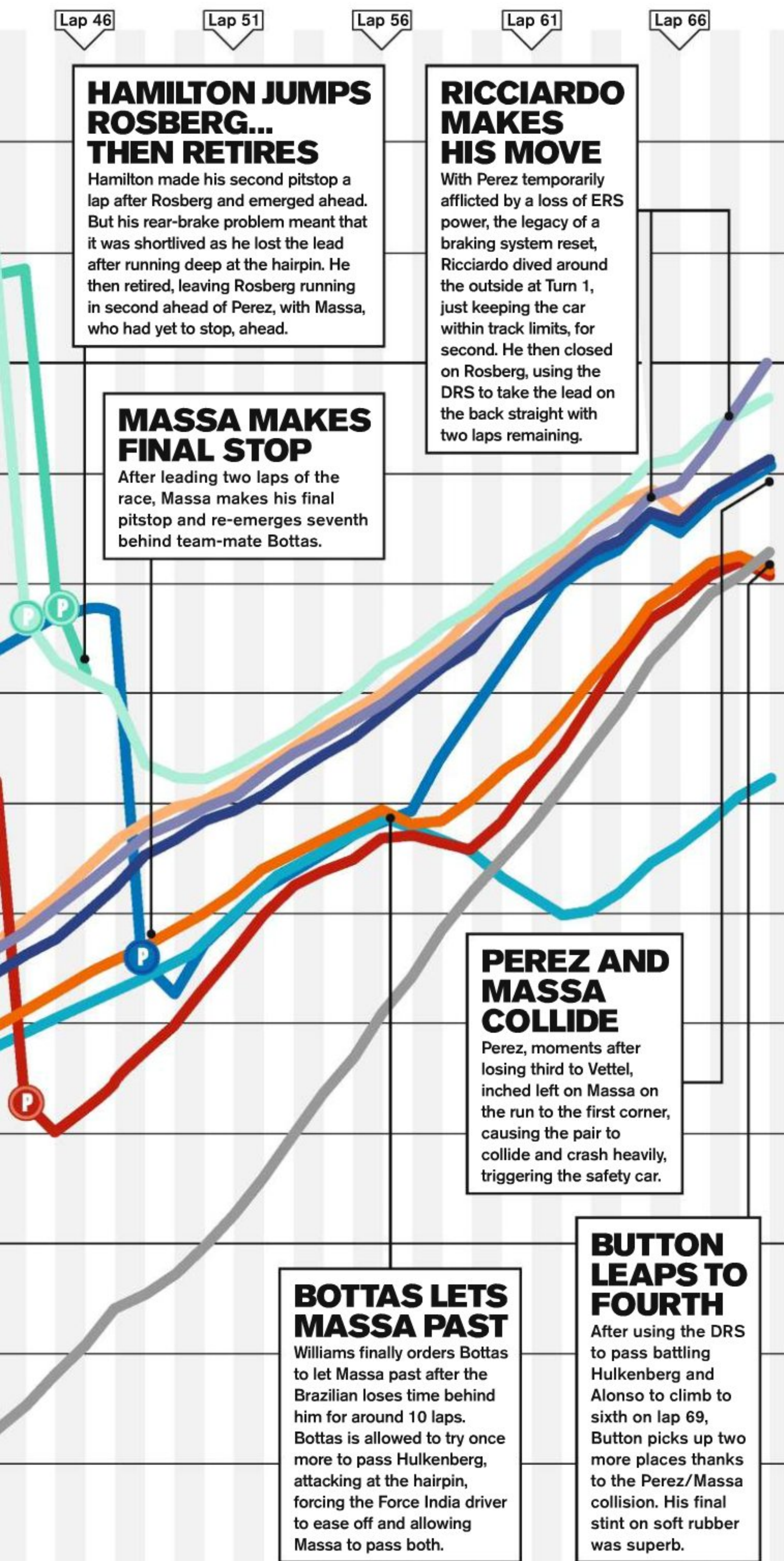
In the short term, more wins will be difficult. It seems fanciful to believe Mercedes will offer many more open goals, and the Renault engine propelling the Red Bull remains at a disadvantage even though further upgrades were introduced in Canada. But what Ricciardo can do is continue to outperform Vettel. If he does that, in time more victories will follow.

On the podium, Ricciardo was questioned for the television audience by Jean Alesi, who had scored his first grand prix win in Canada back in 1995.

That turned out to be Alesi's sole F1 triumph. Given the way in which Ricciardo's Red Bull career has started, it seems unlikely that he'll remain a one-hit wonder for long. ☼

HOW THE RACE WAS WON



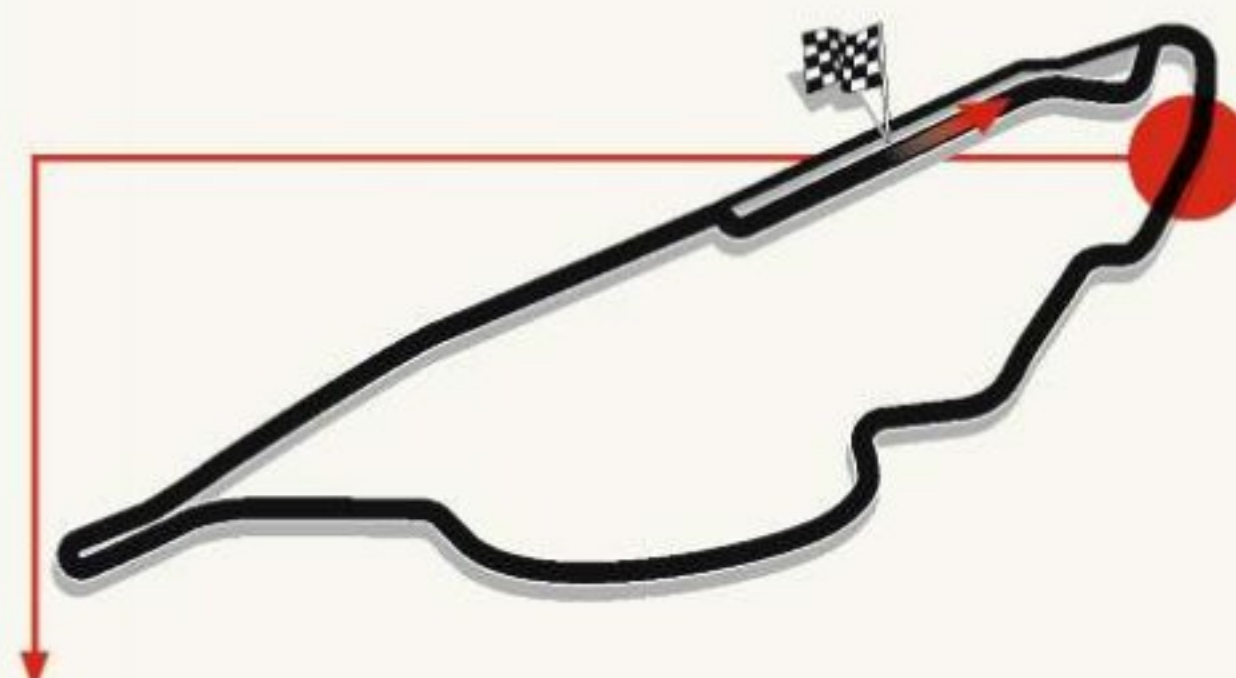


TRACKSIDE VIEW

EDD STRAW **GRAND PRIX EDITOR**

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September 1980. Gilles Villeneuve hustles his recalcitrant Ferrari 312 T5 around the circuit that will bear his name in two years. Its three-litre, flat-12 engine has a signature roar that is unmistakable as it charges down the straight towards the turn 3-4 right/left chicane, even when the car itself is obscured by foliage.

OK, it's not 1980, it's 2014, but thanks to the Historic Masters Racing organisation, there is Ferrari number two with Villeneuve's distinctive red-and-black helmet colours at the wheel. The driver is Bud Moeller, an enthusiast known for peddling a variety of historic Ferrari grand prix machines, rather than the Canadian legend. He is one of 20 drivers pedalling a glorious range of F1 machinery of 1970s and early-1980s vintage, all in authentic, evocative period livery.

It's great to watch these cars in action, but having also taken a look at F1's class of 2014 in action from the same vantage point, it's an opportunity to see two very different eras colliding.

First, the noise. Yes, the historic cars are significantly louder. But while the wall of sound hits you in a way that the contemporary engines can't, it's not a sound that you can listen to in the same way. The modern cars have texture, the whirr of the turbo, the sounds of complex hybrid technologies to enjoy. It's a different experience, certainly, but both fascinate in different ways.

The speed differential is obvious. Former British GT champion Nathan Kinch's pole position driving a 1982 McLaren MP4/1B is 20 seconds slower than Nico Rosberg's.

But what stands out is the difference in driving style. The older cars look lazier, whereas a 2014 car responds sharply, requiring drivers to be lightning fast in their steering inputs to keep the car out of the wall.

It's not better or worse, it's just different.

'What stands out is the difference in driving style. The older cars are lazier'



Bud Moeller recreated memories of Villeneuve

STORIES OF THE RACE

Rounding up the action
from the Canadian GP

EDD STRAW
F1 EDITOR



MERCEDES DENIED BY MGU-K FAILURE

MERCEDES WAS DENIED A SEVENTH CONSECUTIVE victory by an energy-recovery system (ERS) problem that robbed both Nico Rosberg and Lewis Hamilton of the 160bhp available from the MGU-K.

A control electronics problem, caused by overheating, left both cars running using only conventional 1.6-litre turbocharged V6 power. Both problems set in at a similar time, with Hamilton losing his at Turn 10 on lap 36 and Rosberg at the first corner on the following lap.

The pair, with Rosberg leading Hamilton but under pressure, had an advantage of 28 seconds over the pack, led by Sergio Perez, when the problem struck. Both cars initially lost around three seconds per lap, dropping into the 1m22 bracket. Hamilton, who jumped Rosberg after stopping later than his team-mate for the second time, soon retired with a rear braking problem that was likely contributed to by the loss of ERS harvesting (which provides some of the braking power for the rear of the car). But Rosberg drove superbly to hold the lead until being passed by the Red Bull of Daniel Ricciardo on the back straight with two laps remaining.



MERCEDES RESULTS IN 2014

	ROSBERG	HAMILTON
AUSTRALIA	1st	DNF
MALAYSIA	2nd	1st
CHINA	2nd	1st
BAHRAIN	2nd	1st
SPAIN	2nd	1st
MONACO	1st	2nd
CANADA	1st	DNF

"We had, at exactly the same time, a failure of the engine control systems, the ERS-K, on the MGU-K, with a peak in temperature," said Mercedes motorsport boss Toto Wolff. "We were unaware they [the high temperatures] could have such a detrimental effect and the MGU-K just shut down. We could not reset it."

"We told both drivers to manage the brakes, because when you lose the electric motor you lose electric braking. So the brakes were overheating massively. It was marginal. Lewis entered the pits, with the car stationary the temperatures rose and when he went out the pedal went soft. On Nico's car, he was lucky not to have that."

Rosberg adapted well to the car problem and was able to lap quickly enough to retain the lead by keeping Perez out of range at the DRS detection point.

"The ERS was fine once I found my rhythm," said Rosberg. "It was very difficult when it happened because I had to push more switches to get the thing going again at the same time as re-adapting all the braking points and having Lewis stuck on my gearbox."



Hamilton is pushed back into retirement

Gutierrez blotted his copybook in practice



Gutierrez: no qually after practice shunt

ESTEBAN GUTIERREZ WAS FORCED TO MISS qualifying after crashing during Saturday morning's free-practice session.

The Mexican lost the rear of his Sauber on turn-in to the Turn 3/4 chicane on his seventh lap of FP3, with the initial impact to the rear of the car. But chassis damage was sustained around a suspension pick-up point when the front hit the wall, meaning the team had to build him up a 'new' car around a spare chassis overnight thanks to rules preventing spare cars.

"I lost the car into the corner, surprisingly," said Gutierrez. "I was on the same line, but it was impossible to control the slide. It was just the exact right angle [to cause the chassis damage] at the front, so it was unlucky."

Gutierrez started from the pits and was classified 14th after retiring late on with an ERS problem after 64 laps after a difficult race.

Marussia drivers wipe each other out

MARUSSIA PAIRING JULES BIANCHI AND MAX CHILTON blamed each other for the first-lap collision at the first chicane that put both out of the race.

Chilton was up the inside of Bianchi into the right/left chicane, but lost the rear of his car as he tried to hold a tighter line and slid into Bianchi. He was given a three-place grid penalty for the Austrian GP for his part in the incident.

"I gave him some space on the inside. If you see the images from behind, you can see I'm nearly on the white line on the outside," said Bianchi, who scored the team's first points in Monaco.

"He braked too late. I didn't even lock a wheel and I forced myself not to turn in because I knew a car was there. That's why I went wide."

Chilton believed Bianchi was only in the position he was because he braked too late.

"The problem with the world feed is it cuts to me having oversteer and it looks like I slide straight into him," said Chilton. "I braked late and he braked even later, too late in my opinion, and then turned in. The only thing I could do was try to avoid it, so I took the big kerb - I still didn't have enough room so I hit the brakes which lost the rear end."



Both Marussias were wrecked on lap one



Rosberg escapes track-limit penalty

NICO ROSBERG ESCAPED A PENALTY FOR short-cutting the final chicane while battling with his Mercedes team-mate Lewis Hamilton.

The incident, which happened on lap 25 when Rosberg locked up, was investigated by stewards. No action was taken, but Rosberg was given a warning not to do it again. Although he set the fastest last sector of the race on that lap, a 30.810s, he lost time in the first sector of the next lap.

"I went straight and didn't get an advantage," said Rosberg. "Well, I did initially and slowed down in Turn 1 and 2, as is the norm to do."

Rosberg set his second fastest lap of the race – a 1m18.616s – on the lap when he cut the chicane, but the following lap was a 1m19.648s after a slower than expected first sector.

At the start of the race, Hamilton ran off the track while attempting to pass Rosberg for the lead at the start. In the process, he dropped to third behind Sebastian Vettel.



Perez undone by ambitious tyre strategy

SERGIO PEREZ EMERGED AS THE LEADING contender to win the Canadian GP once Mercedes was hit by engine troubles, but was unable to get within DRS range to attack leader Nico Rosberg.

The Force India driver one-stopped after a marathon 34-lap first stint on the supersoft Pirellis, but Rosberg was always able to ensure he was more than one second ahead of Perez at the DRS detection point thanks to his pace in sector one. This was located 110 metres after Turn 9, on the approach to the hairpin.

Perez held second, with Daniel Ricciardo and Sebastian Vettel right behind him, until lap 66. At that point, he was struggling with his brakes and Ricciardo was able to pass him around the outside of Turn 1.

With two laps to go, Perez was struggling with an ERS problem that cost him speed on the straight, allowing Vettel to pass him on the run to the final chicane. A collision with Felipe Massa on the approach to the first corner on the penultimate lap put Perez and the Williams driver heavily into the wall (see separate story).

Q&A

BOB FERNLEY
DEPUTY TEAM PRINCIPAL

Was there a point when you thought you would win the race?

Yes, I almost got excited but I think Mercedes had it under control. They obviously had an issue, but they could stay ahead of us.

The key seemed to be that Perez couldn't get the DRS on Rosberg?

Yes, Rosberg had it under control. If you look at the sector-one times, he always managed to get out of the DRS [detection range].

How disappointing was it not to have been able to capitalise on Rosberg's problem and get ahead?

Well, remember we were on a one-stop strategy. That allowed us to get to where we were, but with the age of the tyres, we weren't able to [win].

The race ended suddenly for Perez, what did you make of the incident with Massa?

You will have to ask Massa as to what he was thinking. It didn't make any sense. You are not fighting for a podium, you want to bring the cars home at that point. I'm speechless.

Did you regret starting Nico Hulkenberg on the softs rather than matching Perez's strategy?

It was a decision that Nico felt more comfortable with. Maybe in hindsight he would have been better off, but I'm not sure he would have got the same life out of the supersofts.



STORIES OF THE RACE

Massa blasts Perez after late collision

FELIPE MASSA BLASTED SERGIO PEREZ AS

"dangerous" after the pair's collision on the run to Turn 1 on the final lap, which earned the Mexican a five-place grid penalty for the Austrian GP.

Perez, who was struggling with a brake-by-wire problem and a short-lived ERS issue, had just lost third place to Sebastian Vettel on the run to the final corner. Massa had a run on him into Turn 1 and pulled out to pass, but Perez, having initially moved right to follow the kink in the straight, eased off on the lock and moved to the left.

Massa hit his left-rear wheel, with both crashing into the tyrewall heavily enough to trigger the *g*-sensor, forcing both to be checked in hospital. Massa also came perilously close to wiping out Vettel's Red Bull.

"We are doing around 300km/h there," said Massa. "With another car in front, it could have been a very serious accident. We had rules for a few years that when one car is up the side, the other cannot move. He just moved and we touched."

"It's dangerous. Five places is not enough. We could have crashed into Vettel."

Williams head of vehicle performance Rob Smedley suggested Force India should have pulled Perez out of the race because of braking and ERS problems. But Perez insists he did nothing wrong.

"I was following the same line and braking patterns as in the previous laps and I just got hit from behind by Massa. There was plenty of space on the left of my car to attempt a clean overtake and I cannot understand why he had to scrape by."

"I'm not happy about comments saying that we should have retired the car. It was perfectly drivable. If someone thinks you can keep two Red Bulls behind for as long as we did with so-called 'terminal' problems then they are clearly misguided."



Massa and Perez speared off after colliding at Turn 1

Vettel frustrated with third-place finish

SEBASTIAN VETTEL BLAMED A LACK OF straightline speed and his strategy for compromising his race, despite finishing third.

The German qualified third thanks to a superb final two-thirds of his Q3 lap, running second in the early stages after passing Lewis Hamilton when the Mercedes man went wide exiting Turn 1 while trying to pass Nico Rosberg. In the middle stint, he ran fifth behind the Force India of Nico Hulkenberg and Valtteri Bottas's Williams. He requested an aggressive strategy, so the team attempted to make up positions with an undercut but that allowed Daniel Ricciardo to jump ahead

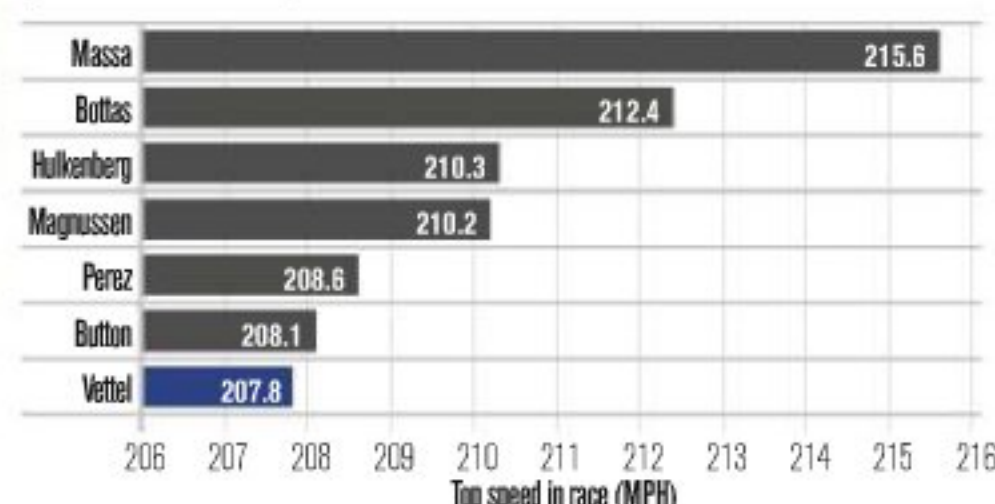
of him at the second stops thanks to a superb in-lap. That said, Vettel's undercut did allow him to pass Hulkenberg.

"After the first stop, it was a couple of laps until I caught Nico in the Force India," said Vettel. "Then, basically my race was over. There was no way to get past for us down the straights, the Mercedes-powered cars were just too quick."

Vettel spent much of the final stint in fourth place behind Sergio Perez and Ricciardo. Once Ricciardo had passed Perez, Vettel capitalised on Perez's brief ERS problem to pass him on the back straight to take third.

VETTEL'S TOP SPEED DEFICIT

Sebastian Vettel was the fastest Renault-powered car in the main speed trap, located 250 metres before the final corner. But he was still at a disadvantage despite Renault now believing it is close to maximising the power of its engine with the available software.



'Slow' Red Bulls went on to finish first and third



Massa: what could have been

Massa denied win chance for Williams

FELIPE MASSA HAD THE PACE TO WIN THE RACE prior to crashing out while battling for fifth.

The Brazilian qualified fifth and briefly led the race after the Mercedes duo had hit trouble before making his second stop. But had the Brazilian not lost a total of four seconds at his first stop thanks to a front-left wheelgun failure, forcing the team to switch to a backup, his race would have been transformed. In the first stint, he had run fifth behind team-mate Valtteri Bottas, but rejoined in 11th place.

"I think so," said Massa when asked if he could have won. "Honestly, I was the quickest car on the track most of the time. With the prime tyre the car was amazing, really quick, and without the problem in the pitstop I think it was totally possible to be in front of [racewinner Daniel] Ricciardo."

Massa also lost time in his final stint stuck behind Bottas while on fresher rubber, before eventually being ordered through. Had he got ahead of the Finn earlier, he would have had more time to climb into a podium position.



Button's stealth-like run to fourth place

JENSON BUTTON CLAIMED AN UNEXPECTED fourth place for McLaren after passing Nico Hulkenberg and Fernando Alonso on the final lap.

The 2009 world champion qualified eighth and ran 10th early on, struggling on the supersoft rubber. After making a relatively early first stop, he dropped further back and lost time in traffic in the middle stint. But he was surprisingly fast in the final stint, allowing him to climb from ninth place to fourth.

The clash between Sergio Perez and Felipe Massa handed him two places, and as well as Hulkenberg and Alonso he also overtook Valtteri Bottas, who was struggling with ERS and braking problems with his Williams.

Team-mate Kevin Magnussen had a solid run to ninth.

Some races you put yourself in the right place and it works out. There is progress being made. The feel of the car is the best it's been all year. A fourth place without people crashing is our aim for the next race



Jenson Button, McLaren

DRAWING BOARD

Gary Anderson, technical consultant

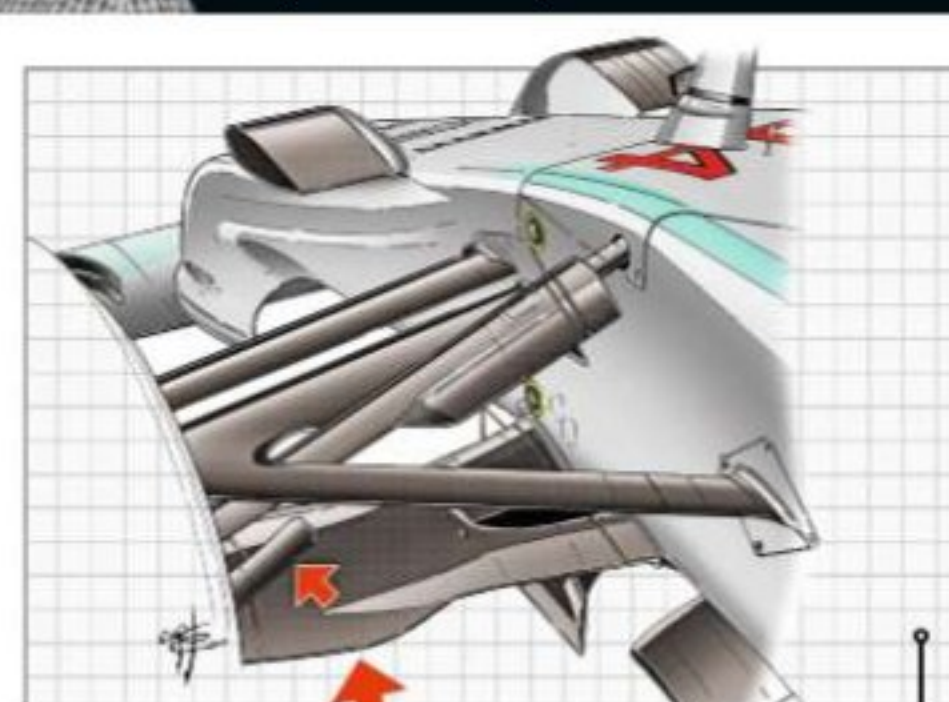


Red Bull low-drag rear wing tweak

➔ To attempt to compensate for a lack of horsepower, Red Bull ran a smaller-section rear wing in Canada. Traditionally, it has focused on corner speed and lived with a straightline deficit, but because of the level of the Renault engine it has had to take a different approach.

Compared with the Mercedes Montreal rear wing, the Red Bull version had a much smaller section. But the package is only for Montreal. It made the car a bit more difficult to drive; it would have been good on fresh rubber, but with the car sliding around more it also accelerated the degradation.

During Friday practice Red Bull also ran with a slot gap on the leading edge of the rear-wing endplates to allow the airflow being spilled around the front of the rear wing to re-attach to the inside of the endplate. But it did not run with the vertical slot after that.

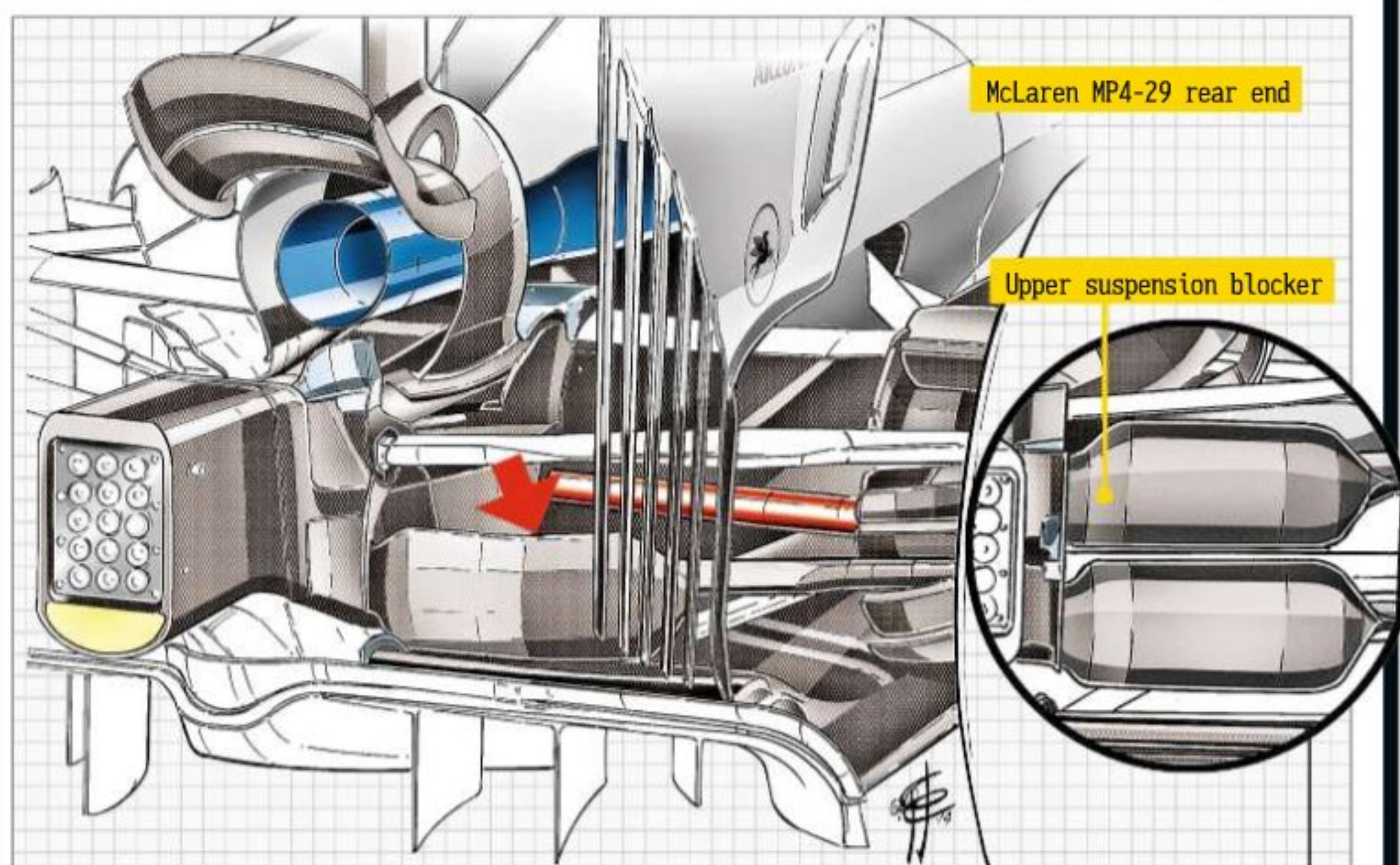


Mercedes front-end revisions

➔ As well as some Montreal-specific components, Mercedes also introduced several small changes at the front of the car. The team made small modifications to the lower front wishbone and the rear part of the front brake duct.

Both of these fins/turning vanes are there to manage the airflow coming around the inside of the front tyre. Managing this airflow and getting it to connect to the low-pressure area behind the front tyre will reduce the overall drag of the car and help the front wing work more efficiently.

With brake cooling in Montreal very important, Mercedes, like Williams, ran a brake cooling package featuring a duct going over the top of the disc to feed air to the outside of the calliper. This is to keep the fluid inside the calliper away from its boiling point.



McLaren drops its upper blocker

➔ To improve straightline speed in Montreal, McLaren removed the upper blocker from its rear suspension. These blockers help to replace downforce lost by the removal of the rear beam wing, but they create drag.

When McLaren first ran this design, I suspected

it would run different sizes of blocker depending on the circuit, but this has not been the case and the team has lived with being the slowest Mercedes-engined car on the straights. But given that the design still works with the upper blocker removed, it makes me doubt the actual functionality of the blocker.

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10



SEBASTIAN VETTEL

Start 3rd Finish 3rd
Strategy 2 stops
(supersoft/soft/soft)



DANIEL RICCIARDO

Start 6th Finish 1st
Strategy 2 stops
(supersoft/soft/soft)

Canada is one of the Red Bull team's least favourite circuits, so it's ironic that this was the race in which the opportunity arose for it to capitalise on problems for Mercedes. Vettel's qualifying lap was, after a scruffy first sector, superb, but with Williams potentially faster it was far from certain the reigning champion team would be best of the rest.

But it was Red Bull that eventually prevailed, with Ricciardo's rapid in-lap, nine-tenths faster than Vettel's, key in that it allowed him to jump his team-mate. An opportunistic pass on Perez at Turn 1 allowed Ricciardo to get at Rosberg, with the pass a foregone conclusion. A deserved first victory for one of the stars of the season.

MERCEDES



MERCEDES F1 W05



NICO ROSBERG

Start 1st Finish 2nd
Strategy 2 stops
(supersoft/soft/soft)



LEWIS HAMILTON

Start 2nd Finish DNF
Strategy retired
(supersoft/soft/soft)

Amid all the questions about the possibility of a clean sweep of all 19 races, in some ways it was a relief for the Silver Arrows to lose its 100 per cent record. A one-two looked a certainty with Rosberg battling with Hamilton for victory until the control electronics overheated and forced the shutdown of the MGU-K on both cars.

Shorn of 160bhp of ERS power, and with Hamilton eventually retiring with rear-brake problems after briefly jumping Rosberg at the second stops, the German managed to keep the car up front until a couple of laps from home. In the circumstances, it was a superb salvage job both from driver and team still to finish second and extend his points advantage.

FERRARI



FERRARI F14 T



KIMI RAIKKONEN

Start 10th Finish 10th
Strategy 2 stops
(supersoft/soft/soft)



FERNANDO ALONSO

Start 7th Finish 6th
Strategy 2 stops
(supersoft/soft/soft)

Hopes were high for at least an improved performance from the Scuderia thanks to a significant engine upgrade, along with some aerodynamic tweaks. But after an encouraging Friday, things gradually deteriorated. Alonso did a decent job to qualify seventh and finish sixth, aided by Massa and Perez colliding late on, while Raikkonen had an anonymous race punctuated by a spin triggered by unexpectedly savage power delivery.

As Alonso pointed out, Ferrari was the weakest engine in terms of straightline speed and was fortunate to come out of the race with as many points as it did. On the plus side, aero performance did improve, as did the engine. It's just not by enough.

SAUBER



SAUBER-FERRARI C33



ESTEBAN GUTIERREZ

Start 22nd (pits) Finish 14th
Strategy 3 stops
(soft/supersoft/soft/soft)



ADRIAN SUTIL

Start 16th Finish 13th
Strategy 2 stops
(supersoft/soft/soft)

The Sauber looked horrendous to drive all weekend, with Sutil and Gutierrez unable to have any confidence in the way the car would react if they leaned on it. While Sutil was able to keep the car out of the wall, Gutierrez wasn't and shunted in Saturday-morning practice, sustaining chassis damage. This meant that he missed qualifying, with the team building him up a new car around a spare tub.

In the race, neither had any chance of making much progress. Gutierrez made it into the closing stages before retiring with an ERS problem, ending up classified in 14th, while Sutil battled on but even with retirements was unable to lift the car into points contention.

TORO ROSSO



TORO ROSSO-RENAULT STR9



JEAN-ERIC VERGNE

Start 8th Finish 9th
Strategy 2 stops
(supersoft/soft/soft)



DANIIL KVYAT

Start 15th Finish DNF
Strategy retired
(soft/supersoft/soft)

Had a troubled Friday, with Vergne losing time in the morning session with a battery problem and then Kvyat missing much of the afternoon with a fuel leak. But despite the car continuing to be a handful under braking, Vergne always looked likely to make it into Q3. Kvyat never really made up for the time lost on Friday, with braking difficulties making life hard for him in qualifying.

Vergne didn't have the pace to live with the leading cars or Alonso's Ferrari in the race, but extracted the maximum from the car to take a strong eighth. Kvyat's race was tougher and he retired with a transmission problem after battling tyre degradation.

WILLIAMS



WILLIAMS-MERCEDES FW36



FELIPE MASSA

Start 5th Finish 12th
Strategy 2 stops
(supersoft/soft/soft)



VALTTERI BOTTAS

Start 4th Finish 7th
Strategy 2 stops
(supersoft/soft/soft)

This was an intensely frustrating weekend for Williams, which should definitely have had at least one car on the podium and had the potential to win with Felipe Massa.

The car was stunningly fast on soft rubber on the long runs on Friday in the hands of Massa, but in qualifying he and Bottas ended up behind Vettel. Massa struggled with his front-left brake locking, while Bottas hit traffic on his outlap and struggled for tyre temperature.

In the race, Massa was undone first by a four-second delay in his first pitstop caused by wheelgun failure then being hit by Perez. Bottas ran fourth early on but tyre degradation problems, an ERS issue and braking struggles meant that he faded to seventh.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22



ROMAIN GROSJEAN

Start 14th Finish DNF
Strategy retired
(supersoft/soft/soft)



PASTOR MALDONADO

Start 17th Finish DNF
Strategy retired
(soft)

Headed into the weekend with pretty low hopes given that the Lotus E22 struggles in slow corners and lacks power thanks to its Renault engine. And it lived up to them, coming nowhere near threatening the top 10. Maldonado fell in Q1 after suffering a turbo problem at the start of his second run, while Grosjean did what he could.

Given the team's struggles, the only virtue it could potentially boast of was reliability, but neither driver was able to make the finish. Maldonado made some progress in the race but retired with an engine problem, while Grosjean had a tough time and eventually stopped with a rear-wing issue. A weekend to forget.

McLAREN



McLAREN-MERCEDES MP4-29



KEVIN MAGNUSSEN

Start 12th Finish 9th
Strategy 2 stops
(supersoft/soft/soft)



JENSON BUTTON

Start 9th Finish 4th
Strategy 2 stops
(supersoft/soft/soft)

The longer the race went on, the stronger McLaren became. The low downforce demands of the Circuit Gilles Villeneuve masked some of the weaknesses of the car and both drivers really should have made Q3, but for Magnussen not getting his lap hooked up as well as he should have.

Neither driver was happy on the supersofts, but in Button's case the race came to him impressively. Spent the second stint dealing with traffic, but in the final stint he was surprisingly fast and able to make up some ground, passing Bottas, Hulkenberg and Alonso in the closing stages which, combined with the Perez/Massa accident, earned him a surprise fourth place after a stealthy run.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07



SERGIO PEREZ

Start 13th Finish 11th
Strategy 1 stop
(supersoft/soft)



NICO HULKENBERG

Start 11th Finish 5th
Strategy 1 stop
(soft/supersoft)

The Force India wasn't particularly quick over a single lap, but as it showed on Friday the longer a stint went on, the more impressive it looked. Both drivers qualified just outside the top 10 and then managed to pull off one-stop races. Hulkenberg wasn't confident of being able to make the supersofts last long enough in the first stint so started on primes, which did compromise his race relative to Perez, who did get himself into contention for victory.

But when second, he was unable to get into DRS range thanks to Rosberg's sector-one pace and the location of the detection point, and lost positions to Ricciardo and Vettel while battling braking and, briefly, an ERS problem. Clash with Massa was needless.

MARUSSIA



MARUSSIA-FERRARI MR03



MAX CHILTON

Start 18th Finish DNF
Strategy retired
(soft)



JULES BIANCHI

Start 19th Finish DNF
Strategy retired
(soft)

After its Monaco heroics, Marussia came down to earth with a bump in Montreal. The car was fast, certainly having the speed to threaten Q2. Chilton was close, but the red flag for Ericsson's shunt cost him his final run, while Bianchi, whose Friday was ruined by a shunt at Turn 4 and then an afternoon engine problem, was stuck in the garage because the team couldn't get his engine fired up.

The pair collided on the first lap. The TV footage suggested Chilton was at fault after losing the rear while trying to hold a line inside Bianchi, although he believed his team-mate was at fault. Unsurprisingly, the stewards blamed Chilton, giving him a three-place grid penalty.

CATERHAM



CATERHAM-RENAULT CT05



MARCUS ERICSSON

Start 20th Finish DNF
Strategy retired
(soft)



KAMUI KOBAYASHI

Start 21st Finish DNF
Strategy retired
(supersoft)

The team fought a losing battle all weekend against a lack of tyre temperature, which cost the car grip and made it a handful. Ericsson paid the price for leaning too heavily on the car, losing the rear end at the first chicane and hitting the wall during Q1. Kobayashi was also in the wars on Saturday, with a gearbox change earning him a five-place penalty.

Given the car was well off the pace of the Marussia, all the two drivers could do was keep their cars on the island. Unfortunately, Ericsson retired with a turbo problem that manifested itself on the formation lap, with Kobayashi also out early with a left-rear suspension problem.



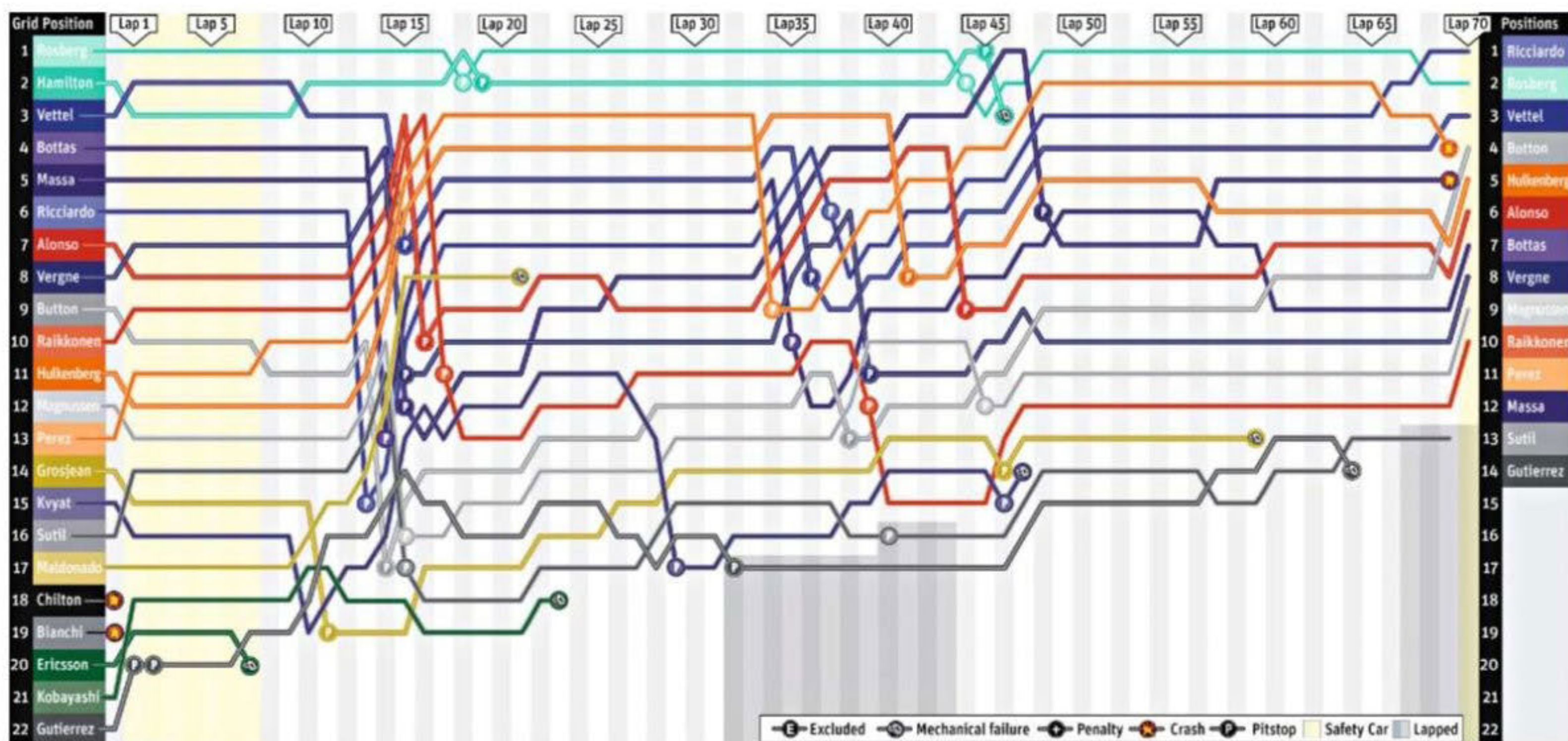
STANDOUT PERFORMANCE

Nico Rosberg

Don't underestimate just how difficult it will have been to take a car without ERS power to the brink of victory at this track. He adapted his style well, was quick when he needed to and came within a couple of laps of pulling off a win. The 18 points he did score could be crucial come the end of the season. Also starred in qualifying by beating his team-mate, for so long considered the master of Montreal.

