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tech that saved Perez



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“It’s ridiculous, these drivers [Massa and Maldonado] are absolutely fricking ridiculous”

LEWIS HAMILTON, FURIOUS THAT HE WAS THE ONE PUNISHED FOR THE INCIDENTS WITH THEM IN MONACO

\$2,567,255

Dan Wheldon's last-corner clinching of the Indy 500 brought in this tidy sum. As if we didn't feel sorry enough for JR Hildebrand already...

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POLE POSITION

A fantastic spectacle, a great weekend for fans



WAS IT JUST ME, OR WAS THAT THE most brilliant weekend of motorsport ever?

Monaco's usual snooze-a-thon developed into a tense thriller, as differing tyre strategies culminated in that stunning three-way battle for victory. Damn the rulebook for allowing them to change tyres after the red flag, it ruined our fun.

Argentina next, where Sebastien Loeb was inflicting an act of daylight robbery

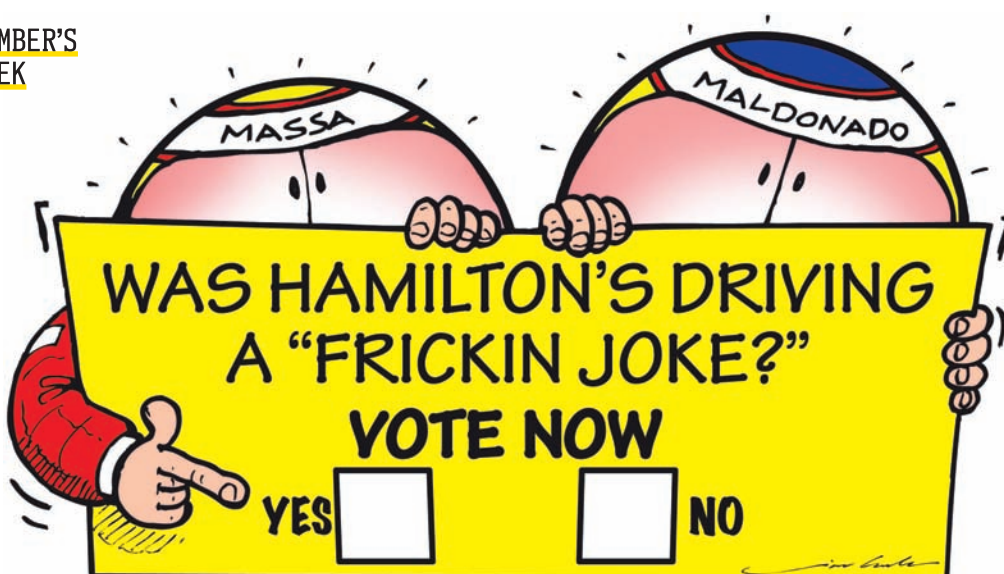
on World Rally Championship team-mate Sebastien Ogier on the final Powerstage. Ogier, who had earlier rolled and damaged his car, was defenceless.

Then the Indianapolis 500, where Dan Wheldon left it even later to snatch victory from rookie JR Hildebrand, whose decision to lap a backmarker round the outside of the final turn was as foolhardy as Lewis Hamilton's choice of words to complain about the Monaco stewards. That Wheldon isn't a fulltime driver in the IndyCar Series must now be rectified after his second Indy 500 win.

Finally, there was yet another last-corner decider in NASCAR in the early hours of Monday. Just brilliant.

Charles Bradley, deputy editor

BAMBER'S WEEK



CUT OUT AND SEND TO MARTIN WHITMARSH c/o McLAREN F1



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INDY 500

Literally in the right place at the right time

His only drive of the year, and Dan Wheldon turns it into his second Indy 500 victory, breaking records by leading just the last corner. Rookie JR Hildebrand, running with Wheldon's old team Panther Racing, wishes he'd just ignored backmarker Charlie Kimball... the move which put him in the wall on Turn 4 of the final lap, duly handing victory over. Indy 500 report, p56.

Picture: Kuhn/LAT South

Hamilton to face backlash

Rivals and FIA to put Hamilton in his place after Monaco behaviour. By EDD STRAW

Lewis Hamilton is set to face a dressing down at next week's Canadian Grand Prix, with rival drivers and race stewards unimpressed by his behaviour on and off track in Monaco.

The 2008 world champion hit out at stewards for victimising him after being given two penalties during the Monaco Grand Prix. The first was for colliding with Felipe Massa at the Loews hairpin on lap 33 and the second for putting Pastor Maldonado's Williams into the barrier at Ste Devote on lap 73. Hamilton took no responsibility for either incident, blaming Massa and Maldonado for turning in on him even though he launched both moves from a long way back.

Hamilton made a joke to the BBC in a post-race interview about the stewards' motives, saying "maybe it's because I'm black. That's what Ali G says. I don't know." But although the risk of an FIA charge for those comments appears to have been allayed by apologising to the stewards, his reference to being summoned so many times this season as "an absolute fricking joke" is likely to cause further problems. Branding two of his rivals "stupid" will also lead to heated discussion in the driver's briefing in Canada.

"It's just ridiculous," he said of Massa and Maldonado's driving. "These drivers are absolutely

fricking ridiculous. Just stupid."

AUTOSPORT understands that his attitude while being questioned by stewards after the race also made a bad impression.

FURTHER ACTION

It is not out of the question that the FIA could take further action against Hamilton, whose post-race comments gained massive media attention after the race.

While it is rare for action to be taken against drivers for comments off track, the governing body could choose to make an example of him using a charge of bringing the sport into disrepute. More likely is that he will be warned in Canada to improve his conduct, with the FIA usually favouring having a low-profile word in private to prevent these situations from escalating. But it does mean that Hamilton must be careful not to make further transgressions, especially with several rival drivers concerned about his approach.

Massa hit out at Hamilton after the race, calling on the FIA to take further action against him.

"What he did was unbelievable," said Massa. "Not just with me, but with other drivers as well. The FIA needs to think about doing something for him."

Massa is understood to be keen to raise the issue of Hamilton's

driving standards in Canada.

NO SOLACE FOR WILLIAMS

Hamilton's clash with Maldonado was particularly damaging for Williams, which was on course to take 10 points.

This would have lifted it to seventh in the constructors' championship, a major boost after its disastrous start to the season. Privately, the team is understood to be furious with Hamilton's move, although chairman Adam Parr accepted it as part of racing.

"It's very hard to be objective when you are in our situation," Parr told AUTOSPORT. "It looked very harsh [on Maldonado] but it's racing. A penalty doesn't change our result."

Maldonado, who was on course for his first points finish in F1 after an outstanding performance was less outspoken than Massa after the incident. But he did hold Hamilton responsible for their clash.

"He tried the same manoeuvre on myself that he tried on Felipe," said Maldonado. "He was too optimistic."

➔ P28 MONACO GP



ARE FORMULA 1'S OFFICIALS TOO HARSH ON LEWIS?

MONACO 2011

Penalised twice, for causing collisions with Felipe Massa and Pastor Maldonado when trying to overtake them. Was given a drive-through and a 25-second penalty respectively.

Fair



Fair



SPAIN 2011

Along with Mark Webber, Jenson Button and Jaime Alguersuari, Hamilton was given a reprimand for not reacting enough to waved yellows for Heikki Kovalainen's accident.

MALAYSIA 2011

Penalised 20 seconds in lieu of a drive-through penalty for weaving – the same offence he was reprimanded for committing at Sepang in 2010. This relegated him from seventh to eighth.

Fair



Fair



AUSTRALIA 2011

Given a warning for impeding Vitaly Petrov during qualifying. Nico Rosberg and Michael Schumacher were given similar cautions.

VALENCIA 2010

Drive-through penalty for overtaking the safety car as it emerged from the pits. But did not cost him a position.

Fair



Fair



AUSTRALIA 2009

Disqualified from third place for lying to the stewards about whether he had let Jarno Trulli past under the safety car, which initially led to Trulli being penalised.



AUTOSPORT SAYS...

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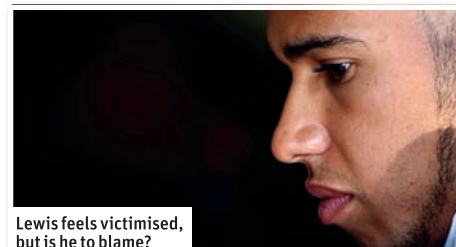


Lewis Hamilton needs to grow up. Drivers should never be afraid of making mistakes, but don't act like a stroppy teenager and blame everyone else when you do. And don't rely on 'daddy' Martin Whitmarsh to apologise publicly for you after your ill-judged, but not malicious, Ali G line.

Even that is probably the fault of the press, insisting on talking to him straight after he's competed like every other major sportsperson on the planet. Want a megabucks contract for 2013? Then act like a professional. Don't be afraid to be honest, but don't let yourself and everyone at McLaren down by blaming everyone else for what has gone wrong. No wonder many of your rivals are privately tiring of your prima donna attitude.

But is this really Hamilton's fault? Has he fallen into the trap of being surrounded by sycophants unwilling to once in a while say 'come on mate' and bring him down to earth? He wouldn't be the first.

Hamilton is a brilliant driver and potentially an all-time great. But he must learn to respect those around him and, once in a while, admit to the inevitable mistakes. People are not out to get him; in fact, most regard him as a legend-in-the-making. But this obstreperous kid who doesn't seem to think his rivals are fit to share the track with him must be a disappointment to many fans.



Lewis feels victimised, but is he to blame?

JAPAN 2008

Outbraked himself at the first corner at Fuji, forcing Felipe Massa and Kimi Raikkonen off the track. Was hit with a drive-through penalty.

Fair



Harsh



FRANCE 2008

Straightlined Nurburgring chicane while trying to pass Sebastian Vettel on the outside. Hit with drive-through penalty.

Fair



Fair



CANADA 2008

Given 10-place grid penalty for the ensuing French Grand Prix after ignoring red light at pit exit and crashing into Kimi Raikkonen.

QUOTE OF THE WEEK

“He needs to be penalised. Otherwise he doesn't learn”



Felipe Massa believes that the stewards must stick with their tough stance on Lewis Hamilton

The safety gains that saved Perez

Sauber driver escapes horror shunt with concussion

Recent improvements in safety measures mean Sergio Perez is set to return to race action for Sauber at next week's Canadian Grand Prix after he emerged from an 80g impact last weekend with only a concussion.

The Mexican was released from Princess Grace Hospital on Monday morning after being kept in for two nights following his accident during qualifying for the Monaco Grand Prix. Perez lost control of his Sauber under braking for the Nouvelle Chicane, where his approach speed was over 175mph.

He lost control on a bump and spun into the barrier, and then suffered a second, sideways, impact into the barrier protecting the wall in the chicane run-off.

An FIA technical department spokesman told AUTOSPORT: "The impact speed was over 100km/h and the peak acceleration of the chassis was over 80g. But the energy was managed in a very controlled manner and the loads to the driver's torso, head and neck were maintained below the threshold for serious injury."

The energy-absorbing headrests, introduced in 1996, played a key role in this. Headrest height and thickness was increased after

Jenson Button's accident in the same place at Monaco in 2003. The barrier that Perez hit had been moved back by 25 metres following Button's crash, with the tyres replaced by an energy-absorbing TecPro barrier (see right).

The removal of the speed bumps located in the run-off area after Nico Rosberg's free practice crash (see below) also prevented the risk of Perez getting airborne.

Perez's crash was reminiscent of Karl Wendlinger's for the same team in 1994, which put the Austrian in a coma. Team principal Peter Sauber suggested that the safety improvements saved Perez, who suffered a higher-speed impact than Wendlinger, from suffering similar serious injuries.

"The safety of the track is far better," said Sauber. "Also, the cars weren't what they are today. Perez's chassis is intact – that is why he didn't get any serious injuries."

Analysis of Wendlinger's crash led to the introduction of the headrest system and also with the carbon helmets currently used in F1.

"Perez's accident shares many similarities with Wendlinger's and demonstrates the tremendous progress in safety since 1994," said the FIA technical spokesman.



Extraction took a long time to do correctly



MONACO CHICANE CRASHES COMPARED

Nico Rosberg – free practice

Rosberg loses control on the bump under braking, hitting the outside wall

He is launched into the air by the speed humps, and narrowly misses the end of the wall Perez hit

Sergio Perez – qualifying

Perez exits the tunnel on a wider line than usual, then loses control as he hits the same bump

He hits the outside wall, and then spins sideways into the barrier between the track and escape road



WHAT IS TECPRO?

THE TECPRO HIGH SPEED BARRIER

that Sergio Perez hit is currently in use at nine circuits on the Formula 1 calendar, including the street circuits at Monaco, Valencia, Singapore and Melbourne.

Two types of blocks are provided by TecPro. Its 120kg reinforced blocks – used at the chicane at Monaco – are made of strong, flexible polyethylene, which encases absorbent polyurethane foam. In the centre is a 4mm steel sheet along with three 150mm nylon straps that are used to bind the blocks together and keep them together in an accident.

TecPro's 80kg absorbent block is normally placed at 90 degrees between ranks of the reinforced block to act as a crumple zone. It is made of flexible, high-resistance polyethylene, with nothing inside.

The barriers are used in areas where tyre barriers do not offer the protection demanded by FIA regulations. Relative to tyres, TecPro is around 40 per cent more effective at absorbing energy in an impact. It is designed to dissipate a 116mph impact in just four metres – a deceleration of 55g, which is within tolerable limits, and can withstand speeds higher than this mark.

TecPro barriers were first used in Formula 1 at the 2006 Italian Grand Prix at Monza. This was part of a safety initiative driven by the FIA as a result of the injuries Michael Schumacher suffered at Silverstone during the 1999 British Grand Prix.

TecPro barriers work better than tyrewalls



BARRIER TWEAKS CONSIDERED

LEADING FORMULA 1 DRIVERS

have called on Monaco Grand Prix organisers to look into possibility safety improvements at the Nouvelle Chicane following Sergio Perez's accident.

The leading edge of barrier that divides the run from the chicane, which Perez hit, is regarded as one of the most dangerous places in F1. Veteran Rubens Barrichello believes that it would be safer to sacrifice the run-off area and extend the barrier that runs adjacent to the track at the entry to the chicane in a curve to the exit (see image).

"If you start the guardrail at an angle and come back across the track, the impact will be a lot less," said Barrichello. "You wouldn't stop very quickly, and you probably wouldn't have any

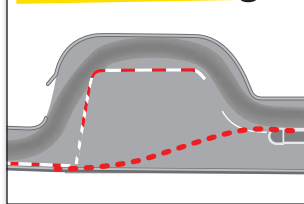
wheels left if you went off, but you would have impacts that are 20 times less. What you don't want is the impact that Perez had. You want something you can hit three or four times so you don't have that dry impact."

Former GPDA chairman Nick Heidfeld is also in favour of this possibility being evaluated.

"The barriers are close everywhere at Monaco, but normally at an angle that is not dangerous because it follows the road," he said. "At the chicane, we have a bad angle. Maybe we could get rid of it to make it more open."

Former world champion Jenson Button, who was forced to miss the 2003 Monaco Grand Prix after crashing his BAR at the same point, paid tribute to recent safety improvements at Monaco.

Possible change



But he called for the safety to be re-examined, pointing to the pronounced bump where Perez lost the car as something that needed to be dealt with.

"We can improve safety in that area," said Button. "It would be nice if we could smooth out that area as there is one specific bump as you come down the hill. Improving that would help."

There was no support for the idea of removing the chicane entirely, or changing it to be faster as it was pre-1986.

60 SECONDS WITH

NICK HEIDFELD FORMER GPDA CHAIRMAN

What are the safety implications of Sergio Perez's crash?

We will have to look into it with the drivers and Charlie Whiting. We have improved Monaco over the years, but that doesn't mean it can't be improved more.

Is Monaco fundamentally unsafe as a venue?

Yes, it is. But still everybody wants to drive here. We wouldn't accept a new circuit on the calendar with the same safety standards as Monaco. The strange thing is that when you are driving, a little risk means extra fun. It's nice that you cannot make any mistakes but have to be on the limit. If you put the same circuit in the middle of nowhere with runoff, it wouldn't be the same.

Is the chicane the most dangerous part of the circuit?

Yes. We have seen some big accidents there in the past.

Is a side impact like Perez's most dangerous for the driver?

You would be more worried than if it was straight on. I don't know if it's the most dangerous one, because can also be unlucky and have something land on your head. It possibly didn't help that when he had his crash, the side of the car was already damaged.

Do you consider the side impact protection in an F1 car today good enough?

It makes a huge difference compared to two years ago when we didn't have it.

What would have been the consequences if Perez had crashed like this two years ago?

I'm not sure. But it would definitely have been a lot worse.



Nick Heidfeld was talking to AUTOSPORT F1 editor Edd Straw

The most dangerous place in Formula 1?





ALONSO GOES GOLD

Fernando Alonso used a gold and white version of his helmet in Monaco. The special edition livery, designed by his wife Raquel, will also be used in Singapore before being auctioned to raise money for the Fernando Alonso Foundation, which aims to improve road safety for children

Ferrari's talent quest

Overhaul for Italian team as it rallies back from an average start to the season

Ferrari has launched a major recruitment drive designed to deliver its first drivers' world championship since 2007.