"In hindsight, massive damage limitation today, coming second, lots of points and it has been a decent day. But for the team it sucks because our ambition is to do much better"

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ALONSO	1m17.238s
2	HAMILTON	1m17.254s
3	ROSBERG	1m17.384s
4	VETTEL	1m18.131s
5	BOTTAS	1m18.361s
6	RICCIARDO	1m18.435s
7	BUTTON	1m18.446s
8	MAGNUSSEN	1m18.514s
9	RAIKKONEN	1m18.578s
10	VERGNE	1m18.643s
11	HULKENBERG	1m18.733s
12	PEREZ	1m18.959s
13	SUTIL	1m19.108s
14	GROSJEAN	1m19.142s
15	KVYAT	1m19.177s
16	MALDONADO	1m19.340s
17	MASSA	1m19.575s
18	GUTIERREZ	1m19.804s
19	BIANCHI	1m20.200s
20	CHILTON	1m20.844s
21	ERICSSON	1m21.404s
22	ROSSI	1m21.757s

Weather: 18C, cloudy

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m16.118s
2	ROSBERG	1m16.293s
3	VETTEL	1m16.573s
4	RAIKKONEN	1m16.648s
5	ALONSO	1m16.701s
6	MASSA	1m16.774s
7	BOTTAS	1m16.893s
8	MAGNUSSEN	1m17.052s
9	BUTTON	1m17.059s
10	VERGNE	1m17.180s
11	GROSJEAN	1m17.626s
12	RICCIARDO	1m17.644s
13	HULKENBERG	1m17.712s
14	PEREZ	1m17.819s
15	MALDONADO	1m17.868s
16	SUTIL	1m17.964s
17	GUTIERREZ	1m18.340s
18	CHILTON	1m18.693s
19	KVYAT	1m18.732s
20	KOBAYASHI	1m20.244s
21	ERICSSON	1m22.418s
22	BIANCHI	1m32.127s

Weather: 21C, cloudy

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m15.610s
2	MASSA	1m16.086s
3	ROSBERG	1m16.120s
4	ALONSO	1m16.488s
5	RICCIARDO	1m16.504s
6	RAIKKONEN	1m16.528s
7	BOTTAS	1m16.684s
8	KVYAT	1m16.820s
9	VERGNE	1m16.824s
10	VETTEL	1m16.884s
11	HULKENBERG	1m16.944s
12	MAGNUSSEN	1m16.993s
13	GROSJEAN	1m17.121s
14	PEREZ	1m17.188s
15	MALDONADO	1m17.224s
16	BUTTON	1m17.360s
17	SUTIL	1m17.900s
18	BIANCHI	1m18.518s
19	CHILTON	1m18.525s
20	ERICSSON	1m19.865s
21	KOBAYASHI	1m20.227s
22	GUTIERREZ	1m22.388s

Weather: 21C, sunny

FRIDAY TESTERS

POS	DRIVER	TIME
1	ROSSI	1m21.757s



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m16.471s (3)	1m15.289s (2)	1m14.874s
2	HAMILTON	1m15.750s (1)	1m15.054s (1)	1m14.953s
3	VETTEL	1m17.470s (13)	1m16.109s (6)	1m15.548s
4	BOTTAS	1m16.772s (6)	1m15.806s (4)	1m15.550s
5	MASSA	1m16.666s (5)	1m15.773s (3)	1m15.578s
6	RICCIARDO	1m17.113s (11)	1m15.897s (5)	1m15.589s
7	ALONSO	1m17.010s (9)	1m16.131s (7)	1m15.814s
8	VERGNE	1m17.178s (12)	1m16.255s (10)	1m16.162s
9	BUTTON	1m16.631s (4)	1m16.214s (8)	1m16.182s
10	RAIKKONEN	1m17.013s (10)	1m16.245s (9)	1m16.214s
11	HULKENBERG	1m16.897s (7)	1m16.300s	-
12	MAGNUSSEN	1m16.446s (2)	1m16.310s	-
13	PEREZ	1m18.235s (16)	1m16.472s	-
14	GROSJEAN	1m17.732s (15)	1m16.687s	-
15	KVYAT	1m16.938s (8)	1m16.713s	-
16	SUTIL	1m17.519s (14)	1m17.314s	-
17	MALDONADO	1m18.328s	-	-
18	CHILTON	1m18.348s	-	-
19	BIANCHI	1m18.359s	-	-
20	KOBAYASHI	1m19.278s	-	-
21	ERICSSON	1m19.820s	-	-
DNS	GUTIERREZ	no time	-	-

Weather: 24C, sunny

QUALIFYING STATISTICS

	HEAD TO HEAD
VETTEL	2 5 RICCIARDO
ROSBERG	3 4 HAMILTON
RAIKKONEN	2 5 ALONSO
GROSJEAN	7 0 MALDONADO
MAGNUSSEN	3 4 BUTTON
PEREZ	2 5 HULKENBERG
GUTIERREZ	4 3 SUTIL
VERGNE	5 2 KVYAT
MASSA	3 4 BOTTAS
CHILTON	3 4 BIANCHI
ERICSSON	1 6 KOBAYASHI



POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	E	4
ROSBERG	BRN	MC	CDN	3	



SUPERLICENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X										
MAGNUSSEN	X	X										
MALDONADO	X	X	X	X								
SUTIL	X	X										

Anyone who gets to 12 points will be suspended for one race

RACE: 70 LAPS - 189.695 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	DANIEL RICCIARDO	RED BULL-RENAULT	70	1h39m12.830s	1m18.640s	2	46.880s	6
2	NICO ROSBERG	MERCEDES	70	+4.236s	1m18.881s	2	48.984s	1
3	SEBASTIAN VETTEL	RED BULL-RENAULT	70	+5.247s	1m19.171s	2	47.244s	3
4	JENSON BUTTON	McLAREN-MERCEDES	70	+11.755s	1m18.759s	2	48.543s	9
5	NICO HULKENBERG	FORCE INDIA-MERCEDES	70	+12.843s	1m18.936s	1	23.902s	11
6	FERNANDO ALONSO	FERRARI	70	+14.869s	1m18.614s	2	47.722s	7
7	VALTTERI BOTTAS	WILLIAMS-MERCEDES	70	+23.578s	1m19.321s	2	47.939s	4
8	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	70	+28.026s	1m19.399s	2	48.408s	8
9	KEVIN MAGNUSSEN	McLAREN-MERCEDES	70	+29.254s	1m18.819s	2	47.386s	12
10	KIMI RAIKKONEN	FERRARI	70	+53.678s	1m18.529s	2	48.146s	10
11	SERGIO PEREZ	FORCE INDIA-MERCEDES	69	collision	1m19.491s	1	23.907s	13
12	FELIPE MASSA	WILLIAMS-MERCEDES	69	collision	1m18.504s	2	51.961s	5
13	ADRIAN SUTIL	SAUBER-FERRARI	69	+1 lap	1m20.226s	2	47.771s	16
14	ESTEBAN GUTIERREZ	SAUBER-FERRARI	64	power unit	1m20.112s	3	1m13.541s	22
R	ROMAIN GROSJEAN	LOTUS-RENAULT	59	broken rear wing	1m19.650s	2	47.799s	14
R	DANIL KVIAT	TORO ROSSO-RENAULT	47	transmission	1m19.978s	2	50.933s	15
R	LEWIS HAMILTON	MERCEDES	46	brakes	1m18.942s	2	47.971s	2
R	KAMUI KOBAYASHI	CATERHAM-RENAULT	23	suspension	1m23.130s	0	-	21
R	PASTOR MALDONADO	LOTUS-RENAULT	21	power unit	1m21.514s	0	-	17
R	MARCUS ERICSSON	CATERHAM-RENAULT	7	power unit	1m51.041s	0	-	20
R	MAX CHILTON	MARUSSIA-FERRARI	0	collision	-	0	-	18
R	JULES BIANCHI	MARUSSIA-FERRARI	0	collision	-	0	-	19

Weather: 28C, sunny. Winner's average speed: 114.718mph. Fastest lap: Massa 1m18.504s (124.270mph) on lap 58. Lap leaders: 1-17 Rosberg, 18 Hamilton, 19-43 Rosberg, 44-45 Hamilton, 46-47 Massa, 48-67 Rosberg, 68-70 Ricciardo. Kobayashi had five-place grid penalty for changing gearbox; Gutierrez required to start from the pitlane: car modified while under parc ferme conditions (change of survival cell).

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	ROSBERG	140	1 st	2 nd	2 nd	2 nd	2 nd	1 st	2 nd												
2	HAMILTON	118	ret	1 st	1 st	1 st	1 st	2 nd	ret												
3	RICCIARDO	79	ex	ret	4 th	4 th	3 rd	3 rd	1 st												
4	ALONSO	69	4 th	4 th	9 th	3 rd	6 th	4 th	6 th												
5	VETTEL	60	ret	3 rd	6 th	5 th	4 th	ret	3 rd												
6	HULKENBERG	57	6 th	5 th	5 th	6 th	10 th	5 th	5 th												
7	BUTTON	43	3 rd	6 th	17 th	11 th	11 th	6 th	4 th												
8	BOTTAS	40	5 th	8 th	8 th	7 th	5 th	ret	7 th												
9	MAGNUSSEN	23	2 nd	9 th	ret	13 th	12 th	10 th	9 th												
10	PEREZ	20	10 th	dns	3 rd	9 th	9 th	ret	11 th												
11	MASSA	18	ret	7 th	7 th	15 th	13 th	7 th	12 th												
12	RAIKKONEN	18	7 th	12 th	10 th	8 th	7 th	12 th	10 th												
13	GROSJEAN	8	ret	11 th	12 th	ret	8 th	8 th	ret												
14	VERGNE	8	8 th	ret	ret	12 th	ret	ret	8 th												
15	KVIAT	4	9 th	10 th	11 th	10 th	14 th	ret	ret												
16	BIANCHI	2	nc	ret	16 th	17 th	18 th	9 th	ret												
17	SUTIL	0	11 th	ret	ret	ret	17 th	ret	13 th												
18	ERICSSON	0	ret	14 th	ret	20 th	20 th	11 th	ret												
19	GUTIERREZ	0	12 th	ret	ret	16 th	16 th	ret	14 th												
20	CHILTON	0	13 th	15 th	13 th	19 th	19 th	14 th	ret												
21	KOBAYASHI	0	ret	13 th	15 th	18 th	ret	13 th	ret												
22	MALDONADO	0	ret	ret	14 th	14 th	15 th	dns	ret												



First win for Ricciardo and Red Bull RB10



Pick a winner from this bunch



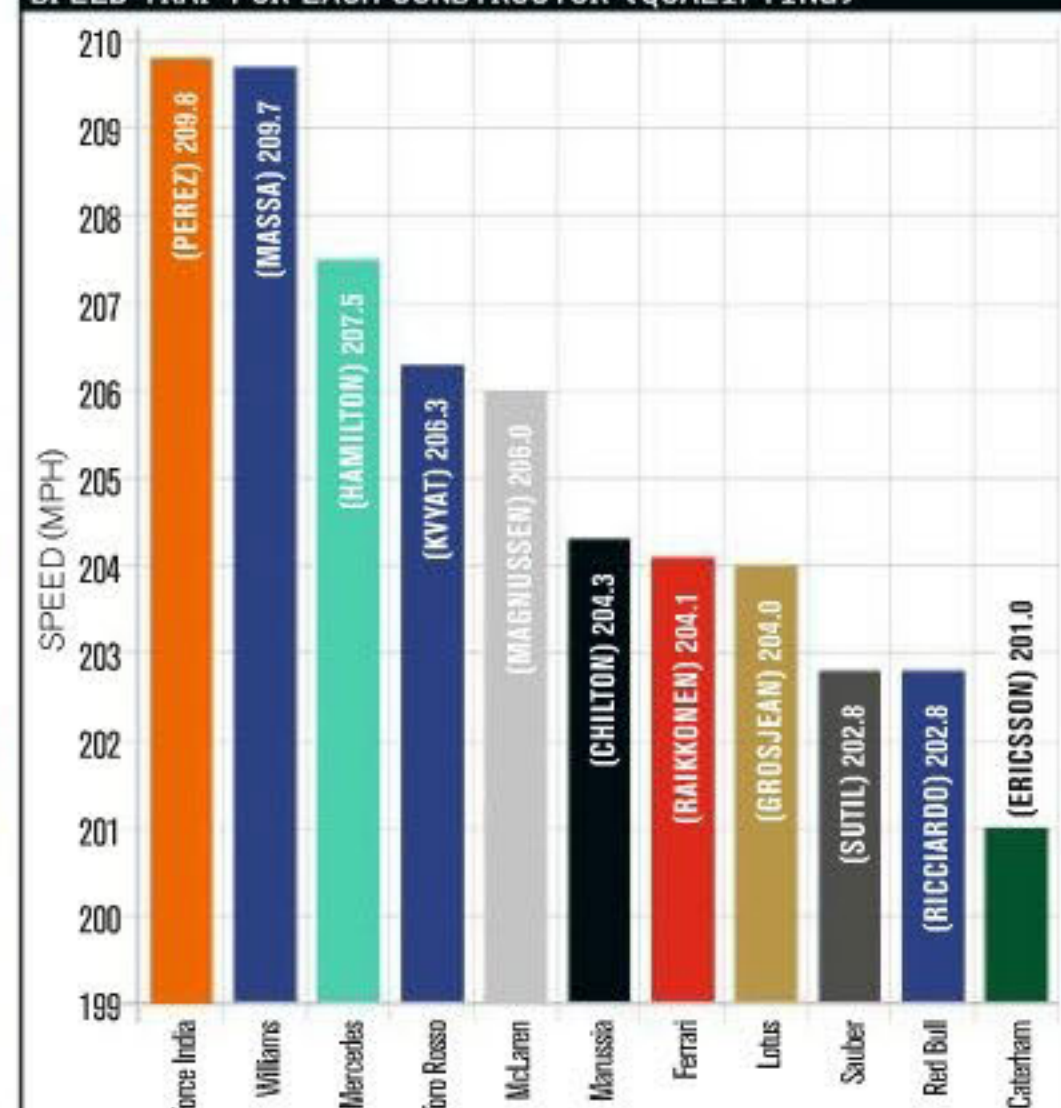
Rare Chilton sighting on raceday

CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	MERCEDES	258	25	43	43	43	43	43	18												
2	RED BULL	139	0	15	20	22	27	15	40												
3	FERRARI	87	18	12	3	19	14	12	9												
4	FORCE INDIA	77	9	10	25	10	3	10	10												
5	McLAREN	66	33	10	0	0	0	9	14												
6	WILLIAMS	58	10	10	10	6	10	6	6												
7	TORO ROSSO	12	6	1	0	1	0	0	4												
8	LOTUS	8	0	0	0	0	4	4	0												
9	MARUSSIA	2	0	0	0	0	0	2	0												
10	SAUBER	0	0	0	0	0	0	0	0												
11	CATERHAM	0	0	0	0	0	0	0	0												



SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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FORIX

What Newey's move could mean for Red Bull

Adrian Newey has decided to take a step back from Formula 1, so what impact will that have on Red Bull? JONATHAN NOBLE investigates

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Red Bull's victory in the Canadian Grand Prix might have resurrected faded hopes of launching a title challenge this year, but its longer term future still raises big question marks. A surprise decision by Adrian Newey to step back from his role as Red Bull's chief technical officer at the end of this year has cast doubts about its chances of keeping together the design team that helped it to four consecutive title doubles.

Newey has grown tired of the increasingly restrictive nature of F1's rules, and is to switch to a new role working on so-far unspecified projects for Red Bull – with only an advisory role in the F1 team.

Although the Milton Keynes-based squad is playing down the impact of the change, it is clear that losing the design genius's full-time commitment will leave it weaker.

WHY NEWHEY IS STEPPING BACK

Newey's future has been the subject of intense speculation in recent weeks, amid suggestions that Ferrari was interested in luring him to Maranello as part of its current team overhaul.

While accepting that it may have to 'go to market' to lure new talent,

Ferrari remains adamant that there were no discussions with Newey. Ferrari team principal Matteo Mattiacci told AUTOSPORT: "As I said in Monte Carlo, we never contacted Adrian. It's good that he continues to work with Red Bull."

But the potential interest was enough for Red Bull to make moves to shore up Newey's future – and ensure he was locked in to a deal that kept him happy and, more importantly, away from the grasp of other outfits.

Newey has admitted his love of F1's technical challenge has waned, because the sport's rules are now so strict they prevent the kind of innovation that fuelled his interest – which is why Red Bull sorted out the best deal it could to ensure he maintained some link with the team. "I just feel, to be perfectly honest, the current regulations are very restrictive, which is a shame," explained Newey in Montreal. "It's difficult to find new areas to explore because they are so tight."

"At the same time, I'd like to see if I can apply my ability – whatever that might be – to other areas."

"I'll be fully involved with the team over the next few months. During that time we will look at how the engineering structure will



"We have a very good level of talent. Hopefully that can continue so it can be a smooth transition"

Adrian Newey

run in the future, and then, once I get fully into the new projects, I will step back and take on much more of an advisory role and, if you like, mentoring some of my colleague engineers."

While Newey will maintain that

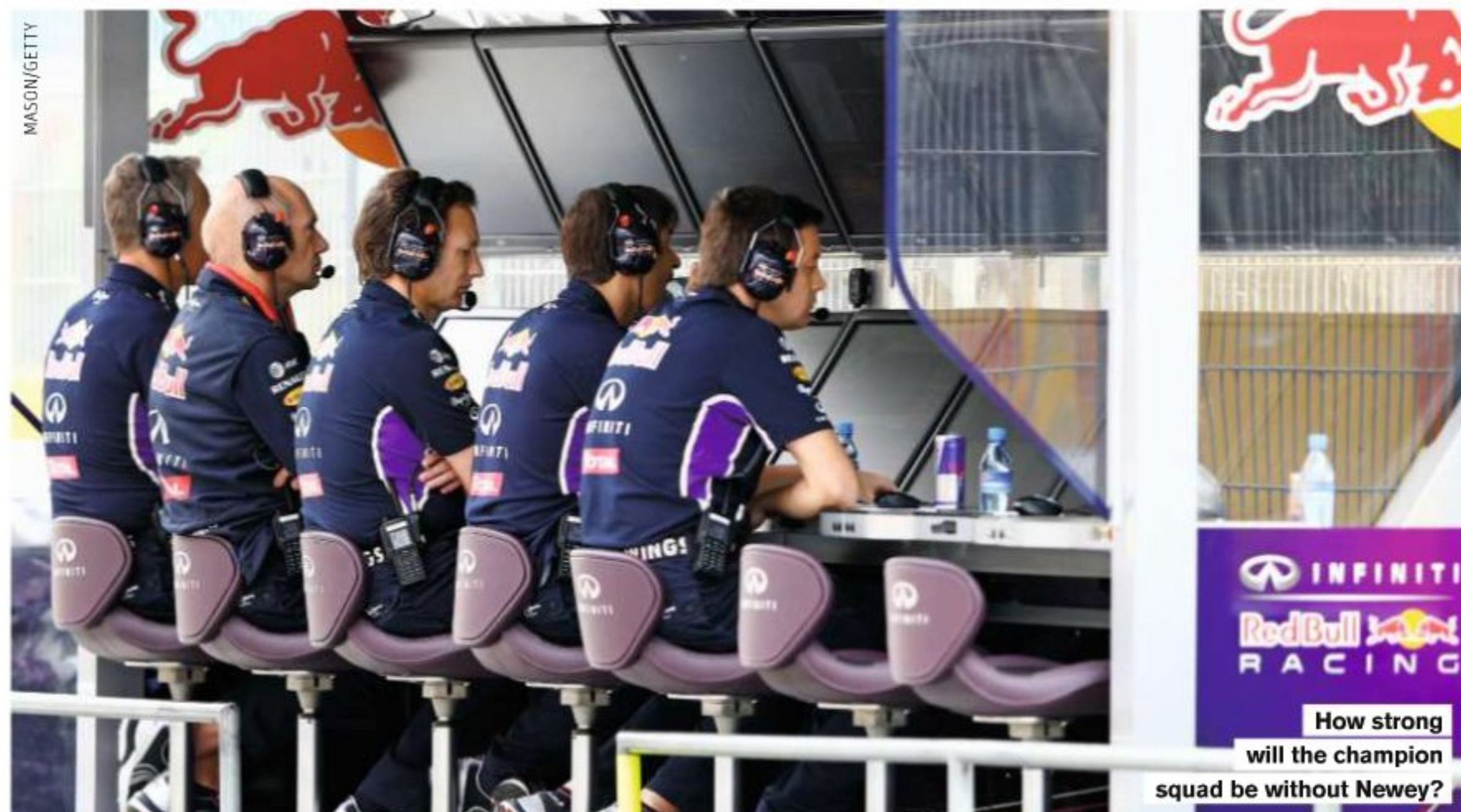
advisory role for the team, his priority will be on new technology projects. Red Bull has said the details of this will be made public later this year, but speculation has already linked him with road car projects or a Red Bull-backed America's Cup yachting effort.

THE IMPACT ON RED BULL

Newey's move to his new role means Red Bull will no longer have exclusive call on the man who helped it to such success in recent years. And while he has often talked of Red Bull's brilliance being not just down to him, pointing instead to the design team he helped put in



Newey is looking towards challenges away from F1



How strong will the champion squad be without Newey?



Ricciardo's success was Red Bull's 48th grand prix victory

place, the impact of him stepping back will still be significant.

Red Bull is adamant it has the strength in depth to ensure it does not suffer when Newey moves aside, the man himself said he could only be 'hopeful' there would not be a dip in form.

"We've a very good level of talent at Milton Keynes we have managed to develop and nurture over the past years," says Newey. "Hopefully that can continue to build, and as I say, I'll be available if they would like or need advice. So hopefully it can be a reasonably smooth transition."

But it is not just the loss of Newey that has left Red Bull

exposed, for the super-strong technical team that supported him has also started to break up. Peter Prodromou, its former chief aerodynamicist, is moving to McLaren, while Mark Ellis (former head of vehicle dynamics) and Giles Wood (chief engineer for simulation) are on their way to Mercedes.

It is clear Red Bull's technical structure will be in a state of readjustment as it prepares for its next era when Newey's focus is elsewhere.

Team boss Christian Horner made it clear in Montreal that there was no plan to replace Newey - and was eager to play down talk that



Newey congratulates Ricciardo in Canada

Red Bull could face the same situation as McLaren and Williams found when they lost him and suffered a dip in form.

"He hasn't left," explained Horner. "He is still going to be drawing, he is still going to be contributing, he is still going to be coming to the office in Milton Keynes, and he is still going to be spending a percentage of his time focused on assisting the F1 team."

But rivals are not so convinced that Red Bull will have as smooth a time as it is predicting.

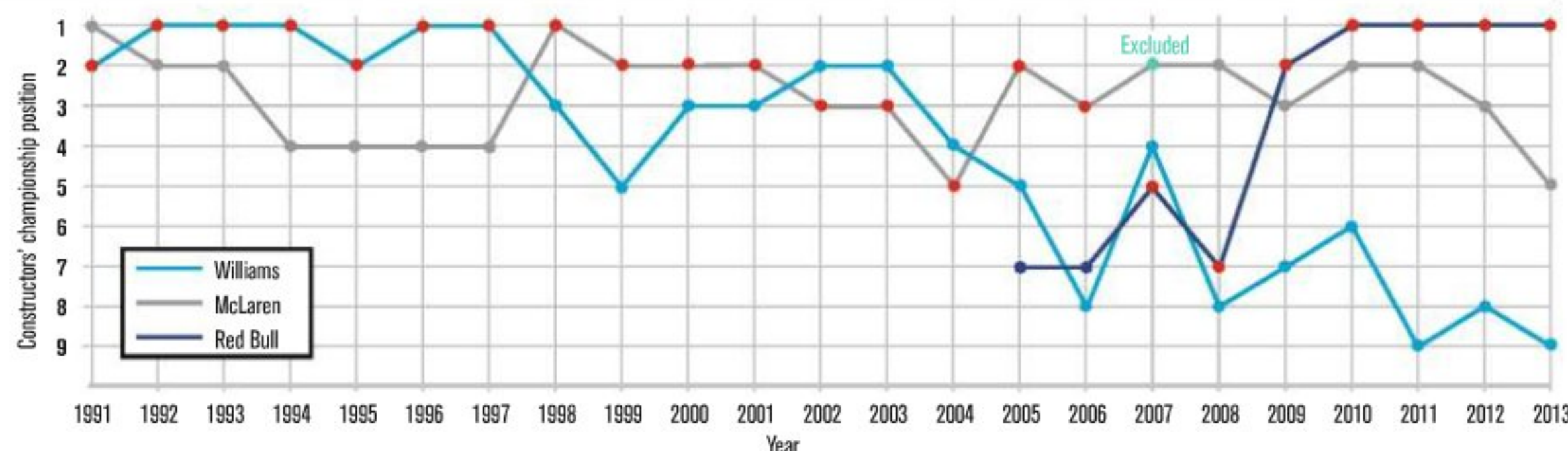
"You think it will damage them?" said Mercedes motorsport boss Toto Wolff. "Well, then I hope so."

NEWAY'S F1 RECORD ACROSS THREE TOP TEAMS

This graph shows the influence that Adrian Newey has had on the F1 squads he has worked for.

The constructors' championship positions of the teams Newey has been at are indicated with a red dot.

It spans the cars he had an influence on. For example, even though he left Williams at the end of 1996, the 1997 car is included in his data.



World Rallying closes on 2015 format shake-up

In a bid to revive its flagging audience the WRC, its promoter and teams are ready to alter the format of events for 2015. **DAVID EVANS** explains the thinking



The World Rally Championship stands on the verge of its biggest regulation change in recent history. Certainly its most divisive.

A downturn in television coverage of the series has forced the sport's promoter (WRC Promoter) to consider drastic action in an attempt to drive viewers back to the world championship. The final decision on the future of the series will be made at September's World Motor Sport Council meeting.

During last week's Rally Italy,

AUTOSPORT was given access to the two options open to WRC Promoter for a revamped 2015 season.

The question centres on the final day of WRC rounds, which many feel have become too proceessional. The Powerstage was introduced at the start of 2011, offering bonus points to the three fastest times through the final stage. Since this failed to provoke further interest from broadcasters, more wide-ranging change is coming.

The first plan is to run a two-day WRC round with a route of around

200 miles, finishing on Saturday night. An as-yet-undecided number of crews will then gather again on Sunday for a single shoot-out stage, outside of the final classification. Extra points will be offered for this stage.

The other alternative is more radical, but is said to have gathered much more support – and is backed heavily by Volkswagen's Jost Capito.

First reported by AUTOSPORT last year, this involves a paired shoot-out for drivers throughout the top 10 to decide the final position on the final stage, while retaining the current Thursday-Sunday format. That initial plan has evolved.

The driver ahead in the pairing will have a weighting based on how much faster they have been through the event. In the fight for first place, if the driver in the lead going into the final stage was, for example, 0.1s per kilometre faster than the driver in second place then that difference is multiplied by the length of the stage; a 10-kilometre final stage would offer the leader a one-second advantage through the last test.

This weighting allied to points



"People are still focused on trying to attract a television audience which, probably, is unachievable"

Former WRC promoter David Richards

being offered at the end of every day, it is hoped, will ensure that drivers continue to push through the earlier stages of the rally.

"We have a really good solution now and everybody is aligned on this," says Capito. "Yes, it needs



VW boss Capito (centre left) is behind the format changes



Hyundai is one of several teams that now agree on a new direction

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



DO WE NEED THE CHANGE?

Do we really? Two rallies ago we had one of the best battles in years in Argentina and round six in Italy wasn't half bad last week.

But were they the exceptions or the rule? Go on, be honest. Right now, they're the exceptions.

What concerns me is the apparent lack of faith being shown in the WRC; that we reach so easily for gimmicks to entice those on the fringes isn't right to me. It never will be, I'm a million miles away from the fringes. I like this sport. And breathe it.

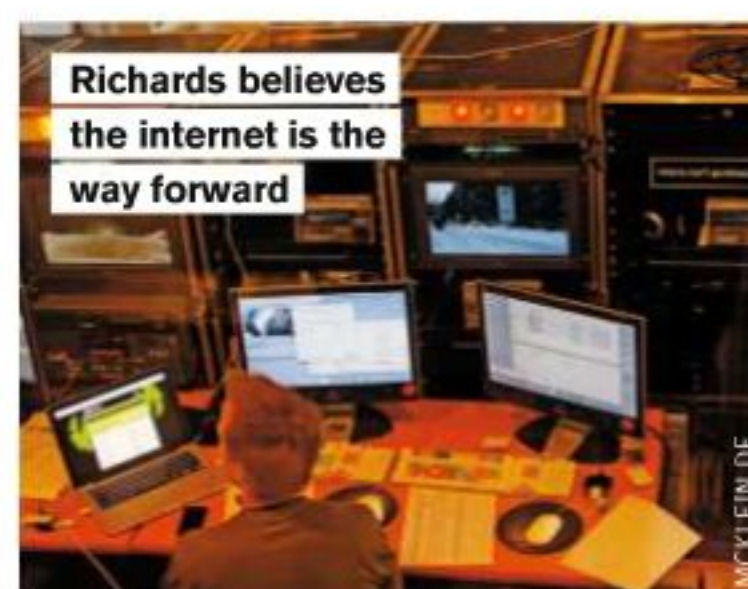
But such dedication to the WRC cause doesn't mean burying one's head in the sand. Ultimately, more manufacturers would mean more seats, would mean more drivers, would mean more exciting rallies. When we get there, when we get to the point where manufacturers can't afford not to be involved in the WRC, then we can bin all this final-day business and get back to rallying in its simplest form. That simplest form means a race from a to b against the clock in cars we can identify with over roads we'd never dream of driving on at speeds that come from another planet.

For now, we're miles away from letting the sport do the work for us. The sport needs visibility and if that means signing up for a new final-day format then let's give it a go.

We're not selling our soul. Just renting it out for a while.



Will Toyota commit to the WRC if the shake-up goes ahead?



Richards believes the internet is the way forward

some more detail work, but this won't be a big change in the format of rallies. Taking the example you have, a one-second advantage over a 10 kilometre stage is a lot to the drivers, but for the television viewer one second over 10km is nothing."

WRC Promoter declined to comment on the specifics of the proposal, but they are known to be firmly behind the need for change on the grounds that a potentially more exciting final day will make the WRC an easier sell to broadcasters.

M-Sport team principal Malcolm Wilson has been won over. He says: "It's going in the right direction now. The teams are all working on how the points would theoretically work

and how it would affecting the championship. We're getting there."

Hyundai's Michel Nandan echoed those sentiments, with the caveat that WRC Promoter must have a market for what is a made-for-television spectacle.

He said: "I think this is a good proposal, it can improve the show and make it more easy to present to television. This can make it more attractive – we want the cars close together and fighting – and we need to know we can sell the television."

Former WRC promoter David Richards admits he's bemused at the way the business model is being built for television.

"This talk about the changes to

the final day of WRC rounds is not necessary," says Richards. "People are still focused on trying to attract a television audience which, probably, is unachievable. Why don't we go back to the roots? Get the product right and try it in a different way. Sometimes you have to say, 'this is pushing water uphill. What are the alternatives?' And then you have to be bold about that."

Richards feels a stronger internet presence could be used to lead demand for the television. He adds: "You try to fund TV production by rights fees from different television stations around the world. Those rights fees are diminishing all the time and the upshot of that is that

you get fewer people watching, meaning less commercial value. If you aim to become the dominant motorsport on the internet and transfer live spectators from around the world – sometimes a million people on an event – into people who watch it on the internet, what you would then have is tens of millions of people watching on the internet, giving value."

World Rally champion Sebastien Ogier says: "Initially, I was not really for the plan – it was not in the spirit of rallying. But in the end nobody proposed a better idea and I agree that we need to have something to show live at the same time on Sunday."

Citroen's Kris Meeke says he can't see the need for such big change. "I still think it's bullshit. Why do we have to change the DNA of the sport so radically? We're trying to make this sport easier for those on the fringes to get into and understand, and we're now coming out with a complicated equation for those viewers to do before they can even understand who might or might not win." ❧

KRISTENSEN GOES FOR 10

Audi star Tom Kristensen is aiming for his 10th Le Mans win this weekend. **GARY WATKINS** asked key sportscar figures what makes the Dane so formidable

32

Ralf Juttner

Joest Racing
technical director



What single quality has made Tom so successful at Le Mans?

That is a difficult question, but there have to be reasons he has won nine times. It can't be by chance.

Tom has a big-picture approach and he is able to transfer that to his team-mates and the whole team. But he has always had an amazing level of concentration, which I think stems from his coolness. He is so calm in the car, and was from the very first time he drove for us with the Porsche in 1997. He showed up and was ultra-cool from the beginning. That has played a big part in his success and is why he's always able to go quick and not make mistakes.

Which is his greatest Le Mans victory so far?

I would have to say the first one in '97, because he turned up at Le Mans with no idea about the race, the track, the car or the team. He didn't get a lot of time in the car during qualifying, because you are always going to put the experienced guys out first to check the car, do the set-up and then qualify.

We told him to take it easy in the beginning of the race, which he did. But you could see during

Kristensen was inspired on Le Mans debut



the night that he felt he had taken it easy for long enough. That was during his amazing quadruple stint, the one that everyone still talks about.

In those days, we had the old split monitor with the classification down the left-hand side and the scrolling lap times down the right. One star next to the car number meant the fastest lap for that car, two stars meant fastest lap overall. All of a sudden, our car had a star next to it, and then another the next lap. The next lap, it was two stars, then two stars again and finally two stars for a third lap in a row.

That was during his third stint on the tyres, which

was a sensation at the time. After that, he was on his way to the pits and already had his belts loosened because Michele [Alboreto] was due to go in the car. I asked him on the radio if he was OK to do a fourth stint, so we fuelled the car, tightened the belts and sent him out on the same tyres, and he was still super-quick.

The most amazing thing for me was to see his development over 10 or 12 hours of the race. He was a nobody in terms of Le Mans when he arrived, but we quickly realised that we had a star on our hands.

Rinaldo Capello

Team-mate in 2003-04 and 2006-12

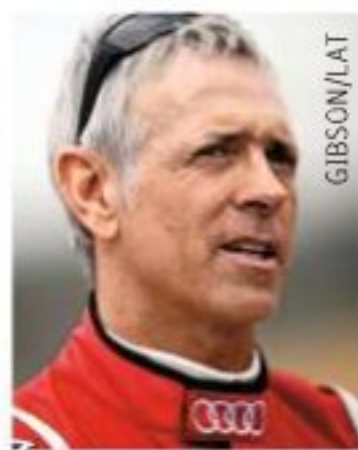
What single quality has made Tom so successful at Le Mans?

Every driver has ups and downs, and Tom has had them too. But I am talking about championships and other races — I am not talking about Le Mans. Tom doesn't have ups and downs at Le Mans. I cannot remember one time when he hasn't performed at the top level in the 24 Hours.

Every driver has a favourite circuit where he is always fast and can make a real difference, no matter what car he is driving. And for Tom that circuit is Le Mans.

Which is his greatest Le Mans victory so far?

What we did in 2008 has to be Tom's best victory at Le Mans. On paper we didn't have a chance to compete against the Peugeot, but at a certain point of the race, we said forget about what it says on paper. Tom, as always, drove the perfect race at Le Mans.

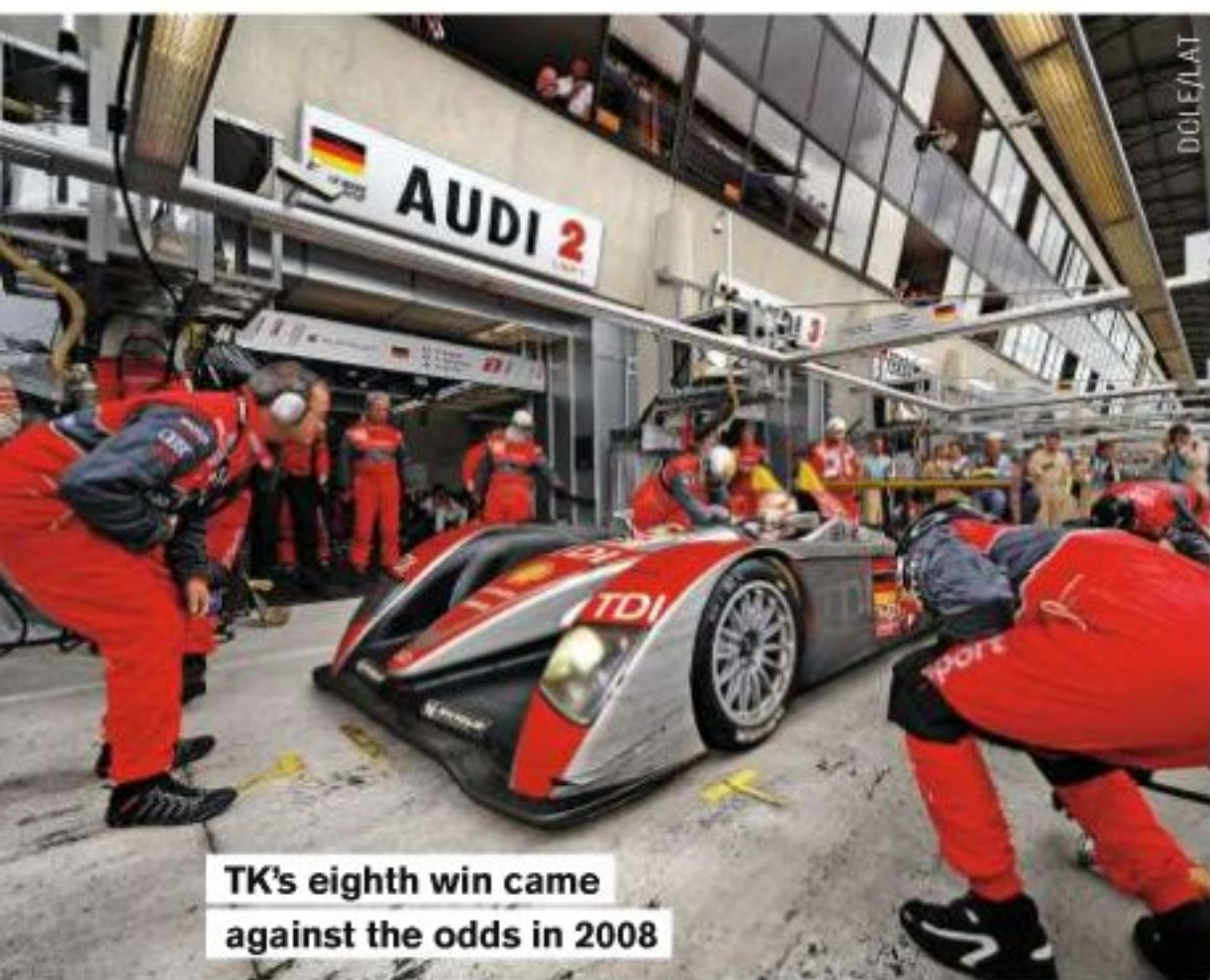


GIBSON/LAT



Celebrating in 1997 with Johansson and Alboreto

LAT



DOLE/LAT

TK's eighth win came against the odds in 2008

Reinhold Joest

Joest Racing team boss

What single quality has made Tom so successful at Le Mans?

Tom is very clever and has never stopped learning at Le Mans. He has kept on getting better and better through his time with Audi.

Which is his greatest Le Mans victory so far?

The first one has to be the best, because he turned up as a rookie with no testing in the car he was going to drive and won the race.



Wolfgang Ullrich

Audi Sport team boss

What single quality has made Tom so successful at Le Mans?

Hard work and attention to detail. He always uses all his experience and brings that to the team. He takes a central role within each car crew he is part of and looks into every detail.

Which is his greatest Le Mans victory so far?

The special race for me was the one with Team Goh in 2004. Tom was the one who made the difference in the way he brought everything together.

His partnership with Dindo [Rinaldo Capello], which had started the year before at Bentley, was important, as was his relationship with Jo Hausner [who engineered the winning car in 2000-04]. But perhaps more important was Tom's personality and his understanding of the Japanese mentality. He turned Goh into a winning team.



Allan McNish

Team-mate 2006-13

What single quality has made Tom so successful at Le Mans?

Tom has an amazing concentration and focus on and off the track. That ability to keep his focus in a very high pressure environment is probably his greatest attribute.

He does a heck of a lot of work behind the scenes to make sure he has the right team-mates, the right car, the right everything. You could say he has been fortunate to be in the right car at the right time, but I think it's a little bit more than good luck.



Which is his greatest Le Mans victory so far?

It has to be 2013: that was his best race because of the circumstances. I know how much it meant to him, because of his father dying earlier in the year and then because of the death of Allan [Simonsen] early in the race.

I know the affect it had on him from a Danish perspective. That victory was not just down to TK's ability to drive a racing car; a large part of it was down to his ability to manage those emotions and pressures in a tremendously pressured race. Audi's hopes rested on us and we had to deal with the changing weather and Toyota breathing down our necks, and he had the extra pressure of a nation on his shoulders.