The departure of technical director Aldo Costa in the build-up to the Monaco Grand Prix is part of a major restructure. Pat Fry, who joined Ferrari from McLaren last year to work as Costa's deputy, has been appointed de facto technical director in his new role as director of chassis. Team principal Stefano Domenicali confirmed that the change had been made as part of a wider structural reorganisation, but that there is still a need to strengthen the team below the upper strata of technical management.

"The priority is to make sure that the structure is strong," said Domenicali when asked by AUTOSPORT whether Ferrari is looking to recruit from outside the team. "We want to have a stable organisation, so we are not discussing the first line [of staff]. But we are looking around to reinforce the different areas. It's part of the continuous evolution that we need."

AUTOSPORT understands that a chief designer is among Ferrari's targets. Current design chief Nicholas Tombazis is believed now to be focusing on leading aerodynamic development, with further



Domenicali wants stability

strengthening of that department also expected. Outgoing Williams head of aero Jon Tomlinson is a possible target to bolster the team.

Domenicali is also pushing for the team to take a more innovative approach to car development, having produced quick but relatively conservative cars over the past two seasons.

"That's the objective," he said of the need to be more creative. "I said last year in Turkey that I wanted to see innovation on the car."

"People that now have different roles bring different experience and take different approaches. I'm sure that this will be beneficial to the

structure and the car we prepare."

Domenicali played down fears that his own job might be on the line. He is now in his fifth year as team principal and has not won a world championship since 2008, when Ferrari took the constructors' crown despite narrowly missing out on the drivers' title with Felipe Massa.

He is believed to have the backing of Fernando Alonso, who was keen to see the technical department restructured before recently committing the rest of his F1 career to Ferrari. The decision to axe Costa came before Alonso's new deal, which runs to 2016, was announced ahead of the Spanish Grand Prix. Domenicali confirmed that the Spaniard, who worked well with Fry during his season at McLaren in 2007, did have an input.

"It is important to understand his position on the team," said Domenicali of Alonso. "But the full decision was taken by me."

Fry is leading the way in identifying potential targets to bring to Ferrari and could attempt to tempt some former McLaren colleagues to the Scuderia. Ferrari sources indicate that McLaren technical director Paddy Lowe could be a target, but it appears unlikely that he would choose to turn his back on the Woking team.

Button on Scuderia shortlist for 2012

FERRARI IS EVALUATING POTENTIAL replacements for Felipe Massa with Jenson Button, Nico Rosberg and Mark Webber under consideration.

Ferrari has a contract with Massa for 2012 and president Luca di Montezemolo recently said that he would be with the team next season. However, Massa's manager, Nicolas Todt, has been seeking alternative drives for the Brazilian, whose relationship with Ferrari was damaged by last year's German Grand Prix team orders controversy.

The team is keen to put in a strong backup driver to Alonso who can guarantee a solid points return.

Webber is out of contract for next year, although he is well-placed to get a one-year extension from Red Bull. But he could get an approach from Ferrari because he is the big-name candidate most likely to be available. Rosberg is likely to stay on at Mercedes, while Button has said that he wants to stay at McLaren for the rest of his career.



Massa's future unclear



Lotus verdict hinders Renault plans

THE RENAULT F1 TEAM'S LONG- term plan to rebrand itself as Lotus is in disarray after the ruling that Team Lotus does have the right to use the iconic name in grand prix racing.

A ruling in London's High Court, revealed last Friday, confirmed that Tony Fernandes can use the Team Lotus brand in F1 after acquiring it from David Hunt, custodian of the name since taking over the dying embers of the original team in 1994.

Team Lotus will continue to use the name in F1, although there remains some dispute over whether it is

allowed to call its chassis 'Lotus'. Fernandes claims that this is allowed as it is part of the goodwill of the team, which dubbed all of its grand prix cars Lotus from 1958-94.

However, Group Lotus contends that it has been proved that it has the rights to use the Lotus name on its own in F1 – and it will continue to do so. This could prevent Team Lotus from entering Lotuses. It has launched an appeal to seek clarification on this situation. Were it to win such an appeal – there could be financial implications for Team

Lotus as prize money is paid to entities defined by chassis name.

The judgement also found that Renault could continue to use the Lotus logo in F1, and found that Team Lotus had been in breach of the licence under which it ran as Lotus Racing last year.

Both sides have claimed victory, with Group Lotus issuing a press release headed "Group Lotus wins on key issues". By contrast, Fernandes said: "It is odd when you claim victory and then decide to appeal if you are happy with the outcome."



Bahrain to skip 2011

BAHRAIN'S HOPES OF HOLDING A grand prix in 2011 are set to come to an end this week after it was accepted that security and logistical concerns make the race impossible to run.

This follows a team principals meeting in Monaco where Bernie Ecclestone was informed that the teams were unwilling to travel to Bahrain largely because of question marks over safety and insurance.

Discussions had been held to stage the race on October 30 in place of the Indian Grand Prix, which would then be switched to either December 4 or 11. But it was felt that this would make the season too long and put an undue strain on team personnel. However, the teams are willing to return to Bahrain next year, provided security fears can be allayed.

Bahrain had been given a deadline of June 3 to prove that it could hold a grand prix.

STR gets financial backing

AABAR HOLDINGS, THE ABU Dhabi sovereign wealth fund, is believed to have bought into Scuderia Toro Rosso.

Aabar, which also holds 40 per cent of Mercedes GP, owns Switzerland's Falcon Private Bank, which appeared as a sponsor on the STRs for the first time at the Spanish Grand Prix. Previously, the team was owned 100 per cent by Red Bull boss Dietrich Mateschitz, but he has been looking either for a buyer

or a partner to invest in the team for several years. Aabar has also had dealings with Mateschitz through recent talks about an Exor/News Corp takeover of the commercial rights for F1, with both potential investors in the mooted consortium.

STR would not comment on the deal or confirm it, but AUTOSPORT understands that this could be the first step in Aabar taking a controlling interest in the Italian team.



Falcon logos hint at Aabar deal

THIS WEEK IN F1



RED BULL Ex-Renault team principal Flavio Briatore, who manages Mark Webber, has hinted that Red Bull is disadvantaging the Australian to help Sebastian Vettel. "I'm not casting doubt over Christian Horner's intellectual honesty, but what is happening sounds strange," said Briatore.



McLAREN Lewis Hamilton has hinted that a ban on off-throttle blowing of the diffuser via the exhaust could help his team. "Red Bull were the first to do the blown diffuser and everyone has been playing catch up and we still are," he said.



FERRARI Team principal Stefano Domenicali has admitted that it was tough to make the decision to move ex-technical director Aldo Costa out of the race team. "You have to be as rational as possible to do things for the benefit of the team," he said of what happened to Costa.



MERCEDES Michael Schumacher has ruled out quitting Formula 1 during the season. "There is no plan B," he said of his future aims. "I am optimistic and believe that we will achieve what we want to achieve."



RENAULT Nick Heidfeld has targeted qualifying as the key to turning his season around after disappointing results since his podium in Malaysia. The German is also upbeat about the major upgrades due in the coming races.



FORCE INDIA Team principal Vijay Mallya has backed Adrian Sutil to retain his drive despite allegations from Renault co-owner Eric Lux. "Unless I am convinced that there is misconduct, the contract shall prevail," he said.



SAUBER Kamui Kobayashi believes that the Swiss team can continue to score major points after his fifth place in the Monaco Grand Prix. "You would be surprised," he said of the potential of this year's car.



TORO ROSSO Sebastian Buemi ran the team's new floor/diffuser combination for the first time in Monaco. Team-mate Jaime Alguersuari had run the updates in the Spanish Grand Prix.



LOTUS Team principal Tony Fernandes has confirmed that he is planning to bring Caterham branding into F1 after buying the British car manufacturer. "We were waiting for the [naming rights] judgement and now we have clarity," he said of why Caterham has not yet appeared.



HRT Both HRTs were allowed to start the Monaco Grand Prix despite not setting a time in qualifying. Unlike in Australia, where they were not allowed to start due to being outside 107 per cent, both drivers set lap times that would have been fast enough for the cut-off during Saturday morning practice last weekend.



VIRGIN MusicMagpie, which buys second-hand CDs, DVDs and games, has become a backer of the Virgin team. Its logos will feature on its drivers' helmets for the rest of the season.

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Fuel Consumption figures for JUKE 1.6 MANUAL: CO₂ 147g/km – URBAN 34.9mpg/8.1L/100km – EXTRA URBAN 53.3mpg/5.3L/100km – COMBINED 44.8mpg/6.3L/100km.



MPH Mark Hughes

AUTOSPORT grand prix editor

What's in a name? Rather a lot, if that name is Lotus. And, thanks to a judge, we now know who can use that name. But, this being F1, things are never simple...