McNish, TK and Duval took 24 Hours and world title in 2013

TOM KRISTENSEN'S NINE LE MANS WINS

YEAR	CAR	TEAM	TEAM-MATES
1997	Porsche WSC95	Joest	Michele Alboreto/Stefan Johansson
2000	Audi R8	Joest	Emanuele Pirro/Frank Biela
2001	Audi R8	Joest	Emanuele Pirro/Frank Biela
2002	Audi R8	Joest	Emanuele Pirro/Frank Biela
2003	Bentley Speed 8	Apex/Joest	Rinaldo Capello/Guy Smith
2004	Audi R8	Team Goh	Rinaldo Capello/Seiji Ara
2005	Audi R8	Champion	JJ Lehto/Marco Werner
2008	Audi R10 TDI	Joest	Allan McNish/Rinaldo Capello
2013	Audi R18 e-tron quattro	Joest	Allan McNish/Loic Duval



2013

My favourite victory is always the next one

TOM KRISTENSEN

WHY PORSCHE HAD TO RETURN TO LE MANS

Porsche is chasing its 17th overall victory – for the first time since it claimed its last one in 1998. **CHARLES BRADLEY** investigates why



The most successful marque in the history of the Le Mans 24 Hours returns this year for the first time as a works team aiming for overall victory since 1998. Back then, Porsche's mighty 911 GT1 saw off the rival factory challenges of giants Mercedes,

BMW, Toyota and Nissan. After that, it withdrew from the top category, opening the door for (much larger) Volkswagen sister brand Audi to begin its period of domination.

Now Porsche is back with its all-new 919 Hybrid, and will take on Audi and Toyota this weekend in the French endurance sportscar classic in the top LMP1 division. But why now? And how much currency does Porsche carry these days in comparison to the car-making heavyweights it's going up against?

"Motorsport is very important to us, and I think this is the biggest motorsport programme we ever did in our history," declares Porsche's research and development boss

Wolfgang Hatz, the man responsible for bringing Porsche back to Le Mans. "For the first time, after such a long period away, we now have this new team. It's very exciting, such big motivation for everybody."

Hatz, who has previously worked for BMW and Opel in its motorsport divisions, had a stint at Porsche in the late '80s, working on its most-recent (and ill-starred) F1 engine programme with Footwork. He returned after time with Audi and VW, and – in his role as a board member – it was his call to take on the huge challenge ahead.

"When we started to discuss it at the end of 2010, there was obviously two options for us," he relates. "And a lot of people thought with my Formula 1 history that it's clear which way we go; he does F1. But I was very much towards LMP for two reasons."

"First thing: Porsche has more victories at Le Mans and has a big history in long-distance events; second thing: this style of racing has more road relevance than F1. ▶

Porsche's race team,
like the car, is all-new



► “My plan was always to do everything in-house. In this timescale, it’s not possible to do that in F1 – it’s not the engine, or the powertrain [that’s the problem], it’s the aero. The aero know-how, well, we know what it takes from our good friends at Red Bull Racing. You have to be realistic, yeah?”

“If we came there, our objective would not be just to participate, so overall endurance racing was the right programme for us. And what we’ve achieved in this past three and a half years is quite impressive.

“Honestly, we have to do this step by step. We have to be careful of our expectations for this year: we want to be competitive and reliable. We have a high respect for our competition, they are very high-level competitors, so I have to think it’s impossible for us to think we’ll be in front of everybody. This year is a learning year for us. Then, in 2015... [he leans back in his seat and smiles as his voice tails off.]”

You can read about the details of the 919’s radical layout for Porsche’s top-level sportscar return on page 38, but it’s worth a reminder here: a two-litre V4 petrol engine features two hybrid systems, one driven by the turbocharger that feeds the car’s lithium-ion batteries and another that does likewise by harvesting energy under braking. This energy is then released to provide extra power – up to 250bhp – through the front wheels,

making the car four-wheel drive when this power is unleashed.

In comparison, the Audi has a flywheel capable of producing much less recovered energy, and the Toyota a supercapacitor – which is in the same class of hybrid potency as Porsche but is a very different solution. And it’s been a case of so far, so good for Porsche in the World Endurance Championship, with a podium finish notched up

at the first attempt in Silverstone’s opening round – with star signing Mark Webber sharing with Brendon Hartley and Timo Bernhard – and its first pole position at Spa last time out.

“You have to understand that this is really high-level technology; it’s more complex than a Formula 1 car,” says Hatz. “We have shown a decent performance so far, but we have high potential to add something – we are not 100 per cent. Our concept is more towards Le Mans, so we expected a big gap at Silverstone, a difficult time, but the gap was not so big. What we learned there is that we have to work harder to get a bigger window for the car to work on these tyres.

“I was happy when I saw everything presented for our first race back. I think it was a good step. It’s tough because everything has to work: if the car is bad, you have a problem. If the team doesn’t work well, you have a problem, and so on. Everything has to be as strong as possible, because if one link of the chain doesn’t work, the whole chain is broken.

“The problems start if you don’t have a reliable car. The base for development is very difficult unless you have a lot of circuit time. If you don’t have that, then you’re in deep shit! So we need a very reliable car.”

And, of course, those rivals have had a two-year headstart with this kind of technology – even more if you consider the strength of Audi’s sportscar

Webber (left)
with his new
boss Hatz



campaigns of recent seasons.

Hatz admits: "In the past year, and certainly the past three or four months, the learning curve has been like this [Hatz raises his hand to a near-vertical angle], ja? And we still have hypertension!"

"I think our concept is, for sure, the most advanced one. Starting from the engine, the hybrid and recovery systems, I think we have the most complicated car. It was the result of long discussions, whether we ran a V4 or V6. Of course, the V6 was the easy solution, much safer, but we decided that the V4 fits our efficiency concept better."

And this is where the 'why now?' question is answered. The race-organising and rule-making ACO's new energy-efficient regulations, that have effectively knocked 25 per cent of the fuel usage out of the equation, provided the perfect timing for Porsche's comeback.

"Absolutely," confirms Hatz. "Efficiency at Porsche has always been very important. A Porsche sportscar [on the road] is an efficient car, this is part of our strategy of performance. This fits perfectly. Another big point was that I wanted to use this programme to build-up know-how in our R&D department. This is a big investment for our company – it's big money. But that means we get experience for our engineers."

Porsche is no stranger to hybrid motorsport technology, having successfully run a flywheel-powered Porsche 911 GT3-R Hybrid in the Nurburgring 24 Hours as long ago as 2010.

Hatz nods: "We have quite a lot of know-how in this area, and with the 918 Spyder [road car] I think it shows we have good levels of expertise."

In terms of investment in people, Hatz says it's "difficult to say" when it comes to the staff level it has taken to get to this point: "With indirect people, it's more than 250, because we get a lot of support from other departments. So not to the extreme of an F1 team, but we spend on windtunnels and aero, engine and hybrid development and so on."

And in terms of budget? It's a definite "no comment" from the Porsche executive when asked, although he does allow: "It's for sure less than the competitors because we are a small company. A certain amount of budget is necessary, you need a certain amount to be successful, but if you just double that budget, then that's wrong. Let's say we have a reasonable enough budget to be successful."

"The big advantage that we have is that our decision-making process is very simple. I'm so close to the programme that I can take a decision very simply, without hesitation. If we say, 'we do this', we do it. It's that simple."

Hatz reveals he has a budget in place for this programme until 2016, and that, "when you add the budget together from 2011-'12-'13-'14-'15-'16 it's a huge amount, so we must spend it wisely".

And if its old rival from the early '70s, Ferrari, was to return, would that help to keep his colleagues on the board happy? "That I would appreciate very much!" he smiles.

So this year's return is a low-pressure, low-expectations affair. A learning year, in many ways. But with Porsche's reputation comes that pressure, a burden perhaps, that it must carry it off with a degree of distinction. It's an extra layer of sheen on an already delicately poised contest in the top-class prototype category.

There would be no disgrace in finishing last in the three-horse Le Mans race this year, but only as long as it's a solid building block to the top step of the podium in 2015.



There was a podium
WEC finish first time out



Webber is the star signing
in the 2014 driver line-up



Pitstop perfection is
something that takes time

WHO'S GOT THE TECHNOLOGY RACE RIGHT?

Perhaps the most fascinating aspect of this year's Le Mans 24 Hours is the wildly divergent technical approaches that the LMP1 manufacturers have taken, despite the fact that their end goal of chasing victory is the same. Surely they can't all be right? Who better to ask than Porsche's LMP1 technical director Alex Hitzinger, the former Red Bull/Toro Rosso/Cosworth engineering chief.

"Everybody starts with a concept, and then the elements fall into place from there," explains Hitzinger. "For us it was clear that we start with a gasoline engine, then we went for the most efficient version – turbocharged with low weight. That pushes you towards a certain engine configuration. Then you have to decide what to do with the ERS system, how high an energy level do you want to go to? And how do you want to store this energy?"

"But if you start from a different place – if you already have diesel technology, a large-capacity engine, you might want to keep this [i.e. Audi]. Then all your following decisions are different. The same is true if you start with a naturally aspirated gasoline engine [i.e. Toyota], and maybe you have already developed a front- and rear-axle KERS two years ago – so this is proven technology that you'll want to use. That is why we have all ended up in a different place; different routes for different reasons."

"We designed our concept very pragmatically, the most pure in terms of thermodynamic efficiency. That's not so easy to handle from a mechanical point of view, but it has pure performance advantages. Are we right or wrong? We will see later! The three concepts might be very different, but from what we've seen so far the lap times are very close."



Hatz (in hood) and
Hitzinger (to his right)
crave success at Le Mans

THE

ENDING

BRINGING PORSCHE BACK TO LE MANS

New rules at the top of sportscar racing have brought back a legend.

IAN WAGSTAFF takes a look at the technology in the 919 Hybrid

38

Hybrid power systems in endurance racing were once the preserve of experimental pioneers such as Zytek Engineering and Flybrid, but now they're mainstream. Energy efficiency, not speed, are to be the bywords at Le Mans from now on: seven hybrids, from Audi, Toyota and Porsche, are entered to contest the overall win in this weekend's 24 Hours.

As far as Porsche is concerned, it's the new efficiency regulations for Le Mans and the World Endurance Championship that have brought about the company's return to the top endurance division after a 15-year absence.

The attraction for the manufacturers is the amount of choice open to them in the 2014 regulations as they seek to promote smaller, more-efficient engines in their road cars. It's probably true to say that never before have such opportunities been offered to those who want to use motor racing to develop power units for everyday use. For Audi it makes marketing sense to race a diesel hybrid. Such a car would be

inappropriate for sportscar icon Porsche, which makes use of a petrol hybrid, the rules enabling the Volkswagen Group to approach the WEC via two totally different routes.

HYBRID HISTORY

Hybrid power units are not new at Le Mans. Hope Racing ran an ORECA LMP1 in 2011, which combined a Heinz Lehmann-developed two-litre petrol engine with a Flybrid fully mechanical system that stored energy in a carbon disc under braking.

While Hope was the first to race a hybrid at Le Mans, Panoz had entered its Q9 GT1 car equipped with a Zytek energy-recovery system for the 1998 24 Hours but failed to make it through pre-qualifying. Eleven years later, British engineering company Zytek notched up the first hybrid podium in an international sportscar race together with the US Corsa Motorsports squad, when Corsa's Zytek Zo9HS finished third in an American Le Mans Series round at Lime Rock.

That car made use of the Zytek Q10, a non-invasive parallel system that consisted of a generator, battery and inverter. Energy normally wasted during deceleration was used to assist a 4.7-litre V8 internal-combustion engine during acceleration.

In 2012 major manufacturers joined the party, including Audi with its R18 e-tron quattro, which became the first hybrid car to win Le Mans. While Audi used diesel for its internal-combustion engine, Toyota, which returned to endurance racing that year, featured a petrol engine in its hybrid contender.

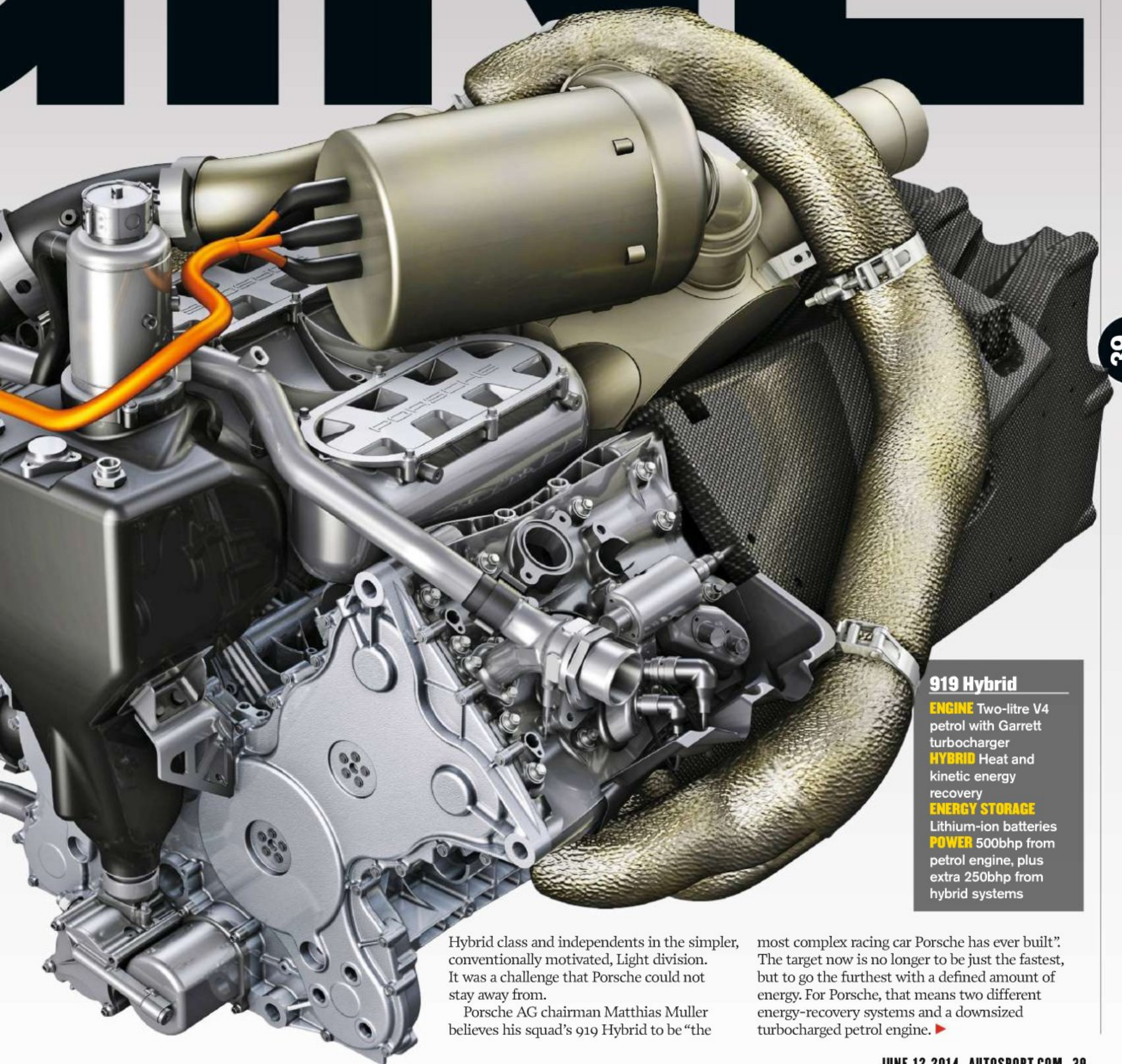
By last season, hybrid systems were *de rigueur*

if you wanted to win WEC races overall. Rule changes for 2014 indicated that energy efficiency has now become the driving force behind endurance racing, with perhaps understandably complicated rules designed to give the manufacturers the maximum opportunity to innovate and yet still be competitive.

To this end, the LMP1 category has been divided into two – LMP1-H and LMP1-L – with manufacturers expected to compete in the

Hybrid Panoz
failed to qualify
in 1998





919 Hybrid

ENGINE Two-litre V4 petrol with Garrett turbocharger

HYBRID Heat and kinetic energy recovery

ENERGY STORAGE Lithium-ion batteries

POWER 500bhp from petrol engine, plus extra 250bhp from hybrid systems

Hybrid class and independents in the simpler, conventionally motivated, Light division. It was a challenge that Porsche could not stay away from.

Porsche AG chairman Matthias Muller believes his squad's 919 Hybrid to be "the

most complex racing car Porsche has ever built". The target now is no longer to be just the fastest, but to go the furthest with a defined amount of energy. For Porsche, that means two different energy-recovery systems and a downsized turbocharged petrol engine. ▶

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Hybrid power gives 919 temporary four-wheel drive

► A compact V4, two-litre, single-Garrett-turbocharged engine, which revs to 9000rpm, forms the basis of the 919 Hybrid, performing load-bearing functions within the chassis. It features four valves per cylinder, double overhead camshaft, direct injection, aluminium cylinder crankcase, dry-sump lubrication and Bosch MS5 engine management. According to technical director Alex Hitzinger, who was formerly in Formula 1 with Red Bull, Toro Rosso and Cosworth, the short, four-cylinder V configuration is ideal for installation as a structural component.

From a thermodynamic point of view, the small number of cylinders also enables the ideal ratio between air and volume in the combustion chamber to be achieved.

Porsche had used a Williams Hybrid Power flywheel system in the 911 GT3-R Hybrid that it raced at the Nurburgring 24 Hours in 2010 and '11,

but Hitzinger decided this was not the way to go with its Le Mans challenger. One of the two energy-recovery systems used is familiar from the plug-in hybrid Porsche 918 Spyder road car. What is new is the recovery of thermal energy from exhaust gases. This system uses an electric generator, which is driven by the exhaust pressure.

The more established technology of the other system uses a Motor Generator Unit on the front axle, utilising braking phases to convert kinetic energy into electric energy. It is also stored in water-cooled lithium-ion battery packs – with cells supplied by US company A123 Systems – until the extra energy is required by the driver. Then the front generator is operated as a single electric motor, driving the front wheels via a differential in the acceleration phases. With the petrol engine conventionally driving the rear wheels, this enables the 919 Hybrid to temporarily

benefit from four-wheel drive. The claimed output for the combustion engine is over 490bhp at the rear axle and, for the Motor Generator Unit, nearly 250bhp at the front axle.

According to Hitzinger, the use of batteries as a storage system was the best compromise between energy and power density, giving more flexibility in strategy. The Bavarian believes that having A123 as an exclusive supplier means that Porsche enjoys a lighter solution than Audi or Toyota.

TECHNOLOGICAL CHALLENGES

The additional energy available adds complexity to the drivers' lives in that it enables them to choose from a number of automated drive modes. These have an effect on the vehicle dynamics as a function of the traffic, track layout and the weather. Having raced the 911 GT3-R Hybrid, Porsche already had information that could be used in the development of this.

It's all very different from the VW Group's other contender. The Audi R18 e-tron quattro is powered by a more conventionally configured V6 as part of its hybrid system. This turbocharged diesel is allied to a front-axle electric motor mated to an electric flywheel energy accumulator that feeds energy back under acceleration. Porsche, though, reckons that its little engine will benefit from fuel efficiency and low weight.

With such complex innovation, it's perhaps not surprising that it was engine problems that last year delayed testing of the 919 Hybrid. Porsche had originally told the press that it aimed to run in the eight-megajoule (MJ) energy-recovery class but, concerned about the amount of energy that it could recover, then said that it would only confirm this at a later stage. Following tests, the 919 Hybrid was eventually homologated at 6MJ. The regulations allow for four levels – two, four, six and eight MJ – with the allowable fuel consumption depending directly on the amount of electric energy the driver can use per lap in what is known as the boost function. The better the performance of the hybrid system, the less fuel may be used. In the 6MJ class, you're allowed to use up to 6MJ per 8.47-mile lap of Le Mans, but a flow metre will regulate the permissible petrol volume per lap to 4.79 litres.

The issue for Porsche during last year was a major vibration problem with the layout of the V4 engine. An extensive revision was carried out that included changing the firing order, which meant a new crankshaft and camshafts, as well as fresh calibration due to the gas-exhaust changes. A long lead time for the parts meant it was six more months before performance testing could begin.

Despite this, the 919 Hybrid appeared on time for its race debut at Silverstone, where it ran with a Le Mans aero package (as it did at Spa), making it difficult to really assess the effectiveness of its hybrid package. The true test comes this week...

MAKING SENSE OF THE RULES

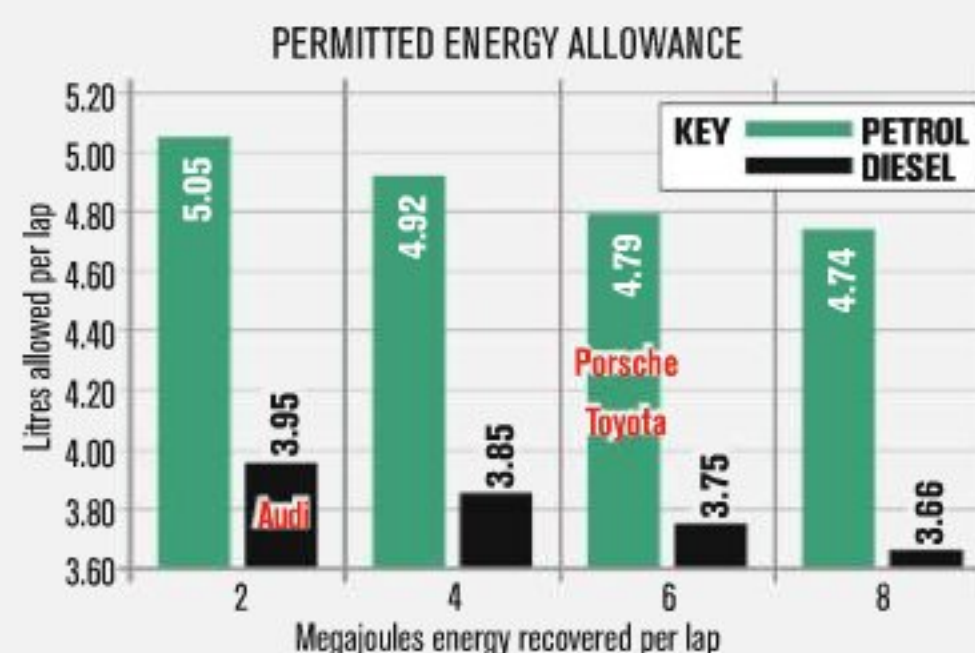
New LMP1 regulations have been implemented this season giving an increased emphasis on renewable energy. The division aimed at manufacturers, and now known as LMP1-H, makes energy-recovery systems (ERS) mandatory. The FIA regulations simply describe an ERS as "a system that is designed to recover energy from the car".

The freedom permitted to the manufacturers is indicated by the fact that there is no cubic-capacity limit for the engines (the independent entrants in LMP1-L, with no ERS, have a 5.5-litre limit). But for both petrol and diesel, only four-stroke engines with reciprocating pistons are permitted. Those choosing petrol can fit a 68.3-litre fuel tank, while diesels are confined to 54.8 litres.

The fuel energy (amount of chemical energy contained in 1kg of fuel) allocated for a diesel engine is the result of fuel energy per lap allocated for a petrol engine divided by the technology factor. This is a product of the fuel technology factor (a function of the ratio of diesel over petrol efficiencies) and the K technology factor (a function of diesel and petrol powertrain weight and ERS options).

Homologated fuel-flow meters have to be integrated into the fuel system. The homologated sensor directly measures the fuel pressure in the feed line of the main fuel-flow meter. This signal must be supplied to the FIA data logger. This technology has been introduced to control the fuel consumption of the LMP1-Hs, with the amount depending on how much electrical energy that can be called up. A quantity, useable per lap in all cases, has been defined on the basis of the Le Mans circuit depending on the type of engine used.

Four levels have been laid down, the latest versions of which are:



Porsche and Toyota have both chosen to operate in the 6MJ class, while Audi is in the 2MJ category. The fact that Porsche and Toyota are in the same class is about the only similarity between them. The Japanese manufacturer uses a supercapacitor storage system and a front and rear-axle kinetic ERS with a 3.7-litre, petrol normally-aspirated V8.

Audi is like Porsche in using a single turbo direct-injection engine and an ERS solely working on the front axle, but that's where the similarity ends. The four-litre V6 is a diesel and the storage system is a flywheel. The MGU-H (motor generator unit – heat) used previously by Audi has now been abandoned because of weight and weight distribution.

On the face of it, Audi's decision to go down the 2MJ route would seem to put it at disadvantage. But these are intriguing times. In a world plagued by spec series, the FIA has created a formula with no obvious answers.

BTCC

Oulton Park (GB)

June 8

Round 4/10



RESULTS

RACE 1: 12 LAPS, 32.304 MILES

1	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	20m49.803s
2	ROB COLLARD (GB) WSR BMW 125i M Sport	+2.692s
3	JASON PLATO (GB) MG (Triple Eight) MG6	+5.429s
4	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic Tourer	+7.628s
5	ROB AUSTIN (GB) Rob Austin Racing Audi A4	+8.357s
6	SAM TORDOFF (GB) MG (Triple Eight) MG6	+12.275s
7	MAT JACKSON (GB) Motorbase Ford Focus ST	+13.378s
8	NICK FOSTER (GB) WSR BMW 125i M Sport	+18.194s
9	TOM INGRAM (GB) Speedworks Toyota Avensis	+19.471s
10	MARC HYNES (GB) MG (Triple Eight) MG6	+19.810s
11	FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST	+20.319s
12	ARON SMITH (IRL) BMR Volkswagen Passat CC	+20.743s
13	ALAIN MENU (CH) BMR Volkswagen Passat CC	+21.824s
14	MATT NEAL (GB) Honda (Dynamics) Honda Civic Tourer	+22.255s*
15	ANDREW JORDAN (GB) Eurotech Honda Civic	+22.631s

Winner's average speed: 93.05mph. Fastest lap: Turkington, 1m43.363s, 93.75mph.
Pole: Turkington, 1m42.310s, 94.72mph. *includes 1s penalty for contact with Menu.

RACE 2: 14 LAPS, 37.688 MILES

1	TURKINGTON BMW	26m49.013s
2	AUSTIN Audi	+5.148s
3	COLLARD BMW	+5.317*
4	PLATO MG	+5.701s
5	SHEDDEN Honda	+6.279s
6	M JACKSON Ford	+8.944s
7	INGRAM Toyota (S)	+9.388s
8	SMITH VW	+9.723s
9	TORDOFF MG	+10.151s
10	JORDAN Honda	+10.733s
11	MENU VW	+10.738s**
12	NEAL Honda	+10.770s
13	JACK GOFF (GB) BMR Vauxhall Insignia	+11.407s
14	HYNES MG	+12.651s
15	JAMES COLE (GB) United Autosports Toyota Avensis	+13.343s

Winner's average speed: 84.32mph. Fastest lap: Turkington, 1m43.005s, 94.08mph.
Pole: Turkington. *includes 3.5s penalty for passing Austin under safety car conditions.
**includes 0.4s penalty for contact with Jordan. (S) = used soft tyres in this race.

RACE 3: 13 LAPS, 34.996 MILES

1	SMITH VW	26m08.776s
2	SHEDDEN Honda	+0.846s
3	TURKINGTON BMW	+2.214s
4	PLATO MG	+2.640s*
5	AUSTIN Audi	+3.273s
6	TORDOFF MG	+3.519s
7	MENU VW	+4.229s
8	JORDAN Honda	+5.920s
9	M JACKSON Ford	+13.095s
10	GIOVANARDI Ford	+14.199s
11	COLLARD BMW	+16.198s
12	GLYNN GEDDIE (GB) United Autosports Toyota Avensis	+22.785s
13	HYNES MG	+23.115s
14	WARREN SCOTT (GB) BMR Vauxhall Insignia	+24.457s
15	FOSTER BMW	+24.589s

Winner's average speed: 80.30mph. FL: Cole, 1m48.378s, 89.42mph. Pole: Smith.
*includes 1.5s penalty for contact with Turkington.

CHAMPIONSHIP

1	TURKINGTON	183	6	NEAL	116
2	SHEDDEN	174	7	M JACKSON	105
3	JORDAN	156	8	TORDOFF	102
4	PLATO	147	9	SMITH	76
5	COLLARD	125	10	AUSTIN	60



Cole scored a fastest lap

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.

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Turkington and BMW make their move

The 2009 BTCC champion and the 125i M Sport were in superb form in Cheshire and now lead the 2014 title contest. By **KEVIN TURNER**



THE THREAT OF COLIN TURKINGTON AND THE WSR BMW 125i M Sport had been lurking in the 2014 British Touring Car Championship. They'd been there or thereabouts, but had not quite been quick enough to set the pace, and Turkington had just two reversed-grid victories to his name prior to last weekend.

That all changed at Oulton Park, as the BTCC returned to the longer International circuit for the first time since 1996. Turkington scored two dominant wins and came away from Cheshire with a nine-point lead in the title race, having arrived 18 behind reigning champion Andrew Jordan.

Turkington produced a superb qualifying effort to beat Jason Plato to pole, despite the MG driver having set the pace for most of the session. A drying circuit meant the fast laps were always likely to come near the end and Plato seemed one step ahead until Adam Morgan crashed his Mercedes at Druids and brought out the red flags.

After the session resumed, Turkington set two laps good enough for pole, the second of which left him 0.6 seconds clear of Plato. To help the BMW driver's challenge even further, a second red flag in the final minute – when Jack Clarke went off at Druids – meant championship rivals Jordan and Matt Neal had to abort their best laps, ending up 13th and 14th respectively.

Plato was also denied the chance of one final response, but conceded Turkington's mark would have been tough to beat. "That was a great lap by Colin," he said. "I might have been able to snatch it – I think the car could do it – but it would have taken a special lap."

"I did dig deep for that one," reckoned Turkington. "I wasn't aware what the pole time was so I just decided to wring its neck and go for it. We timed it perfectly."

Turkington's first race was just as impressive. The rear-wheel-drive BMWs are invariably quick



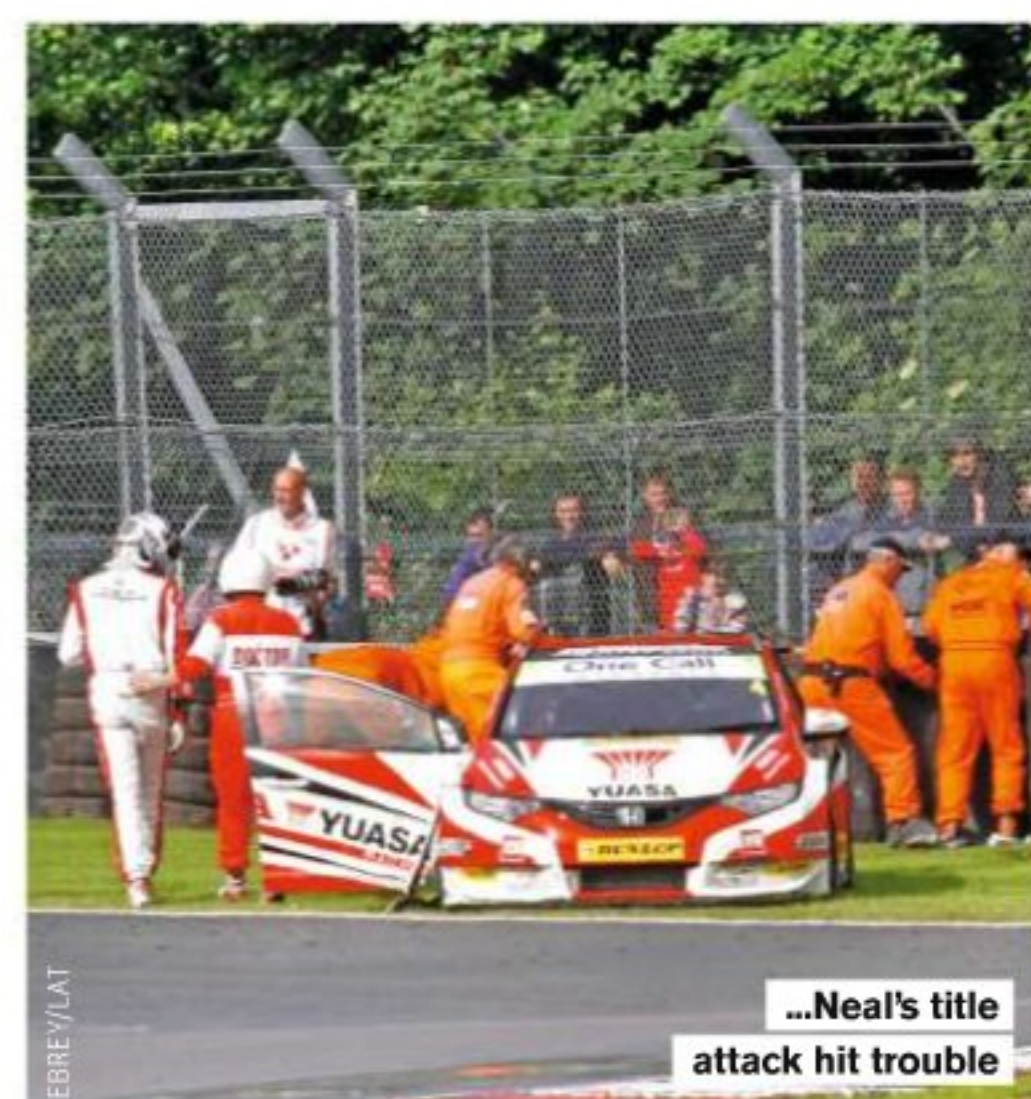
Shedden did good salvage job on tricky weekend for Honda



Turkington flew to two wins and the points lead



While Turkington celebrated...



...Neal's title attack hit trouble

off the line and Turkington was joined at the front by team-mate Rob Collard, up from fourth on the grid, by the first corner.

Collard, with 27kg less success ballast than Turkington, held on to his team leader initially, but ultimately couldn't match the 2009 champion's consistency. After the first lap, Turkington's lap times (shown against Collard's) were:

RACE-ONE FLYING LAPS: TURKINGTON V COLLARD

LAP	TURKINGTON	COLLARD	GAP
2	1m43.671s	1m43.615s	0.604s
3	1m43.638s	1m43.639s	0.605s
4	1m43.510s	1m43.646s	0.741s
5	1m43.368s	1m43.367s	0.740s
6	1m43.378s	1m43.589s	0.951s
7	1m43.363s	1m43.814s	1.402s
8	1m43.668s	1m43.731s	1.465s
9	1m43.822s	1m44.232s	1.875s
10	1m43.652s	1m44.117s	2.340s
11	1m43.665s	1m44.116s	2.791s
12	1m44.421s	1m44.322s	2.692s

Ten laps in the 1m43s, with all but one of those within 0.4s of his fastest, broke the opposition's challenge. Collard and Plato managed seven 1m43s, falling away towards the end, while Gordon Shedden's works Honda Civic Tourer was the only other car to dip below 1m44s on more than two occasions.

If race one was an example of gradually turning the screw, Turkington employed *Blitzkrieg* tactics in race two: a 1m43.005s on lap three helped him to a 2.1s lead over Collard in the first three laps.

This race should have been another WSR one-two, but confusion under the safety car cost

Collard. Having been told of the impending caution, Collard backed off, but did so before reaching the yellows. Rob Austin's Audi, which had been defending from Plato for most of the race, swept by. The two swapped around again before the restart, but Austin's move was later judged to be legal and a time penalty dropped Collard to third.

Nevertheless, it was clear which team had the fastest car and Turkington was happy to be able to take his first race one/race two victories of the season. "That's when you know you've got real pace," he said. "We've had good pace in the first three rounds, but we've always been a couple of tenths shy of the MGs and Hondas."

"Some tracks suit certain cars. Generally our car is good in the slow and medium-speed corners. But we made a step with the car in race three at Thruxton, one of those days where the characteristics of the car take such a step forward. I didn't see it coming."

"We have a more consistent package now. Last year we were up and down. With the car we have now I think we can consistently run near the front, which is what you need with so many good drivers."

Team boss Dick Bennetts explained data analysis since the Thruxton round in May had been key.

"We were pretty happy with our Thruxton performance," he said. "We learned quite a few things and wanted to test them on track, but everywhere was busy or wet so we took a decision not to test. We looked at the data and evolved a package – the drivers are all happy in the wet and happy in the dry."

"The car's more stable in high-speed corners and we've improved braking and traction. It's understanding the NGTC suspension, we've not

touched the aero. It's all about giving the drivers confidence. We've improved it as an overall package."

Despite scoring 41 points at Oulton, Plato is worried the BMW may now be too fast and called for the 125i M Sport to be pegged back.

"Two thirds and a fourth [on the road] is good points, but it's a BMW championship I'm afraid," said Plato, who was penalised for contact with Turkington in race three, dropping him behind the BMW into fourth. "We've reached the point where we can't do any better because we're not allowed to [due to the spec parts and NGTC restrictions]. When all the NGTC cars are developed, RWD is inherently better, better weight distribution, better traction."

"They need extra weight or a longer first gear [to slow down their getaways]. That's not just based on today, it's based on 20 years' experience. I think they'll win races everywhere."

Turkington thought that was a tad premature: "It's a bit early in the season for that sort of talk. This is the first weekend we've shown that sort of performance. The conditions have just been perfect for us."

"We've seen before that Honda is difficult to beat at Thruxton; the BMW is difficult to beat at Oulton. It's swings and roundabouts."

And what of the Honda challenge? For Jordan and Neal, the lowly starting positions proved too much to overcome, with Neal's weekend ending in particularly unfortunate circumstances when taken out by Hunter Abbott at the start of race three. The result was that Jordan fell from being eight points in the lead to 27 behind Turkington, while Neal is now a sizeable 67 down in sixth after scoring just six points. ▶



Austin demonstrated fine defensive driving on way to three top-fives

► “You’ve got a circuit layout that doesn’t lend itself to overtaking and 30-odd cars that are well balanced [on performance],” said Honda team manager Peter Crolla. “We thought Matt and AJ would be moving up the field but they just had to sit behind. There’s very little room for error and very little room to take a chance on track.”

“Both Gordon and Matt are happy with the balance of the cars, they just can’t get any more out of them.”

Crolla also conceded that Turkington, with BMW-friendly circuits Croft and Knockhill coming up soon, is now looking a major threat. “You can’t help but see him as the main championship contender at the moment,” he added. “He’s had a strong weekend here and the car will suit Croft. The BMW’s coming on really strong. I think a few people will be worried about Colin.”

Jordan felt he could have run in the top three or four, to minimise the points loss, but the lack of passing opportunities (see story, right) and unfortunate qualifying resulted in a poor weekend.

“A lot of it stems down to qualifying because there’s been so little overtaking,” he admitted. “Because of the red flag [in qualifying] we couldn’t make any progress.”

“I’m not panicking. Yep, the BMWs are quick. The problem is we now go to Croft and you’d expect Colin to take two wins there. I’d be putting in a longer first gear, but I don’t know

what else they can do.”

The one Honda driver who did get something out of Oulton was 2012 champion Shedden. By qualifying third, he was able to record a fourth, a fifth and a second, leaving him second in the table. “It’s about making the bad weekends count,” he said. “You’ve got to keep rolling along.”

For the first time this season, an interloper managed to beat the main protagonists to a race-three win. In the wet-but-drying finale, Aron Smith made the most of pole to take the first win for the BMR Volkswagen Passat, despite having Mat Jackson, Collard and Shedden behind him at various points during the race.

“We approached this weekend a bit differently, not going for an ultimate lap time in [wet] free practice and making sure we had a good car in case it rained again,” said Smith after taking the first VW BTCC victory since the Golf of John Morris won at Mallory Park in 1981.

“I tried to have a one-second gap and not root the tyres, push where I needed to push so they couldn’t overtake. The car was so comfortable it was easy. It’s so special for [team bosses] Warren and Vicki Scott – I owe them so much.”

BMR’s first big pre-season test was at the venue for the next BTCC round, Croft, but Turkington took two wins there last season in the under-developed 125i M Sport. Most in the paddock aren’t expecting him to be any worse this season. ❖

Jordan was left to ponder losing points lead



DRIVER BY DRIVER



1 ANDREW JORDAN
Qualifying: 13 Race: 15/10/8
Worst weekend for some time, largely thanks to qualifying. Not happy with Menu contact in R2.



30 MARTIN DEPPER
Qualifying: 26 Race: R/R/16
Recovered from a puncture-induced off and two retirements to miss out on a point by just 0.360s in R3.



5 COLIN TURKINGTON
Qualifying: 1 Race: 1/1/3
Had the weekend many had been waiting for and took points lead for first time since his 2009 crown.



10 ROB COLLARD
Qualifying: 4 Race: 2/3/11
Good pace. Should have had three podiums, but lost out in Plato clash at Lodge in final encounter.



9 ALAIN MENU
Qualifying: 15 Race: 13/11/7
Lots of contact and also asked team to get Smith to let him back by after R2 clash with Giovanardi...



40 ARON SMITH
Qualifying: 11 Race: 12/8/1
Didn’t let rideheight test failure in qualify throw him, despite getting only one flyer. Took R3 win with aplomb.



80 TOM INGRAM
Qualifying: 9 Race: 9/7/R
Again impressed. Shame a fuel system issue robbed him of podium chance in reversed-grid event.



11 SIMON BELCHER
Qualifying: 30 Race: 26/23/21
Team did good job to get car out after Thruxton crash, but set-up and steering issues hindered progress.



BMR squad celebrates first win thanks to Smith

IN THE PADDOCK

KEVIN TURNER
FEATURES EDITOR
@KRT917



THERE WAS QUITE A LOT OF CRITICISM, both inside the paddock and out, about the 'boring' racing at Oulton. True there were far fewer place changes than normal, but was it really that bad?

With the increased level of driving standards and equally matched cars this is going to happen sometimes. Better driving results in fewer mistakes, fewer passes, and fewer crashes. More equal cars means drivers can't just breeze by opponents: let's not forget the arguments about different turbo boosts of a couple of years ago.

What we had at Oulton was not the sort of door-banging, hectic action we've come to expect from the BTCC, but we still saw some genuine quality. Dare I say it, almost pure competition. Not every race can be a thriller, whatever the series or circuit.

Of course, that's not to the taste of many fans and those within the paddock know the BTCC needs to be entertaining to maintain its current status. To that end, series boss Alan Gow will almost certainly have a rethink for 2015. But I'll applaud him for his attempt to try something different.

And while we're on the subject, having a different support category in the shape of the Super Tourers was mega. More please!



Oulton long track not to stay

OULTON PARK'S INTERNATIONAL circuit is unlikely to be used again next season after drivers and team bosses criticised the first two races last weekend as boring.

The BTCC returned to the 2.7-mile configuration for the first time in nearly two decades. Although drivers generally liked the challenge, the lack of overtaking attracted criticism.

Triple Eight boss Ian Harrison said: "It's a procession. It's the worst touring car races I've seen in 10 years. It's the wrong circuit. All the cars are developed to the nth degree now and you need a circuit where the drivers have the opportunity to make a difference."

Honda driver Gordon Shedden

said "we need to go back to the other circuit" and series boss Alan Gow conceded a switch back to the 2.2-mile Island circuit was likely.

"The circuit layout resulted in the loss of a couple of key overtaking opportunities, into and out of the Island hairpin," he said. "But I put my hand up - in hindsight it was a mistake to use it and the blame lies with me, but we have to try these things."

"I know [circuit owner] Jonathan Palmer is intending to do some major work, so if it results in some more good overtaking opportunities then of course we would look at using that new layout. Otherwise we would go back to using Island."

Gow: BMW pace is not an issue

BTCC BOSS ALAN GOW HAS

confirmed the series is looking into the starts of the rear-wheel-drive machines, but will not add extra weight.

Some drivers suggested the BMWs and Audis need to be pegged back after their strong Oulton Park performances.

Gow confirmed they may yet have to run a longer first gear, as happened under S2000, but he believes there is no issue with the overall pace of the RWD machines.

"Extra weight for the RWD is simply not on the cards," he said. "There is no issue with the lap times of the BMWs so it's a complete nonsense for anyone to suggest they should have extra weight."

"However, clearly the RWD cars are capable of leap-frogging quite a few cars off the line. All teams know we have the option of mandating the longer first gear, which results in RWD/FWD having roughly the same acceleration rates from a standing start, and we are analysing that at present."



4 MATT NEAL

Qualifying: 14 Race: 14/12/R

Disaster. Couldn't make progress from lowly grid slot, then crash victim in R3. Lots of work to do now to catch up.



52 GORDON SHEDDEN

Qualifying: 3 Race: 4/5/2

Best Honda by a mile. Decided discretion was best option when chasing Smith in finale.



99 JASON PLATO

Qualifying: 2 Race: 3/4/4

Good points and top front-wheel-drive runner, but perhaps got a little too combative in the wet final race.



88 SAM TORDOFF

Qualifying: 5 Race: 6/9/6

Quiet weekend in which he couldn't compete with the frontrunners, but was never far away.



889 MARCHYNES

Qualifying: 8 Race: 10/14/13

Happier with pace on Saturday, less so with a poor R1 start and a few scrapes come Sunday. Heading in right direction.



33 ADAM MORGAN

Qualifying: 25 Race: 18/R/17

"We made it difficult for ourselves," he said of the qualify crash. One of few to move forward, but scored no points.



18 NICK FOSTER

Qualifying: 10 Race: 8/R/15

Good showing, though attracted the worst of WSR's luck with a technical problem in R2.



6 MAT JACKSON

Qualifying: 7 Race: 7/6/9

Hung on to difficult car in qualifying, then raced well, but off in wet R3 meant he missed victory opportunity.



7 FABRIZIO GIOVANARDI

Qualifying: 12 Race: 11/21/10

Much happier with feel of Focus, but one of many to be hampered by reds in qualify. Clash with Menu in R2.



44 JACK CLARKE

Qualifying: 22 Race: 20/19/18

Like Gio, making progress with Ford. Crash prevented him from qualifying higher so didn't score points.



17 DAVE NEWSHAM

Qualifying: 16 Race: 17/R/NS

Still at wrong end of competitive midfield pack. R2 crash was strange, and ended his meeting early.



43 LEA WOOD

Qualifying: 23 Race: 22/17/19

Just missed out on the points, despite predictably fine early showing when R3 conditions at their wettest.



31 JACK GOFF

Qualifying: 17 Race: 16/13/R

Unhappy to lose one of his laps in qualify thanks to track limits. Taken out in R3 in first corner pile-up.



39 WARREN SCOTT

Qualifying: 21 Race: 23/18/14

Hit by Hunter Abbott's Audi at the second chicane in R1, but scored points on great day for BMR.



101 ROB AUSTIN

Qualifying: 6 Race: 5/2/5

Combined good pace, lightning starts and fine defensive driving to put in one of his most convincing events yet.



54 HUNTER ABBOTT

Qualifying: 24 Race: 24/16/R

Handed two penalty points for R1 hit on Scott, then involved in start crash in wet finale.



20 JAMES COLE

Qualifying: 18 Race: 19/15/20

Improving. Slicks gamble in R3 didn't pay off, but it did allow him to score his first fastest lap in the BTCC.



21 GLYNN GEDDIE

Qualifying: 20 Race: 21/24/12

Team benefitted from WTCC star Rob Huff testing the car after Thruxton. Geddie then impressed in wet R3.



28 CHRIS STOCKTON

Qualifying: 29 Race: R/NC/R

Still smiling despite serious engine issues that won't be fixed until after Croft. Happy with handling.



16 AIDEN MOFFAT

Qualifying: 19 Race: R/NS/NS

Best qualify effort yet with NGTC Cruze. Snapped spark plug damaged engine and put an end to his event.



48 OLLIE JACKSON

Qualifying: 31 Race: R/R/22

Throttle body and boost control problems hurt him all weekend. Things must get better soon.



12 DAN WELCH

Qualifying: 28 Race: 27/20/23

Fewer problems than his team-mate, but still struggling with lack of straightline speed with new engine.



67 ROBB HOLLAND

Qualifying: 27 Race: 25/22/R

A big job learning the Oulton circuit, but had climbed to 12th in three laps before retiring from tricky R3.

P46
ALL THE
ACTION FROM
THE BTCC
SUPPORTS



Dodd's Honda leads at the start of the second race

SUPERTOURING OULTON PARK (GB), JUNE 7-8 RD 2/5

Dodd takes Super double at Oulton

JAMES DODD WAS PIPPED TO POLE BY DOUBLE BRITISH Touring Car champion John Cleland, but Dodd was flawless in his execution of a composed double Super Touring Car Championship victory.

Cleland bagged pole position on his first flying lap of qualifying before a suspension mounting broke, and took it upon himself to head south on the M6 and recover "the only other part in existence". He returned in time to head the Alfa Romeo 156 of Neil Smith on the opening lap as Dodd slipped back from second, but was helpless when the Accord moved into the role of chief pursuer. "He drives it extremely well," said Cleland, "but we're trying to beat cars on our own that we couldn't back in the day with millions of pounds."

That said, Dodd's life wasn't made easy. Though he eked a two-second winning margin in the first race – and repeated that in the second – Cleland was a constant threat, one that the winner was pleased (and relieved) to fend off both times.

"John kept me honest, but my tyres are totally

gone," he said. "I went with old slicks – it might have not paid off but it just about did."

Smith was unable to consolidate a podium position in the opener as he lost out to Graeme Dodd (Nissan Primera) before spinning attempting to regain the place. Dodd caught Cleland and son James Dodd as they squabbled but dropped back from the Vectra once Dodd Jr hit the front.

Simon Garrad (Renault Laguna) later passed Dodd Sr's Primera to complete the podium.

Graeme Dodd held on to fifth behind Derek Palmer's similar Primera, just ahead of the charging Stewart Whyte's Accord, which had started from the back of the grid after an issue in qualifying.

Whyte completed the race-two podium after a terrific three-car scrap that also featured Patrick Watts (Peugeot 406) and Smith's 156. Smith had attained third at the expense of Garrad, who fell back to sixth, with a bold move around the outside at Shell but had to cede the place to Whyte when he dived up the inside into Old Hall. Watts, who

slid off (possibly assisted) at Hislop's, snatched fourth as Smith later got sideways at Cascades.

Jonny Westbrook, part of the driving force behind the HSCC-run series, said he was "really pleased" with the meeting and hoped it would help continue its growth outside of the TOCA package.

"It's a privilege for them to sort it out for us and we are very grateful," he said. "It was a once-in-a-lifetime opportunity but it's not the be-all and end-all. It's not about one great meeting – it's about the five great meetings we put on."

● Scott Mitchell

RESULTS

Race 1 (11 laps) 1 James Dodd (Honda Accord); 2 John Cleland (Vauxhall Vectra) +2.066s; 3 Simon Garrad (Renault Laguna); 4 Derek Palmer (Nissan Primera); 5 Graeme Dodd (Primera); 6 Stewart Whyte (Accord). **FL** Whyte 1m46.819s (90.72mph).

Race 2 (10 laps) 1 J Dodd; 2 Cleland +2.980s; 3 Whyte; 4 Patrick Watts (Peugeot 406); 5 Neil Smith (Alfa Romeo 156); 6 Garrad. **FL** Whyte 1m44.323s (92.89mph).

CLIO CUP UK OULTON PARK (GB), JUNE 7-8 RD 3/9

Spoils shared in close encounters

JOSH COOK EXTENDED HIS RUN OF CLIO CUP UK podiums as he shared the victory spoils with James Colburn at Oulton Park.

Cook was the beneficiary of a mistake from poleman Ant Whorton-Eales at the first corner of the opening race, when his SV Racing and KX Academy team-mate dropped it on the exit of Old Hall and also delayed fellow front-row starter Lee Pattison.

"I had to guess and keep my foot in it," said Cook after planting the throttle and nailing Pattison to take the lead as Whorton-Eales slewed off the road. Thereafter Cook produced a measured drive under intense pressure from Pattison, producing the fastest lap of the race just as his Pyro-run rival was lining up an overtaking move.

Behind the top two Colburn held off a late-charging Mike Bushell, who had rolled at Island in qualifying. Bushell lost time at the start with a gearbox glitch but recovered to overcome the stern defence of Brands dominator Alex Morgan.

Whorton-Eales again lost the lead at the start of the second race but this time it was only because Colburn, who believes he can sustain a title challenge after a breakthrough with the new-model Clio at Thruxton, made the better getaway. The Westbourne man replicated Cook's faultless performance from the opener to lead Whorton-Eales and the race-one winner to the flag, as behind Jordan Stilp emerged at the head of a multi-car scrap for fourth ahead of Pattison and Morgan.

● Scott Mitchell



Colburn kept SV duo at bay in race two

RESULTS

Race 1 (12 laps) 1 Josh Cook; 2 Lee Pattison +0.347s; 3 James Colburn; 4 Mike Bushell; 5 Alex Morgan; 6 Paul Rivett.

FL Cook 1m53.461s (85.41mph). **Race 2 (10 Laps) 1 Colburn;** 2 Ant Whorton-Eales +1.265s; 3 Cook; 4 Jordan Stilp; 5 Lee Pattison; 6 Morgan. **FL** Bushell 1m53.342s (85.50mph).

Points 1 Cook, 215; 2 Colburn, 183; 3 Bushell, 175; 4 Morgan, 165; 5 Whorton-Eales, 147; 6 Pattison, 140.

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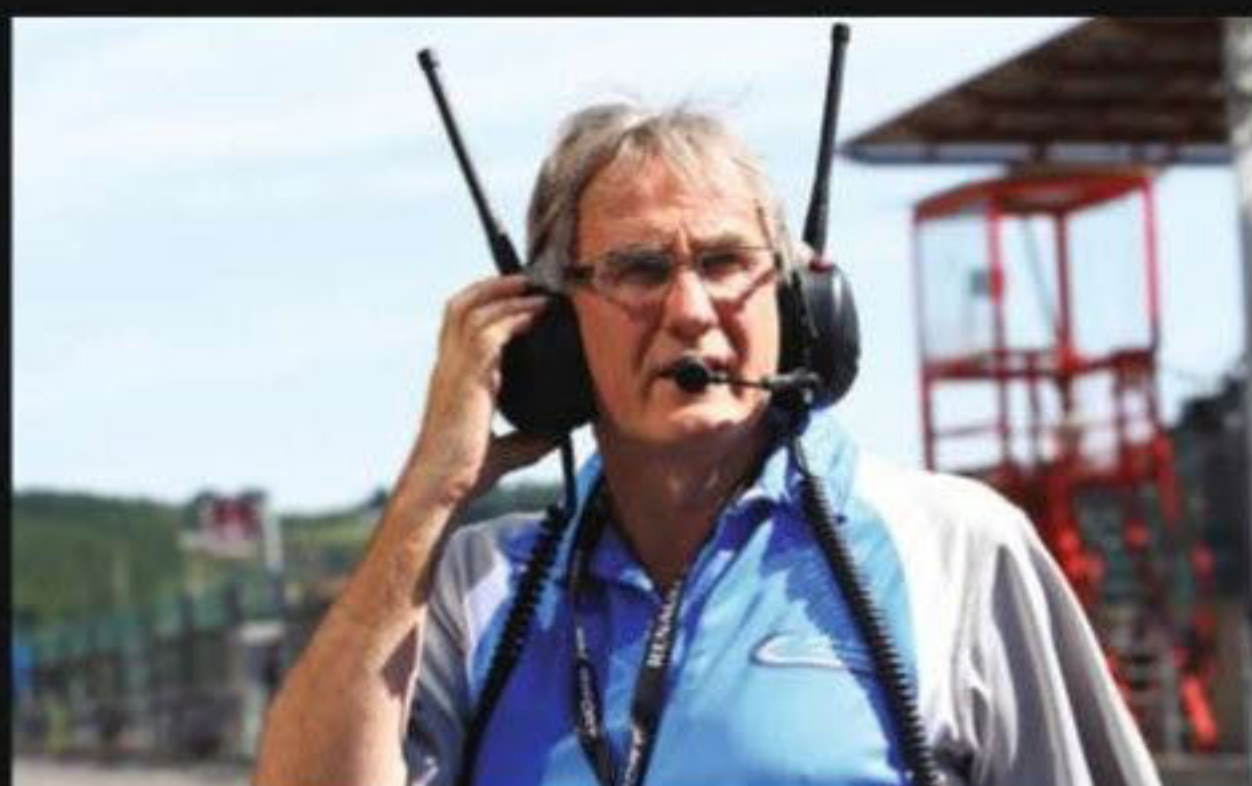
FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 7+8 // SPA-FRA



Nyck de Vries (Koiranen GP) ruled the fourth round of Formula Renault 2.0 ALPS. The young driver, who is part of the McLaren Young Driver Programme, managed pole position and two victories at Spa ahead of an impressive Matevos Isaakyan (JD Motorsport). The stock of Fortec Motorsports rose in Belgium. The British team, with six cars on the grid, confirmed itself as one of the most important teams in the 2-litre series. It took top positions in both races with Charles Leclerc and Ben Barnicoat, and the third ace at Spa for Fortec was Seb Morris, a leading protagonist in Race 2, in which he was fourth with just four minutes to go before being forced to retire.

Pietro Fittipaldi in the footsteps of Emerson. It was a debut in Formula Renault 2.0 ALPS for the grandson of the legendary 'Emmo', twice F1 World Champion in 1972 and 1974 and twice winner of the Indy 500. The 17-year-old Fittipaldi made his first appearance in the Fast Lane Promotion Series at Spa-Francorchamps along with MGR Motorsport, the British team led by Mark Godwin that will contest all remaining rounds of the season. In Belgium the young Fittipaldi showed massive determination with two astonishing recoveries. In Race 1 he managed to get to 10th from P21 before making a mistake that forced him to retire. In Race 2 he finished 13th ahead of the other Brazilian driver, Thiago Vivacqua.



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ALPS 2014

FRANCORCHAMPS, BELGIUM



THE UNION JACK WAVES IN

FORMULA RENAULT 2.0

ALPS

Formula Renault 2.0 ALPS speaks English. At Spa, the fourth of the seven season venues for the 2-litre Renault-powered cars, Mark Burdett Motorsport and MGR Motorsport joined the series, making it three British teams. Along with them there was Fortec Motorsports, which lined up six cars in Belgium. One of these was for the young Charles Leclerc, who managed third in Race 1 after his brilliant second place in Pau. The Monaco driver made it a double podium in Race 2 when his team-mate Ben Barnicoat (third at the chequered flag) was penalised and dropped to fourth. Along with Leclerc, the Daventry team's international line-up was completed by Croatian Martin Kodric (who turned 17 over the Spa weekend), Brazilian Thiago Vivacqua, Mexican new entry Jorge Cevallos and the two Brits, Seb Morris and Barnicoat. There were four British drivers at Spa-Francorchamps, the others being Raoul Owens, who made his debut as a wild card with Mark Burdett Motorsport, and George Russell (Koiranen GP), who is now fourth overall in the Championship.

DRIVER	TEAM	PTS
Nyck de Vries	Koiranen GP	180
Matevos Isaakyan	JD Motorsport	104
Charles Leclerc	Fortec Motorsports	80
George Russell	Koiranen GP	77
Simon Gachet	Arta Engineering	62
Dario Capitanio	BVM Racing	33
Alessio Rovera	Cram Motorsport	32
Sebastien Morris	Fortec Motorsports	31
Alex Bosak	Prema Powerteam	28
Luke Chudleigh	Tech 1 Racing	28

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BRITISH FORMULA FORD OULTON PARK (GB), JUNE 7-8 RD 4/10

Kruger strikes as title chasers battle

BRITISH FORMULA FORD PACESETTERS JAYDE KRUGER and Harrison Scott engaged in a straight battle at Oulton Park, and a brace of victories means that Kruger's still edging the fight on points, despite Scott landing an early blow.

Falcon Motorsport driver Scott had whittled the South African's lead down to just a single point after a lights-to-flag win in the opening race, achieved with his JTR rival breathing down his neck throughout. "I just had to concentrate and not make a mistake," said the winner afterwards. "Now I need to keep trying to get as many good points as I can."

That win came in the damp, though, and Scott was wary that Kruger looked to have an advantage in the dry – and so it proved in races two and three. As Scott struggled to make headway from sixth on the reversed grid in race two, fending off Ashley Sutton early on before making some progress by passing Andy Richardson for fifth, Kruger was swiftly into second and hunting JTR team-mate Max Marshall.

The duo ran in tandem for a few laps, with Marshall holding on impressively in search of a maiden win. But just after the third JTR car of Sam Brabham crashed spectacularly at Island at half-distance after a wishbone failure, Kruger nailed Marshall for the lead at Old Hall.

They swept through Cascades uninhibited, but rain had since fallen at the same corner Brabham crashed (and rolled). While the South African managed to hold his slide – "I had a little moment but caught it" – Marshall wasn't so fortunate and slid off the road. He was joined by the third-placed car of Juan Rosso, and with



neither Mygale running as the red flags flew, Scott was promoted from fifth to an unlikely second and Chris Mealin into third.

Kruger admitted "it was a sad way to win" with his team-mates ending up off the road, but was also wary that the circumstances had aided Scott. Undeterred, he led his rival all the way from pole in the finale, keeping Scott at arm's length throughout as Rosso beat Marshall to claim third, repeating his result from the opening race.

● Scott Mitchell

RESULTS

Race 1 (11 laps) 1 Harrison Scott (Mygale M13-SJ); 2 Jayde Kruger (M12-SJ) +0.900s; 3 Juan Rosso (M13-SJ); 4 Sam Brabham (M12-SJ); 5 Andy Richardson (M12-SJ); 6 Max Marshall (M12-SJ).

Fastest lap Kruger 1m48.662s (89.18mph). **Race 2 (5 laps)**

1 Kruger; 2 Scott +7.652s; 3 Chris Mealin (M12-SJ); 4 Ashley Sutton (M12-SJ); 5 Connor Mills (M13-SJ); 6 James Abbott (M12-SJ).

FL Kruger 1m37.034s (99.87mph). **Race 3 (11 laps)** 1 Kruger; 2 Scott +1.486s; 3 Rosso; 4 Marshall; 5 Abbott; 6 Mills. **FL** Kruger 1m36.602s (100.32mph). **Points** 1 Kruger, 293; 2 Scott, 284; 3 Rosso, 243; 4 Marshall, 234; 5 Abbott, 226; 6 Brabham, 186.



GINETTA GT4 SUPERCUP OULTON PARK (GB), JUNE 7-8 RD 4/10

Rapid Robertson converts ace pace

CHARLIE ROBERTSON'S PACE HAS BEEN UNDENIABLE in the Ginetta GT4 Supercup this season, but the youngster's Oulton Park performance was comfortably his most impressive of the year.

After claiming his third pole in a row, Robertson fought off Carl Breeze – who had jumped Jamie Orton at the start – for the duration of the opening encounter, surviving a mid-race wobble at Druids to return to the top step of the podium.

Robertson and Breeze resumed the status quo at the start of race two, before Breeze was pinged for what must only have been a fractional jumped start. His drive-through left Robertson clear of championship leader Andrew Watson, who added the runner-up spot to sixth in race one and grabbed back the points lead in the process.

That came after David Pittard, who had moved to the summit thanks to a third-place finish in the opener, retired on the opening lap of race two. His woes and Breeze's drive-through allowed Luke Davenport to clinch third ahead of Sean Huyton, having begun the weekend with a hefty shunt.

● Scott Mitchell

RESULTS (both 12 laps)

Race 1 1 Charlie Robertson; 2 Carl Breeze +0.373s; 3 David Pittard; 4 Jamie Orton; 5 Luke Davenport; 6 Andrew Watson.

Fastest lap Watson 1m42.191s (94.83mph). **Race 2** 1 Robertson; 2 Watson +4.238s; 3 Davenport; 4 Sean Huyton; 5 Will Burns; 6 Breeze. **FL** Breeze 1m42.056s (94.96mph).

Points 1 Watson, 279; 2 Robertson, 275; 3 Pittard, 253; 4 Tom Oliphant, 223; 5 Breeze, 215; 6 Davenport, 203.

GINETTA JUNIOR OULTON PARK (GB), JUNE 8 RD 4/10

Mitchell takes to the top step again

JACK MITCHELL'S 100 PER CENT WIN RECORD HAD BEEN ended at the previous round at Thruxton, but he was back at the head of the pack with a double pole and a pair of lights-to-flag victories.

James Kellett hounded him in both races, the first after passing Jamie Chadwick at the start, but Mitchell was unflappable in retaining his composure to claim each win, each with a winning margin no greater than two tenths.

The battle for the final podium slot was fraught in race one. A clean fight throughout, it ended with a last-corner incident between Chadwick and Lando Norris that allowed Jamie Caroline to sweep past both to claim third after starting near the back of the grid. Chadwick was seventh after Norris, deemed the aggressor, was excluded from fourth.

Ryan Hadfield completed the race two podium after surviving a late charge from Chadwick. Caroline grabbed fifth, but not before nerfing Jonathan Hadfield off at Hislops.

● Scott Mitchell

RESULTS (both 7 laps)

Race 1 1 Jack Mitchell; 2 James Kellett +0.177s; 3 Jamie Caroline; 4 Ryan Hadfield; 5 Dan Zelos; 6 William Taylforth. **Fastest lap** Kellett 2m04.447s (77.87mph). **Race 2** 1 Mitchell; 2 Kellett +0.200s; 3 R Hadfield; 4 Jamie Chadwick; 5 Caroline; 6 Alex Sedgwick. **FL** Kellett 2m04.273s (77.98mph).

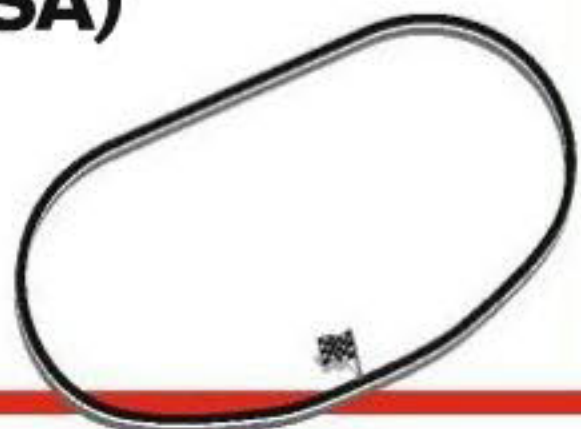
Points 1 Mitchell, 238; 2 R Hadfield, 172; 3 Caroline, 171; 4 Kellett, 155; 5 Ben Pearson, 144; 6 Zelos, 136.

INDYCAR

Texas (USA)

June 7

Round 7/15



RESULTS

248 LAPS, 360.84 MILES

1	ED CARPENTER (USA)	2h01m25.5758s
	Ed Carpenter Racing Dallara-Chevrolet; Grid: 5th-217.677mph	
2	WILL POWER (AUS)	+0.5247s
	Team Penske Dallara-Chevrolet; Grid: 1st-218.896mph	
3	JUAN PABLO MONTOYA (CO)	+0.5771s
	Team Penske Dallara-Chevrolet; Grid: 4th-217.724mph	
4	SIMON PAGENAUD (F)	+1.1514s
	Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 6th-217.222mph	
5	SCOTT DIXON (NZ)	+2.1510s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 7th-217.128mph	
6	TONY KANAAN (BR)	+2.4464s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 3rd-217.826mph	
7	MIKHAIL ALESHIN (RUS)	-1 lap
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 11th-216.880mph	
8	HELIO CASTRONEVES (BR)	-1 lap
	Team Penske Dallara-Chevrolet; Grid: 14th-216.591mph	
9	RYAN BRISCOE (AUS)	-1 lap
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 13th-216.667mph	
10	CHARLIE KIMBALL (USA)	-1 lap
	Chip Ganassi Racing Dallara-Chevrolet; 15th-216.151mph	
11	JOSEF NEWGARDEN (USA)	-1 lap
	Sarah Fisher Hartman Racing Dallara-Honda; Grid: 2nd-217.835mph	
12	GRAHAM RAHAL (USA)	-2 laps
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 21st-213.292mph	
13	CARLOS MUNOZ (CO)	-3 laps
	Andretti-HVM Dallara-Honda; Grid: 10th-216.960mph	
14	JAMES HINCHCLIFFE (CDN)	-4 laps
	Andretti Autosport Dallara-Honda; Grid: 9th-216.967mph	
15	JACK HAWKSWORTH (GB)	-4 laps
	Bryan Herta Autosport Dallara-Honda; Grid: 20th-214.145mph	
16	CARLOS HUERTAS (CO)	-4 laps
	Dale Coyne Racing Dallara-Honda; Grid: 22nd-212.191mph	
17	SEBASTIAN SAAVEDRA (CO)	-4 laps
	KVAFS Racing Dallara-Chevrolet; Grid: 19th-214.156mph	
18	TAKUMA SATO (J)	238 laps-engine
	AJ Foyt Racing Dallara-Honda; Grid: 16th-216.064mph	
19	RYAN HUNTER-REAY (USA)	136 laps-engine
	Andretti Autosport Dallara-Honda; Grid: 12th-216.823mph	
20	SEBASTIEN BOURDAIS (F)	118 laps-accident
	KVSH Racing Dallara-Chevrolet; Grid: 18th-214.407mph	
21	JUSTIN WILSON (GB)	118 laps-accident
	Dale Coyne Racing Dallara-Honda; Grid: 8th-217.007mph	
22	MARCO ANDRETTI (USA)	3 laps-engine
	Andretti Autosport Dallara-Honda; Grid: 17th-215.697mph	

Winner's average speed: 178.301mph. Fastest lap: Kanaan, 24.3827s, 214.824mph.
All drivers in Dallara DW12

CHAMPIONSHIP

1	POWER	370	6	MUNOZ	227
2	CASTRONEVES	331	7	MONTOYA	223
3	HUNTER-REAY	310	8	DIXON	214
4	PAGENAUD	279	9	KANAAN	189
5	ANDRETTI	235	10	WILSON	182

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, 1 point for pole position.

Carpenter took his third career IndyCar win



Carpenter hammers it home for victory

Ed Carpenter nailed the two Penskes of Will Power and Juan Pablo Montoya to record his third series win. By **MARK GLENDENNING**

IF YOU'D WATCHED MOST OF LAST SATURDAY night's IndyCar race at Texas on TV but missed the last 30-ish laps because you were outside looking for the cat, you'd probably not have been all that surprised to come back into see an Ed Carpenter/Will Power/Juan Pablo Montoya podium. Going into the final stint, that was very much how things were shaking out.

IndyCar is never that straightforward though, and there was something strangely comforting about that fact that proceedings took the most circuitous route possible towards what seemed like an inevitable conclusion.

Power had held command for most of the race, setting himself up with an outstanding first stint in which he seemed immune to the tyre degradation that everybody else was dealing with: just before he finally stopped, he was roughly 6mph faster than the rest of the field.

Carpenter, meanwhile, knew that he had a good car right from the start of the weekend, although it wasn't working to his liking during the first stint. But as the track and his set-up evolved through the evening, he began to play himself into contention. By mid-distance the two were racing each other,

and it was becoming increasingly clear that no other car in the field could match them for pace over a full stint.

The first twist came when Power bobbled slightly and Carpenter was able to get a run on him through Turn 3. Half a lap later he was in the lead, and for the first time Power genuinely had to chase. It didn't help his cause that during this phase his car appeared to be at its least effective, particularly when trying to get through traffic.

Carpenter made the most of his advantage to pull out a buffer of 2.3s over Power when the pair swung into the pitlane for the final time, although Power was able to make up enough time during the stop that the gap had been halved again when they headed back out. But almost immediately the reason for Power's gains became clear when he was called in to serve a drive-through penalty for pitlane speeding.

If there was a saving grace for the Penske driver, it was the fact that by that point there were so few cars still on the lead lap that the damage to his overall race position was minimal, even if he'd been dealt a hammer blow in terms of the amount of additional time that he'd conceded to Carpenter.

Montoya (2) took his first podium since returning



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Pagenaud (left), dicing with Kimball and Kanaan, took P4



everyone came in for new tyres, he'd have been screwed."

Carpenter agreed with Power — to a point.

"It's hard to say how many laps it would have taken for Will [to pass me]," he said. "Certainly new tyres are a pretty big advantage when we were about 30-some laps into mine. They definitely drop off quite a bit right around the halfway point. I certainly wouldn't have been able to hold him off much longer."

Montoya's third place marked his first podium since returning to single-seaters (and vindicated his pre-season claim that the bigger ovals offered his best chance at early success). He wasn't especially disappointed at being beaten to second at the line by his team-mate — from his perspective, any podium was a good result considering that a puncture had forced him to pit on lap two, and the only reason he managed to stay on the lead lap was that Marco Andretti's engine had decided to explode and cause a caution at the same moment.

He wasn't even that bothered by the fact that Penske hadn't decided to call him in for new tyres as well; the team clearly taking advantage of having two cars in the top six by covering its bases and splitting strategies. But he was annoyed by what he felt was a jumped final restart from Carpenter.

"I want to go talk to IndyCar and clarify why the cones are there for the restart if you don't have to use them," he said. "I understand if you wanted to go a little early or a little late, it's okay, but like 200, 300 yards before we get to the cones and [Carpenter] was already going ... I was kind of disappointed with that, that he got away with that."

Carpenter was having none of it.

"I figured he'd be miffed," he said. "I was kind of sick of him. He was lagging back, so yeah, I was slowing down because he was lagging back. I didn't want him to get a jump on me. I'm the leader of the race. You're not supposed to lag back. If he wants to talk to me about it, I'll be happy to. He ended up finishing third anyway, right? So it doesn't matter."

From the big-picture standpoint, Texas could well be a weekend that ultimately proves decisive in the championship fight, and Tim Cindric's decision to throw new rubber at Power might retrospectively be declared the key moment of the season if his charge finally goes on to win the whole thing. Not only did it allow the Penske driver to turn a penalty into second place within the space of a few laps, but he did so in a race in which his main rivals all struggled. Helio Castroneves was off the pace all weekend; the Brazilian mystified by his inability to match his team-mates at a venue where he'd won 12 months earlier, while Ryan Hunter-Reay was on the receiving end of one of three Honda engine blow-ups while running seventh.

The pair remains second and third in the points, but they've conceded a lot of ground. If only there was a double-header on a bruising street course on the horizon to shake things up. A track that set the tone for last year's championship showdown. A track like Houston. Oh, wait. ▶



Power leads the field away from pole position

With the Australian now out of the way, Carpenter's next-closest threat was Montoya, and he was more than 16s behind.

By then there were only a dozen laps remaining, and with Montoya unlikely to suddenly find more than 1.0s per lap, Carpenter might have allowed himself the tiniest opportunity to relax. Naturally, it was that moment that Takuma Sato's engine took as its cue to explode and bring out a caution, and in the instant that it took for the first of the flames to appear at the rear of his car, the whole shape of the race changed. And unlike Indy, there would be no red flag and restart: the pack would circulate under yellows for however many laps were needed to get the AJ Foyt Racing car out of the way, and then sprint home with whatever was left.

Only six cars remained on the lead lap at this point, and this created an opportunity: those drivers could afford to pit without falling off the lead lap, and even two laps under green might be enough to wreak havoc with new tyres. Simon

Pagenaud, who was running fifth, and Power both rolled the dice and pitted for new Firestones, and the genius of the move was clear as soon as the green flag waved. Pagenaud was immediately all over the Ganassi cars of Scott Dixon and Tony Kanaan, both of whom had stayed out, and while the Frenchman's progress was momentarily stifled when he became jammed up behind them through Turn 1, he managed to pass both and finish fourth.

In Power's case, it worked even better: he cleared the whole Ganassi/Pagenaud scuffle completely and set off after Montoya, capitalising on a good run out of the final corner to out-drag his team-mate to the finish and cross the line in second place — exactly where he'd been before serving his penalty just a couple of minutes earlier. So great was his speed advantage that had the race been just one lap longer, he'd almost certainly have gone around Carpenter as well.

"Looking at it now, that was a great call by the team," Power said. "Ed wasn't going to pit — unless

Carpenter celebrates with his eponymous team

LABERGE/GETTY



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IN THE PADDOCK

**IndyCar must milk
its NASCAR tie-in**



LEVITT/LAT

MARK GLENDENNING
INDYCAR CONTRIBUTOR
@m_glendenning



IT'S NICE TO BE ABLE TO TALK ABOUT some good news regarding IndyCar TV ratings for once: numbers for the Indy 500 were up this year, and so were the figures for Detroit a week later. (Detroit's Saturday race ratings were a staggering 24 per cent higher than in 2013).

Two ratings spikes in a row. When did that last happen?

The numbers-jump for the Indy 500 in particular is worth a closer look. NASCAR star Kurt Busch was attempting the double, and the markets that showed the biggest ratings gains all happened to be in NASCAR strongholds. An obvious connection? Busch played the modesty card, claiming that the jump had more to do with IndyCar's pre-Indy media tour than his presence, and this was an angle that IndyCar itself was happy to run with via its PR and social media channels.

But I hope that behind the scenes, the series sees the numbers for what they are and strikes while the iron is hot. The window for hooking some of those viewers longer-term will only be open for a short time. Juan Pablo Montoya is racing a Cup car again this weekend. It's rare that US racing's two biggest categories cross orbit at all, let alone twice in a month, and IndyCar should milk it for everything it's worth. No-one is suggesting that the series hitch its wagon to NASCAR long-term, but those ratings figures are a reminder that the television audience isn't tapped out yet.

Honda sure of Houston fix

HONDA BELIEVES THAT IT WILL have addressed the problem that eliminated three of its drivers from the Texas race before the series reconvenes in Houston in two weeks.

Marco Andretti and Takuma Sato both suffered fiery engine blow-ups during the race, while Ryan Hunter-Reay also suffered an engine failure but was able to return to the pits before retiring.

HPD senior manager and chief engineer Marc Sours told AUTOSPORT that he believes that the problem has been identified, and that he is confident that the failures were a one-off.

"The margin of safety is something you're always trying to play with," he



KINRADE/LAT

**Andretti's was one of
several Honda failures**

said. "Too much and you might leave something on the table; not enough and you might go too far. On the good side of things it looks like the failures were all the same type of failure. It's too soon to tell for sure, but it looks like we're

chasing one issue, not multiple issues.

"We're scratching our heads at the moment. But we're looking at the data, and we've got a pretty good break between now and Houston. So we've got time to learn, and apply what we find out."

Drivers hail series' latest aerodynamic tweaks



**Drivers gave thumbs-up
to the aero tweaks**

LAWDERMILK/GETTY

INDYCAR'S LATEST ATTEMPT TO improve its aero package for Texas received the thumbs-up from drivers, with Will Power describing it as "perfect".

On the eve of the race, series bosses granted teams the option to run roughly 300 additional pounds of downforce. It was the third change to the aero package in as many years, and race winner Ed Carpenter echoed Power's enthusiasm.

"I thought the track was very racy, and the tyres were degrading but not as much as

we'd seen in the past," he said. "We had one tough stint early, but I liked it. It's still really challenging, yet we were able to go out and use multiple grooves for pretty much the whole race, especially towards the end."

Juan Pablo Montoya had no experience of the previous aero configurations, but said that he liked the emphasis on driver input.

"The downforce was good," he said. "I felt that one of the cooler things about it was if you looked after the tyres, you had a massive benefit at the end of the run."

POWER'S 34TH POLE

Will Power's pole position at Texas was the 34th of his career, and moved him ahead of Dario Franchitti into sixth on IndyCar's all-time list. The next driver ahead of him in the record book is Penske team-mate Helio Castroneves, who has 39.

RESTARTS TWEAKED

IndyCar has dropped double-file restarts for the remainder of 2014. The series had originally planned to use the procedure on all ovals other than Indianapolis, and said that the change was based on the success of single-file restarts in the opening part of the season.

2015 CALENDAR CLOSE

IndyCar is inching closer towards finalising its calendar for 2015, which appears set to get underway with two non-American races. Talks are ongoing about a race in Dubai in February, while the deal for an event in Brasilia in early March is expected to be finalised in the next few weeks.

DIXON: P5 A SURPRISE

Scott Dixon admitted that he was surprised to finish in the top five at Texas after struggling with handling problems all weekend. "The car was so loose I hardly had to turn left," he said. "It was an interesting night."

KANAAN CONFIDENT

Dixon was not the only Ganassi driver who needed to overcome obstacles to get into the top six, with Tony Kanaan having been forced to recover from needing his steering wheel replaced. "We made all that time back up on the track," he said. "It was an exciting race and we're definitely improving."

BOURDAIS REPENTANT

Sebastien Bourdais is willing to accept blame for the accident that eliminated him and Justin Wilson. "I thought I left him enough room, but I haven't seen a replay," he said. "If it was my fault, I apologise."

MUNOZ SPINS IN PITS

Carlos Munoz's 180-degree spin in the pit entry was the result of driver error. "I braked to get down to the speed limit and lost the car completely," he said. The Andretti driver finished down in 14th.



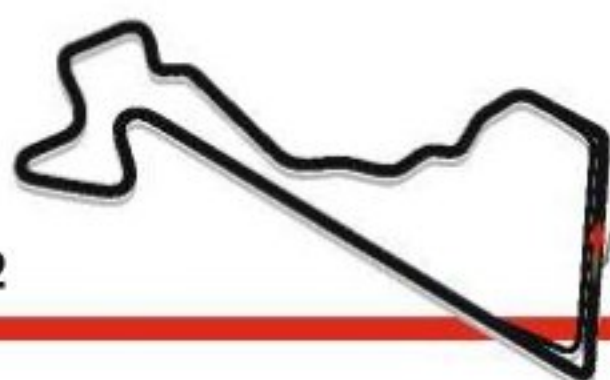
LEVITT/LAT

WTCC

Moscow Raceway (RUS)

June 8

Round 6/12



RESULTS

RACE 1: 16 LAPS, 39.088 MILES

1	JOSE MARIA LOPEZ (RA)	27m05.120s
	Citroen Total Citroen C-Elysee WTCC; Grid: 1st-1m38.651s	
2	GABRIELE TARQUINI (I)	+3.170s
	Castrol Honda (JAS) Honda Civic WTCC; Grid: 2nd-1m38.877s	
3	SEBASTIEN LOEB (F)	+3.425s
	Citroen Total Citroen C-Elysee WTCC; Grid: 4th-1m39.580s	
4	YVAN MULLER (F)	+5.902s
	Citroen Total Citroen C-Elysee WTCC; Grid: 6th-1m39.575s	
5	TOM CHILTON (GB)	+6.816s
	ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 5th-1m39.698s	
6	MA QING HUA (PRC)	+7.505s
	Citroen Total Citroen C-Elysee WTCC; Grid: 9th-1m40.092s	
7	TIAGO MONTEIRO (P)	+13.099s
	Castrol Honda (JAS) Honda Civic WTCC; Grid: 3rd-1m39.166s	
8	TOM CORONEL (NL)	+15.061s
	ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 13th-1m40.327s	
9	NORBERT MICHELISZ (H)	+24.766s
	Zengo Motorsport Honda Civic WTCC; Grid: 8th-1m40.001s	
10	ROB HUFF (GB)	+27.754s
	Lada Sport Lukoil Lada Granta 1.6T; Grid: 14th-1m40.639s	

Winner's average speed: 86.57mph. Fastest lap: Lopez 1m40.148s, 87.804mph.

RACE 2: 16 LAPS, 39.088 MILES

1	MA	27m11.310s
	Citroen; Grid: 2nd	
2	MULLER	+1.261s
	Citroen; Grid: 5th	
3	MEHDI BENNANI (MA)	+12.252s
	Proteam Racing Honda Civic WTCC; Grid: 4th-1m39.715s	
4	CORONEL	+12.424s
	Honda; Grid: 13th	
5	LOEB	+14.725s
	Chevrolet; Grid: 7th	
6	CHILTON	+14.890s
	Chevrolet; Grid: 6th	
7	MICHELISZ	+15.118s
	Citroen; Grid: 3rd	
8	GIANNI MORBIDELLI (I)	+19.894s
	Munnich Motorsport Chevrolet RML Cruze TC1; Grid: 17th-1m42.091s	
9	HUGO VALENTE (F)	+20.157s
	Campos Racing Chevrolet RML Cruze TC1; Grid: 1st-1m40.312s	
10	RENE MUNNICH (D)	+20.984s
	Munnich Motorsport Chevrolet RML Cruze TC1; Grid: 11th-1m40.368s	

Winner's average speed: 86.24mph. Fastest lap: Valente, 1m40.742s, 87.286mph.

DRIVERS' CHAMPIONSHIP

1	LOPEZ	209	6	CORONEL	74
2	MULLER	168	7	CHILTON	73
3	LOEB	161	8	MORBIDELLI	64
4	MONTEIRO	105	9	MICHELISZ	62
5	TARQUINI	96	10	BENNANI	51

YOKOHAMA TROPHY

1	ENGSTLER	121
2	DI SABATINO	85
3	FILIPPI	64

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.