So we've finally got to find out who the real Lotus is. Everyone clear now? Many years ago the car company was split from the racing team but retained common ownership – until it didn't. One was then bought by GM and subsequently sold to Proton while the other went bust but not before selling the rights to its name. These rights remained dormant for some time until quite recently.

Meanwhile the car company's owners decided racing was really rather appropriate to the image of a sportscar manufacturer and therefore began a joint marketing venture with a racing team that had bought those team name rights. But then the car company decided that, hey, why did it need to do that when it already owned the name 'Lotus' and 'Lotus' was the name that the racing cars were always

known by? So they selected reverse and set up their own racing teams in other categories – several of them – also called Lotus, as well as sponsoring an existing F1 team called, confusingly, Renault. All clear so far? Good. Continuing on, the car company, as well as terminating its joint venture deal with the owners of the race team, also wanted the racing team that had bought the team name to stop using it. The race team said no and so the matter landed in the capable hands of Mr Justice Peter Smith and after several months of learned deliberation he has put the matter straight once and for all: the car company can continue to race as Lotus – except it doesn't actually own an F1 team as yet and so really is only a title sponsor, not a team – while the race team that bought the team name can continue to race as Team Lotus. Thanks for your time, Mr Justice Peter Smith, that's cleared things up beautifully.

Now, it's all very well the judge saying that Lotus can now race as Lotus – but according to the F1 regulations it can't. Because it's not. It has to race as Renault – which it's also not. Lotus doesn't own the team, just sponsors it.

Renault, however, doesn't own the team either. Well it does technically, but it sold it some time ago to someone else. But it lent them the money to buy it and until all that money's paid back it's still technically an asset of Renault even though it doesn't want it.

The guy that bought the Renault team owns a financial institution. It used to be that financial institutions sponsored the car company race

teams, but now the car company (Lotus) sponsors the financial institution's race team. Of course both Renault-Lotus and Team Lotus use engines that are supplied by Renault – which really is Renault and entirely separate from the team called Renault.

But the racing engine department of Real Renault has been told by its management that if it's going to continue to make F1 engines, it wants them to be little turbo green ones, not big loud V8 ones like they make now. The FIA has agreed but now the other F1 manufacturers and teams – including the Renault team that isn't really Renault or Lotus, as well as Team Lotus that definitely isn't Lotus but which is *Team Lotus* – disagree because they can't afford the expensive little green engines, even though they would match the colour scheme of Team Lotus. So Renault is disagreeing with itself. As, of course, is Lotus.

Perhaps Mr Justice Peter Smith could sort this out too...

If he needs any help, perhaps it would be useful background information for him that the Renault team pretending to be Lotus that isn't really either Renault or Lotus – but which is definitely *sponsored* by Lotus – used to really be Renault. But before that it was Benetton. And before that it was Toleman and Ayrton Senna used to drive for it until he left – to join Team Lotus. Which is not the same as the current Team Lotus, which is nonetheless allowed to use its name. Oh yes, let's be quite clear about that. ☹

PIC: FERRARO/LAT

You wait ages for a Lotus to come along, and then...



“So Renault is disagreeing with itself. As, of course, is Lotus”



An emotional Dan Wheldon slugs on the victory milk

INDY 500

Wheldon back on the bench

Indianapolis 500 winner is unlikely to find another IndyCar Series race seat this year. By ANDREW VAN DE BURGT

Indianapolis 500 winner Dan Wheldon is unlikely to race again in this year's IndyCar Series despite his dramatic victory as a one-off entry in the centrepiece event last weekend.

The 2005 champion has been without a ride this season after losing his Panther Racing seat at the end of 2010. He secured a one-off deal to race for Bryan Herta Autosport in the 500, which he won when leader JR Hildebrand crashed at the final corner of the last lap.

But in spite of the success, publicity and prize money that will come his team's way, Herta doesn't expect to run the Brit in any of the remaining rounds this year. The American wants to concentrate on putting together a deal for 2012 instead.

"I'm sure that opportunities will spring out from this," Herta told AUTOSPORT. "But we already had a pretty good plan in place even before this race about what we're going to do for the rest of this year, and we're really gearing

"I'm not sure that throwing in extra races would be the best thing"

TEAM OWNER BRYAN HERTA

ourselves up to coming back full-time next season.

"I don't think this changes our plan. This is a nice cherry on top of the sundae. We were prepared for this race, and I'm not sure that throwing in a few extra races will be the best thing we could do for ourselves.

"We won the Indy 500, so what else could we possibly achieve except for the championship? What we really want to do is to continue to grow the organisation and I'd love it if we could come back next year and try to win the championship with Dan."

However, Herta was open to the prospect of teaming up with Wheldon for the season finale in Las Vegas, as he believes the 32-year-old is eligible for the \$5million prize on offer to any

outsider who can win the race.

"By all the criteria I've seen he's eligible," Herta added. "I think it would be nice to team up with Dan and go for the \$5million in Vegas – it would be nice if the series let us do that."

Wheldon, who joked that he became unemployed at the stroke of midnight following his second Indy 500 win, is also investigating the

possibility of securing a guest drive in the V8 Supercar race at Surfers Paradise on October 23.

"I would love to do that," he said. "The day before the race I was watching Alex Tagliani's onboard laps from there and it looks like a ton of fun."

 **P56 INDY 500 REPORT**



Wheldon's win won't guarantee more races

INDYCAR

Ganassi downplays Honda link



Dixon and Ganassi: Honda's anchor team

CHAMPION INDYCAR TEAM OWNER Chip Ganassi believes that there will be no advantage to being the 'anchor' squad for Honda's engine programme, when manufacturer engine competition returns to the series next year.

Honda will face competition from rivals including Chevrolet, which will supply frontrunners Penske, for the first time in 2012 after six years as a sole supplier. The Ganassi squad will be the

flagship team for the new HPD turbocharged 2.2-litre V6, but Ganassi himself insists that the relationship will provide no advantage over other teams that opt for Honda power.

"There's a bit of testing to be done," Ganassi said. "I don't want to speak for them [Honda], but I don't think they can give anything to a team that they can't give anyone else. But they need someone to try things out.

"The partnership is so that we can [try] things out as efficiently, effectively and quickly as possible. And then all of the other Honda-powered teams will have the opportunity to benefit from those developments."

HPD president Erik Berkman said: "Having high technical capacity on both sides, having good people, and working hard, we can be very successful. The technical component is key."



Penske move to Chevy power, but not in NASCAR

NASCAR/INDYCAR

No switch for Penske

PENSKE IS UNLIKELY TO SWITCH to Chevrolet in NASCAR, despite signing up to run the manufacturer's engines in IndyCar from 2012.

The team has struggled with Dodge equipment in NASCAR, and news of the Chevrolet deal in IndyCar led to speculation that a similar move in stock cars could follow. But General Motors' vice-president of performance vehicles and motorsports Jim Campbell says this is unlikely.

"We're proud to be associated with Roger [Penske] in IndyCar," he said. "On the NASCAR side, we have teams that have been delivering a lot of wins. Time will tell, but I'm very pleased with our NASCAR side."

INDY 500

Double-file restart controversy kicks on

DOUBLE-FILE RESTARTS

continued to be a source of controversy even after last weekend's Indy 500, with the idea having drawn widespread support from spectators but a mixed response from drivers.

The idea had been widely planned in the lead-up to the race by drivers who feared that the build-up of marbles on the outside lane could send cars into the barriers. The series deployed additional sweepers during caution periods to try to remove the marbles, and also allowed drivers to get up to speed at Turn 4

and then spread out on the main straight. Series CEO Randy Bernard said during the race that the procedure was a winner for the fans.

"The fans love it," he said. "That's the reaction I want to see. Everybody is enjoying them, and the drivers seem to be doing a great job with them."

Some drivers remained unconvinced though, including former champion Scott Dixon.

"The restarts are just like all hell breaking loose," he said. "Why do you have everyone in a pack? They really need to spread it out."



Mixed feelings still for restarts

AUTOSPORT SAYS...

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Kimi impressed his rivals, but not himself

Kimi Raikkonen probably would have been highly amused by the controversy kicking off around his former F1 rival Lewis Hamilton in Monaco last weekend had he not been too furious with the handling of his NASCAR Nationwide car to notice.

Appropriately for someone who made their F1 debut with just 23 car races under his belt, the Finn's NASCAR career has been an exercise in fast-tracking. In roughly two weeks he managed to squeeze in a first Truck test, a first Truck race, a first Cup test, a first Nationwide race, and a hilariously expletive-strewn series of exchanges over his radio. All he has left to do is get involved in a feud.

He's back in Europe to prepare for the Acropolis Rally, and if you believed a lot of the online reports, he slunk back with his tail between his legs after finishing a 'humiliating' 27th (p18). Like his WRC career, to the media it seems that nothing short of immediate victories represents success.