Works teams pose in
Moscow's Red Square



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Ma became first Chinese
winner of an FIA world
championship race

Ma makes series history

FROM THE PEKING TO PARIS MARATHON OF 1907 TO the current annual street racing festival at Macau, China has long been a backdrop to spectacular motorsport events. But a prominent Chinese racing driver has been rarer than a full house at Shanghai's grand prix. The perception of China's potential role on the motor racing world stage may have to be reassessed after events in Moscow last weekend, when Ma Qing Hua achieved history by becoming the first Chinese driver to win an FIA World Championship event.

Ma thoroughly deserved the accolades for his reversed-grid success in his maiden weekend in the championship. After engaging in a number of bold, late-braking manoeuvres disputing the lead with Norbert Michelisz's customer Zengo Honda, Ma faced a daunting head-to-head battle in the closing stages against one of the best in the business – Yvan Muller. In his first serious race in 18 months, Ma displayed no signs of rustiness to hold on to win by just over a second.

Muller's second place and the retirement of classy Moscow feature-race winner Jose Maria Lopez, leaves the reigning champion 41 points adrift of Lopez's 209-point tally in the title race.

Prior to his gearbox failure on the grid of race two, Argentinean hero Lopez had appeared destined to inflict serious damage on Muller's and WRC legend Sebastien Loeb's dwindling title aspirations. Lopez had the luxury of the revitalised factory Hondas acting as a cushion to fellow C-Elysee runner Loeb in fourth place on the grid. It proved a mixed blessing, as the JAS men were in decidedly aggressive mood, scenting an opportunity to break the Japanese manufacturer's 2014 duck.

Both Castrol Civic WTCCs made superior starts to Lopez, but into Turn 1 Tiago Monteiro rammed the rear of his team-mate Gabriele Tarquini. Front-row starter Tarquini "briefly lost control" and wiggled into Lopez, sending the #37 C-Elysee wide.

Lopez survived the collision and maintained his lead. Tarquini's outside shot at victory, which relied heavily on passing the former TC2000 star into the first corner, was over.

Monteiro lost out in a fierce opening lap to Loeb, but maintained fourth place until conceding due to a mistake when under pressure from Muller



Lopez scampered
away for race-one win

approaching the final corner on lap four. The Portuguese former grand prix driver overshot the corner, dropping to seventh, while a slightly hesitant Muller was passed by Tom Chilton's Chevrolet in the confusion.

Loeb hounded Tarquini for second in the second half of the race, without reward. Muller had more success in pursuit of Chilton, prising a passing manoeuvre on the exit of Turn 1 on the final lap.

A collision between Campos team-mates Dusan Borkovic and Hugo Valente had put the latter's race-two pole in jeopardy (see story, right). But the Parisian put aside concerns over his deranged tracking to streak into an early lead. Cruelly for Valente, who had made no error of his own, a drive-through penalty was picked up as hurried repairs to his car contravened start regulations.

From the outside of the front row, Ma had dropped behind fast-starter Michelisz. An entertaining scrap in which the pair swapped positions on a number of occasions ended when Ma finally made a move into the last corner stick on lap six.

Moments later, Muller bullied past Mehdi Bennani and Monteiro in one sweep at Turn 2 to take fourth. Muller was in full-on, fired-up recovery mode. After a fine start away from the lights to challenge for fourth, the reigning champion had been punted sideways by Mehdi Bennani at Turn 1, dropping to ninth.

Muller continued his recovery by demoting Michelisz onto the pit straight two tours later, but Ma would prove uncatchable.

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR

@Peter_Autosport



THE VALUE OF CHINESE DRIVER MA Qing Hua to the WTCC is something that the series organisers have openly admitted they're hoping to exploit in order to entice further Chinese interest. The strategy of targeting a potentially huge Asian audience is already evident by the news that this year's provisional Sonoma round is set to be replaced by a third Chinese round.

That thinking may well be sound, but prior to Moscow the question remained, 'What level could Ma perform at?' The Shanghai racer certainly had the right equipment at his disposal in a factory Citroen but, to many, a driver who had been away from the spotlight for close to 18 months was an unknown quantity. The former HRT and Caterham Friday free practice Formula 1 driver had been diagnosed with gastroenteritis, leading to extreme dehydration, on a GP2 outing last year. Ma was replaced by recognised rising star Alexander Rossi, but in Moscow's admittedly less-intense environment than GP2, Ma appeared to possess the tools to be a frequent WTCC contender.

Could we be witnessing seeds being sown for further growth in motorsport interest in China? In a country in which the building of golf courses is officially illegal because of its perception as an elitist sport, it's difficult to know. Traditionally, racing in China has been sold as an industrial sport, perhaps a Chinese hero in touring cars will be a key on the path to unlocking more widespread public interest in the sport.

Ma made race-two hay after Muller's rotation



MILESTONE

First victory for a Chinese driver in an FIA World Championship race



Valente's car was on its jacks too late

Late repairs spoil Valente's race-two win hopes

CAMPOS RACING'S HUGO VALENTE lost out on a potential race-two victory when he was called in to serve a drive-through penalty that was a legacy of an opening-race collision.

The Frenchman's Chevrolet contravened regulations by not being rested on its wheels when the five-minute board was shown ahead of race two. Valente's troubles began in race one when he was speared off

the road at the last corner by team-mate Dusan Borkovic on the second lap.

Borkovic reported being involved in multiple contacts on the opening lap, which affected his Cruze's toe and braking. The Serbian suffered a massive brake lock-up before the collision. The Campos team was unable to work on Valente's stranded car until it was recovered to the pits at the conclusion of the race. Severe time

constraints to complete repairs faced the team, as there were only about 45 minutes between the end of race one and the start of the second event.

A patched up Chevrolet was sent out on track just three seconds before the pitlane closed ahead of race two. Valente had opened up a four second lead before serving his drive-through penalty on lap six. A recovery drive netted ninth place.

Michelisz misses podium finish

NORBERT MICHELISZ REFUSED to be downcast after dropping out of a podium position one lap from home in a thrilling race two. The Hungarian led a five-car gaggle disputing third, before sliding wide on the entry to a 90-degree left, gifting the position to Mehdi Bennani.

"I'm not disappointed, I couldn't do better as I was on the limit of the car and I could not close the gap and defend my position," said Michelisz

after his intense drive. The Zengo driver's rear bumper was knocked off in the course of the race, and after losing out to Bennani, Michelisz received a sideswipe from ROAL Motorsport driver Tom Coronel as the Dutchman grabbed fourth.

Michelisz's Civic suffered a further scrape when Sebastien Loeb muscled past late on, and ROAL Motorsport's Tom Chilton took advantage of this contact to take sixth place by just 0.3s.



MISIULIA'S PRIZE DRIVE

Russian Lada Granta Cup champion Nikita Misiulia made his prize WTCC debut for Campos in a TCT2 SEAT Leon as Lada did not have a fourth TC1 Granta available. The 23-year old from Samara, a former member of Russia's national mountain bike team, is also taking part in the FIA European Rallycross Championship with a Skoda Fabia.

ENGSTLER DOUBLES UP

Franz Engstler picked up two poles and two victories in the TCT2 class. The 53-year-old stated his intention to return to the circuit, where he attended the inauguration in 2008, in a TC1 car next season.

PAIR RECEIVE BALLAST

For the first time since compensation weight was introduced in 2014 at the Hungaroring, Honda and Chevrolet carried ballast at Moscow Raceway. The Honda Civic and Chevrolet RML Cruze cars ran with an additional 20kg on board.

HUFF MAKES A POINT

Rob Huff picked up a point in race one for Russian manufacturer Lada. He retired with power-steering problems in race two, in which the Ladas were involved in an in-house incident that led to Mikhail Kozlovskiy retiring with accident damage.

Honda chief hails improvement

HONDA ENDURED MIXED

fortunes in Moscow. The team earned its highest grid positions of the season, with Gabriele Tarquini converting a front-row starting position into second in race one.

But the Italian retired in race two with steering damage and in a rare double retirement, Tiago Monteiro was also forced to park after suffering electrical failure. Monteiro incurs a five-place grid penalty for the forthcoming round at Spa-Francorchamps after the Portuguese was judged to have been responsible for causing avoidable contact that sent

Tom Chilton off the road from sixth.

JAS managing director Alessandro Mariani was nevertheless pleased with the final outcome of the Russian weekend, which marked a step forward from the team's performance last time out at the Salzburgring.

"We are making progress which is confirmed by the qualifying and race results," said Mariani. "Our pace was good and I am pleased for Proteam Racing and Mehdi to get this podium. We know what we have to do to prepare for the next event to close the gap to Citroen."



Monteiro taps Chilton off in race two

Rally Italy (I)

World Rally Championship
Sardinia (I), June 6-8

Round 6/13

RESULTS

17 STAGES, 226.51 MILES

1	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	4h02m37.8s
	VW Motorsport Volkswagen Polo R WRC #1	
2	MADS OSTBERG (N)/JONAS ANDERSSON (S)	+1m23.1s
	Citroen Total Abu Dhabi Citroen DS3 WRC #4	
3	JARI-MATTI LATVALA (FIN)/MIKKKA ANTILA (FIN)	+1m32.8s
	VW Motorsport Volkswagen Polo R WRC #2	
4	ANDREAS MIKKELSEN (N)/OLA FLOENE (N)	+2m39.3s
	VW Motorsport Volkswagen Polo R WRC #9	
5	ELFYN EVANS (GB)/DANIEL BARRITT (GB)	+4m41.8s
	M-Sport WRT Ford Fiesta RS WRC #6	
6	MARTIN PROKOP (CZ)/MICHAEL ERNST (CZ)	+6m05.3s
	Jipocar Czech National Team M-Sport Ford Fiesta RS WRC #21	
7	HENNING SOLBERG (N)/ILKA MINOR-PETRASKO (A)	+7m15.8s
	Adapta Motorsport Ford Fiesta RS WRC #16	
8	ROBERT KUBICA (PL)/MACIEK SZCZEPANIAK (PL)	+12m19.0s
	RK M-Sport WRT Ford Fiesta RS WRC #10	
9	LORENZO BERTELLI (I)/MITIA DOTTA (I)	+15m22.1s
	FWRT Ford Fiesta RRC #37	
10	KHALED AL-QASSIMI (GB)/CHRIS PATTERSON (GB)	+16m49.3s
	Citroen Total Abu Dhabi Citroen DS3 WRC #12	

OTHERS

16	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	+27m24.9s
	Hyundai Motorsport Hyundai i20 WRC #10	
18	KRIS MEEKE (GB)/PAUL NAGLE (IRL)	+30m33.6s
	Citroen Total Abu Dhabi Citroen DS3 WRC #3	
21	OTT TANAK (EST)/RAIGO MOLDER (EST)	+43m29.2s
	Drive DMACK Ford Fiesta RS #35	
R	JUHO HANNINEN (FIN)/TOMI TUOMINEN (FIN)	SS5-accident
	Hyundai Motorsport Hyundai i20 WRC #8	
R	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	Before SS4-fire damage
	M-Sport WRT Ford Fiesta RS WRC #5	

DRIVERS' CHAMPIONSHIP

1	OGIER	138	6	EVANS	36
2	LATVALA	105	7	MEEKE	32
3	OSTBERG	66	8	NEUVILLE	31
4	MIKKELSEN	63	9	PROKOP	30
5	HIRVONEN	40	10	SOLBERG	22

MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	227	4	VW MOTORSPORT 2	64
2	CITROEN TOTAL	109	5	HYUNDAI WRT	57
3	M-SPORT	78	6	JIPOCAR CZECH NATIONAL	32

STAGE TIMES

SS1 CAGLIARI CITY 1 (0.81 miles)

Fastest: Hirvonen 1m19.1s

Leader: Hirvonen

SS2 TERRANOVA NORD 1 (12.30 miles)

Fastest: Neuville 13m28.1s

Leader: Neuville

SS3 TERRANOVA SUD 1 (7.71 miles)

Fastest: Hanninen 9m25.2s

Leader: Hanninen

SS4 COILUNA-CRASTAZZA 1 (12.61 miles)

Fastest: Ostberg 13m22.9s

Leader: Neuville

SS5 LOELLE 1 (19.64 miles)

Fastest: Latvala 18m23.6s

Leader: Latvala

SS6 TERRANOVA NORD 2 (12.30 miles)

Fastest: Latvala 13m01.7s

Leader: Latvala

SS7 TERRANOVA SUD 2 (7.71 miles)

Fastest: Latvala 9m06.1s

Leader: Latvala

SS8 COILUNA-CRASTAZZA 2 (12.61 miles)

Fastest: Ogier 12m51.9s

Leader: Latvala

SS9 LOELLE 2 (19.64 miles)

Fastest: Latvala 17m43.8s

Leader: Latvala

SS10 MONTE OLIA 1 (11.97 miles)

Fastest: Latvala 13m31.6s

Leader: Latvala

SS11 MONTE LERNO 1 (36.74 miles)

Fastest: Ogier 37m15.8s

Leader: Latvala

SS12 MONTE OLIA 2 (11.97 miles)

Fastest: Ogier 13m12.2s

Leader: Latvala

SS13 MONTE LERNO 2 (36.74 miles)

Fastest: Ogier 36m38.0s

Leader: Ogier

SS14 CALA FLUMINI (7.76 miles)

Fastest: Ostberg 5m50.9s

Leader: Ogier

SS15 CASTELSARDO (8.70 miles)

Fastest: Latvala 10m29.7s

Leader: Ogier

SS16 TERGU-OSILO (9.25 miles)

Fastest: Latvala 9m48.8s

Leader: Ogier

SS17 CALA FLUMINI 2 (7.76 miles)

Fastest: Mikkelsen 5m39.7s

Leader: Ogier

Rally route

The event's base switched from the east (Olbia) to the west (Alghero) coast. Many of the stages in the middle remained the same as last year, but 46 of the 226 competitive miles were new. The route included a lengthened 36-mile Monte Lerno stage.

Ogier leaps up the order for victory number four

The world champion moaned about the running order early on then used speed, stealth and his rivals' misfortune to win. By **DAVID EVANS**



A STRANGE THING HAPPENED IN ARGENTINA LAST month: Sebastien Ogier finished the final stage of a rally, got out of the car and *didn't* stand on the roof to celebrate victory. Last Sunday in Sardinia, he put that right and stood on the roof of his Volkswagen Polo for the fourth time in six starts this year.

LEG ONE (99.98 miles)

Sunny - ambient temperature range on stages 21-34C

A round trip of 350 miles for eight tenths of a mile in stage mode might have seemed a lot to most, but to Mikko Hirvonen it was worth it. His name was at the top of the timesheets after Cagliari's superspecial and, after the grim start to the season he's had, that made a refreshing change.

But it was Friday that really mattered.

Ahead of the event, championship leader

Sebastien Ogier had tried all ways of couching his argument about having to run first on the road. He didn't want to sound like he was moaning, he moaned. He wasn't going to say it was unfair. It just wasn't fair.

In the end, he gave up.

"This rule is stupid," he said.

It's fair to say his mood hadn't lightened much when he arrived at the refuel, after the first two gravel stages.

"It's crazy," fumed the driver in 10th position, "why do they punish the driver fastest in the championship? I try everything. I pushed really hard, but there is nothing - no grip. On the brakes the car is sliding, when I try to push in the middle of the corner, the car is everywhere. It's terrible."

His team-mate Jari-Matti Latvala wasn't much

Ostberg split the VWs to take runner-up spot



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Ogier fought back to take fourth win of 2014

more relaxed. He'd just reversed into the third Polo of Andreas Mikkelsen, damaging the rear of his car and the front of the sister car.

"I was on the phone," he said, "we had lots of radio communication going on, I'd missed a junction, it was a lot going on..."

He was running ninth, one place ahead of Ogier.

The VW drivers were both well aware of how much worse their morning could have been, however. Ogier arrived at refuel minus his fire extinguisher, having given it up in an attempt to save Hirvonen's burning Fiesta RS WRC. But it was too late. The flames took hold of the M-Sport car and gutted it. And the team.

"I have no idea why it happened," said the early leader. "We had finished the third stage, no drama, nothing. Then we drive along the road section, I looked in the mirror and the right-rear of the car was completely on fire. When we got out the flames were already on the roof."

That Hirvonen and co-driver Jarmo Lehtinen got out unscathed was uppermost in everybody's mind.

Having described a retirement and the bottom end of the top-10, the sharp end was equally as fascinating. It was a Hyundai one-two. Neuville led after SS2, before Juho Hanninen passed him in three (leading a WRC round for the first time in his career), only for the Belgian to retake the top spot on the next one.

The Koreans were flying high after a dream start.

The sense of anticipation at the remote service in Budduso following SS5 was huge. And getting bigger. The start was delayed after Hirvonen's fire, but everybody was waiting for some typical Neuville dry wit or a trademark line of self-

deprecation from the Finn. In the end, we got neither. Neuville lost 23 minutes fixing broken suspension at the side of the road while Hanninen rocketed off the road on a right-hander three miles from the finish.

"The front of the car ran wide," said Hanninen, "there was a dip after the corner, which I should have had in my notes."

The car was destroyed after rolling and ploughing its way through the Sardinian trees.

That fifth stage would claim one more victim, as Kris Meeke retired with a flat battery aboard his Citroen DS3 WRC.

The upshot of the Loelle madness was that, astonishingly, Latvala was in the lead.

"I am surprised as well," he smiled, "it's been a strange morning. First stage this morning, I had some brake problems – the bleed nipple broke and I had to fix it. Then I had the collision with my team-mate, but after that the confidence came a little bit more. I'm happy now."

And he was about to get a lot happier.

The line through the afternoon was quicker and cleaner. And Latvala made the most of it, scoring a hat-trick of scratch times through stages five, six and seven to move clear at the front. Ogier gradually worked his way up the order, quickest in SS8 and second overall at the end of the day.

Yes, he was still 22.4s off Latvala, but it was better than 10th.

Like last time out in Argentina, there was a Citroen-shaped fly in VW's 1-2-3 ointment, but this time it was Mads Ostberg who was keeping Mikkelsen off the bottom step of the provisional podium – just four seconds ahead of the third Polo.



Hirvonen walked away from burned-out Fiesta

Given the chaos that had unfolded through the twisty, technical stages closest to last year's rally base in Olbia, both Norwegians had enjoyed comparatively trouble-free days.

Neither talked, however, in the glowing terms that Robert Kubica did. Fifth and less than a minute adrift of the front, the Pole was delighted.

"That," he beamed, "was my best day on gravel."

His event had started well with fastest time at shakedown and he'd then continued that form into the rally itself. It was a similar story one place further back for Elfyn Evans. The Welshman was typically modest about his efforts. Team boss Malcolm Wilson wasn't.

"He's been fantastic," said the Cumbrian, glad of a silver lining to what had been a particularly cloudy day for him and his team. "He's been quicker than ever today – with the gap to the leader down to 0.3 seconds per kilometre. I'm very happy with that."

POSITIONS AFTER DAY ONE

1 Latvala/Anttila	1h49m09.5s
2 Ogier/Ingrassia	+22.4s
3 Ostberg/Andersson	+33.7s
4 Mikkelsen/Floene	+37.7s
5 Kubica/Szczepaniak	+56.9s
6 Evans/Barritt	+1m19.3s

LEG TWO (97.43 miles)

Sunny – ambient temperature range on stages 20-33C

Just as it had been on a South American Saturday last month, Volkswagen's corner of the service park was bubbling with psychological banter soon after the first sunrise of the weekend.

"I like these stages better today," said Ogier with a smile, "they're faster. Jari did a great job yesterday and it won't be easy to make up 22 seconds, but it's not impossible. I have the same car, I won't give up."

Latvala looked calm. "I know he will be coming," admitted the Finn softly. But no more did he look like a lamb to the slaughter; smiling his own smile on the way out of service, he looked more like an ice-cool assassin.

And his time in Monte Olia certainly added weight to that theory. While bracing himself for what was considered an inevitable onslaught from the #1 Polo, Latvala added 6.3s to his lead.

Immediately checking the times at the end of the stage, the Finn – now sitting on a 28.7s advantage – looked surprised. Momentarily.

"I got the confidence," he said, "and when you have that in this stage then you can go quickly and push in the narrow sections."

Ogier scaled himself for being too conservative. That wouldn't be happening in the massive Monte Lerno test now looming large.

Predictably, the pace of the scrap out front pushed the top two harder and faster than anybody. Best of the rest through the 36-miler was Ostberg, who was almost half a minute down.

The potential for upset in this stage was on show immediately as Meeke, running first on the road ▶

Evans was top Brit, taking fifth in M-Sport Fiesta



► caught a rut awkwardly, popped the right-rear out and damaged a rim against a rock. He would have a slow puncture for the next 30 miles. That rut would play a bigger role later in the afternoon.

Ogier was quickest away from the start and took three seconds in the first split. Latvala hit back and, until the 15-mile mark, kept the difference under a second. That was when a warning light flashed before his eyes.

The engine temperature, usually expected to be around 100 degrees, shot up to 120. And then to a potentially engine detonating 132 degrees. The advice from the ECU was to switch off. Before doing that, Latvala flicked the car into road mode – which cuts the heat-generating anti-lag system. In the meantime, his co-driver Miikka Anttila was on the radio telling the team of their woes and their intention to stop.

Latvala looked down again and could barely believe his eyes.

"I started to stare at the dash," he said, "and the warning is gone... why the warning is gone? I lifted my head and a corner was coming. I almost hit a tree and just kept the car on the road. The temperature had gone down to 103, so we went back into stage mode and pushed again."

Unfortunately, that brief period of caution had caused Latvala to be heavier than usual on the brakes – which cooked the anchors and cost more time to Ogier near the finish.

Acting on Anttila's advice, the team had beamed a message straight to Ogier. The message was suppose to read 'Lat overheating' but with limited characters available on the Polo's screen, all Ogier got was 'Lat over'. Ogier thought his rival had stopped, so he backed off. Only to discover soon after that he hadn't.

"It cost me a few seconds," he said at the finish.

Was Latvala worried about inadvertently slowing his team-mate?

"He still took 11 seconds out of me," said the leader tersely. "I think he's OK."

Latvala remained calm ahead of the second run,

but that demeanour was further tested when Ogier whipped 5.4s back after J-ML stalled in SS12. Going into the repeated long stage, the gap was down to 12.3s. But not for long.

Remember that rut? Latvala caught it second time around. The rim damaged, the tyre gone, there was nothing to do but stop and change. Two minutes and any hope of a win went south.

Ogier looked relieved at the end of the day. "I'm not happy it happened," he said, "but that is why we keep the pressure."

Latvala replied: "It wasn't the pressure. And anyway, even if I didn't have the puncture, the brake problems I had later in the stage would have cost me the lead anyway."

With Ogier out front and away, Latvala faced a big push to get past Ostberg for second on the final day. Ostberg's task for the day was to keep Mikkelsen behind him. A burst damper after a collision with a suspiciously-placed rock in SS12 ruined Mikkelsen's afternoon, leaving him firmly fourth. Another driver suffering suspension woes was Kubica, who removed a wheel in the same stage. Evans was chief beneficiary moving to fifth.

POSITIONS AFTER DAY TWO

1 Ogier/Ingrassia	3h30m15.8s
2 Ostberg/Andersson	+1m40.2
3 Latvala/Anttila	+2m01.5s
4 Mikkelsen/Floene	+2m37.8s
5 Evans/Barritt	+4m24.3s
6 Prokop/Tomanek	+5m26.1s

LEG THREE (29.10 miles)

Sunny – ambient temperature range on stages 20-31C

Sunday brought no surprises at the front of the field. In an effort to put himself beyond reach in second place, Ostberg bolted on a couple of soft-compound Michelins to eke out another 3.2s before the boots wilted in the heat, replaced by a couple of spare hard covers. Latvala got the gap down to 9.7s, but wasn't willing to risk all for an extra couple of points.

Mikkelsen might have ended his third consecutive WRC round in fourth place, enviously eyeing the podium, but this time he could celebrate Powerstage success after a stunning run through the final test.

Evans maintained fifth with a strong Sunday run with Prokop and Henning Solberg sixth and seventh respectively. Kubica had returned under Rally 2 to round out the top eight.

After three days fighting their way through 30C, the only sensible place to end the weekend was in the harbour. Volkswagen's policy of all-for-one ensured the winners weren't alone in getting wet. There's a lake alongside the service park in Poland; who'll be first in next time around? ☼



Meeke 'retired' but rejoined to finish 18th

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR

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THE SEA LOOKED THE SAME ON SARDINIA'S west side as it did from the east, the stages were largely the same, the sun shone and chaos reigned. So, in short, a new town, but the same old story for Rally Italy.

You've got to hand it to the organisers, they tried. And, I'm afraid, they failed. The event's PR man is a likeable fella, but even he was struggling to see the positives when the event's centrepiece – the longest stage of the season – was cancelled for the second time. The rally was, quite simply, a catalogue of disasters.

Ahead of the event, concerns had been raised at the prospect of a 350-mile round trip to the island's capital in Cagliari for a one-mile stage. Everything, we were told, would be fine. There would be plenty of people there. There were. More than 30,000. Except there was no room for them. The stage was stopped after two cars on safety grounds and then binned altogether soon after.

A fire-induced delay on Friday wasn't the organisers' fault (although a fire engine taking an hour to get to Hirvonen's burning Fiesta wasn't the best), but massive road sections, meaning the drivers arrived 90 minutes early for stages, was.

Like I said, they tried. But now can we now please see sense and make the Italian ASN deliver on its promise to take the WRC back to the mainland.

Hirvonen's car was toasted, which caused big delays



BIG NUMBER

1-2-3

Volkswagen delivered its first-ever clean sweep of the Powerstage podium with its trio of Polos.



Running-order row
escalated in Sardinia

Drivers hit out over Ogier's running-order claims

WORLD RALLY CHAMPION

Sebastien Ogier sparked a bitter row among the drivers after he was critical of current running-order regulations.

As championship leader, the Frenchman was forced to run in the worst of the conditions on the opening day of Rally Italy last week. While he dropped to 10th overall as his Volkswagen struggled for grip, he bounced back to win.

Ogier said: "The FIA wants to make some sort of show from the rally by using this regulation but, for me, this is the

regulation for the loser. There are some drivers who are happy to win like this, but I am not one of them. I don't like this rule, it's stupid. I don't understand why they want to penalise the fastest guy in the world championship and I don't understand what was wrong with the qualifying stage we had last year."

Britain's Kris Meeke was quick to defend the current system. He said: "Motorsport series all over the world are using systems to handicap cars, be it weight or cutting engine power – we have

the most natural handicapping system in the world and it makes sense to use it. Look at this rally: the fight was so close on Friday; we had Hyundai one-two for a while, it's great for the spectacle."

Meeke's Citroen team-mate Mads Ostberg had grown tired of hearing the Ogier argument.

The Norwegian added: "It's part of the game, where you start on a rally. Ogier talks about it all the time. Well, you [Ogier] are the fastest in the world; you can go first: fuck off!"



LATVALA: TITLE STILL ON

Despite the 33-point gap between himself and Volkswagen team-mate Sebastien Ogier, Jari-Matti Latvala says his championship challenge goes on.

"I had the chance to close the gap, but I let it slip. But everything is still possible – if Ogier has one non-finish then we can be right back in there."

M-SPORT TAKES HIT

M-Sport managing director Malcolm Wilson says the fire which gutted Mikko Hirvonen's Fiesta RS WRC will cost the Cumbrian team €400,000 (£330,000). The team doesn't insure cars against fire. "There is a huge financial cost here," said Wilson, "but the only thing that matters is that the guys got out unharmed."

BERTELLI WINS WRC2

Lorenzo Bertelli claimed his maiden WRC2 win on his home round of the series. The victory moves the son of Italian fashion designer Prada to the top of the WRC2 standings.

MORE WRC FOR BREEN

Craig Breen will contest Rally Finland and Rally Germany in his Ford Fiesta RS WRC. Peugeot's factory ERC driver was also in action in the car in Sweden this year, when he took ninth place on his WRC debut in a World Rally Car.

DS3 R5 MAKES DEBUT...

Citroen's DS3 R5 made a strong debut in Sardinia, with Sebastien Chardonnet finishing second in WRC2 and first R5 car. The result was soured slightly when post-event scrutineering unearthed a problem with the DS3's radiator. The French firm was fined €2000.

... AS 208 T16 JOINS IN

Peugeot's 208 T16 also made its WRC debut in the hands of privateer Karl Kruuda (below). The Estonian led early on but retired with broken suspension. He returned to finish fifth, before being hit with the same fine from the stewards – the radiator is a part Peugeot shares with Citroen.

Big changes to Rally GB route

THE ROUTE FOR RALLY GB HAS been changed significantly in the wake of unprecedented attendance during the 2013 event.

The route for the November 13-16 event, officially revealed this week, includes changes to every day – starting with the opening evening, which will not feature a ceremonial start and no night stages. The Dyfnant and Aberhirnant stages will run in darkness on Saturday night.

All the mid-Wales mileage comes on day one, with the weekend stages all running in the north of the country.

Rally GB managing director Ben Taylor said: "We were caught out last year by the sheer number of people

wanting to get into the stages; we haven't had that problem for many years. We have learned the lessons, we will have robust plans in place."

While there will be more car parking this time around, route co-ordinator Andrew Kellitt has promised more stages and choice.

"Where we had one stage in an area – for example Clocaenog – we have put two, to avoid overcrowding one stage," said Kellitt. "People will be able to move around the event much more easily this time."

The event starts from Eirias Park in Colwyn Bay and finishes in Llandudno, with services in Newtown (day one) and Deeside.



Kubica was upbeat
over day-one effort

Kubica hails his best gravel run

ROBERT KUBICA SAYS LAST

week's day-one Rally Italy effort was his best performance on a gravel rally.

The Pole retired from fifth when he damaged his Ford Fiesta RS WRC on Saturday's final stage, but prior to that his pace had been one of the talking points of the opening day – he set two third quickest and one second fastest time.

"This was my best day ever on gravel," he said on Friday night. "The feeling was very good which is important because normally on gravel I don't have such a good feeling. This is something promising and I hope we can take this forward to the next events."

He returned to finish eighth overall – his second straight points finish of the year.



Rally GB night stages
have been moved





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Plastic is fantastic for surprised Junior

DALE EARNHARDT JR HAD NEVER WON at Pocono's 'tricky triangle' – the 2.5-mile Pennsylvanian tri-oval – and until the very closing stages on Sunday he wasn't expecting that to change, as Brad Keselowski had dominated since shoving poleman Denny Hamlin aside on the first lap.

A plastic bag was Keselowski's downfall, as it became jammed on his Penske Ford's front grille. As his engine temperature rocketed with five laps remaining, Keselowski attempted to remove the trash by driving right up to the back of Danica Patrick's lapped car. But this spooked her, and he followed her suit in running wide, opening the door for the lurking Earnhardt to slingshot past.

From there, Junior wasn't going to relinquish the lead, and took his first win since February's Daytona 500. "I've lost some in some strange ways, so it's nice to win one like that," he said. "He had me beat until then."

Keselowski took it on the chin: "The car was real hot; I had to do something to stop it blowing up. Dale made a heck of a move to take advantage of it."

Kurt Busch finished third, but his Stewart-Haas team had promised so much more until boss Tony Stewart was pinged for pitlane speeding ("100 per cent driver error") and team-mate Kevin Harvick suffered a puncture.

Hamlin finished fourth, ahead of star rookie Kyle Larson. Jimmie Johnson had an up-and-down day,

climbing from 20th on the grid to the top five only to hit Marcos Ambrose in the pits and spin. Swift repairs and some aggressive strategy allowed him to recover to sixth.

● Connell Sanders Jr

RESULTS

1 Dale Earnhardt Jr (Chevrolet SS), 160 laps in 2h52m07s; 2 Brad Keselowski (Ford Fusion), +0.439s; 3 Kurt Busch (Chevy); 4 Denny Hamlin (Toyota Camry); 5 Kyle Larson (Chevy); 6 Jimmie Johnson (Chevy); 7 Ryan Newman (Chevy); 8 Jeff Gordon (Chevy); 9 Martin Truex Jr (Chevy); 10 Jamie McMurray (Chevy). **Points 1 Gordon, 498**; 2 Matt Kenseth, 482; 3 Earnhardt, 476; 4 Johnson, 475; 5 Keselowski, 448; 6 Kyle Busch, 443; 7 Carl Edwards, 441; 8 Hamlin, 420; 9 Joey Logano, 418; 10 Larson, 417.

INTERNATIONAL GT OPEN ALGARVE (P), JUNE 7-8 RD 2/8

Corvettes do double again

AS AT THE NURBURGRING OPENER, THE spoils were shared by the Selleslagh Racing Team and V8 Racing Corvettes.

Saturday's race was the more predictable, with the pace of SRT duo Maxime Soulet and Isaac Tutumlu proving unstoppable. Valiant chase was given by Andrea Montermini in the Villorba Corse Ferrari. He kept Tutumlu honest in the opening stages and, once pit handicaps had worked through, co-driver Niccolò Schiro emerged with an 8s advantage. This was quickly whittled away by Soulet, who eased past the Italian to win comfortably.

The second race was a thriller. Soulet led in the early stages pursued by the SMP Russian Bears Ferrari of Daniel Zampieri. After the mid-race stops had been completed Roman Mavlanov (in for Zampieri) emerged with a comfortable lead from Miguel Ramos, who had taken over the V8 Racing Corvette from Nicky Pastorelli, until a puncture 15 minutes from home forced the Russian into the pits.



Now Diederich Sijthoff in the sister V8 Corvette (shared with Archie Hamilton) chased Ramos, but a late couple of errors from the Dutchman allowed Ramos to take the flag, and then the Sijthoff car was excluded for being underweight. That promoted Montermini/Schiro to second and Soulet/Tutumlu to third after an entertaining battle.

It was a torrid weekend for Irish-British pair Matt Griffin/Duncan Cameron, who struggled for both pace and reliability in their AF Corse Ferrari.

● Ben Evans

RESULTS

Race 1 1 Maxime Soulet/Isaac Tutumlu (Chevy Corvette C6.R), 38 laps in 1h11m14.275s; 2 Andrea Montermini/Niccolò Schiro (Ferrari 458 Italia GT3), +13.347s; 3 Nicky Pastorelli/Miguel Ramos (Chevy); 4 Daniel Zampieri/Roman Mavlanov (Ferrari); 5 Stefano Costantini/Alan Sica (Ferrari); 6 Diederich Sijthoff/Archie Hamilton (Chevy). **Race 2 1 Pastorelli/Ramos**, 32 laps in 1h00m21.399s; 2 Montermini/Schiro; 3 Soulet/Tutumlu; 4 Michele Rugolo/Claudio Sdanewitsch (Ferrari); 5 Stefano Gattuso/Mario Cordini (Ferrari); 6 Matteo Beretta/Joel Camathias (Porsche 911 GT3-R). **Points 1 Soulet, 72**; 2 Pastorelli/Ramos, 68; 3 Montermini/Schiro, 60; 4 Zampieri/Mavlanov, 50; 5 Tutumlu, 36; 6 Nick Catsburg, 36.



F.ACCELERATION 1

F3 star Felix Rosenqvist returned to the FA1 ranks at Monza and won both races. He dropped to third from pole in race one, but clawed ahead of Sergio Campana and Nigel Melker. Points leader Mirko Bortolotti jumped Campana in the pits to take third, behind Melker. Rosenqvist survived a spin in race two, recovering to pass Melker before the second stops. Sebastian Balthasar was third, while Bortolotti failed to finish and lost the championship lead to Dutchman Melker.

GERMAN FORMULA 3

Lotus/Motopark driver Markus Pommer extended his points lead with two wins and a third place at Spielberg. His Dutch team-mate Indy Dontje scored his maiden F3 win in the reversed-grid race and was third in the other two races. Another Motopark man, Nabil Jeffri, was second in all three races.

EUROFORMULA OPEN

Pole Artur Janosz and Thai Sandy Stuvik dominated the Algarve weekend with a win apiece to leave the RP Motorsport team-mates a point apart at the top of the standings. The impressive Alex Palou claimed third in both races, the Spaniard in just his third weekend of car racing.

BRAZILIAN TOURING

The Goiania round was all about the RZ Toyota Corollas. Allam Khodair recovered to second after losing two spots on the first lap and inherited the lead when polesitting team-mate Galid Osman was sidelined by a puncture with two laps to go. Osman made up for it in race two with a solid drive from 13th on the grid to first. He took the lead from reigning champion and 2014 points leader Ricardo Mauricio's Honda on the seventh lap.

UNITED SPORTSCAR

The one-make PC class ran alone at Kansas Speedway. The race was divided into two segments, the drivers doing one each. Sean Rayhall won the first to give Luis Diaz pole for the second segment, but the Mexican soon lost the lead to Colin Braun, who won in the ORECA he shares with Jon Bennett. Renger van der Zande was second in the car started by Mirco Schultis, with Diaz third.

GLOBAL RALLYCROSS

Scott Speed made it two out of two in his Andretti-run VW Polo at Austin's US GP venue. Bucky Lasek took second in his Subaru. Nelson Piquet Jr claimed his first podium when Liam Doran spun in sight of the finish – that was despite the Brazilian's Fiesta having only third and fourth gears and taking a drive-through penalty.



Bjork got away from Goransson in Gothenburg

SCANDINAVIAN TOURING CARS GOTHENBURG (S), JUNE 7 RD 2/6

It's oh so quiet at front of field for Bjork

VOLVO STAR THED BJORK WAS ON TOP as the Scandinavian Touring Car Championship made its annual visit to Gothenburg with a narrow and curvy street circuit on an island in the city's harbour.

Bjork headed team-mate Fredrik Eklblom in an all-Volvo front row. While Bjork got the verdict at the start and stayed in front throughout, Eklblom retired with gearbox problems on the first lap.

Four-time champion Richard Goransson was a distant second in his Saab, with the Kia of Linus Ohlsson an even more distant third.

Championship leader Fredrik Larsson lay fourth in his BMW before getting a drive-through penalty, which promoted Mattias Andersson's Dacia to fourth. Larsson managed to still defend fifth from the Kia of young Mattias Lindberg.

The first race, with the top 10 qualifiers reversed on the grid, was rather different. Another youngster, Erik Jonsson, started on pole in his BMW and held the lead all the way, as slower cars got in the way of the faster contenders.

The first yellow was caused when Eklblom helped Philip Forsman's

BMW into the barriers. Shortly afterwards, Emma Kimilainen spun her Saab after contact with Bjork and was hit by Andreas Wernersson's Kia. This caused a permanent yellow for the rest of the race, with Ohlsson and Andersson completing the podium.

With full race points awarded for qualifying, Bjork has advanced to second in the championship behind Larsson, with Eklblom slipping to third ahead of Goransson.

The series, for mid-engined Solution F silhouettes cloaked in touring car bodywork and powered by 3.5-litre Nissan/Renault V6

units pushing out 420bhp, now has a one-month break until the Falkenberg round in mid-July.

● Tege Tornvall

RESULTS

Race 1 1 Erik Jonsson (BMW SR), 22 laps in 27m36.122s; 2 Linus Ohlsson (Kia Optima), +0.313s; 3 Mattias Andersson (Dacia); 4 Mattias Lindberg (Kia); 5 Fredrik Larsson (BMW); 6 Roger Samuelsson (Saab 9-3). **Race 2 1 Thed Bjork (Volvo S60)**, 27 laps in 20m24.422s; 2 Richard Goransson (Saab), +5.703s; 3 Ohlsson; 4 Andersson; 5 Larsson; 6 Lindberg. **Points 1 Larsson, 87; 2 Bjork, 82; 3 Fredrik Eklblom, 75; 4 Goransson, 69; 5 Andersson, 61; 6 Lindberg, 57.**



De Vries was unstoppable

FORMULA RENAULT ALPS SPA (B), JUNE 7-8 RD 4/7

De Vries scales Spa ALPS

NYCK DE VRIES STRETCHED HIS cavernous points lead with a double win from two poles at Spa.

Matevos Isaakyan and the safety car (which emerged twice) made it hard for de Vries in race one, but the McLaren junior's Koiranen GP car held on in a one-lap dash to the flag.

Charles Leclerc took third, the Monegasque surviving a collision with Simon Gachet on the final lap.

De Vries dominated race two, while Isaakyan battled for second with Briton Ben Barnicoat.

Seb Morris (sixth in race one) fought Leclerc and Gachet for fourth, but Gachet dropped back

and Morris's throttle stuck open.

That meant Leclerc took fourth, and he was promoted to third when Barnicoat was given a track-limits penalty. Raoul Owens was fifth, with George Russell seventh.

RESULTS

Race 1 1 Nyck de Vries, 10 laps in 28m29.072s; 2 Matevos Isaakyan, +0.344s; 3 Charles Leclerc; 4 Luke Chudleigh; 5 Akash Nandy; 6 Seb Morris. **Race 2 1 de Vries**, 12 laps in 28m06.739s; 2 Isaakyan, +12.450s; 3 Leclerc; 4 Ben Barnicoat; 5 Raoul Owens; 6 Dario Capitanio. **Points 1 de Vries, 180; 2 Isaakyan, 104; 3 Leclerc, 80; 4 George Russell, 77; 5 Simon Gachet, 62; 6 Capitanio, 33.**

ADAC GT MASTERS RED BULL RING (A), JUNE 7-8 RD 4/8

Gavin in a Callaway double

OLIVER GAVIN WAS A DOUBLE WINNER in Austria as the Callaway Corvette he shared with Daniel Keilwitz dominated the weekend.

The duo led the opening race all the way, with another Chevy muscle car — Reiter Engineering's Camaro — claiming second in the hands of Tomas Enge and Albert von Thurn und Taxis. After the stops Enge fought up the order, taking second when Maximilian Buhk (in the HTP Mercedes he shared with Maxi Gotz) made an error as he exited the pits.

Enge and the other Corvette of Jeroen Bleekemolen passed Keilwitz on the first lap of race two, but start infringements led to five-second penalties to be served at the pitstops for the leading duo. At this point the Camaro's propshaft broke, blocking in Bleekemolen and losing him time.

After a safety car, Gavin kept the Audi of Rene Rast at arm's length to win again. Rast and Kelvin van der Linde took the points lead thanks to a disastrous weekend for Jaap van Lagen, whose Porsche was off the pace.