At least his rivals were impressed. Carl Edwards got onto his radio mid-race to ask who was driving the "loose as hell" No.87 Toyota. "I might have seen some smoke off the right rear," he said afterwards.

Raikkonen's next move is a mystery, which is just how he likes it. But I doubt that he and NASCAR are done with each other just yet.

QUOTE OF THE WEEK



This car is so s**t because I cannot get it turned! It is so frustrating! I cannot get the f*****g car turned!"



Kimi Raikkonen gets into the NASCAR spirit over his in-car radio during his Nationwide debut at Charlotte

IN BRIEF

**ZONTA DROPPED BY SUMO**

Ricardo Zonta has been released from his contract to race in the FIA GT1 World Championship with the Sumo Power Nissan team. The Brazilian missed the last round of the series at the Sachsenring to drive for his own team in Brazilian stock cars. Warren Hughes will take his seat alongside Enrique Bernoldi in this weekend's Silverstone round.

HARTSHORNE BACK AT LE MANS

British sportscar regular John Hartshorne has secured a late deal to return to the Le Mans 24 Hours for the first time since 2005. The 54-year-old has replaced Kristian Poulsen in the second of the Jetalliance team's pair of GTE class Evoras.

CRITICAL DAY FOR GT1

Plans to open up the FIA GT1 World Championship to GTE and GT3-based machinery will go before the World Council tomorrow (Friday). Series boss Stephane Ratel said approval would be the first step towards achieving his aim of having 10-12 manufacturers represented on the grid next year.

SWISS IN A SCRAMBLE

The Swiss Racing Lamborghini team was facing a race against time to ready both its Murcielago R-SVs in time for this weekend's Silverstone FIA GT1 world championship round as AUTOSPORT closed for press on Tuesday. Both cars were badly damaged in last month's Sachsenring round.

NO CHANGE TO WTCC WEIGHTS

WTCC organisers have confirmed that no change will be made to the compensation weights for this weekend's round in Hungary. Cars will be assigned the same weights as they were for the previous round at Monza, meaning that the leading Chevrolet Cruzes will carry the maximum 40kg of ballast.



NASCAR

Kimi at NASCAR crossroads

Split with Busch likely, but Cup start with Robby Gordon's team is a possibility

Kimi Raikkonen's NASCAR future remains up in the air, despite an encouraging performance on his debut in the second-tier Nationwide Series at Charlotte last weekend.

Despite original plans for a three-to-five Truck race programme with Kyle Busch Motorsports, it is now possible that the Finn will not run with the team again. Busch described speculation that his team would run a car for the Finn in the Sprint Cup race at Sears Point later this month as being wide of the mark.

"As far as the [Sears Point] race

goes, we've had no discussions about Cup stuff at all," Busch said. "As far as I know, this weekend is the last hurrah with Kimi unless he comes back and wants to do more NASCAR."



Kimi ran as high as 15th on Nationwide debut

Busch was also quoted last week as saying that his team had not been paid for all of Raikkonen's original schedule, although this was clarified by both Raikkonen and his management. They said that the initial Truck plans were changed when a Nationwide race was added, and confirmed that both of the races contested so far were paid for in full.

Raikkonen's options are not limited to KBM though. He tested Robby Gordon's Cup car at Virginia International Raceway last week, and while his track time was limited by him

BTCC

Equalisation war won't go away

TURBO AND NORMALLY-ASPIRATED

BTCC frontrunners have both criticised the latest changes aimed at equalising the cars ahead of this weekend's Oulton Park round.

Turbo cars were handed a 0.1 bar boost reduction before the last meeting at Thruxton but still dominated,

although Jason Plato's 'NA' Chevrolet Cruze won the reversed-grid race.

Now series organiser TOCA has reduced the NA minimum weights and introduced a suspended 0.05 bar reduction for the turbos, which can be implemented during a race weekend.

Front-wheel-drive cars, such as the Cruze, can run 25kg lighter (to 1145kg), while the rear-wheel-drive BMWs get a 10kg reduction (to 1140kg). The BMWs will also no longer have to run a mandatory long first gear.

Honda turbo racer Matt Neal, who

leads the standings, said: "We were expecting an adjustment for qualifying, but this way you're handing it to Jason. Honda won't be in it next year if things keep going the way they are."

But Plato feels the moves won't be enough: "The weight will give us 0.2s and we were a second off pole at Thruxton. TOCA has acknowledged the equalisation measures for the first three meetings were not correct. Whether or not it's enough – I don't believe it is – we'll have to see when we get to Oulton."

LE MANS

Privateers want F1-style engine deals



Audi provided engines to Swiss Spirit in 2007

THE IDEA OF FORMULA 1-STYLE RULES

forcing manufacturers competing in LMP1 at the Le Mans 24 Hours to supply engines to privateers has been floated by ORECA team boss Hugues de Chaunac

De Chaunac, whose squad is returning to Le Mans for a second season with a factory-backed Peugeot 908 HDi this year, explained that he believed the proposal would be one answer to the on-going debate over the equivalence between diesel and petrol-powered machinery.

"I realised three years ago that we could

never beat the diesels with a Judd engine," he explained. "It's not just a question of equivalence, but also technology. If we want a good platform with 12 or 14 top cars, the only way would be force manufacturers to offer engines to other teams."

De Chaunac argued that the F1 model, whereby manufacturers are obliged to supply one other team with engines at a set cost, proved the idea would work.

"There is no need to look for another way, because it works in F1," he said.

The idea had been "agreed in concept" by

Peugeot, according to de Chaunac. He reached an agreement for a supply of the French manufacturer's 2011 turbodiesel engine at the beginning of last year, but opted to continue with the first-generation 908 rather than building his own car for financial reasons.

Audi has supplied its engines to a privateer on one occasion during the past decade. In 2007 the Swiss Spirit team entered a Lola P1 chassis powered by the German manufacturer's petrol-powered twin-turbo V8 from the R8 at Le Mans.

damaging the car's nose, followed by rain during the afternoon, he claimed to have enjoyed the experience enough to leave the door open for a Cup start at Sears.

"It was fun to drive the road course with that [Cup] car," said Raikkonen. "Of course we have all this in mind, to try to do [Sears Point]. The thing is, is it going to happen or not? I don't know. Of course, I'm probably more keen to do those road courses than anything else."

The 2007 Formula 1 world champion ran most of Saturday's race on the lead lap. But he lost time to a pit road penalty and an errant splitter that became caught under his car in the latter stages, eventually consigning him to a 27th place finish.

BTCC rivals want equality



LE MANS

ASTON'S HOMEWORK

Aston Martin Racing was continuing its pre-Le Mans 24 Hours test programme as AUTOSPORT closed for press. It had two days of running scheduled at Monza with its new AMR-One LMP1



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IN BRIEF



MONACO RETURN FOR TURVEY

Oliver Turvey made his GP2 return at Monaco last weekend. The Briton was a last-minute call-up at Carlin, where Mikhail Aleshin continues to struggle with budget and the hand injury he sustained at the season opener in Turkey.

DILLMAN BACK IN ACTION

Tom Dillmann returned to GP3 action this week after skipping the last round in Spain. The season-opener polesitter, who left Carlin after the first weekend of the season, joined Addax for this week's Hungaroring test in place of Dominic Storey.

FRONTRUNNERS MISS TEST

GP3 frontrunners Andrea Caldarelli and Dean Smith both missed this week's in-season test in Hungary. Japan-bound Caldarelli was replaced at Tech 1 by Thomas Hylkema, while Smith, who is struggling for budget, had his seat filled by Fernando Monje.

MOSS VICTORY HONOURED

The 50th anniversary of Stirling Moss's memorable 1961 Monaco Grand Prix win was honoured at the Royal Automobile Club in London last week. Moss was on hand at the special reception to share his memories of his victory over the Ferraris in his Rob Walker-entered Lotus 18.

SUPERLEAGUE RETURNEES

Superleague veterans Yelmer Buurman and Frederic Vervisch will both return to the series this year; Buurman in a Netherlands-PSV Eindhoven team, and Vervisch in an Atech entry painted in the national colours of Luxembourg. Former F1 driver Antonio Pizzona is also expected to return to the increasingly-less football-themed series.

TAG'S GOLD COAST RETURN

Alex Tagliani has been confirmed for October's V8 Supercar Gold Coast 400. Tagliani will once again line up in a Kelly Racing Holden Commodore.



GP2 SERIES

GP2 considers four flyaways

Series looks at an expanded 12 or 13-race main series to replace Asia Series

The GP2 Series could add as many as four flyaway races to its schedule in 2012.

Championship bosses are considering dropping the Asia series in favour of one championship from next year, as revealed by AUTOSPORT last week. Some teams were in favour of bookending the season with flyaway rounds, thus adding only two events to the current nine-round European calendar. However, GP2 boss Bruno Michel told AUTOSPORT in Monaco last weekend that the schedule could feature up to 13 rounds next year.

"If Europe is nine races again next year, then there will definitely be more than two extra races," said Michel. "We are considering several options, and nothing has been completely finalised yet. Most of the drivers did both series this year, so it would probably make sense to go in that direction."

"Of course, we will go to Abu Dhabi. We don't know yet what the situation with Bahrain is but if we



GP2 could have 13 rounds in 2012

can go there we will. Then we are considering other races outside of Europe. In the past we went to Malaysia, we went to China, so there will be some more possibilities to go racing outside of Europe. In the end we would like to have a calendar with 12 or 13 races."

AUTOSPORT understands Singapore is another race under consideration. Michel believes that having one series will mean the

number of races can go up without affecting driver's budgets, which are currently close to €2 million to compete in both Asia and the main championship.

"I don't think it will make any difference in terms of budget," he said. "Instead of having two separate budgets you have just one, and that will probably make it easier to sell to drivers and sponsors."

GP2 SERIES

iSport duo promise no more friendly fire

iSPORT TEAM-MATES SAM BIRD AND Marcus Ericsson have cleared the air after they twice collided over the Monaco GP2 weekend.

The Briton and the Swede, who had already clashed twice this year before last weekend, came together in qualifying and the first race as the team collected only two points from the principality.

Ericsson drove over the back of Bird in qualifying as he came through the Swimming Pool section on a hot lap while Bird was slowing to make space for his own attempt. The two then ended up on track together in the first race after Bird had stalled from pole position, and both cars were damaged as the Briton tried to make a pass into the final corner.

"He came very late, and to get two cars through there is impossible," said Ericsson. "It was always going to end like this, it's a shame. We are going to sort it out, it won't be a problem, but it's happening too many times."

Bird, who is currently joint championship leader, added: "I had to make my move, but when I watched the replay, I have to admit it was my mistake."

"I know it's happened a couple of times now but it's just been circumstances. It could have been anybody, it's just unfortunate that we have tripped over each other. But Marcus and I are fine, we have sorted it out, and there are no issues."



iSport duo have cleared the air



No DRS for GP2

GP2 SERIES

GP2 rejects DRS system

GP2 BOSSES HAVE DECIDED AGAINST introducing Formula 1's DRS adjustable rear wing after evaluating the concept this year.

The decision was taken because it wasn't felt that the feeder category needed an overtaking aid, and also on the grounds of costs.

GP2 technical director Didier Perrin told AUTOSPORT: "We saw the first grands prix of the season, and we considered it very seriously. But we knew that this year's GP2 cars would be able to follow each other more closely. And if the racing is good it makes no sense to increase the cost with a system like this."

It is also understood that the system would have less of an effect in GP2 because the rear wing produces less downforce than in Formula 1.

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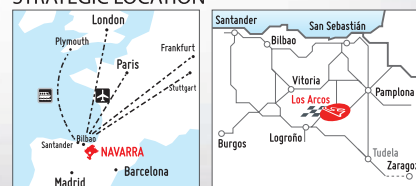


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AUTOSPORT

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DRS

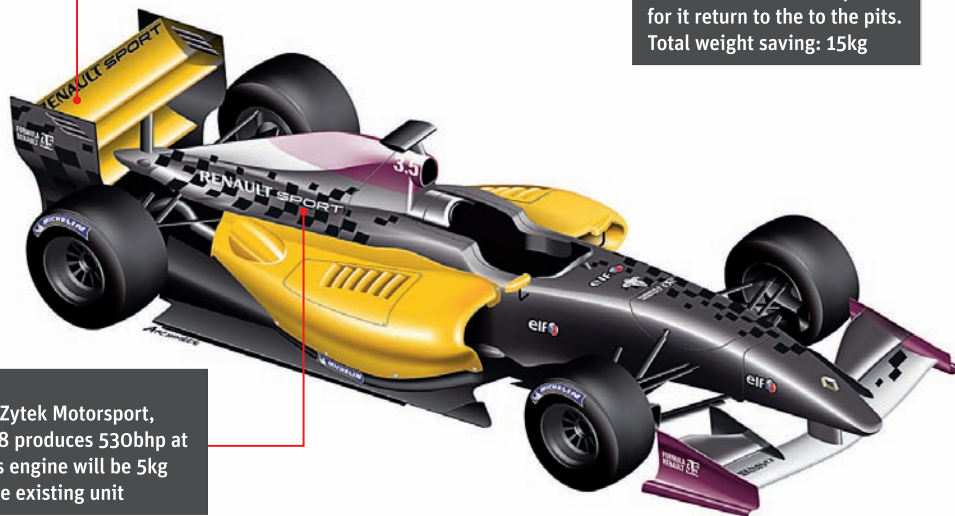
Drag Reduction System, slightly different to Formula 1 but giving a similar effect. New front and rear wings have been optimised by Dallara through CFD and windtunnel tests

NO BATTERY

XAP Electronique has developed a SUPERCAPS box which will boost up the power and a capacitor will store energy to provide around ten minutes of power for it return to the pits. Total weight saving: 15kg

NEW ENGINE

Developed by Zytek Motorsport, the 3.4-litre V8 produces 530bhp at 9250rpm. This engine will be 5kg lighter than the existing unit



RENAULT 3.5

Teams back faster Renault

Lighter, quicker, DRS-equipped and battery-free 2012 car gets positive response

Renault Sport's presentation of its 2012 Formula Renault 3.5 car at Monaco has been greeted with a positive reaction from teams.

The car will feature a Formula 1-style DRS system, all-new electronics that do away with a battery, and a Zytek V8 engine offering an extra 50bhp over the outgoing Solution F-prepared 3.5-litre V6 units.

The car will be the first single-seater without a battery thanks to an electronic control unit built by XAP Electronique. An anti-engine stall strategy will be incorporated into the design to compensate for the lack of a starter.

"We used this technology a bit on the new FR2.0 car with the electric shift," said Renault's technical manager Benoit Dupont. "XAP Electrique, a small but very creative company, came to see us, and after

discussions we said OK, we'll get rid of the starter."

To encourage overtaking, the car will be fitted with an active gurney on the rear wing, which will serve to reduce aerodynamic drag in the same way as the Drag Reduction System (DRS) introduced in Formula 1 this year. At the press of a button, the driver will be able to activate this system on the straights to achieve gains of up to 12mph in terms of top speed. Contrary to F1, the use of the device will not be restricted to only certain zones around the lap in races.

The chassis is an evolution of the existing To8 Dallara design, enabling teams to purchase an upgrade kit. Excluding engine and gearbox ratios, which are on a leasing contract, the price will be €220,000. Total weight reduction is expected to be 15kg, while

downforce is increased by 34 per cent. Michelin will also develop new tyres. The overall result is a car estimated to be two seconds a lap faster than the existing machine.

Representatives from Superleague Formula and GP3 teams Atech Reid GP and Status Grand Prix were in attendance at the presentation last weekend.

Atech's Anthony Reid said: "The car looks interesting and we would like to join this championship. At the moment there is no entry slot available, but if there's an opening we would be ready very quickly."

DAMS GP2 driver and Renault F1 reserve Romain Grosjean will conduct the majority of testing at Albacete, Motorland and Jerez. The first run is scheduled in two weeks, before the car is unveiled in public at Silverstone's World Series by Renault round in August.

FIRST REACTIONS... New car is a hit



Simon Abadie
Tech1
Racing boss

"I am not afraid of the future of this series. I think with the DRS we can expect some really nice racing. It is not a low budget, but good for this type of car."



Richard Dutton
Fortec boss

"As a GP2 car's tyres drop off a lot at the end of a race, I think this new car will be getting quite close to their lap times. It is a lot of car for your money – that sums it up really."



Florent Guoin
Tech1 Racing
engineer

"The use of the DRS will be quite interesting. We are a bit closer to GP2 performance and the budget ratio is better. It's good to have launch control and develop the map for the throttle. We have a lot of simulation work to do this winter."



Jean-Paul Dauce
Renault-Sport
Technologies
director of competition

"We looked at upgrading the 480bhp V6, but we had advertised that the old car would be 500bhp with flexi-fuel. If we had reworked the engine we could have only got around 510bhp. We felt a bespoke racing engine was the way to go."

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PIT BITS

Facts and stats plus a readers' poll

Flashback

May 27, 2001

LAST WIN BY AN INDY RING-IN

Dan Wheldon won this year's Indy 500 despite not currently being a series regular. The last to do it was Helio Castroneves, who won in 2001 while competing full-time in the rival CART series.



TOP FIVE

Brits at Indy

1 DAN WHELDON

Picked up his second Brickyard win on Sunday, adding to his two second places in 2008 and 2009.

2 DARIO FRANCHITTI

Also a two-time winner, first in 2007 with Andretti Green, then last year with Ganassi.