● Rene de Boer

RESULTS

Race 1 1 Oliver Gavin/Daniel Keilwitz (Chevrolet Corvette Z06.R), 39 laps in 1h01m01.303s; 2 Tomas Enge/Albert von Thurn und Taxis (Chevrolet Camaro GT), +5.802s; 3 Maximilian Buhk/Maximilian Gotz (Mercedes SLS AMG GT3); 4 Hari Proczyk/Gerhard Tweraser (Lamborghini Gallardo FLII); 5 Jens Klingmann/Max Sandritter (BMW Z4 GT3); 6 Robert Renauer/Norbert Siedler (Porsche 911 GT3-R). **Race 2 1 Gavin/Keilwitz**, 37 laps in 1h00m14.724s; 2 Rene Rast/Kelvin van der Linde (Audi R8 LMS ultra), +1.670s; 3 Buhk/Gotz; 4 Dominik Baumann/Claudia Hürtgen (BMW); 5 Klingmann/Sandritter; 6 Alon Day/Luca Ludwig (Mercedes). **Points 1 van der Linde/Rast, 120; 2 Jaap van Lagen, 110; 3 Hürtgen/Baumann, 94; 4 Gotz/Buhk, 90; 5 Keilwitz, 73; 6 Gavin, 67.**



Corvette of Gavin/Keilwitz dominated

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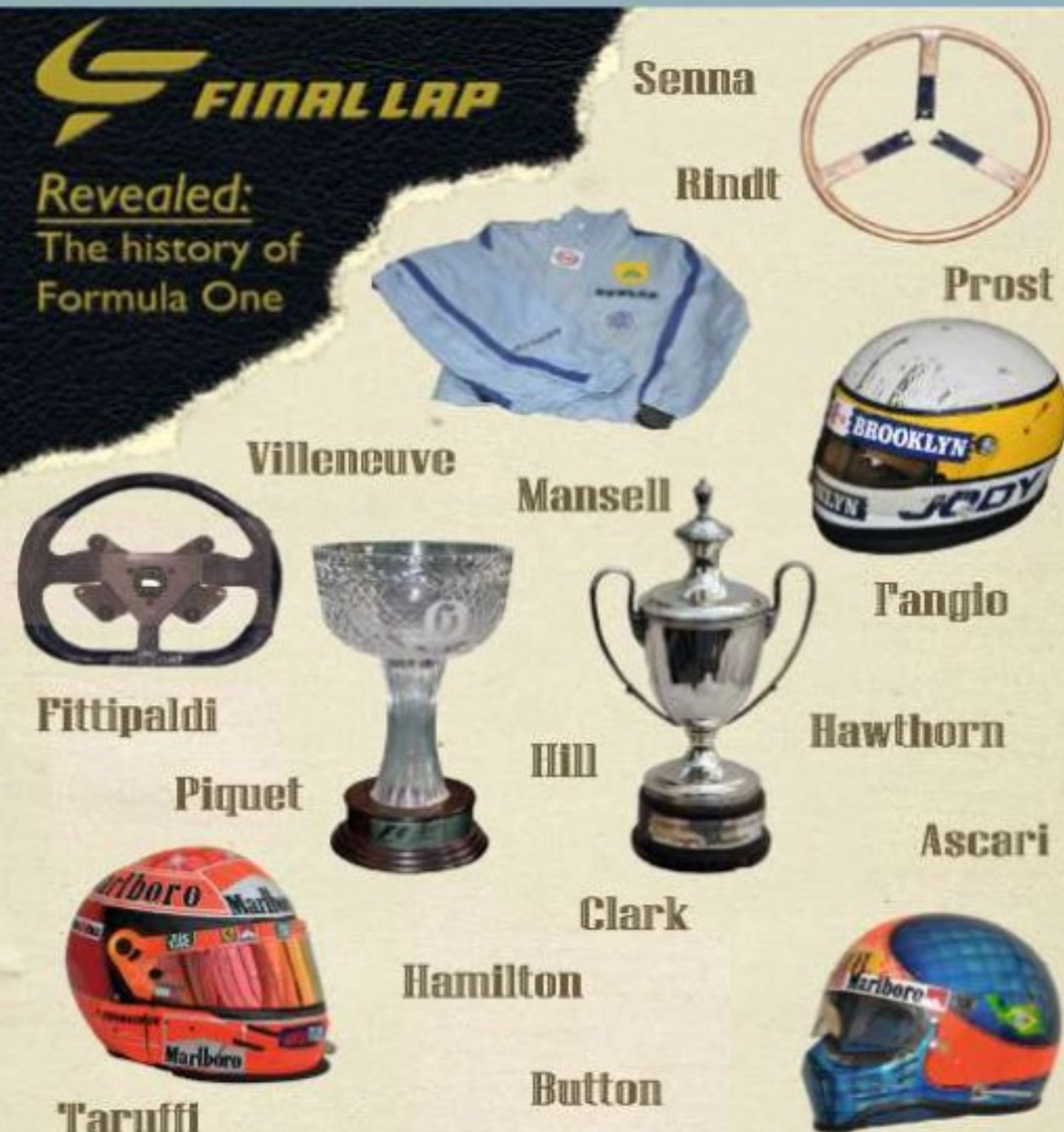
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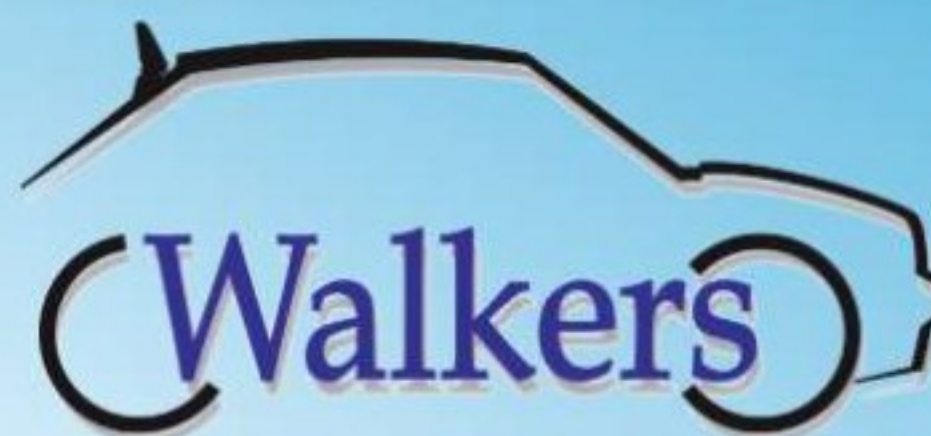
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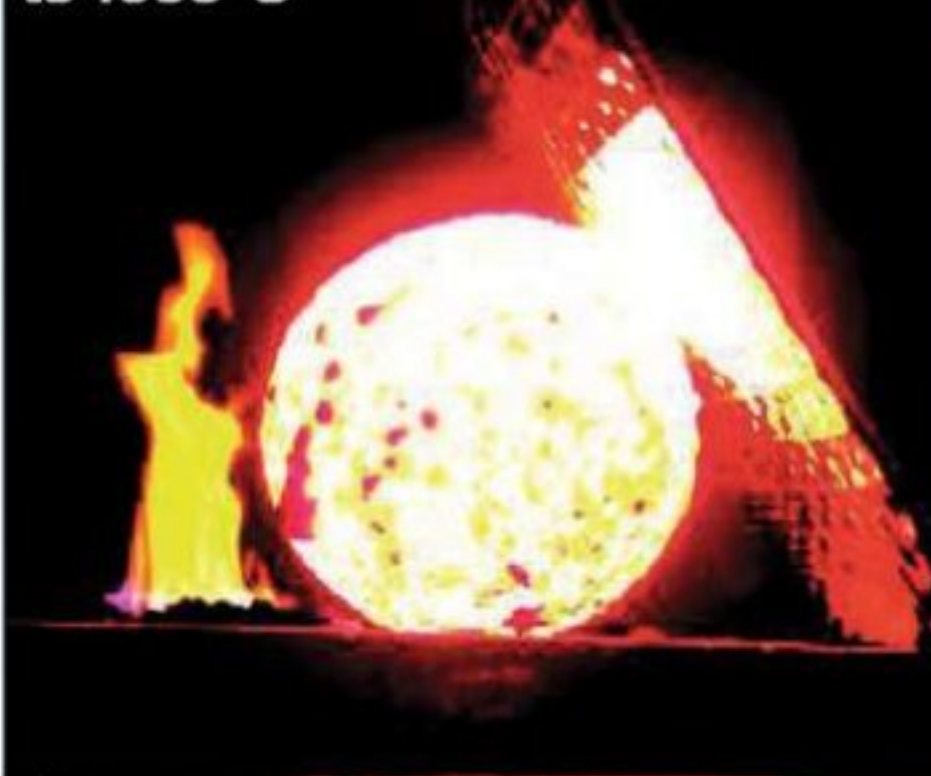
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Wrangles hit Circuit of Wales

'Breach of ministerial code' claim as concerns grow over £300m project

A WELSH ASSEMBLY MINISTER has written to the First Minister of Wales to request an investigation into an alleged breach of ministerial code as concerns over the proposed £300m Circuit of Wales facility grow.

AUTOSPORT has learned that North Wales AM Antoinette Sandbach has this week sent a letter to First Minister Carwyn Jones asking the Welsh Government to evaluate the actions of Minister for Natural Resources and Food Alan Davies. It comes after confirmation last week that the Welsh Government would enter discussions with the Heads of the Valleys Development Company (HVDC) that could lead to the granting of a £20m commercial loan.

"I have written to the First Minister because information

released in Freedom of Information requests indicates that Alan Davies put pressure on others to overcome their objections [to the Circuit of Wales]," Sandbach told AUTOSPORT. "That is a serious issue. I'm concerned there has been a breach of the ministerial code and it needs investigating."

"There's been no open discussion [on providing funding for the project] by the Welsh Government. They have refused to disclose the diligence reports. The auditor has looked at the project and identified it as high risk."

"My biggest fear is that this all turns out to be a huge white elephant and the Welsh Government will lose any money invested in it."

When approached by AUTOSPORT asking for clarification on the disclosure of due-diligence reports and the request for state aid, an HVDC spokesman

said: "The nature of these questions are the same as those raised in Freedom of Information requests that have already been declined."

The call comes amid ongoing delays for the construction of the circuit, which has led to the developer's admission that it will not be ready to host a MotoGP round in 2015 – a deal described by HVDC CEO Michael Carrick as "crucial" to the project continuing.

Silverstone's contract with MotoGP promoter Dorna as the British Grand Prix venue ends this year. Despite the Circuit of Wales ruling itself out of hosting a 2015 race, a spokesman for MotoGP promoter Dorna told AUTOSPORT that, along with renewal talks with Silverstone, negotiations to use the Welsh track were still ongoing.

Sandbach suggested that developers required help from the Welsh Government to ensure a deal with Dorna could be done and the appropriate payments made on time.

"To my mind the company was not able to provide the financial guarantees to Dorna without the support of the Welsh Government," she added. "The company claim they have financial backing and there are no concerns and they are well placed."

"I would say it is clear that is in fact not true. If they have that backing why are they asking for support?"



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STANDING TRACKSIDE AT

Oulton Park last weekend, waiting for Super Tourers to blast past into Cascades, I must confess to feeling incredibly fortunate that I was actually witnessing these magnificent cars in action. There will be plenty from my generation whose memories of BMW E36 M3s, Alfa Romeo 155s, Renault Lagunas and Nissan Primers are ascertained solely through video tapes from the 1990s.

While I was at a BTCC meeting at Donington Park in 2000 – I'll never forget hearing those Ford Mondeos for the first time – I'm sad to say that was an era that I missed out on being able to appreciate properly. So it was a bit surreal to be interviewing John Cleland on the podium after the Scot clambered from his Vauxhall Vectra (because I never thought I'd be in that position, not because of the Vectra's competitiveness in period!).

OK, so last weekend – Cleland excepted – they weren't driven by the stars of 1990s. That's missing the point. So they weren't banging wheels and knocking off wing mirrors all race. That's missing the point too. Historic racing isn't something I grew up on but I am embracing it gradually. For me, it's a window to eras I missed by a long way. Seeing those Accords, Mondeos, Primers and the rest (being driven hard, I'd also like to point out – just look at the fastest race laps compared to contemporary BTCC machinery) at the weekend was great.

I understand that some people, such as those who had the pleasure of witnessing it in period, feel they should be left in the memory, but the HSCC and series founders Jonny Westbrook and Dave Jarman aren't trying to recreate history, they're celebrating it. And I say enjoy it.

Dodd's fastest lap was pretty rapid





British Formula Ford

Brabham doubtful for Croft after shunt

BRITISH FORMULA FORD frontrunner Sam Brabham is in doubt for the next round at Croft after crashing spectacularly at Oulton Park last weekend.

The two-time race winner was running third behind JTR team-mates Max Marshall and Jayde Kruger in race two when a wishbone failure pitched him into a spin at

the fast Island left-hander.

Brabham spun onto the grass and his Mygale's wheels dug in, sending the car into a barrel roll that broke the front-right and both rear wheels and also damaged the floor.

The 19-year-old, who missed the third race as a result, said he did not doubt JTR could fix the car for the races at Croft on June 28-29, but

was worried that budget constraints would rule him out.

"I doubt we'll be out at Croft to be honest," he said after the second race. "We're really struggling. I didn't even think I'd be here; Wednesday night I found out I was racing. You can't go out there with the mindset 'what if I crash?' but after you crash and know you're

all right that's all you think about. If money wasn't an issue we'd just get it fixed.

One lap after Brabham's off, Marshall and Juan Rosso both spun when rain fell at Island, although both missed Brabham's car.

"Rosso was so close," said Brabham. "It would have been a big accident. He'd have been hurt."

Clio Cup UK

Repair job for Pyro after Smith and Bushell roll Clios

TEAM PYRO FACES A DOUBLE repair job on its Renault Clio Cup UK cars after Mike Bushell and Rob Smith rolled in separate incidents at Oulton Park last weekend.

Damage sustained in a huge crash in qualifying was only just repaired in time for Thruxton winner Bushell to take the start of race one. He finished the races fourth and seventh but confirmed that the car will need further repairs before the next round at Croft on June 28-29.

"It took nine people working on the car up until 20 minutes before we had to be in the assembly area," he said. "We all got stuck in and with a stroke of luck we managed to get it repaired.

"I handled it to a good speed in both

races but it's not as it should be."

Team-mate Smith missed the two races in hospital after crashing heavily in Friday testing, wrecking the car and giving himself concussion. He was released from hospital but is unlikely to be given medical clearance to contest the next round even if his car is fixed.



Ginetta GT4 Supercup

New Supercup squad SVR set to expand to two cars

LEADING CLIO CUP UK AND Ginetta GT4 Supercup team SV Racing is hoping to field a second G55 later in the season.

SV Racing expanded into Ginettas for the first time this year with David Pittard, who has one win and six podiums from the opening 10 races and briefly held the points lead before a clutch failure meant he retired from race two at Oulton Park last weekend.

Team boss Danny Buxton revealed that the team is in discussions to run



ex-Formula Renault racer David McDonald and is eager to benefit from a second driver. "We've got a name on one," said Buxton. "David [Pittard] has done a fantastic job but it would be good with someone like David [McDonald], who will push him even harder."

Only 12 drivers contested the pair of Supercup races at Oulton last weekend. Ginetta Junior champion Harry Woodhead, Fergus Walkinshaw and Michael Munemann, who were all absent, are expected to return at Croft.

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Historics

Gurney Brabham at Dijon

AN EX-DAN GURNEY BRABHAM BT7 competed in one of the two HGPCA races as Peter Auto celebrated the GP de l'Age d'Or's golden jubilee at Dijon-Prenois last weekend.

James King – a spectator when Gurney drove the BT7 to victory at Rouen-les-Essarts in 1964 – drove the 1500cc Climax V8-engined car from the back of the grid to ninth before pitting.

Both HGPCA Pre-'66 races at Dijon were won by Miles Griffiths (Cooper T51), who was pursued by Sid Hoole (Cooper T66) and Eddy Perk (Heron-Alfa Romeo) on Saturday and Peter Horsman (Lotus 18/21) and Hoole on Sunday.

The Pre-'61 front-engined HGPCA showcases were won by Tony Wood in

the ex-Fritz d'Orey TecMec-Maserati. Tony Smith (ex-Phil Hill Ferrari Dino 246) and Josef Rettenmaier (Maserati 250F) landed a second apiece while Guillermo Fiero (250F) was third on Sunday.

Jonathon Hughes won both FIA Lurani Trophy Formula Junior races in his ex-Jo Siffert/Clay Regazzoni Brabham BT6. Italians Manfredo Rossi di Montelera (Lotus 22) and Piero Tonetti (Brabham BT6) each scored a second and a third.

Martin O'Connell was victorious in the Classic Endurance Racing 1 bout in Sandy Watson's Chevron B19, but was penalised in CER 2 (driving the Scot's B36) and was demoted to second between Scemama brothers Philippe (Lola T290) and Yves (Sauber C5).



King ran well until retiring

Le Mans Classic

Le Mans ban for Hadfield

TOP HISTORIC RACER SIMON

Hadfield has been prevented from taking part in next month's Le Mans Classic by the organiser.

Peter Auto has decided not to allow Hadfield to race in the biennial Classic on July 4-6 and in its historic series for what boss Patrick Peter labelled aggressive driving. The move follows an incident in the Classic Endurance Racing event at Mugello in April.

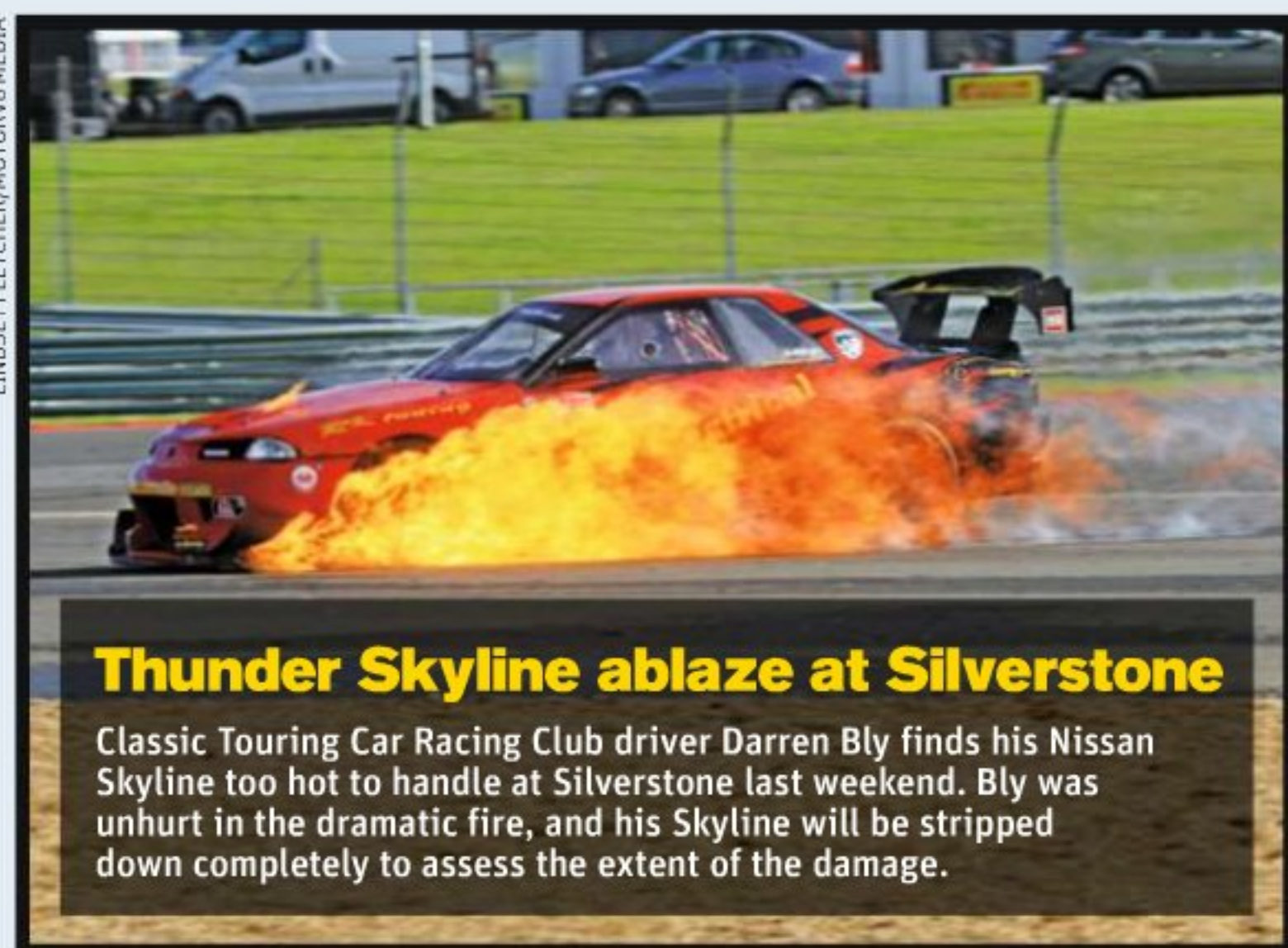
Peter said: "I think Simon has been too aggressive as a driver. We organise historic races for very expensive cars and we don't want that kind of driving."

Peter cited Hadfield's incident with

Jamie Campbell-Walter in the closing stages of the CER 2 race at Mugello. Contact was made between the March-Cosworth 76S Campbell-Walter shared with owner Paul Knapfield, and Hadfield, who was driving a Lola-Cosworth T282 with Leo Voyazides.

Voyazides had earlier been involved in an incident with Knapfield. The Lola, which finished third, was subsequently excluded from third place.

Voyazides will also be unable to compete in Peter's series for the remainder of the season, but will be allowed to race at the Classic next month. Team-mate Hadfield declined to comment.



Thunder Skyline ablaze at Silverstone

Classic Touring Car Racing Club driver Darren Bly finds his Nissan Skyline too hot to handle at Silverstone last weekend. Bly was unhurt in the dramatic fire, and his Skyline will be stripped down completely to assess the extent of the damage.

HUMBLE PYE

The voice of club racing

Excellent grid was best in years



Superb AUTOSPORT 3 Hours can grow further

Last weekend's restructured AUTOSPORT 3 Hours at Snetterton, promoted by the HSCC in conjunction with Flavien and Vanessa Marcais' GT & Sports Car Cup for the first time, was by common consent a great success. That 1964 winner Jack Sears was such a dignified and genial part of it once again was not only an inspiration to many, but also a priceless bonus to those involved.

The new-for-2014 predominantly Pre-'66 GT format made for a better race, in which speed differentials were reduced. Indeed, on-track conduct was exceptional in the trickiest of conditions. One short safety car period and precious few driver-warning flags told their own tale. Inter-team camaraderie in the pits, with crews also mixing over excellent MSV-catered lunches as part of the GTSCC tradition, made it an experience to savour.

Looking down from the commentary box as the 34 starters formed a double-barrelled armoury of gleaming cars stretching way down the pit lane prior to the start, I felt a real wave of excitement having seen few more than 20 in most of the previous seven years. I can only imagine what it was like for spectators when a similar number – albeit in 4-3-4 grid formation – blasted off in 1964, but this was special with pairs of Jaguar E-types and Lotus Elans up front.

The race has gained momentum this year and, with planning and consultation, could justifiably become a dress rehearsal for September's Spa Six Hours, in my eyes the greatest race on the international historic calendar. In fact, I'd love to work with a sponsor to put up a showpiece 'Nine Hour

Challenge' trophy to be awarded annually to the team that achieves the best aggregate result across the two enduros.

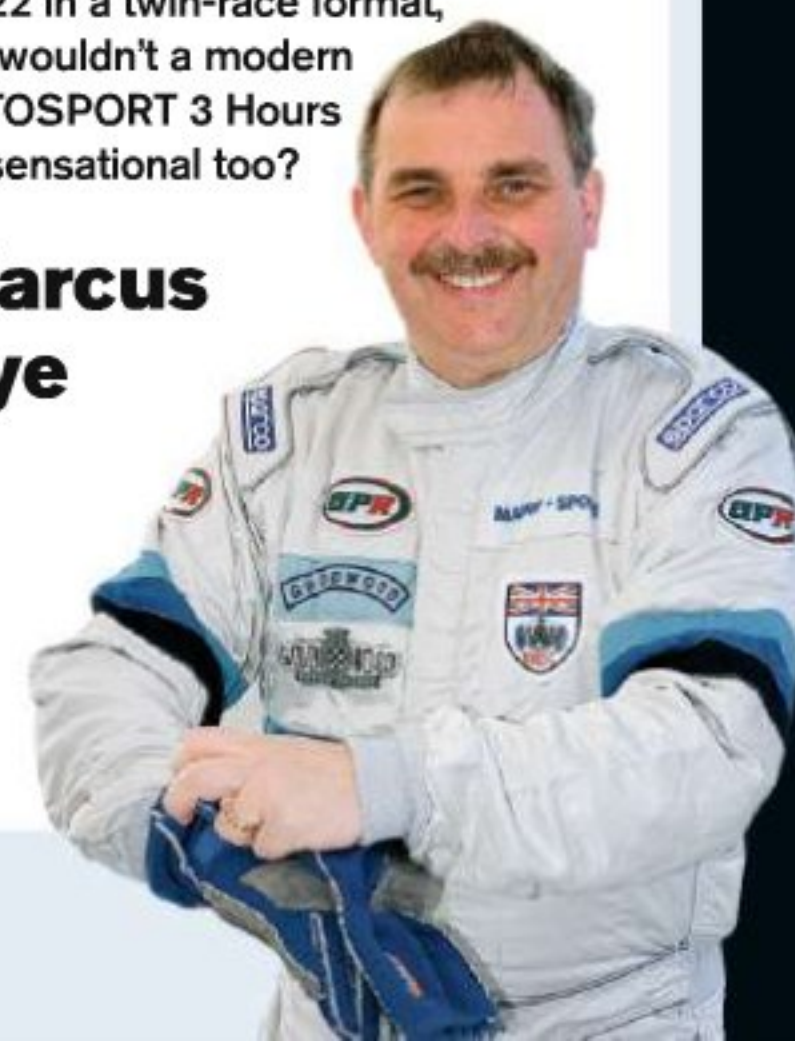
For those HSCC Guards Trophy competitors who have raced Chevrons, Ginettas, Lenhams and other Pre-'69 sports racers in previous AUTOSPORT 3 Hours of the modern era, I am confident that this year's one-hour support race

"As the 34 starters formed a gleaming armoury, I felt a real wave of excitement"

can be expanded if more than 10 takers subscribe. The spectacle of Marcus Mussa's McLaren-Chevrolet M1B thundering down the Senna Straight on Saturday was superb.

Because Snetterton is now such a fine venue to race at (with super-helpful welcoming staff), I'd like to propose a three-hour British GT round in Norfolk. Britain's best-supported contemporary series is there on June 21-22 in a twin-race format, but wouldn't a modern AUTOSPORT 3 Hours be sensational too?

Marcus Pye



JOIN US FOR A SPECIAL DAY TO REMEMBER



On July 1 2014 I would be delighted if you would join me and my friends at Mercedes-Benz World, on the historic Brooklands site in Weybridge, Surrey, for a memorable experience, both on and off-track! Please help me celebrate

my double anniversary year, and support HSF by entering a team of four to compete in the HSF Team Karting Challenge, alongside fellow corporates and stars of motor sport, past and present.

And for those of you not competing, you are welcome to join my friends and I for the post-race G.H. Mumm Champagne evening reception, prize-giving and auction.

In the first 12 months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions. Please help HSF to save more lives, improve quality of life for people with injuries and inspire young people to fulfil their potential.

It will be a super event and I would be thrilled if you could join us.

*With very best wishes,
John Surtees OBE*

What is the HSF Team Karting Challenge and Champagne Reception?

Now in its third year, this special event is established as a firm favourite on both the corporate and motor sport calendar, bringing together many motor sport celebrities in British Grand Prix week.

The karting itself is a challenging two-hour endurance race in which you will be driving Daytona's high-performance DMax karts. Some experience would be useful, but is not essential as the detailed brief and practice on the day will teach you all you need to know.

It is 50 years since John Surtees OBE secured his Formula 1 World Championship. The Barber Museum and race track in Birmingham, Alabama, is home to a collection of cars and motorcycles associated with John's life, including his title-winning Ferrari 158. The owner, George Barber, has made this car available to John for the

season, with the challenge to raise £50,000 for HSF – a sum he has promised to match.

In celebration of John's remarkable racing career on two wheels and four, the Ferrari 158 will lead a spectacular on-track car display during the racing programme.

As the sun sets over the track, you will step out of your race suit and into the superb, state-of-the-art venue, where you will be able to explore fascinating exhibitions, get up close to legendary Mercedes-Benz vehicles and enjoy a champagne and canapé reception.

Steve Rider and Henry Hope-Frost will host the evening, interview John's special guests and the day's track stars, award the prestigious 'H' trophies and present a glittering auction, hosted by Bonhams.

G.H. Mumm Champagne will, once again, be poured by generous arrangement with the House and Bernie Ecclestone.

HOW TO GET INVOLVED

- Enter a team or teams to compete in the 2014 HSF Team Karting Challenge
- For non-competitors, purchase individual tickets for the evening G.H. Mumm Champagne and canapé reception
- Share this invitation with your family, friends and business contacts.

To enter a team of four costs £1000 (including four tickets to the G.H. Mumm Champagne and canapé reception). In addition, we ask you to confirm that your team will secure a minimum of £500 in sponsorship or make a minimum donation of £500. For non-karters, to attend the evening G.H. Mumm Champagne and canapé reception costs £65 per person. Please email info@henrysurtreesfoundation.com to secure your place on the grid, or to reserve individual tickets for non-karters to attend the evening G.H. Mumm Champagne and canapé reception. Numbers are strictly limited, and will be allocated on a first-come, first-served basis.



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Kinch dominated in
1982 McLaren MP4/1B

Historic F1

Kinch stars on F1 support bill

FORMER BRITISH GT CHAMPION

Nathan Kinch dominated the Canadian Grand Prix-supporting Masters HGP races for pre-1985, three-litre Formula 1 machinery last weekend – the new series' debut meeting.

The 32-year-old, driving the 1982 McLaren-Cosworth MP4/1B in which John Watson finished third in the Canadian GP, was fastest in qualifying and completed lights-to-flag wins in both races. The overall winner was based on

aggregate results, meaning Kinch won a combined 30-lap event by 24.214s.

He was chased in both races by American Charles Nearburg, who was driving the Williams-Cosworth FW07B that Alan Jones took to victory in Montreal in 1980. Joaquin Folch, driving his regular Brabham BT49C, a fifth-placed finisher in Canada in the hands of Nelson Piquet in 1981, was third in both races.

Jean-Michel Martin's ex-Keke Rosberg Fittipaldi F8 qualified third but retired

from the first race, charging from 14th on the grid to take fourth in race two.

Greg Thornton, driving Ronnie Peterson's 1976 March 761, comfortably won the 'Fittipaldi' class for post-1972 non-ground effect cars, with James Hagan taking his ex-Michele Alboreto Tyrrell 011 to victory in the 'Lauda' class for post-1982 flat-bottomed machinery.

There was only one entry in the pre-73 'Stewart' class, John Delane's Cosworth-powered Tyrrell 002, which finished 11th.

Britcar

Camilleri loses Spa Britcar win

JAKE CAMILLERI WAS STRIPPED

of his victory in the second Britcar Endurance Championship race at Spa after failing to serve a stop-go penalty in the final half hour of the race.

The Ford Focus driver had beaten a horde of GT racers, but was penalised for a pitstop that was 12 seconds under the mandatory 90 seconds required, promoting Ferrari 458 duo Darren Nelson and Nigel Greensall to victory.

Javier Morcillo and Manuel Cintrano won the first race after avoiding a crash on the opening lap that brought out the safety car and passing the FF Corse Ferrari 458 of Calum Lockie and David Mason when they had been forced to pit with a puncture.

The Mosler pairing was hit with a driveshaft issue in race two, though still took Class 1 honours in 11th place.



FIA junior starter-class plan begins

Italian F4

FIA F4 kicks off in Italy

THE FIRST EVENT RUN TO THE FIA's new Formula 4 framework for a junior starter class was held at Adria last weekend.

Italian F4, for Abarth-powered carbon-monocoque Tatuus chassis, attracted 22 drivers for the opening three races, won by Ferrari protégé Lance Stroll (Prema Powerteam),

Japan's Ukyo Sasahara (Euronova Racing) and inaugural points leader Andrea Russo (Diegi Motorsport).

The FIA Single Seater Commission's Frederic Espinos, who attended the event, said: "If we had 18 cars, that would be good. If 20, even better. But 22 was fantastic – and Tatuus have sold 26 so the grid will grow."



Elan was quick but unreliable

Historics

Elan Shapecraft racing after 40-year break

A LOTUS ELAN SHAPECRAFT

coupe originated in 1963 made a frustrated return to racing in the AUTOSPORT 3 Hours last weekend.

Owner Michael Schryver and Simon Hadfield were prevented from challenging for a third victory in the

HSCC Snetterton event due to a catalogue of mechanical issues.

Club raced in period, the car was laid-up by a subsequent owner during '73 and had not turned a wheel until Schryver bought it and undertook a ground-up restoration.

A detached rear wheel and ignition points failure derailed Friday testing, but Hadfield qualified fourth later in the day.

He ran third in the race before another set of points broke, though undeterred Hadfield continued to run strongly before the engine ran its bearings.



In brief

Celebratory livery

Leading Porsche outfit Parr Motorsport has unveiled a special commemorative Carrera Cup car livery for Ben Barker ahead of this weekend's Le Mans 24 Hours support race (above). To celebrate the team's 30-year history, the livery includes a montage of images as well as a timeline of key events for every year the team has competed.

BRSCC abroad

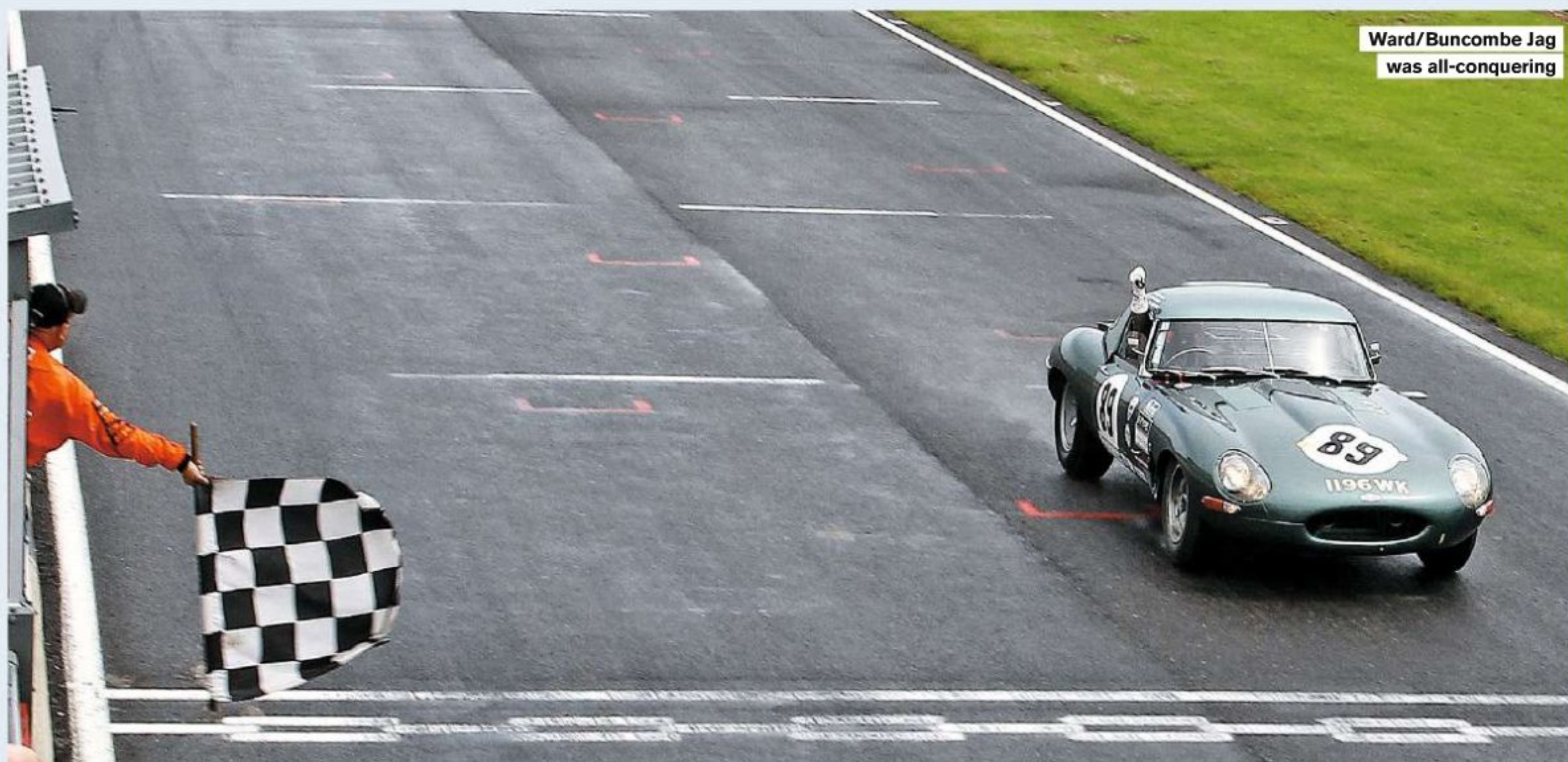
William Smith won the first Caterham Roadsport race at Zolder, with Henry Heaton victorious in a tight second event. Stephen Nuttall and Pete Fortune shared the Tracksport spoils while Aaron Head dominated the two R300 Superlight races with James Robinson doing likewise in Supersport. Gerry Taylor won two out of three Toyo Porsche races on his return to the series, with Ed Avery victorious in the finale after finishing on the podium in the first two.

Aiello to Le Mans

Former Le Mans 24 Hours winner Laurent Aiello will contest the 61-car Porsche Carrera Cup support race at La Sarthe this weekend. Aiello will join the joint grid of French and British Carrera Cup competitors. Chris Harris, Scott Marshall and Bill Cameron have bolstered the GB series contingent going to 16.

Fittipaldi's ALPS effort

Formula Renault BARC points leader Pietro Fittipaldi contested the FR ALPS races at Spa last weekend. He joined NEC-racing Britons Seb Morris and Ben Barnicoat, and Eurocup driver Nyck de Vries, in the Ardennes, but failed to finish the opening race and only managed 13th in the second. Barnicoat finished on the podium in race two but was pushed back to fourth for a track-limits offence.



Ward/Buncombe Jag
was all-conquering

ALL PICTURES: RICHARD STYLES

AUTOSPORT 3 HOURS SNETTERTON, JUNE 8 HSCC

Jaguar pairing ride the storm to victory

BRAVING CONDITIONS THAT, BAR FOG, were spookily similar to those that defined the final contemporary AUTOSPORT 3 Hours 50 years ago – and watched with admiration by 1964 victor Jack Sears – Chris Ward and Alex Buncombe beat a record GTSCC-infused entry to win Saturday's HSCC evocation of the East Anglian enduro in JD Classics' Jaguar E-type.

Four big cats started the eighth annual event, the first in a Pre-'66 GT and Pre-'63 Sports Racer format that almost doubled competitor support. Within 12 minutes of the start, however, only one remained. Sam Hancock did a lap in Italian Gisella Ketvel's to discover that engine work had not restored its oil pressure; Matt Nicoll-Jones parked Chris Scragg's with an electrical fault while leading on lap three and James Denty pitted German Klaus Berg's with a suspected blown head gasket.

Ward thus made the running, pursued by Scot Robert Bremner's AC Cobra (in Chris Amon's '64 role) and the Lotus Elans of Mark Halstead and Simon Hadfield, sharing Michael Schryver's newly-rebuilt Shapecraft coupe. Hadfield relayed Schryver

under the sole safety car interlude – three laps to retrieve Nick Sleep's MGB from the barrier exiting Palmer, during which Ward also put Buncombe in – but the pair's aspirations of a third modern-era win were quickly dashed.

Having lost a rear wheel in Friday testing, the red Elan was soon towed in with a second electrical points failure, but resumed after a long stop. Later, with rain falling heavily, Hadfield was the fastest man on track, but a cracked oil pump anointed the waters, making life treacherous for everybody. Even Ward spun at Coram during his second stint!

The Cobra faded as conditions worsened, Halstead and Sean McInerney (TVR Grantura) enjoying periods ahead before Buncombe reasserted the green Jaguar atop the lap charts before half-distance. Vicky Brooks's bravado in the family Elan brought it up to second before sister Kristy took over, while the ex-Gordon Spice Morgan SLR of Paul Burry/Simon Orebi Gann showed its shapely form, besting at third.

A quintet of Austin-Healey 3000s showed their colours, too. 'Meerkat'

AUTOSPORT 3 HOURS

1	Chris Ward/Alex Buncombe	Jaguar E-type	66 Laps
2	Jeremy & Denis Welch	Austin-Healey 3000	64 Laps
3	Mark Halstead/Stuart McPherson	Lotus Elan	63 Laps
4	Martin Eyears/Gregor Fiskien/Joe Twyman	Lotus Elan	63 Laps
5	Chris Chiles Jr/Chris Chiles	Austin-Healey 3000	62 Laps
6	Harry Wyndham/Andrew Hill	Austin-Healey 3000	61 Laps
7	Brian Lambert/Joe Ward	MGB	61 Laps
8	Rick Bourne/Malcolm Paul	TVR Grantura MkIII	61 Laps
9	David Smithies/Richard Knight/Chris Clarkson	Austin-Healey 3000	60 Laps
10	Franck Trouillard/David Axisa	Lotus 11	60 Laps

Class winners Welch/Welch; Halstead/McPherson; Trouillard/Axisa; Ian Dalglish/Joe Twyman (Lotus Elite).
Fastest Lap Buncombe 2m13.598s (80.00mph).

Smithies and Chris Chiles gave chase, but it was marque legends Jeremy and Denis Welch – in their element in the wet, and it became torrential for a short while under sinister black skies – whose red example assumed the most lurid angles and emerged as the Jag's threat.

Dramas aplenty unfolded as the race progressed. Mark Ellis's Elan's points died, the Triumph TR4s of Karl Wetherell (which threw a front wheel at Coram) and Daniel Ross-Jones (wheel bearing) were out on 26 laps apiece, Ian Dalglish's Lotus Elite was lugged back with a snapped throttle cable and a misfire claimed the McInerney TVR.

In the closing stages Ward – despite having to wring out a cloth and wipe the fogged screen – and Buncombe extended a two-lap advantage over the Welch "Squealey" and the sun came out. The major intrigue was the destiny of third but ex-rally man Halstead and Stuart McPherson held firm as Gregor Fiskien and Joe Twyman splashed the Martin Eyears-started Farrow & Ball

Elan up to fourth, 44 seconds shy.

Buncombe had a couple of grassy moments with Hadfield's oil down on line, but Ward and team owner Derek Hood were elated to become the historic race's first non-Chevron winners. "It was really, really fun," beamed Alex. "The Jaguar is fantastic in these conditions, which help the gearbox, it's Achilles heel. In the dry we use first two or three times a lap."

Three Healeys finished in the top six, Harry Wyndham/Andrew Hill chasing the Chiles's car home having passed MGB heroes Brian Lambert/Joe Ward on the final lap. Franck Trouillard and David Axisa were soggy but elated with 10th – and the Peter Swinger Trophy for spirit – in the French stalwart's Lotus 11.

'Gentleman Jack' Sears greeted the winners and presented the prizes. "I feel 50 years younger," enthused the 84-year-old, whose daughter Suzanne's MGB finished 17th – partner James Paterson having pipped James Hadfield (in mum Mandie's Elva Courier) on the line.

● Marcus Pye



Welch Austin-Healey
finished second

HISTORIC SPORTS CAR CLUB SNETTERTON, JUNE 8

FFord thrillers top HSCC support bill

TWO FORMULA FORD EPICS PROVIDED the weekend's closest finishes. Top qualifier Michael O'Brien, Benn Simms, Max Bartell and Westie Mitchell headed what grew into a seven-car slipstreamer before a bomb-burst at the Brundle/Nelson 'Esses' – in which O'Brien and Mitchell spun – decided the first. Thereafter, Bartell staved off Simms brilliantly to land his maiden victory.

Mitchell towed up alongside Simms under the chequer in an incredible climax to the finale. "I thought I'd got it," puffed Westie; "I thought he'd got it," agreed Benn. Even onlookers with an overview believed they'd seen a last-gasp change. After a painfully long delay the timing system decreed Simms by a thousandth! Superb drives by O'Brien and James Hadfield from the back were rewarded with fourth and sixth respectively.

Jon Milicevic kerb-hopped his Cooper T59 spectacularly to beat Sam Wilson in Saturday's Formula Junior opener, but the Lotus 20/22 driver evened the score later.

Electrical gremlins sidelined Callum Grant (Lotus 22) twice, but Andrew Taylor (Cooper T56) extended his points lead when class rival Robert Barrie's Lotus 18 broke while ahead.

As Mark Charteris hurtled to the first of two Classic Clubmans victories over John Harrison and Dan Eagling (in David Childs's Centaur), the FF1600-engined fight between Adam Paterson and Clive Wood was extraordinary. Inseparable on successive laps, their scrap wasn't even derailed when Harrison and



Eagling lapped them on either side. Wood just prevailed and was relishing the rematch when an A-class car savaged his nosecone entering the 'Searpin' on lap one.

Ineligible for this year's big enduro, the Guards Trophy sports-racers had their own one-hour challenge. The Chevrons of Steve Hodges (ex-Gropa B8) and Nick Thompson/Shawn McClurg (B6) chased Monegasque Marcus Mussa's wonderful ex-Masten Gregory McLaren M1B throughout, while Joe Twyman clocked fastest lap while clawing Canadian Ian Dalglish's Elva Mk7 back to a 1600cc class victory.

Ben Tusting's first full-length Historic FF2000 win over Nelson Rowe came after his rival's throttle

jammed open in race one. Rowe turned the tables later, as class debutant Graham Fennymore rose from the back to fourth after his Reynard lost its rear brakes earlier on.

Kevin Kivlochan rumbled his Morgan +8 over from Bedfordshire, then shook off Andy Shepherd's Lotus 7 in the Historic Road Sports counter. Shad Eddin drove his open Ginetta G4 splendidly, hounding down Patrick Ward-Booth's coupe version then snatching third in his fourth race. Shepherd pipped Kivlochan and James Owen (Triumph TR5) in the annual Handicap in which 9.8 seconds split the top four.

Jim Dean (Lotus Europa) dug deep in the feebly thin 70s Road Sports rounds, twice forcing defending champ Oliver Ford to make bold outside passes at Coram. Peter Shaw's TVR Tuscan V6 trailed them having boiled its brakes first time out.

Without top gear, Andy Jarvis was powerless to prevent Antony Ross's CRC hat-trick, indeed Jono Baines urged his FF1600 Merlyn past Jarvis for race-two silver. The first was stopped when Steve Seaman's



Brabham BT21 smote the Senna Straight barrier mightily after a brush with Chris Ball's Chevron which had skewed off the grass as they fought with Leif Bosson.

Marcus Mussa (ex-Guido Pardini March 763) led Classic F3 poleman Hugh Price (ex-Derek Warwick Chevron B38) for a lap, but was unable to stop him doubling-up. Price's brother Jonathan (ex-Daniel Herregods March 783) shadowed them in race one.

Once half-shaft failure had stopped Touring Car challenger Neil Brown's Mustang in race one, defending champion Tim Davies' two-litre Lotus Cortina triumphed. ● Marcus Pye



RESULTS

HISTORIC FF1600 (10 LAPS) 1 Maxim Bartell (Merlyn Mk20A) 21m49.805s (81.60mph); 2 Benn Simms (Jomo JMR7) +0.225s; 3 Westie Mitchell (Mk20); 4 Simon Toyne (Lola T200); 5 Brian Morris (Lola T202); 6 Chris Sharples (Palliser WDF1). **CW** Daniel Stanzl (Elden Mk8). **FL** Simms 2m09.033s (82.83mph). **RACE 2 (8 LAPS) 1** Simms 17m20.014s (82.21mph); 2 Mitchell +0.001s; 3 Bartell; 4 Michael O'Brien (Mk20); 5 Toyne; 6 James Hadfield (Titan Mk4). **CW** O'Brien. **FL** O'Brien 2m07.725s (83.68mph).

HISTORIC FORMULA JUNIOR (BOTH 10 LAPS) 1 Jon Milicevic (Cooper T59) 21m35.485s (82.50mph); 2 Sam Wilson (Lotus 20/22) +4.744s; 3 Pete Morton (Lightning Envoyette); 4 Laine Martin (20); 5 Andrew Taylor (T56); 6 Mark Woodhouse (Elva 100). **CW** Martin; Taylor; Woodhouse; Paul Hewes (Lotus 18). **FL** Milicevic 2m07.622s (83.74mph). **RACE 2 1** Wilson 21m27.728s (82.99mph); 2 Milicevic +1.676s; 3 Morton; 4 Jack Woodhouse (20/22); 5 Martin; 6 Taylor. **CW** Martin; Taylor; Woodhouse; Simon Hewes (18). **FL** Wilson 2m07.001s (84.15mph).

CLASSIC CLUBMANS (BOTH 11 LAPS) 1 Mark Charteris (Mallock Mk20/21) 21m21.481s (91.74mph); 2 John Harrison (Mk21) +21.008s; 3 Dan Eagling (Centaur 14);

4 Mike Lane (Mk18); 5 Malcolm Jackson (Mk21); 6 Robert Manson (Mk21). **CW** Clive Wood (Mk20B). **CW** Wood. **FL** Charteris 1m54.174s (93.61mph). **RACE 2 1** Charteris 21m28.300s (91.25mph); 2 Harrison +12.278s; 3 Eagling; 4 Spencer McCarthy (Mk20B); 5 Alan Cook (Mk20); 6 Adam Paterson (Mk18). **CW** Paterson. **FL** Charteris 1m54.969s (92.96mph).

HISTORIC FF2000 (BOTH 10 LAPS) 1 Ben Tusting (Reynard SF79) 20m36.216s (86.45mph); 2 Nelson Rowe (SF79) +3.858s; 3 Andrew Storer (Royale RP27); 4 Benn Simms (SF77); 5 Colin Wright (SF79); 6 Andrew Park (SF81). **CW** Tom White (Van Diemen RF78); John Bowles (Elden PRH14). **FL** Rowe 2m01.320s (88.09mph).

RACE 2 1 Rowe 21m35.276s (82.51mph); 2 Tusting +3.523s; 3 Simms; 4 Graham Fennymore (SF81); 5 Park; 6 Storer. **CW** Neil Bowman (RF78); Bowles. **FL** Rowe 2m01.325s (88.09mph).

HSCC 1 HOUR SPORTS RACING CHALLENGE (27 LAPS) 1 Marcus Mussa (McLaren-Chevrolet M1B) 1h01m18.849s (78.44mph); 2 Steve Hodges (Chevron-BMW B8) +8.511s; 3 Nick Thompson/Shawn McClurg (B6); 4 Ian Dalglish/Joe Twyman (Elva-t/c Mk7); 5 Vicky & Bob Brooks (Lotus Elan); 6 Robi Bernberg (Mk7). **CW** Hodges; Dalglish/Twyman. **FL** Twyman 2m08.585s (83.12mph).

HISTORIC ROAD SPORTS (9 LAPS) 1 Kevin Kivlochan (Morgan +8) 21m25.852s (74.80mph); 2 Andy Shepherd (Lotus 7 S2) +18.100s; 3 Shad Eddin (Ginetta G4); 4 Patrick Ward-Booth (Ginetta G4); 5 Larry Kennedy (Lotus Elan S4); 6 John Shaw (Porsche 911). **CW** Shepherd; Shaw; Colin Sharp (Triumph TR5); Ian Burford (MG Lenham Le Mans). **FL** Eddin 2m20.412s (76.11mph). **HANDICAP (8 LAPS) 1** Shepherd 20m09.723s (70.68mph); 2 Kivlochan +1.948s; 3 James Owen (Triumph TR5); 4 Sharp; 5 Burford; 6 Eddin. **FL** Kivlochan 2m17.816s (77.55mph).

70S ROAD SPORTS (BOTH 9 LAPS) 1 Oliver Ford (Lotus Europa) 21m16.748s (75.34s); 2 Jim Dean (Lotus Europa) +8.173s; 3 Peter Shaw (TVR Tuscan); 4 David Hall (Vauxhall Firenza); 5 Mark Leverett (Porsche 911SC); 6 Dave Karaskas (MG Midget). **CW** Shaw; Ken Morrison (Alfa Romeo 2000 GTV). **FL** Dean 2m19.618s (76.55mph). **RACE 2 1** Ford 20m58.536s (76.43mph); 2 Dean +4.783s; 3 Shaw; 4 Hall; 5 Leverett; 6 Karaskas. **CW** Shaw; Morrison. **FL** Ford 2m17.010s (78.00mph).

CLASSIC RACING CARS (6 LAPS) 1 Antony Ross (Lotus-t/c 59) 13m12.286s (80.94mph); 2 Andy Jarvis (Palliser-t/c WDB2) +25.383s; 3 Jonathan Baines (Merlyn-Ford Mk20); 4 Chris Ball (Chevron-t/c B14B); 5 Leif Bosson (Brabham-MAE BT28); 6 John Crowell (Elden-Ford Mk8). **CW** Baines; Bosson.

FL Ross 2m09.314s (82.65mph). **RACE 2 (7 LAPS) 1** Ross 15m20.954s (81.23mph); 2 Baines +23.077s; 3 Jarvis; 4 Crowell; 5 Bosson; 6 John Brown (Merlyn-SCA Mk9). **CW** Baines; Bosson. **FL** Ross 2m08.451s (83.20mph).

CLASSIC F3 (10 LAPS) 1 Hugh Price (Chevron-Toyota B38) 20m50.778s (85.45mph); 2 Marcus Mussa (March-Toyota 763) +1.934s; 3 Jonathan Price (March-Toyota 783); 4 Leif Bosson (Ralt-Toyota RT1); 5 Bruce Bartell (Chevron-Toyota B34); 6 Mark Hulme (Toj Modus-Toyota M1). **CW** Gareth Walters (Mallock-Lotus t/c Mk11B). **FL** Hugh Price 2m02.418s (87.30mph). **RACE 2 (8 LAPS) 1** Hugh Price 16m33.649s (86.05mph); 2 Mussa +10.382s; 3 Jonathan Price; 4 Bosson; 5 Bartell; 6 Hulme. **CW** Walters. **FL** Hugh Price 2m02.170s (87.48mph).

HISTORIC TOURING CARS (BOTH 9 LAPS) 1 Tim Davies (Ford Lotus Cortina) 21m16.227s (75.37mph); 2 Graham Pattle (Ford Lotus Cortina) +45.349s; 3 Simon Benoy (Hillman Imp); 4 Roger Godfrey (Austin Cooper S). **CW** Pattle; Benoy; Godfrey; Cooper. **FL** Neil Brown (Ford Mustang) 2m18.575s (77.12mph). **RACE 2 1** Davies 21m27.275s (74.72mph); 2 Pattle +27.850s; 3 Cooper; 4 Dean Trower (Austin Cooper S); 5 Shaun Hazlewood (Hillman Imp); 6 Tim Brook (Austin Cooper S). **CW** Pattle; Cooper; Hazlewood; Morgan. **FL** Davies 2m20.623 (76.00mph).



Molsom led when it counted on Sunday

CATERHAM GRADUATES SILVERSTONE, JUNE 7-8 BARC

Slipstreaming spectacles at Silverstone

TOBY BRIANT EMERGED AHEAD OF an 11-car pack of Caterham Super Graduates that was separated by just four seconds at the end.

Charles Elliott led much of the race, and Edward Benson also had a stint in front, but Briant overcame Elliott's challenge at Abbey on the penultimate lap to win. On Sunday, Briant was spat out of a similar pack at Club on the penultimate lap, leaving Andy Molsom to win. With Benson the only retirement and Elliott shuffled back after contact, Luke Tzourou and Jonathan Miller rose to the podium.

Scott Lawrence took the lead of the first Sigma race from Zoltan Csabai on lap six before easing away. Tristan

Judge made it up to second but ran wide at Abbey on lap 11, opening the door for Csabai. After fighting throughout race two, Csabai grabbed the lead at the start of the final lap, but Lawrence retook it by the flag.

Graham and Graeme Smith duelled in the Classic division, with the former taking the lead at Abbey on lap seven. He was out on the first lap of race two, leaving Stuart Thompson to grab the win from Graeme Smith at the penultimate corner.

Jeremy Webb and Mick Whitehead eased to an unusually processional one-two in the opening Sigmax encounter, with Webb defeating Dylan Stanley in a dour Sunday repeat.

After early Mega Graduates leader Oliver Gibson faded, Adrian Russell led until the final lap when Ian Anderson slipped by. Anderson spun out two laps from the end of Sunday's contest, leaving Russell and Brett Ray to dispute the win, with Ray diving ahead at the final corner.

● Ian Sowman

RESULTS (15 LAPS) 1 Toby Briant 20m19.702s (81.94mph); 2 Charles Elliott +0.126s; 3 Jonathan Miller; 4 Andy Molsom; 5 Luke Tzourou; 6 Edward Benson. **FL** Justin Cox 1m19.528s (83.78mph).

RACE 2 (16 LAPS) 1 Molsom 21m29.098s (82.70mph); 2 Tzourou +0.191s; 3 Miller; 4 Cox; 5 Anthony Jaffe; 6 Oliver Benjamin. **FL** Jaffe 1m18.599s (84.77mph).

SIGMA AND CLASSIC (14 LAPS) 1 Scott Lawrence 19m21.464s (80.31mph); 2 Zoltan Csabai +3.073s; 3 Max Robinson; 4 Nigel Board; 5 Tristan Judge; 6 Andrew Outterside. **CW** Graham Smith. **FL** Csabai 1m19.348s (83.97mph).

RACE 2 (16 LAPS) 1 Lawrence 21m26.651s (82.85mph); 2 Csabai +0.378s; 3 Robinson; 4 Paul Hagen; 5 Judge; 6 Board. **CW** Stuart Thompson. **FL** Board 1m18.909s (84.44mph).

SIGMAX AND MEGA (15 LAPS) 1 Jeremy Webb 19m27.047s (85.64mph); 2 Mick Whitehead +5.281s; 3 Dylan Stanley; 4 Rick Potter; 5 Ray Gilliland; 6 Amanda Black. **CW** Webb; Ian Anderson. **FL** Webb 1m16.691s (86.88mph). Race 2 (17 laps) 1 Webb 21m57.858s (85.95mph); 2 Stanley +3.837s; 3 Whitehead; 4 Richard Pursglove; 5 Oscar Rovelli; 6 Black. **CW** Webb; Brett Ray. **FL** Webb 1m16.692s (86.88mph).

BLUE OVAL SALOONS/PRE-'05 PRODUCTION TOURING CARS/HONDA VTEC SILVERSTONE, JUNE 7-8 BARC

Rainer leads Ford charge

OLLY ALLEN'S FIESTA REVELLED IN qualifying but was an early retirement, and so Craig Rainer (Escort) squabbled over the lead with Jason Davies (Sierra) until Davies hit mechanical woe.

Ashley Bird (Sierra XR4i) got ahead of Rainer at Abbey on the penultimate lap, but Rainer found room to take a decisive lead at Stowe. Behind the Scott Matthias Escort, Robert Burkinshaw's Integra was top Honda.

Rainer grabbed the lead from Bird on Hangar Straight on lap five after a poor initial start, as Davies charged to third from 35th on the grid. Burkinshaw retired from sixth, handing Simon Jessop VTEC honours. Steve Rowles turned the tables on Saturday winner Phil Waller to top the Pre-'05 Tourers. ● Ian Sowman



Rainer won twice

RESULTS (12 LAPS) 1 Craig Rainer (Ford Escort Mk2) 15m56.193s (83.62mph); 2 Ashley Bird (Ford Sierra XR4i) +1.724s; 3 Scott Matthias (Escort); 4 Robert Burkinshaw (Honda Integra Type R); 5 Pantelis Christoforou (Escort); 6 Jeffrey Windsor (Escort). **CW** Burkinshaw; Christoforou; Simon Jessop (Integra); Gary Parkes (Ford Ka); Gary Wait (Escort); Dawn Boyd (Honda Civic Type R); Philip Waller (Peugeot 206 GTi); Steve Rowles (Proton Satria); Brian Long (Ford Fiesta); Rick Rowles (Civic); Mario Neophytou (106 GTi). **FL** Jason Davies (Sierra Cosworth) 1m17.589s (85.87mph). **RACE 2 (12 LAPS) 1 Rainer 15m42.170s (84.86mph);** 2 Bird +0.889s; 3 Davies; 4 Matthias; 5 Allen; 6 Christoforou. **CW** Allen; Jessop; Alan Eason (Fiesta); Boyd; S Rowles; Waller; Long; Wait; R Rowles; Neophytou. **FL** Davies 1m16.786s (86.77mph).

KUMHO BMW SILVERSTONE, JUNE 7-8 BARC

Wells recovers to double

TOM WRIGLEY LED SATURDAY'S RACE from pole, but Colin Wells made progress from row two as a wet practice made way for a dry race.

When Mike Hibbert ran wide at Abbey on the second lap, Wells pounced and got ahead of Wrigley along the Hangar Straight. With points leader Garrie Whittaker missing on Thunder Saloon duty, Wells took the chance to claim his first win of 2014. Colin Whitmore took third, having made gradual

progress from row five.

Wrigley sought revenge on Sunday, and when Wells outbraked himself at Vale on lap 11 and careered through the gravel, it looked as if he might do it. But just two laps later Wells dragged ahead on the Hangar Straight and built up a gap to the end.

● Ian Sowman

RESULTS (BOTH 16 LAPS) 1 Colin Wells (M3) 20m10.564s (88.06mph); 2 Tom Wrigley (M3) +1.944s; 3 Colin Whitmore (M3); 4 Mike Hibbert (M3); 5 Robert Salisbury (M3); 6 James Card (M3). **CW** Salisbury; Dave Heasman (328i); Greg Marking (318is). **FL** Wells 1m14.542s (89.38mph). **RACE 2 1 Wells 20m15.903s (87.68mph);** 2 Wrigley +0.545s; 3 Card; 4 Whitmore; 5 Thomas Hibbert (M3); 6 Salisbury. **CW** Salisbury; Heasman; Marking. **FL** Wells 1m14.944s (88.90mph).



Wells got back ahead in race two

GT CUP SILVERSTONE, JUNE 7-8 BARC

Geddie assumes points lead after Silverstone hat-trick

JIM GEDDIE PUT DAYLIGHT BETWEEN himself and Shaun Balfe at the top of the GT Cup standings with a hat-trick of wins.

Geddie (McLaren MP4-12C) took the lead from Balfe (Ferrari 458) at Stowe on the third lap of the enduro, and after the pitstops Balfe pushed a little too hard to get back in touch and was excluded for exceeding track limits. The Jody Fannin/Arwyn Williams Ferrari was promoted to second after a strong second phase.

The Williams car lasted just two laps in race two as Geddie and Balfe resumed their battle, with Balfe being badly delayed in traffic mid-race. Nevertheless, he closed

to 0.2s when Geddie went deep into Vale on the last lap.

Balfe led for the first 11 laps of race three but again had issues with slower cars and Geddie was able to pounce. Iain Dockerill's Porsche 997

was a distant third, as in race two.

● Ian Sowman

RESULTS (39 LAPS) 1 Jim Geddie (McLaren MP4-12C GT3) 45m12.592s (95.79mph); 2 Arwyn Williams/Jody Fannin (Ferrari 458 GT3)



+40.898s; 3 Iain Dockerill (Porsche 997 RSR); 4 Martin Short/Kevin Riley (Mosler MT900R); 5 Shamus Jennings/Craig Dolby (Ferrari 458 GTC); 6 John Seale/Jamie Stanley (Ferrari 458 Challenge). **CW** Jennings/Dolby; David Walley (Porsche 997 GT3 Cup); Colin Broster/Marcus Clutton (Porsche 996). **FL** Geddie 1m05.569s (101.62mph). **RACE 2 (23 LAPS) 1 Geddie 25m42.108s (99.37mph); 2 Balfe +0.194s; 3 Iain Dockerill; 4 Chris Dockerill (Ferrari 430); 5 Walley; 6 Will Plant (997 GT3). CW** Walley; Peter Jennings (458 GTC); Jeff Wyatt (BMW M3). **FL** Balfe 1m05.270s (102.08mph). **RACE 3 (22 LAPS) 1 Geddie 25m22.656s (96.27mph); 2 Balfe +0.220s; 3 Iain Dockerill; 4 Ollie Bryant (997 GT3); 5 Walley; 6 John Seale (458). CW** Bryant; Seale; Ben Short (M3). **FL** Geddie 1m05.407s (101.87mph).

BRITISH HILLCLIMB CHAMPIONSHIP
LOTON PARK/SHELSLEY WALSH,
MAY 31-JUNE/JUNE 7-8

First wins of the year put Moran on top

SCOTT MORAN HELD HIS PLACE AT the top of the British Hillclimb Championship after clinching his first wins of the season at Loton Park and Shelsley Walsh.

Moran won the second run-off at Loton last weekend to keep ahead of Trevor Willis, who matched his points score of 19 after winning the opening run-off.

The previous weekend at Shelsley, Willis had also triumphed in the first competitive runs, but had fallen to seven points behind Moran as his car failed 200 metres into the second runs.

"It's always a pleasure to do well against Scott, who holds the hill record here," said Willis at Loton. "I'm keeping pace with him."

Moran was fourth and second at Shelsley and improved that with a first and second at Loton in a display of brilliant consistency, but is still mystified by some aspects of his car's recent behaviour.

He also revealed that his father Roger will not be competing at Doune next time out as he has become uncomfortable with the daunting Stirlingshire hill.

After Wallace Menzies crashed out ahead of the second run-off at Shelsley, it was another traumatic day at Loton as Alex Summers shunted heavily and took no score, losing third overall in the points to Will Hall — who slid off track with a diff failure in qualifying for the second



RESULTS

ROUND 9 (SHELSLEY WALSH) 1 Trevor Willis (3.2 OMS-Powertec 28) 23.11s BTD; 2 Jos Goodyear (1.34s GWR-Suzuki Raptor 2) 23.15s; 3 Will Hall (3.5 Force-Nissan WH) 23.27s; 4 Scott Moran (3.5 Gould-NME GR61X) 23.50s; 5 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 23.94s; 6 Tom New (4.0 Gould-Judd GR55) 24.03s; 7 John Bradburn (3.5 Gould-Cosworth HB GR55) 24.53s; 8 Alex Summers (1.3s DJ-Suzuki Firehawk) 24.55s; 9 Roger Moran (3.5 Gould-NME GR61X) 24.80s; 10 Alastair Crawford (2.8 Gould-NME GR55) 24.86s; 11 Richard Spedding (1.6 Force-Suzuki PC) 25.27s; Deryk Young (4.0 Gould-Judd GR51B) fail.

ROUND 10 1 New 23.55s; 2 S Moran 23.64s; 3 Jos Goodyear 23.65s; 4 Hall 23.86s; 5 Bradburn 24.02s; 6 Summers 24.07s; 7 Young 24.47s; 8 Roger Moran 24.48s; 9 Crawford 24.65s; 10 David Uren (1.3t

Force-Suzuki PC) 25.16s; 11 Spedding 25.17s. Willis fail. **Class winners** Anthony Record (1.9 Proton Coupe) 55.52s; Robert Lancaster-Gaye (3.6 Porsche 996 GT3) 48.60s; Darren Luke (1.6 Caterham Suzuki) 43.97s **record**; Ralph Pinder (1.9 Peugeot 205 GTi) 48.18s; Mike Turpin (2.2 Vauxhall VX220) 46.37s; Andy Dunbar (2.0 Westfield Vauxhall) 44.69s; Rob Stevens (1.3s Force-Suzuki SR4) 40.28s; George Brown (1.1 Force-Suzuki) 40.47s; Price 39.04s; Summers 38.42s **record**; S Moran 37.76s.

ROUND 11 (LOTION PARK) 1 Willis 44.56s BTD; 2 S Moran 44.99s; 3 Goodyear 45.69s; 4 Hall 45.97s; 5 Bradburn 46.05s; 6 R Moran 46.54s; 7 Crawford 46.67s; 8 Spedding 47.11s; 9 Young 47.26s; 10 Owen 47.79s; David Uren (1.3t Force-Suzuki PC) & Summers DNF.

ROUND 12 1 S Moran 44.74s; 2 Willis 44.81s; 3 Goodyear 45.22s;

4 Deryk Young 46.18s; 5 Bradburn 46.36s; 6 Spedding 46.81s; 7 R Moran 46.97s; 8 New 47.10s; 9 Crawford 47.11s; 10 Young 49.14s; 11 Neville Rollason (1.3s OMS-Suzuki 28) 51.70s; Tomlin & Owen both DNF. **CW** Tony Adams (1.8 Lotus Elise S1) 59.85s; Robert Lancaster-Gaye (3.6 Porsche 996 GT3) 58.68s; Allan Warburton (2.5 Caterham-Duratec) 55.48s; Carlton Jones (1.4 Austin Mini) 59.99s; Steve Bailey (1.9 Peugeot GTi) 59.84s; Mike Turpin (2.2s Vauxhall VX220) 55.06s; Graham Wynn (1.44t Force-Suzuki LM001) 49.89s; Gary Hill (0.6 OMS Hornet) 54.51s; Chris Aspinall (1.0 Empire Wraith) 50.75s; Spedding 47.28s; Goodyear 46.05s; Willis 44.87s. **POINTS 1 S Moran, 101; 2 Willis, 94; 3 Hall, 68; 4 Summers, 62; 5 Wallace Menzies, 57; 6 Bradburn, 53; 7 R Moran, 51; 8 New, 40; 9 Goodyear, 37; 10 Crawford, 34.**

ROBINSON

run-off — in the process.

Summers had dropped points at the previous meeting with an eighth and a sixth, but it will be touch and go for both him and Menzies to get to the next round, as DJ Racecars battles to get their cars ready in less than two weeks.

Jos Goodyear rarely seems to settle for consistent points when he can push harder, but the net result is that two third spots move him a little further inside the points top 10 after

a late start to the year.

Shelsley star Tom New was unable to replicate his scintillating form from two weeks ago. Having claimed his third career win with barely two seconds covering all the finishers, in front of a packed crowd of spectators at his "favourite venue" Shelsley, eighth was his Loton highlight.

John Bradburn, who had a steady day at Shelsley, continued his best ever season with two fifths at Loton.

● Eddie Walder



Eddie Cheever clashes
with Mathias Lauda (99)
at the start of race two



NASCAR EURO SERIES BRANDS HATCH JUNE 7-8 MSVR

Crashes overshadow Euro NASCAR

A COMBINATION OF CYNICAL manoeuvres and blatant contact overshadowed any true racing in the NASCAR Euro Series races at Brands Hatch last weekend.

Eddie Cheever led race one from start to finish, while Frederic Gabillon took second from an aggressive Ander Vilarino. Anthony Kumpen finished fourth after passing Borja Garcia in the closing laps, and ex-Le Mans winner Christophe Bouchut completed the top six.

Vilarino eased himself clear early in the second race and was never troubled as Kumpen took second

place. Garcia had run third early on, but Bouchut went by at Surtees at two-thirds distance. Cheever led a huge train for fifth when his race was ended in a clash with Romain Iannetta and Mathias Lauda. Bas Leinders and Gabillon completed the top six.

The first of the Elite 2 races was initially led by Francesca Linossi until she went off at Surtees on lap six after locking up. Paulo Bonifacio then led but, having left the door wide open at Druids for Bradley Smith to go through, Bonifacio turned into the Radical champion's car, handing Maxime Dumarey the lead before

he was passed by Wilfried Boucenna.

Denis Dupont, Thomas Ferrando and Salvador Tineo all passed Dumarey in the final two-lap sprint after the safety car appeared.

Frenchman Boucenna won again in race two, ahead of Thomas Ferrando and Dumarey.

● Peter Scherer

RESULTS (20 LAPS) 1 Eddie Cheever (Chevrolet SS) 21m44.529s (66.67mph); 2 Frederic Gabillon (Chevrolet Camaro) +0.486s; 3 Ander Vilarino (Chevrolet SS); 4 Anthony Kumpen (Chevrolet SS); 5 Borja Garcia (Ford Mustang); 6 Christophe Bouchut (Chevrolet SS).

Fastest lap Vilarino 49.664s (87.56mph).

RACE 2 (27 LAPS) 1 Vilarino 26m11.275s (74.72mph); 2 Kumpen +0.529s; 3 Bouchut; 4 Garcia; 5 Bas Leinders; 6 Gabillon. **FL** Vilarino 49.622s (87.63mph).

ELITE 2 (BOTH 26 LAPS) 1 Wilfried Boucenna (Chevrolet SS) 25m59.761s (72.48mph); 2 Denis Dupont (Toyota Camry) +1.038s; 3 Thomas Ferrando (Chevrolet Camaro); 4 Salvador Tineo (Ford Mustang); 5 Maxime Dumarey (Chevrolet SS); 6 Luca Pirri (Chevrolet SS). **FL** Boucenna 50.259s (86.52mph).

RACE 2 1 Boucenna 25m19.403s (74.41mph); 2 Ferrando +2.015s; 3 Dumarey; 4 Tineo; 5 Philipp Lietz (Ford Mustang); 6 Hugo Bec (Ford Mustang). **FL** Ferrando 50.992s (85.28mph).

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Lewis Plato stormed
to victory in race one

RADICAL SR3 CHALLENGE BRANDS HATCH JUNE 7-8 MSVR

First win of 2014 for Plato

LEWIS PLATO TOOK HIS FIRST WIN of the season, while Peter Belshaw and Phil Keen consolidated their championship lead with a dominant win in the second race.

Scott Malvern led until the stops in race one, with Plato moving into second on lap two. Plato dominated the second half, with Jesper Westerholm in second after passing Nick Jones in the Malvern car and Marcello Marateotto, who took third.

Keen built a huge race-two lead as Andy Cummings defended second from Jeremy Ferguson. Belshaw took

over the lead car and secured the win, with Ferguson holding second until a lap from home, when Bradley Ellis passed by.

● Peter Scherer

RESULTS (48 LAPS) 1 Lewis Plato 39m58.516s (87.02mph); 2 Jesper Westerholm +8.777s; 3 Marcello Marateotto; 4 Jeremy Ferguson; 5 Peter Belshaw/Phil Keen; 6 Scott Malvern/Nick Jones. **FL** Plato 45.392s (95.80mph). **RACE 2 (50 LAPS)** 1 Keen/Belshaw 40m15.456s (90.01mph); 2 Andy Cummings/Bradley Ellis +9.697s; 3 Ferguson; 4 Aaron Bailey; 5 Shahin Nouri; 6 Westerholm. **FL** Keen 45.893s (94.75mph).

CHAMPION OF BRANDS BRANDS HATCH JUNE 7-8 MSVR

Malvern is untouchable

FORMER BRITISH FORMULA FORD champion Scott Malvern took a dominant win at Brands Hatch.

The Spectrum of Malvern led Oliver White's Van Diemen RFO1 and by half distance he was well clear. White was excluded from a solid second for exceeding track limits, while Luke Williams's Ray was a clear third until he retired.

Josh Barnett moved into fourth on lap seven at the expense of Richard Tarling, before passing Ashley Dibden into Clearways a lap later. As Barnett consolidated third,

(on the road), Tarling and Dibden continued to duel right to the flag. Tarling finally made it stick into Paddock Hill Bend late on, while Shaun Macklin and Innes Hickman completed the top six.

● Peter Scherer

RESULTS (16 LAPS) 1 Scott Malvern (Spectrum 011B) 13m38.205s (85.03mph); 2 Josh Barnett (Van Diemen BRO01) +15.510s; 3 Richard Tarling (Swift SC94K); 4 Ashley Dibden (Mygale SJ01); 5 Shaun Macklin (Swift SC92F); 6 Innes Hickman (Van Diemen RF89). **FL** Malvern 50.348s (86.37mph).



Malvern crushed
the opposition

**FORMULA FORD FESTIVAL
MONDELLO, JUNE 7-8 MEC**

Ford Festival win for WRC ace Barrable

ROBERT BARRABLE TOOK VICTORY in the Formula Ford Festival, as the WRC 2 driver returned to Mondello's International circuit for the first time since 2008 and defeated some of the more experienced FF1600 drivers.

Barrable demonstrated his capabilities during Saturday's Champion of Mondello races, as he used unconventional lines to claim two podium finishes. Then, when the lights went out on Sunday's Vivion Daly Trophy races, he was a different driver.

With other drivers spinning off around him thanks to a downpour, Barrable remained calm and claimed victory in the first heat. A great start in heat two allowed him to take the second place he need to secure pole in the final, but he was still pushing for the win until Kevin O'Hara passed him late on.

Another quick start in the final put Barrable into the lead, but O'Hara followed and managed to get past at Lola with a well-timed move. Barrable bided his time



Barrable clinched final glory...

before hanging his Van Diemen around the outside of Parabolica to reclaim the lead. Despite a last-gasp attack from O'Hara, the man more accustomed to an R5 Fiesta held on.

● Paul Healy

VIVION DALY TROPHY (11 LAPS) 1 Robert Barrable (Van Diemen) 20m24.286s (70.40mph); 2 Kevin O'Hara (Mondiale M88S) +0.368s; 3 Sean Doyle (Van Diemen RF00);

4 Jake Byrne (Ray GR09); 5 Neville Smyth (Ray GRS09); 6 Stephen Daly (Ray GR11). **Fastest lap** Daly 1m50.192s (70.40mph).

HEAT 1 (7 LAPS) 1 Barrable 14m56.347s (61.19mph); 2 Andy O'Brien (Swift SC92F) +6.794s; 3 O'Hara; 4 Niall Murray (Van Diemen LA10); 5 Byrne; 6 Doyle. FL Daly 1m58.530s (66.11mph). HEAT 2 (9 LAPS) 1 O'Hara 16m53.190s (69.61mph); 2 Barrable +0.945s; 3 Doyle; 4 Murray; 5 Byrne; 6 Smyth. FL Murray 1m48.852s (69.61mph).



...having survived this Murray assault

Sean Lillis won both races at Mondello



PATCH FIESTA MONDELLO, JUNE 7-8 MEC

Lillis holds on to take double Fiesta wins

SEAN LILLIS AND SHANE McFADDEN agreed before both Patch Fiesta races to work together to build a gap before settling into an exclusive battle at the head of the pack, and that is exactly what they did.

McFadden had managed to make it into the lead in race one, but Lillis passed him again with a great move at Turn 3. Having secured that victory, he was then able to fend off a

last-gasp attack at Dunlop in the second race to claim the double.

The field comprised nearly 30 Fiestas so the agreement between Lillis and McFadden made sense, though they were aided by Barry Hallion who, without the outright pace of his rivals, was left to showcase perfect racecraft to hang onto third. Time and again he frustrated Pat Boland and John Denning, allowing

the leaders to have their own private duel out front.

● Paul Healy

RESULTS (13 LAPS) 1 Sean Lillis; 2 Shane McFadden +0.552s; 3 Pat Boland; 4 Barry Hallion; 5 Keith Dawson; 6 Shane Roe. FL McFadden 2m12.092s (56.85mph). RACE 2 (7 LAPS) 1 Lillis; 2 McFadden +0.368s; 3 Hallion; 4 Dawson; 5 John Denning; 6 Boland. FL Lillis 2m13.381s (56.49mph).



In brief

Radical Clubmans

Oskar Kruger was the man to beat in both Radical Clubmans races at Brands Hatch. Dan Vaughan kept SR3 class rival Steve Burgess at bay in the early laps, before closing rapidly on Kruger towards the end. Burgess won from Kruger in race two after taking the lead at Paddock Hill Bend with six laps to go, with John MacLeod keeping a safe gap over Vaughan for third.

Quaife Intermarque

Matt Simpson fought off a determined Chris Brockhurst to win the first race at Brands, and Malcolm Blackman kept David Brooks at bay to complete the podium in a clean sweep for Tigra Silhouettes. Blackman took victory from Brockhurst and Lewis Smith in race two as Simpson crashed out into the Paddock Hill gravel trap on lap eight.

Irish Touring Cars

Dave O'Brien thought victory was his for the taking with Erik Holstein absent from Mondello Park for the weekend, but Robert Butler didn't read the script. The Civic driver pressurised O'Brien's BMW at every opportunity and, while O'Brien had his measure in the first race, a retirement second time out meant he had to watch from the sidelines.

HRAC Historics

Bernard Foley won twice as the power of his MGB GTV8 proved too much for the field. Two enthralling battles took place behind him as Tommy Doherty finished second in both races in his BMW 635CSi, and Mark Russell and Clive Brandon took a third place each in their respective Jaguar XJS and Lotus 47.

Formula Libre

Tim Buckley was twice denied victory, despite his Dallara F3 machine being the class of a field predominantly made up of Formula Renault cars. Mark Crawford won in his Suzuki-powered Jedi in the first race (below), before Darragh Daly took the race-two honours after moving up from Patch Fiestas.





MCFLAYDEN

VINTAGE SPORTS CAR CELEBRATION CADWELL PARK, JUNE 7 VSCC

Cobden's Falcon flies to a trio of Celebration victories

ROBERT COBDEN HELPED HIMSELF TO all the silverware in the Shuttleworth, Nuffield and Len Thompson Memorial Trophies contest.

The Riley Falcon Special racer had to work hard for his success as Nick Topliss had overcome massive wheelspin in his ERA R4A at the start to claim an early lead.

Topliss was flying following his third place in the Monaco Historic Grand Prix last month, but Cobden usurped him on the fourth lap and held on to the chequered flag despite smoking ominously with every gear change. Eddie Gibbs chased the top two from start to finish, having to settle for third place.

The healthy grid for the Frazer Nash/GN encounter was an attractive sight and Charles Gillett sprinted his Frazer Nash Super Sports into an immediate lead, which he was never to relinquish. The victor was kept honest though by the pursuing Frazer Nash/BMW TT Replica pedalled by Steven Stanton. Well adrift of the leading duo, Michael Grant Peterkin made third place his own.

Jo Blakeney-Edwards claimed an early advantage in the Melville Trophy event in her Frazer Nash Shelsley, but Luke Roberts swept past her as they sped down Park Straight for the second time. Thereafter Roberts retained the upper hand and

Blakeney-Edwards dropped to third place on track behind the winner of the concurrent Pre-War Scratch race, Andrew Kellock. Later Gibbs cruised to a comfortable win in the second Pre-War Scratch contest.

The Morgan Three Wheeler competitors had to contend with heavy rain and a lot of standing water, but the conditions improved as the race progressed. Hamish Bibby tracked father Greg throughout, although was never able to find a way past. Just to their rear Neil Smith got the better of Sue Darbyshire on the final lap to complete the podium trio.

Tim Dutton kept Stephen Shoosmith at bay throughout the Williams Trophy encounter, their Bugatti T51s rarely more than a few car lengths apart, whilst Charles Knill-Jones was the best of the rest. To his rear Simon Diffey edged a tremendous scrap for fourth place with Chris Hudson.

Gillett helped himself to the Geoghegan Trophy spoils after resisting pressure from the pursuing HRG Le Mans Model car driven by William Mahany and then extending his lead. Well adrift of the leading duo, Andrew Mitchell held off

Michael Grant Peterkin to claim third.

The F3 500cc contest was dominated by George Shackleton in his immaculate Cooper Mk11 as he romped to victory unchallenged. Behind there was an excellent fight for second between Darrell Woods, Simon Brown and David Kingsland, from which Woods emerged on top.

The John Holland Trophy spoils also went to Gillett. Robert Carr's AC/GN Special held second position throughout, but was never a threat to the winner. The real highlight of the race was the battle for third place between Darbyshire, Duncan Wood and James Baxter, from which Darbyshire emerged ahead and a disappointed Wood posted a DNF.

Nick Hayward-Cook's Austin 7 reached the line first in the opening Handicap encounter ahead of Geoff Toms and, as the stagger unwound, Wood's Morgan Super Aero climbed to third position. Belgian driver Roland Woodtli took the laurels in the second Handicap, his first outing in his newly acquired Riley 15/6 Special, as his faster rivals were unable to catch him before the chequered flag flew.