3 JIM CLARK

Made five visits to Indianapolis, winning in 1965 and taking second in 1963 and 1966.



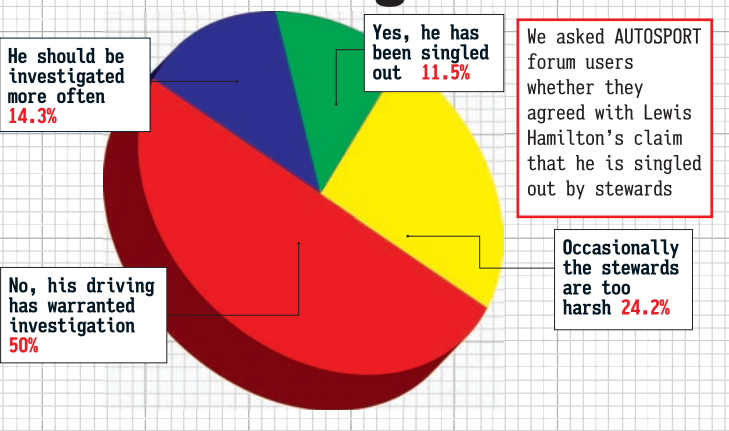
4 DARIO RESTA

Italian-born Brit finished second on debut in 1915, then won a year later.

5 GRAHAM HILL

Won as a rookie in 1966, but both subsequent entries ended in DNFs.

Is Hamilton singled out?



top tweets



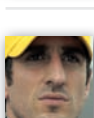
@danwheldon
Indy 500 winner!!!!!!!!!!!!!!



@luizrazia
Philosophy moment : A dead horse is an animal without life! Think about it. Good night



@AussieGrit (Mark Webber)
Did 2 F1 races on Sunday, 1 long one 1 short one. In the short race you can change wings, tyres, engine, oops where's the 1000 page rulebook?!



@tomasscheckter
I got huge ringing in my ear I can't sleep. Whole day in car had high pitch beeps every 2 seconds.



@AntonioPizzonia
YES, I AM AN #IRONMAN! C'MONNNN!



@LewisHamilton
2 Massa & Maldonado, with the greatest respect I apologise if I offended u. Both of u r fantastic drivers who I regard highly.

NEXT WEEK



SENNA'S GREATEST RACES

We pick the finest on-track moments from the career of grand prix racing's first global superstar

BTCC

Tin-top tussling from Oulton Park, plus full support-package round-up



PLUS

World GT1 from Silverstone, DTM heads to Austria, Superleague kicks off at Assen

ON SALE JUNE 9



WRC

ASPHALT IS NOT WELCOME

Rally Argentina will get rid of the controversial asphalt sections of its route for next year's event. The drivers were critical of the asphalt, especially the high-speed section at the end of El Condor. Report, p60

WRC

Rally GB future secured for 2012

FIA set to confirm Britain's WRC event will stay on the schedule for next year, with a move to Yorkshire on the cards

Rally GB's place on the calendar for next year's World Rally Championship will be confirmed at this week's FIA World Motor Sport Council meeting – and it is widely expected to shift from Wales to Yorkshire for a September date.

The rally has been at the centre of intense speculation as the organisers worked to agree a deal with a host city. It was only included on the 2012 schedule on the proviso that a workable business plan could be presented before tomorrow's (Friday) FIA meeting in Barcelona. AUTOSPORT's sources have confirmed the event will continue in the WRC next season.

Officials from the Yorkshire tourism board travelled to Sardinia for Rally d'Italia for meetings and to

Finland to talk to FIA World Rally Commission president Jarmo Mahonen.

Rally GB chief executive Andrew Coe confirmed advanced talks with Yorkshire, but he added that a potential extension with Wales remains a possibility.

"I've always been confident we would find a deal for next year and beyond," said Coe. "The World Motor Sport Council has been very supportive of what we've been doing, and we supplied them with two potential scenarios for the route in our business plan. We are talking to Yorkshire and Wales and both are very enthusiastic."

"Harrogate [in Yorkshire] has got lots of potential as a host, with the space for a big service park and big hotels. In Wales, the event has got a buzz around it again,

especially with such an exciting route for this year, going from the top to the bottom of Wales."

The proposed Yorkshire route would include famous forests such as Dalby and Kielder. It remains open whether the route would return to Harrogate every day or start there and finish elsewhere.

Ford team principal Malcolm Wilson admitted he was a fan. "Look at the centres of population we'd be open to up there: not only Harrogate, but Leeds, York and Newcastle," he said. "It would be possible to get up to Kielder and getting the event back into those woods would be great news."

Rally GB was last based outside of Cardiff in 1999, when it ran out of Cheltenham. The last time Harrogate played host to Britain's biggest rally was 1991.



Kankkunen's Lancia won last Harrogate RAC

WRC

Argentina eyes mini-Dakar WRC

THE ORGANISERS OF RALLY ARGENTINA

are to begin work on a feasibility study into running a six-day endurance-style event next season.

FIA president Jean Todt wants to see an

endurance element returning to the WRC and Argentina is the only round working on such a plan. Clerk of the course David Eli confirmed that the event could run into Uruguay or possibly Brazil, but a final decision will be made in November.

Eli said: "We have come up with a plan for a long-distance event. We have a chance to do something really interesting."

Eli works as part of the Dakar Rally

organising team and says he would take some of the planning from that event and apply it to a six-day, 500 competitive-mile round of the WRC.

"It could be a mini-Dakar," said Eli. "We don't know about two countries yet – it could run all in Argentina."

Ford team principal Malcolm Wilson admitted he could see the attraction of the endurance event, but added the cost would likely be prohibitive to private teams.



Will Argentina be first enduro taker?

WRC

Monte closing in on WRC comeback

THE RETURN OF THE Monte Carlo Rally to the WRC calendar for 2012 is to be discussed by the FIA this week.

The French Alpine classic has had three years outside the WRC,

since the Automobile Club de Monaco failed to agree on a format for the event. Since then it has run as the opening round of the Intercontinental Rally Challenge. A deal is now

close for it to be curtain-raiser to both series next year, as predicted by AUTOSPORT (March 31).

Next January's event will be similar to the 2009-11 editions, starting in Valence and working its way down to Monte Carlo, where it will finish on the Sunday morning.

Ford driver Mikko Hirvonen admitted he would be glad to see the event back, having won it as an IRC round last year. "It's a really important rally," he said. "It's not always an easy rally, but when I won it there was a lot of snow and I liked that!"

Elsewhere in the

calendar shake-up, set to be agreed at the World Motor Sport Council meeting in Barcelona tomorrow (Friday), the Abu Dhabi Rally will replace Rally GB as the final round.

The Middle-East event looks set to be exempt from FIA rules that it must run as a candidate event before acceptance on the WRC calendar.

A source close to the FIA said: "We need a round in the Middle-East as Jordan won't run next year. Jarmo [Mahonen, WRC Commission president] has been out there already and we will keep a very close eye on how the event develops."



WRC last visited Monte in 2008

IN BRIEF

OSTBERG ADDS GERMANY

Norwegian Mads Ostberg is likely to contest August's Rally Deutschland, which was not part of his initial plan for the World Rally Championship. He is also hoping to compete on the Estonia Rally as part of his preparation for next month's Rally Finland. The Norwegian is still working on finding the cash to complete the season with the Stobart Ford team, and may use his own Fiesta Super 2000 car in France and Spain.

OLIVEIRA SHUNTS MINI

The first visit of a Mini WRC to the southern hemisphere did not go to plan for Daniel Oliveira on last week's Rally Argentina. The Brazilian went off the road on Saturday's opening stage and was forced out due to the damage.

NEW DMACK COMPOUNDS

DMACK Tyres chief Dick Cormack has confirmed that the Chinese firm will run new compounds on Rally Australia and Rally GB later this year. A new soft compound will be used in Wales, while a hard version is expected for Australia. Cormack also confirmed DMACK is committed to the WRC into next season.

WILKS BUYS KART TRACK

Double British Rally Champion Guy Wilks has bought Warden Law kart track near Sunderland.

BLOCK HITS TROUBLE

American YouTube star Ken Block's troubled run in this year's WRC continued with a driveshaft failure on the second day of last week's Rally Argentina. The Monster Ford driver returned on the final day and posted his best stage result to date, when he was fifth quickest on SS17.

RALLYFEST ON SATURDAY

The Rallyfest promotion event for Rally GB will run at the Royal Welsh Showground in Builth Wells on Saturday (June 4). Entry to the event, which is running alongside the Severn Valley National Rally, is free, with demonstration drives and static displays from a wide variety of cars. Full details of November's Rally GB will also be available on the day.