● Graham Read



Blakeney-Edwards
led in Frazer Nash

RESULTS

SHUTTLEWORTH, NUFFIELD & LEN THOMPSON

MEMORIAL TROPHIES (10 LAPS) 1 Robert Cobden (Riley Falcon Special) 21m39.66s (60.19mph); 2 Nicholas Topliss (ERA R4A) +1.06s; 3 Eddie Gibbs (Frazer Nash SS Racer); 4 Ben Fidler (ERA AJM 1); 5 Robert Carr (AC/GN Special); 6 Pete Candy (Riley Super Rat). **Fastest lap** Cobden 2m06.42s (61.88mph).

FRAZER NASH / GN (6 LAPS) 1 Charles Gillett (Frazer Nash Super Sports) 13m33.09s (57.73mph); 2 Steven Stanton (Frazer Nash/BMW TT Replica) +0.91s; 3 Michael Grant Peterkin (Frazer Nash Super Sports); 4 Luke Roberts (Frazer Nash Sports); 5 Jo Blakeney-Edwards (Frazer Nash Shelsley); 6 Simon Blakeney-Edwards (Frazer Nash Super Sports). **FL** Roberts 2m12.95s (58.84mph).

MELVILLE TROPHY / PRE-WAR SCRATCH (6 LAPS)

1 Luke Roberts 12m57.57s (60.36mph); 2 Andrew Kellock (Fiat AC) +7.21s; 3 Jo Blakeney-Edwards; 4 Richard

Iliffe (Riley Kestrel 12/4 Special); 5 Paul Lawrence (Austin 7 Ulster Special); 6 Mark Elder (Austin Sports Special). **CW** Kellock; Lawrence; David Seber (Wolsley Hornet Special). **FL** Kellock 2m06.81s (61.69mph).

MORGAN THREE WHEELER CLUB CHALLENGE TROPHY (6 LAPS) 1 Greg Bibby/Maggie Tuer (Jap8/80 Racing)

13m44.95s (59.90mph); 2 Hamish Bibby/Bill Tuer (Jap 8/80 Racing) +0.20s; 3 Neil Smith/Hilary Johnson (Jap 8/80 Racing); 4 Sue Darbyshire/Maggie Bridge (Jap Jtor Super Aer); 5 Charles Reynolds/Hannah Enticknap (Jap Super Sports); 6 Gary Caroline/Ballast (Jap Jtor Super Aer).

CW Danny Hodgson/Sandra Hodgson (F2 E93A); Chris Harfield/Ann Harfield (F-Super). **FL** Greg Bibby/Maggie Tuer 2m14.38s (58.21mph).

WILLIAMS TROPHY (8 LAPS) 1 Timothy Dutton (Bugatti T51A) 16m25.32s (63.51mph); 2 Stephen Shoosmith (Bugatti T51) +1.01s; 3 Charles Knill-Jones (Bugatti T51);

4 Simon Diffey (Bugatti Type 51); 5 Chris Hudson (Bugatti T35B); 6 Edmund Burgess (Bugatti T13 Brescia). **FL** Dutton 2m01.16s (64.57mph).

GEOGHEGAN TROPHY (6 LAPS) 1 Gillett 12m23.82s

(63.10mph); 2 William Mahany (HRG Le Mans Model) +5.11s; 3 Andrew Mitchell (HRG 1½ Litre); 4 Grant Peterkin; 5 Mark Brett (Ballamy-Ford (LMB) V8 Special); 6 Simon Blakeney-Edwards. **CW** Brett. **FL** Gillett 2m00.25s (65.05mph).

500CC F3 (6 LAPS) 1 George Shackleton (Cooper Mk XI)

12m10.75s (64.23mph); 2 Darrell Woods (Cooper Mk XII) +12.61s; 3 Simon Brown (Cooper Mk 4); 4 David Kingsland (Staride MkIII); 5 Ian Phillips (Cooper Mk 10); 6 Mark Riley (Cooper Mk 9). **CW** Brown; Kingsland; Alan Croft (JP Mk I). **FL** Shackleton 1m59.49s (65.47mph).

JOHN HOLLAND TROPHY (8 LAPS) 1 Gillett 15m27.87s (67.45mph); 2 Carr +16.27s; 3 Darbyshire; 4 James Baxter

(GN/AC Rabelro); 5 Hudson; 6 Steven Pryke (Frazer Nash Slug). **FL** Gillett 1m53.74s (68.78mph).

PRE-WAR SCRATCH (5 LAPS) 1 Gibbs 9m57.67s

(65.44mph); 2 Candy +8.10s; 3 Julian Grimwade (Frazer Nash Single Seat); 4 Tim Greenhill (Wolsley Hornet Special); 5 Mahany; 6 Mitchell. **CW** Grimwade; Greenhill; Mahany. **FL** Gibbs 1m57.71s (66.46mph).

PRE-WAR HANDICAP (BOTH 5 LAPS) 1 Nick Hayward-Cook

(Austin 7 Monoposto) 11m35.28s (56.26mph); 2 Geoff Toms (Fiat 508S) +2.23s; 3 Duncan Wood (Morgan Super Aero); 4 Jeffrey Edwards (Alvis Sports Special); 5 Iliffe; 6 Brett FL Wood 2m01.09s (64.60mph).

RACE 2 1 Roland Woodtli (Riley 15/6 Special) 12m31.03s

(52.08mph); 2 Philip Bewley (Bugatti T35) +18.52s; 3 Michael New (Riley 12/4); 4 Iliffe; 5 Dennis Johnson (Frazer Nash Colmore); 6 Simon Frost (Austin 7 Special). **FL** Iliffe 2m08.05s (61.09mph).

NATIONAL RESULTS ROUND-UP

SILVERSTONE JUNE 7-8, BARC



THUNDER SALOONS (BOTH 13 LAPS) 1 Andy Robinson (Ford Falcon) 15m39.004s (92.24mph); 2 Dave Cockell (Ford Escort Cosworth) +0.522s; 3 Richard Neary (Ford Sierra); 4 Dale Gent (Subaru Impreza); 5 Ian Froggatt (Subaru Impreza); 6 Andy Wilson (Vauxhall Monaro). **Class winners** Cockell; Gent; Garrie Whittaker (BMW E36 M3); James Card (BMW M3). **Fastest lap** Darren Bly (Nissan Skyline) 1m10.449s (94.58mph). **RACE 2** 1 Robinson 15m44.662s (91.69mph); 2 Cockell +13.399s; 3 Neary; 4 Whittaker; 5 Piers Grange (Ford Sierra XR8); 6 Kevin Wendt (BMW M3). **CW** Cockell; Whittaker; Card. **FL** Robinson 1m11.215s (93.56mph). **MGOC (BOTH 15 LAPS)** 1 Lee Sullivan (ZR) 20m53.462s (79.73mph); 2 Ben Palmer (ZR) +0.478s; 3 Gary Smith (ZR); 4 Simon Kendrick (F); 5 Stephen Williams (ZR); 6 Mark Baker (F). **CW** Kendrick; Jim Baynam (B Roadster). **FL** Palmer 1m22.656s (80.61mph). **RACE 2** 1 Smith 20m51.336s (79.87mph); 2 Sullivan +0.422s; 3 Palmer; 4 Vince Pain (ZR); 5 Kendrick; 6 David Mellor (ZR). **CW** Kendrick; Baynam. **FL** Smith 1m22.242s (81.01mph).

BRANDS HATCH JUNE 7-8, MSVR



RADICAL SR1 CUP (21 LAPS) 1 James Guess 20m15.667s (75.11mph); 2 Matt Brookes +0.227s; 3 Chris Car; 4 Robert Watkins; 5 John Glendenning; 6 Giles Newby. **FL** Car 51.122s (85.06mph). **RACE 2 (18 LAPS)** 1 Brookes 15m33.849s (83.81mph); 2 Watkins +4.966s; 3 Guess; 4 Glendenning; 5 Dave Morgan; 6 Barry Liversedge. **FL** Brookes 50.918s (85.40mph). **RADICAL CLUBMANS CUP (BOTH 26 LAPS)** 1 Oskar Kruger (PR6) 20m17.857s (92.83mph); 2 Dan Vaughan (SR3) +0.534s; 3 Steve Burgess (SR3); 4 Martin Brooks (PR6); 5 Marcello Marateotto (SR3); 6 John Macleod (SR3). **CW** Vaughan. **FL** Burgess 46.004s (94.52mph). **RACE 2** 1 Burgess 20m22.452s (92.48mph); 2 Kruger +2.548s; 3 Macleod; 4 Vaughan; 5 Marateotto; 6 Brooks. **CW** Kruger. **FL** Burgess 46.066s (94.39mph). **BERNIES BIG BANGERS OF BRANDS (22 LAPS)** 1 Michele Liguori (Lola T292 DFV) 20m06.417s (79.30mph); 2 Frank Bradley (March 717) +1m11.385s; 3 Cheng Lim (Cobra); 4 Alec Hammond (Chevron B8); 5 Simon Cripps (MGB V8); 6 Pete Halford (Chevrolet Corvette). **CW** Lim; Craig Davies (Ford Mustang). **FL** Liguori 47.036s (92.45mph). **RACE 2 (23 LAPS)** 1 Peter Schleifer (March 717) 20m34.869s (80.99mph); 2 Joe Ward (Vauxhall Firenza) +2.659s; 3 Hammond; 4 Halford; 5 Davies; 6 Rob Spencer (MGB GTV8). **CW** Ward; Davies. **FL** Liguori 47.746s (91.07mph). **PICKUPS (18 LAPS)** 1 Michael Smith 15m59.672s (81.56mph); 2 Pete Stevens +0.375s; 3 Nic Grindrod; 4 Paul Tompkins; 5 Mark Willis; 6 Gavin Murray. **FL** Stevens 52.432s (82.93mph). **RACE 2 (21 LAPS)** 1 Tompkins 20m32.038s (74.12mph); 2 Smith +1.288s; 3 Stevens; 4 Paul Jones; 5 Anthony Hawkins; 6 David O'Regan. **FL** Stevens 52.907s (82.19mph). **QUAIFE INTERMARQUE (BOTH 18 LAPS)** 1 Matt Simpson (Vauxhall Tigra) 15m02.030s (86.77mph); 2 Chris

Brockhurst (Vauxhall Tigra) +1.762s; 3 Malcolm Blackman (Vauxhall Tigra); 4 David Brooks (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Lewis Smith (Vauxhall Tigra). **FL** Simpson 49.382s (88.06mph). **RACE 2** 1 Blackman 15m21.502s (84.94mph); 2 Brockhurst +0.407s; 3 S Smith; 4 Brooks; 5 Mike Thurley (Vauxhall Tigra); 6 Mark Fuller (Mercedes SLK). **FL** Simpson 49.896s (87.15mph). **BERNIES V8s (23 LAPS)** 1 John Wilson (MGB GTV8) 20m31.969s (81.18mph); 2 Cheng Lim (Cobra) +13.074s; 3 Craig Davies (Ford Mustang); 4 Grahame Bryant (Morgan Plus 8); 5 Rikki Cann (Aston Martin V8 Vantage); 6 Jan Schippers (Chevrolet Camaro). **CW** Lim. **FL** Lim 52.592s (82.68mph). **RACE 2 (21 LAPS)** 1 Wilson 20m15.278s (75.14mph); 2 Bryant +3.476s; 3 Davies; 4 Cann; 5 Schippers; 6 Michael Saunders (Ford Escort). **CW** Bryant. **FL** Wilson 52.594s (82.68mph).

MONDELLO PARK JUNE 7, MEC



CHAMPION OF MONDELLO (12 LAPS) 1 Stephen Daly (Ray GR11) 11m59.916s (68.98mph); 2 Sean Doyle (Van Diemen) +2.603s; 3 Robert Barrable (Van Diemen); 4 Neville Smyth (Ray GR509); 5 Niall Murray (Van Diemen LA10); 6 Rod McGovern (Van Diemen RF99). **FL** Daly 58.762s (70.43mph). **RACE 2 (16 LAPS)** 1 Daly 15m52.907s (69.49mph); 2 Barrable +0.145s; 3 Smyth; 4 Murray; 5 Jake Byrne (Ray GR09); 6 Sean Doyle (Van Diemen). **FL** Daly 58.818s (70.36mph). **PATCH FIESTA (7 LAPS)** 1 Neil O'Hara 15m58.279s (57.24mph); 2 Philip Lawless +4.347s; 3 Ulick Burke; 4 Brendan Fitzgerald; 5 David Yamamoto; 6 Barry Barrable. **FL** Fitzgerald 2m15.287s (57.92mph). **HRCA HISTORICS (BOTH 15 LAPS)** 1 Bernard Foley (MGB GTV8) 15m52.737s (65.15mph); 2 Tommy Doherty (BMW 635CSi) +55.824s; 3 Clive Brandon (Lotus 47); 4 Mark Russell (Jaguar XJS); 5 Edmund Cassidy (Sunbeam Tiger); 6 Wolfgang Schnittger (MG Midget). **FL** Foley 1m02.295s (66.43mph). **RACE 2** 1 Foley 15m56.715s (64.88mph); 2 Doherty +1m15.193s; 3 Russell; 4 Brandon; 5 Cassidy; 6 Schnittger. **FL** Foley 1m02.691s (66.01mph). **FORMULA LIBRE (11 LAPS)** 1 Mark Crawford (Jedi Mk6) 10m20.444s (73.37mph); 2 Tim Buckley (Dallara F3) +0.807s; 3 Darragh Daly (Tatuus FRenault); 4 Cian Carey (Tatuus FRenault); 5 Fergus Faherty (Tatuus FRenault); 6 Noel Robinson (Tatuus FRenault). **FL** Buckley 54.711s (75.64mph). **RACE 2 (5 LAPS)** 1 D Daly 8m46.735s (74.38mph); 2 Buckley +3.062s; 3 Crawford; 4 Faherty; 5 Carey; 6 John Daly (Tatuus FRenault). **FL** D Daly 1m43.333s (75.83mph).

MONDELLO PARK JUNE 8, MEC



IRISH TOURING CAR CHAMPIONSHIP (BOTH 8 LAPS) 1 Dave O'Brien (BMW E46 M3) 15m10.442s (68.85mph); 2 Robert Butler (Honda Civic) +8.677s; 3 Brian Fitzpatrick (SEAT Leon Supercopa); 4 Eoghan Fogarty (Honda Integra); 5 Owain Drought (Integra); 6 Jason Hughes (Integra). **FL** Fitzpatrick 1m52.098s (69.90mph). **RACE 2** 1 Butler 15m19.523s (68.17mph); 2 Fitzpatrick +0.568s; 3 Drought; 4 Gareth Hayden (Integra); 5 Fogarty; 6 Ian O'Driscoll (Civic). **FL** Fitzpatrick 1m52.320s (69.76mph).

Janicki triumphed in Nippon Challenge



FORMULA VEE FINAL (8 LAPS) 1 Adam Macaulay (Sheane) 15m17.470s (68.33mph); 2 Kevin Grogan (Leystone JH002) +8.986s; 3 Dave O'Brien (Sheane); 4 Dan Polley (Sheane); 5 Stephen Morrin (Leystone JH004); 6 Jimmy Furlong (Sheane). **FL** Macaulay 1m53.745s (68.89mph). **IRISH STRYKERS (BOTH 8 LAPS)** 1 Dave Griffin 15m39.177s (66.75mph); 2 Mark Baker +11.757s; 3 Alan Watkins; 4 Greg Kelly; 5 Daniel McCarthy; 6 Des Bruton. **FL** Griffin 1m55.669s (67.74mph). **RACE 2** 1 Alan Auerbach 15m33.363s (67.16mph); 2 Watkins +14.998s; 3 Baker; 4 Griffin; 5 Kelly; 6 McCarthy. **FL** Watkins 1m55.687s (67.73mph).

DONINGTON PARK JUNE 7 AMOC



50s SPORTS CARS/JAGUAR XK CHALLENGE (21 LAPS) 1 Paul Woolley (Cooper Monaco) 30m03.509s (82.95mph); 2 John Burton (Jaguar XK120) -1 lap; 3 Martyn Corfield (Austin-Healey 100/4); 4 Mark Donnor (XK120); 5 Chris Keith-Lucas (XK120); 6 Paul Kennelly (XK120). **CW** Burton; Corfield; Christopher Scholey (XK120); Richard Line (MGA); David Bennett (Aston Martin DB35); Anne Reed (Aston DB2); Nick Morgan (MGA). **FL** Woolley 1m23.223s (85.60mph). **INTERMARQUE (27 LAPS)** 1 Patrick Gormley/Vance Kearney (Ferrari 355 Challenge) 45m23.163s (70.64mph); 2 Lee Moulden/Darren Laverty (355) +0.296s; 3 Tim Mogridge (355); 4 Wayne Marrs (355); 5 Stephen Atkinson (Porsche 968); 6 Robert Hollyman (Porsche 964). **CW** Atkinson; Kevin Norville (Aston Martin GT4); Matt le Breton/Peter Snowden (Aston DB4 Lwt); Paul Brooks (Ferrari 456 GT); Tristan Bradfield (Sunbeam Tiger). **FL** Gormley/Kearney 1m27.967s (80.99mph). **ARIEL ATOM CUP (BOTH 16 LAPS)** 1 Nick Whitehead 20m53.924s (90.90mph); 2 Andrew Smith +2.066s; 3 Martin James; 4 Paul Donkin; 5 Richard Marler; 6 Stuart Drewell. **FL** Smith 1m17.174s (92.31mph). **RACE 2** 1 Smith 20m56.717s (90.70mph); 2 Donkin +0.635s; 3 Whitehead; 4 James; 5 Drewell; 6 Marler. **FL** Donkin 1m17.328s (92.13mph). **BENTLEY DRIVERS' CLUB (12 LAPS)** 1 Simon Worthington (Turbo R) 20m57.843s (67.97mph); 2 Gerard McCosh (MkVI Special) +1m28.605s; 3 Clive Morley (3/4½); 4 Ewen Getley (3/4½); 5 Paul Forty (MkVI Special); 6 Richard Hudson (3/4½). **CW** Morley; Forty; Jock MacKinnon (3-Litre). **FL** Worthington 1m40.005s (71.24mph). **EQUIPE GTS (20 LAPS)** 1 Brian White (Triumph TR4) 30m13.622s (78.56mph); 2 Mike Thorne (Austin-Healey 100M) +35.390s; 3 Pete Foster (Triumph TR4); 4 Will Linley (MGB); 5 Robert Cull (TVR Grantura MkIII); 6 David Beresford (MGB). **CW** Linley; Gordon Elwell (Austin-Healey Sebring Sprite); Andrew Mitchell (Alfa Romeo Giulia Sprint GT). **FL** White 1m27.069s (81.82mph). **PRE-WAR TEAM CHALLENGE (13 LAPS)** 1 Clive Morley (Bentley 3/4½) 20m59.230s (73.55mph); 2 David Freeman (Aston Martin Speed) +12.513s; 3 Peter Dubsky (Aston Martin 15/98 2 Seater); 4 Nick Hine (Lagonda LG45); 5 Richard Hudson (Bentley 3/4½); 6 James Morley (Bentley 3/4½). **FL** C Morley 1m35.367s (74.70mph). **ST JOHN HORSFALL MEMORIAL TROPHY (9 LAPS)** 1 David Freeman (Aston Martin Speed) 15m26.576s (69.20mph); 2 Peter Dubsky (Aston Martin 15/98 2 Seater) +4.804s; 3 Kelvin Robinson (Aston Martin Speed); 4 Stephen Archer (Aston Martin Ulster LM15); 5 Heinz Stamm (Aston Martin Speed); 6 Christopher Scott-MackKirdy (Aston Martin Le Mans). **FL** Freeman 1m38.513s (72.32mph). **SUNBEAM CHALLENGE (14 LAPS)** 1 David Smallridge (Tiger) 20m12.818s (82.24mph); 2 Tristan Bradfield (Tiger) +8.235s; 3 Simon James (Tiger); 4 Andrew Yates (Tiger); 5 Steve Pickering (Tiger); 6 Tony Eckford (Tiger Le Mans). **FL** Smallridge 1m23.788s (85.03mph).

DONINGTON PARK JUNE 8 MSCC



AERO RACING MORGAN CHALLENGE CLASSES C/R/D/E (21 LAPS) 1 Billy Bellinger (+4 Supersports) 30m01.857s (83.03mph); 2 John Milbank (4/4) +22.897s; 3 Simon Orebi Gann (Roadster); 4 Phillip St Clair Tisdall (+8); 5 Tim Ayres (+8); 6 Simon Scott (LWT Roadster). **CW** Milbank; St Clair Tisdall; Jack Bellinger (+8); Roger Whiteside (4/4). **FL** B Bellinger 1m23.675s (85.14mph). **RACE 2 (15 LAPS)** 1 B Bellinger 21m12.427s (83.98mph); 2 Sharlie Goddard (+8) +40.821s; 3 Steve McDonald (+8); 4 Milbank; 5 Greg Parnell (GTN); 6 Kathy Sherry (+8). **CW** Goddard; Milbank; Ian Sumner (4/4); Whiteside. **FL** B Bellinger 1m22.850s (85.99mph). **CLASSES A/B RACE 1 (23 LAPS)** 1 Keith Ahlers (+8) 30m25.412s (89.76mph); 2 Philip Goddard (+8) +52.917s; 3 Andy Green (+8); 4 Tony Hirst (+4); 5 Russell Paterson (Roadster); 6 Tommy Gilmartin (+8). **CW** Green. **FL** Ahlers 1m18.140s (91.17mph). **RACE 2 (16 LAPS)** 1 Ahlers 21m07.459s (89.93mph); 2 Goddard +42.029s; 3 Greg Dixon-Smith (AR V6); 4 Green; 5 Paterson; 6 Hirst. **CW** Dixon-Smith. **FL** Ahlers 1m17.030s (92.49mph). **DDMC NORTHERN SPORTS/SALOON CHAMPIONSHIP (BOTH 13 LAPS)** 1 Jeff Wilson (Lotus Elise) 16m31.813s (93.38mph); 2 Andrew Wareing (Lotus Europa) +14.407s; 3 Colin Simpson (Marcos Mantis); 4 Paul Brydon (BMW M3); 5 Michael Cutt (BMW M3); 6 Andrew Morrison (SEAT Leon Cupra). **CW** Cutt; Neil Claxton (Suzuki SC100); Martin Addison (Peugeot 106 Rallye); Alex von Ehrheim (Ford Fiesta); Simon Mayne (Fisher Fury); Martyn Hawkswell (Ford Escort RS). **FL** Wilson 1m13.432s (97.02mph). **RACE 2** 1 Simpson 16m45.024s (92.15mph); 2 Wilson +2.888s; 3 Cutt; 4 Morrison; 5 Brydon; 6 David Botterill (Porsche 944 Turbo). **CW** Cutt; Addison; von Ehrheim; Mayne; Clinton Ewen (Austin Mini); Vic Lord (Lotus Elise). **FL** Wilson 1m13.564s (96.84mph). **FISCAR HISTORIC INTERMARQUE (19 LAPS)** 1 Brian Arculus (Lotus Elite) 30m19.406s (74.40mph); 2 Robin Ellis (Lotus S2 Elite) +31.266s; 3 Nick Matthews (Austin-Healey 100/4); 4 Andrew Dixey (AH 100); 5 Nigel Grice (AH 100M); 6 James Wilmot-Smith (AH 100M). **FL** Arculus 1m 30.001s (79.16mph). **NIPPON CHALLENGE (12 LAPS)** 1 James Janicki (Nissan Skyline) 16m14.927s (87.69mph); 2 Adam Lockwood (Nissan 200SX) +6.143s; 3 Robert Horsfield (Toyota MR2 Mk2); 4 Paul Flinders (MR2 Mk2); 5 Ben Roberts (Mazda MX5); 6 Kevin Middleton (MX5). **CW** Horsfield; Flinders; Roberts; Adam Shale (Hyundai Coupe). **FL** Janicki 1m19.463s (89.65mph). **TRICOLEUR TROPHY (11 LAPS)** 1 Simon James (Citroen Saxo VTS) 15m19.967s (85.18mph); 2 Curtis Mitchell (Peugeot 205 GTi) +2.166s; 3 Ian Collins (Renault Clio); 4 Russ Thomson (Clio); 5 Carl Chambers (Peugeot 306 Rallye); 6 Kevin Jones (Clio). **CW** Mitchell; Collins; David Clark (Renault 5 Turbo); Adam Gittings (Clio); Gerard Merriman (Saxo VTS). **FL** Thomson 1m22.054s (86.82mph). **NIPPON CHALLENGE/TRICOLEUR TROPHY (9 LAPS)** 1 Janicki 12m10.310s (87.80mph); 2 Lockwood +1.058s; 3 Horsfield; 4 James; 5 Andrew Mitchell (Peugeot 205 GTi); 6 C Mitchell. **CW** Horsfield; James; A Mitchell; Thomson; Clark; Gittings; Flinders; Aaron Pullan (Toyota MR2); Shale; Merriman. **FL** Janicki 1m19.054s (90.12mph). **INVITATION SPORTS V SALOON CHALLENGE (10 LAPS)** 1 Ian Smythe (Ford Fiesta) 15m40.598s (75.74mph); 2 Ian Fletcher (Fletcher Hornet Mk4) +1.775s; 3 Ed Fuller (Tiger Super 6); 4 John Davies (Tiger Super 6); 5 Dominic House (Morgan Roadster); 6 Gareth Nutley (Peugeot 206). **CW** Fletcher; House. **FL** Fuller 1m27.938s (81.01mph).

Freeman won the St John Horstall Trophy race



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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



Formula 1 needs an early start

I was intrigued by Jonathan Noble's thoughts on F1's declining TV ratings (June 5) and agree with everything he said.

He did, however, miss what for me is the major factor in the decline: the timing of races. There are so many demands on our leisure time these days that it's hard to justify demanding your family give up their Sunday, simply because you want to spend all afternoon indoors, yet again.

While Flavio Briatore is not someone I admire too much, he hit the nail on the

head years ago when he said races should start early Sunday morning. The support races could take place afterwards, for which there may actually be an increase in trackside spectators.

I don't like the erosion of tradition for change's sake, but surely it's high time a few experimental 9am race starts were tried, and perhaps we might spend the short UK summer in the outdoors for a change.

David Herron, by email

Jonathan Noble (June 5) is way off the mark regarding F1 TV coverage. The answer is obvious: it's Sky. Nobody is prepared to pay out for this.

It's no wonder the teams are struggling to get sponsors – they are not going to pay millions if they are not getting the viewers.

Bruce Burrows
Hemel Hempstead, Herts

Generally excellent coverage of the Canadian GP let down by pointless shots of the crowd or pits when the action was really exciting.

If it's important to show the reactions of people to what's happening on the track, why not use a small inset picture on the TV screen so that both the action and the reactions are visible and the

real racing fan is not deprived of the best bits?

David Hearn
By email

Is it just me, or is F1's television

coverage making far too much use of what a wag of my acquaintance dubbed 'Erja-cam', when back in the late '90s we were obliged to follow the progress of a grand prix via the facial expressions of the then Mrs Hakkinen? Enough already!

Frances Stewart
London SE13

Re: splitting British GT classes (Club AUTOSPORT, June 5) – be careful what you wish for. Having worked in US series, with fields significantly bigger than British GT this season, I've seen

the downsides to running separate races for the different classes.

Which support series do you cut from the programme? To make room for two headline series, you'll probably need to rid yourself of one of the ladder series. Those series help pay the bills by making the weekend more attractive to circuit owners.

One of the biggest complaints among competitors is lack of track time. With split classes you face the very real possibility of cutting practice time and even race distance to fit it all in.

Maybe if driving standards were adhered to by both GT3 and GT4 drivers, and fairly penalised if breached, they could all play together nicely.

Adrian Johansson
Blackburn

In pictures

Images around the globe, from Le Mans to Sardinia, via Oulton Park



UNLEASH THE BEAST

The Audi R18 e-tron quattro of Oliver Jarvis, Marco Bonanomi and Filipe Albuquerque is unloaded for the traditional Le Mans city-centre scrutineering

HIRVONEN FEELS THE HEAT...

...literally. Not long after this shot was taken the Finn's Ford Fiesta WRC went up in flames on a road section during last week's Rally Italy



TWO TIN-TOP ERAS COLLIDE

NGTC Honda Civic versus Super Touring Vauxhall Cavalier, courtesy of Andrew Jordan and Mark Jones at Oulton Park. Sadly, they didn't race together!



OGIER'S LEAP OF FAITH

After fighting back from a slow start – thanks to road positioning – to win Rally Italy, Sebastien Ogier cooled off by leaping (still kitted up!) into a lake



In the shops

Desirable new releases

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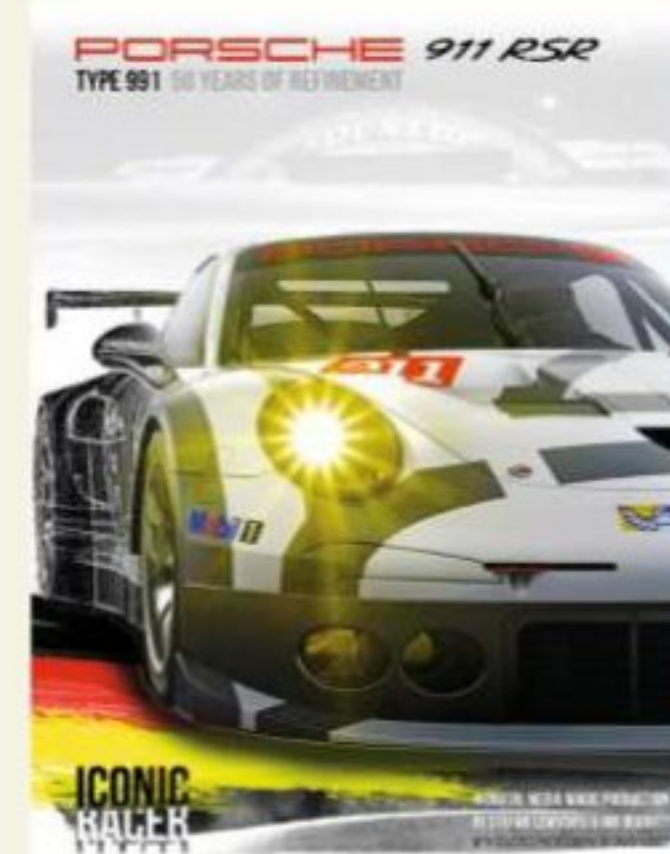
Andy Blackmore's annual spotter guide is an essential companion to Le Mans, used by race and commentary teams to keep tabs on the whos, whats and wheres of the race. This year's free-to-download guide, in association with Nissan, has every car, driver, livery and garage location and is updated throughout the race.



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The second in the 'Iconic Racer' series of iOS and OSX iBooks covers the Porsche 911 RSR racer in detail, with 140-plus pages comprising numerous photos, videos and fact files on the WEC, USC and Le Mans GTE machines. The book can be updated, free of charge, throughout the season, too. Summary: tonnes of flat-six fever for under a fiver!



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WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH**BRSCC****June 14-15****brands Hatch.co.uk**

A typically eclectic mix of BRSCC categories descends on Brands Hatch this weekend, headlined by the Fun Cup. The VW Beetle silhouette racers and the National Formula Ford 1600 Championship race on Saturday only, while the weekend also hosts Formula Jedi, TVR Challenge, Production GTi, Touring Greats and Toyota MR2s to name just a few.

CADWELL PARK**BRSCC****June 14-15****cadwellpark.co.uk**

From the Vintage Sports-Car Club to another varied BRSCC offering, Cadwell Park welcomes a host of tin-tops this weekend.

The Mazda MX5, Ford Fiesta, Alfa Romeo and MG Metro Cup brigades will take to Cadwell's fabulous undulations for what should be two days of tremendous racing. Ford Fiestas, Fiesta Juniors and XR Challenge also join the fun.

CASTLE COMBE**750MC****June 14****castlecombecircuit.co.uk**

In addition to the regular Combe offerings from FF1600, Saloons and GTs, the 750 Motor Club returns to Combe and brings with it six of its low-cost, high-energy categories. The mega-popular BMW Compact Cup will surely be the highlight, but watch out as well for the always entertaining Classic Stock Hatch, Formula Vee, Toyota MR2, Stock Hatch and Mazda MX5 races.

FF1600 will be close and furious at Brands on Saturday

**OULTON PARK****MSVR****June 14****oultonpark.co.uk**

The Lotus Cup UK brings its collection of Elises, Exiges, Evoras and 2-Elevens for its latest 75-minute thrash, with the Elise Trophy in support. Beyond that are the popular Radical SR3 Challenge and Clubmans Cup categories, as well as MSVT's Team Trophy.

KNOCKHILL**SMRC****June 15****knockhill.com**

Eighteen Scottish championship races will entertain at Knockhill this Sunday. Action will come from Formula Ford 1600, Legends, Mini Coopers, BMW Compacts, Mazda MX5s, Ford Fiestas, Sports & Saloon and Classic Sports & Saloon Championships.

THRUXTON**BARC****June 14-15****thruxtonracing.co.uk**

Two days of action will bring the British Truck Racing Championship and supports to the Hampshire speedbowl. Pickups, Classic Formula Ford 1600, Monoposto, Mini Miglias and Mini Se7ens make up the accompanying cast for some slipstreaming thrills.



Pickups head down A303 to Thruxton

ON TRACK AROUND THE WORLD

You can bank on a strong showing for Toyota at Le Mans

**LE MANS 24 HOURS****World Endurance Championship****Rd 3/8****Le Mans, France****June 14-15****fiawec.com****NASCAR SPRINT CUP****Rd 15/36****Michigan, USA****June 15****nascar.com****WORLD RALLYCROSS****Rd 3/12****Hell, Norway****June 14-15****rallycrossrx.com****SUPER TC2000****Rd 5/12****La Pampa, Argentina****June 15****super-tc2000.com.ar****GERMAN FORMULA 3****Rd 4/8****Hockenheim, Germany****June 14-15****formel3.de**

WRX: from Lydden heaven to Hell



Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 12

1800-2000 **British Eurosport 2 LIVE**

Le Mans 24 Hours: Qualifying 2

2030-2100 **British Eurosport LIVE**

Le Mans 24 Minutes

2100-2300 **British Eurosport LIVE**

Le Mans 24 Hours: Qualifying 2

2100-2300 **Sky Sports F1**

F1 Classics: Brazil 2008

FRIDAY JUNE 13

0800-1045 **BT Sport 2 LIVE**

Moto GP Catalunya FP1

1200-1500 **BT Sport 2 LIVE**

Moto GP Catalunya FP2

2100-2145 **Sky Sports F1**

F1 Classics: Portugal 1985

SATURDAY JUNE 14

0745-0845 **British Eurosport LIVE**

Le Mans 24 Hours Warm-up

0800-1100 **BT Sport 2 LIVE**

Moto GP Catalunya FP3

0845-0945 **British Eurosport LIVE**

Historic Group C Race

1100-1515 **BT Sport 2 LIVE**

Moto GP Catalunya Qualifying

1315-1345 **British Eurosport LIVE**

Le Mans 24 Minutes

1345-2230 **British Eurosport LIVE**

Le Mans 24 Hours

1830-2135 **Motors TV LIVE**

NASCAR Nationwide Michigan

2100-2145 **Sky Sports F1**

F1 Classics: Italy 1993

2230-2330 **British Eurosport 2 LIVE**

Le Mans 24 Hours

2300-2330 **British Eurosport LIVE**

Le Mans 24 Minutes



For wall-to-wall Le Mans, stay tuned to Eurosport

2330-0730 **British Eurosport LIVE**

Le Mans 24 Hours

SUNDAY JUNE 15

0730-0815 **British Eurosport 2 LIVE**

Le Mans 24 Hours

0745-0815 **British Eurosport LIVE**

Le Mans 24 Minutes

0815-1415 **British Eurosport LIVE**

Le Mans 24 Hours

0930-1115 **BT Sport 2 LIVE**

Moto GP Catalunya Moto 3 Race

1115-1245 **BT Sport 2 LIVE**

Moto GP Catalunya Moto 2 Race

1245-1615 **BT2 Sport 2 LIVE**

Moto GP Catalunya Race

1800-2200 **Premier Sports LIVE**

NASCAR Sprint Cup: Michigan

2100-2145 **Sky Sports F1**

F1 Classics: Australia 1986

MONDAY JUNE 16

2100-0030 **Sky Sports F1**

F1 Classics: Singapore 2012

TUESDAY JUNE 17

2100-2215 **Sky Sports F1**

F1 Classics: Japan 1994

ONLINE

HOT ON THE WEB THIS WEEK

You Tube ON-BOARD WITH McGUINNESS, ISLE OF MAN TT 2014



SEARCH FOR: John McGuinness breaks the TT Zero lap record! TT 2014 (19:55)
Revved Up clearly enjoyed the Isle of Man TT coverage on ITV4 last week, so here's a bit of gratuitous onboard madness from 21-time winner John McGuinness whizzing to the electric-bike record (117.366mph) and victory in the TT Zero race.

AUTOSPORT+

Exclusive content coming up in our premium website this week

It's the big event in the sportscar racing world this week, with the 82nd running of the Le Mans 24 Hours. AUTOSPORT will be there to bring you all the news and events as they unfold, as Toyota tries to end Audi's run of victories and Porsche returns to the top flight with its 919.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM INDYCAR AND WRC, PLUS COUNTDOWN TO LE MANS
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

Monaco 1950: The crowd should

be focused on Juan Manuel Fangio, but they're not. Realising that something untoward has happened to cause the fans to be off their seats and looking down the track, rather than towards him, the great man backs off and avoids the remnants of an opening-lap pile-up, caused by second-placed Giuseppe Farina spinning his Alfa on the wet surface on the harbour front, virtually blocking the track.

Fast-forward 64 years...

Canada 2014: The cameras should be focused on Lewis Hamilton, but they're not. They're trained on the crowd. Realising that something untoward has happened to cause the fans to be off their seats and looking down the track, we

shout in rage at the TV director/cameraman as they've just cut away from the moment Hamilton's brakes failed, changing the complexion of not only the race but the world championship. It's the



Our view of Hamilton's brake failure in Canada

TV equivalent of an opening-lap pile-up.

It's a pet hate of mine anyway, but cutting away from the action for an 'atmosphere' shot is tantamount to a crime when it misses a major happening. We could hear how excited the crowd were over the noise of the new engines. We knew they were there; we didn't need to see them.

As if that wasn't bad enough, we then had the later situation as the intra-Williams duel played out. On the BBC, it was commented thusly...

Ben Edwards: "Has Bottas suffered a failure on his front-right?"

DC: "We're not going to find out watching Felipe Massa's brother are we?"
Yet more unnecessary 'reaction' when

we should be seeing what is causing all the commotion in the first place. Imagine broadcasting a Mexican Wave (Ye Gods) as a World Cup-winning goal flies in.

By way of contrast, ITV4's recent coverage of the TT road races was magnificent. Imagine the logistical nightmare of covering 200mph bikes around a course of almost 40 miles that weaves around a mountain for a couple of weeks. And yet we're treated to splendid, well-informed highlights each evening that told their story superbly.

Sure, it had the occasional shot of the crowd, but never at the expense of the action. Which is why we're all watching in the first place.

Revved Up

Robin Donovan

“It was a privilege to race a Gulf-sponsored car alongside a hero to so many”

■ Le Mans 24 Hours ■ June 18-19, 1994 ■ Kremer K8-Porsche ■ Top-six finish with hero Derek Bell



Donovan charges out of the Esses en route to sixth for the Kremer K8

RACING AT LE MANS WAS THE realisation of a childhood dream and it's the 1994 race, when I shared a Porsche-engined Kremer K8 prototype with childhood hero Derek Bell and German Jurgen Laessig, that's my favourite and most memorable – for so many reasons.

I'd been fascinated by the race and, as a teenager, the Steve McQueen movie so to race there 14 times in my career was wonderful. My first experience came in 1986 in a Group C2-class Bardon-Cosworth with Nick Adams and Richard Jones, although we were unclassified.

I'd managed 11th overall in 1992 in a Kremer Porsche 962 so I was on the legendary German team's radar.

For 1994 (we'd retired from the top 10 in '93 in the final few hours) we had new impetus with Kremer.

I used my marketing skills to persuade the famous Gulf oil company to sponsor us during their first year of rebranding and increasing profile in an open-top Kremer K8 with the Porsche engine.

We had AUTOSPORT and Porsche GB backing too, which added to the kudos of the whole programme.

But the real coup was getting five-time winner Bell on the driving strength. It was fantastic to share a car with him – I'd known him for some years as he'd been acquainted with my father in Sussex, but to drive with him...

Derek put the car on the front row

for the race and briefly led it on the opening lap, too, so we thought we could do well.

On paper, I was the weakest link in the chain. I think Derek may have thought Jurgen would be faster than me, but I was able to show I was as fast as Derek was – when he didn't have the turbo turned up!

Erwin Kremer had been trying to get the organisers, the ACO, to

accept open-topped 'spyders', despite it being the age of closed-cockpit cars. Porsche had developed the new K8, but it had had little or no testing, and left no margin for a privateer team such as Kremer. It meant we were guinea pigs – we only shook it down for the first time at Most in the Czech Republic two weeks before qualifying for Le Mans.

From there we went straight to Le Mans. Lots of silly and frustrating things went wrong with the car – the door fell off, the lights stopped working – which cost us over 45 minutes in the pits. I'm not sure we would have won it, but these things conspired together to make sure we didn't. We had the speed, but not the reliability, yet managed to finish a creditable sixth overall and third in class. It was a huge privilege to race a Gulf-sponsored car alongside a hero to so many in the world's greatest race – I just can't believe it was 20 years ago!

Robin Donovan was talking to Henry Hope-Frost

PROFILE



ROBIN DONOVAN SPENT HIS formative years in Formula Ford before switching to sportscars. He took three British Thundersports class titles and made his Le Mans debut in 1986. He contested the French endurance classic 14 times. He dovetailed his motorsport event marketing and promotion business with driving until he retired. Now 58, he runs Dettaglio, a bespoke motoring events company.

NEXT WEEK LE MANS 24 HOURS REPORT
Plus: Why Mercedes has F1's fastest car



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