HUNT LEAVES EUROPE

British driver Harry Hunt made his first start outside Europe on last week's Rally Argentina. He put his Citroen off the road on day one, damaging the radiator, but returned for the rest of the event and finished 21st overall (below).



WRC

VW set to try youth in Skodas



Make gearing up for WRC entry in 2013

VOLKSWAGEN IS SET TO HAND FIVE

young drivers a dream ticket to demonstrate their potential this season as part of its preparations for a World Rally Championship entry in 2013.

The German firm will run three Skoda Fabia S2000s on five rounds of this year's WRC, starting on Rally Finland next month. VW's Dakar winner Nasser Al-Attiyah will drive one of the cars, with another experienced driver in the second Skoda and a young star in the third Fabia. While VW has hinted it will run a young German in 2013, the five drivers this year could come from anywhere in the world.

VW remains tight-lipped on its plans, but a Skoda run on behalf of the make will be seen in Germany, France, Spain, Britain and six more rallies next season as it gains on-event practice before its maiden WRC campaign.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

david.evans
@haymarket.com



Sebastien Loeb was left holding the baby in Argentina last week. Two, in fact: one in each hand. The children had been thrust at him by over-eager parents desperate to land a dream picture. Loeb looked bemused. The father looked like he might pass out. The mother did.

Well, she didn't. But I wouldn't have been surprised if she had.

That's Argentina for you. The fans' enthusiasm knows no bounds. The noise at the entrance to service on Saturday night was quite unbelievable. But Loeb had clearly seen and heard enough when one lad hurled himself at the seven-time champion and planted a big kiss on his cheek.

Just when it couldn't get any noisier, Ken Block arrived with his fan-winning smile, a fistful of marker pens and thousands of posters. When he wasn't driving, he was signing. When the barriers collapsed in front of Block, the police were forced to escort him out of service, for fear he'd be mobbed.

The rally means everything and a little bit more to the people of Cordoba, and being there watching it is an entirely humbling experience, especially trying to work when the fans are 10 deep at the windows of the media centre, hoping to catch a glimpse of their heroes.

And, once again, the heroes delivered on stage with one of the most entertaining rounds of the WRC since... well, since the last one.

Hyped-up crowd gets a glimpse of Block



IRC PREVIEW

Event	Yalta Rally
Based	Yalta, Ukraine
Date	June 2-4
Round	4/12
Surface	asphalt
Stages	14
Mileage	162.72
Last year's winner	Igor Chapovskiy
Championship leader	Freddy Loix (below)





MONACO GP

Monte Carlo
May 29

ROUND 6/19

LAPS 78

WINNER

Sebastian Vettel
2h09m38.373s

POLE POSITION

Sebastian Vettel
1m13.556s

FASTEST LAP

Mark Webber
1m16.234s

RACE RATING

★★★★★

Fantastic action,
real emotion and
drama, a great race

DRIVERS STANDINGS

Vettel	143pts
Hamilton	85pts
Webber	79pts

MILESTONES

- Vettel's 20th pole puts him level with Fernando Alonso and Damon Hill
- Vettel's 15th win puts him level on victories with Lewis Hamilton
- Michael Schumacher's fifth place on the grid is his best qualifying performance since his GP return



DESTINY OF THE PRINCIPALITY

Safety cars, red flags, fluffed pitstops and tyre degradation all determined the outcome of an incident-packed GP. By MARK HUGHES



QUALIFYING

Vettel back on top but Perez's massive accident provided real drama of qualifying

With just a couple of minutes to go, this was shaping into a potentially thrilling battle for pole around a circuit at which it's invariably crucial. Sebastian Vettel had thrown down the gauntlet early in Q3 with a formidable 1m 13.5s. But the two guys who looked to be shaping into his strongest challengers – Lewis Hamilton and Fernando Alonso – had yet to do their full-attack runs. Around here the Red Bull looked beatable, possibly by a McLaren with loads of slow corner grip, possibly a Ferrari with great braking and traction, both of them hustled along with mind-blowing commitment by genius drivers. Alonso had set a banker time fuelled for four laps on his first run and was now ready for his low-fuel/new super-soft run while Hamilton had been baulked by Felipe Massa on the first lap of his run but had fuel and tyre grip enough for another.

But in an instant, none of that was important. Sergio Perez – driving the Sauber with real panache and pace all weekend around the circuit on which he won in GP2 last year – was immobile in the cockpit after a heavy side-on impact with the harbour front chicane barrier. He'd lost it over the crest under braking, just as had Nico Rosberg in that morning's practice, and just as with the Mercedes, the Sauber turned sharp right into the barriers, shedding wheels and leaving its driver with little means of steering. Sergio wasn't as lucky with his trajectory as Nico had been and hit the TecPro barrier with full force.

With the thankfully only concussed Perez carefully removed, the two-minute 26-seconds that were left of the session were stuck on the end some time later but the track was slippery, the tyre and brake temperatures too cool – especially on the McLarens that had waited for two minutes at the end of the pitlane, tyre blankets off. Vettel's position was safe, as were those of

Immediate safety concern for Perez



fellow early runners Jenson Button and Mark Webber who thereby lined their respective McLaren and Red Bull up second and third.

Button planned two runs and he was particularly happy with the car in Q3, having dialled ever-more front end into it through Q1 and Q2. There was still four laps-worth of fuel in the car when he set the time on his first run but he abandoned the next compromised lap and pitted, intending to go back out on new tyres – but the red flag meant it didn't happen.

Webber trailed Vettel by around 0.5s for most of the weekend, visibly less aggressive on slow corner entry, where Vettel was able to flick and catch, hurrying the direction change.

Alonso, after setting what was by some margin the fastest time in the qualifying simulation of FP3 (with the proviso that

Vettel never got a lap together on the super-softs in that session), just didn't find the same balance with the Ferrari in the afternoon. "I couldn't have done Vettel's time," he said, "and I think Hamilton was probably favourite to get pole without the red flag." His early banker run netted him fourth. Felipe Massa was 0.4s off this after a mistake at Rascasse on the crucial lap. He'd worked away at reducing the car's oversteer through Q1 and Q2.

It was swings and roundabouts at Mercedes for the red flag worked out well for Michael Schumacher, his early run securing him fifth on the grid as several potentially faster rivals didn't get to do representative laps. Among them was his team-mate Nico Rosberg, generally around 0.2s quicker, but who had only just completed a warm-up lap when the session was stopped. It was this that stood as his eighth fastest time. That wasn't bad going considering the car was only just repaired from its heavy morning shunt to get out in time for Q1.

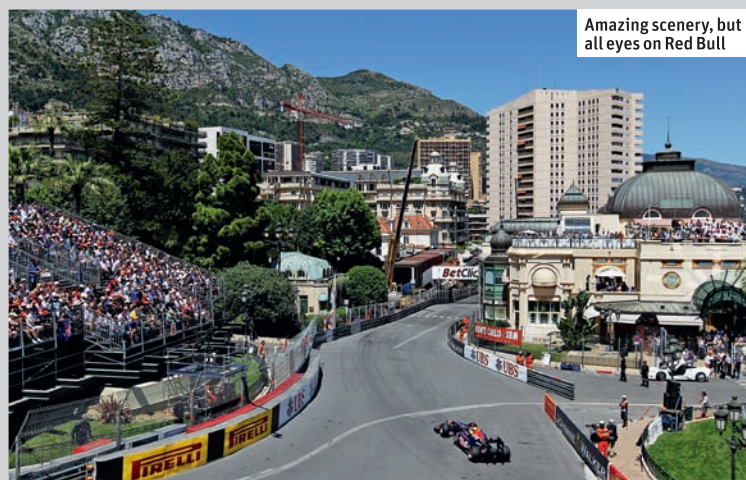
The cold tyre understeering Hamilton's seventh fastest time was set after missing out the chicane so it was scrubbed, leaving him a fairly disastrous ninth. "I fully supported the decision to do just one late run to save a set of tyres," he said. "It's something I've been pushing for. It just didn't work out." Could he have bettered that Vettel time? "I think it was on."

Pastor Maldonado got into Q3 for the second consecutive race, shading Williams team-mate Rubens Barrichello by 0.25s in Q2, at a place where he has a formidable GP2 record. His ninth fastest

time translated to eighth on the grid after Hamilton's penalty was applied. Both cars were running the older-spec rear wing as the newer one was proving too sensitive. The new floor that first appeared at China but which has not yet been raced was again deferred. Barrichello complained of lack of grip as he lined up 12th.

The Renaults were a long way from their 2010 form here and neither Vitaly Petrov nor Nick Heidfeld were able to graduate to Q3, lining up 11th and 16th respectively, separated by 0.4s. Petrov looked brave and committed all weekend, if a little ragged. He too had an accident over the notorious bump under braking for the harbour chicane – in his case in Thursday practice and he got away with only minor damage. The cars were not finding as much time from the super-softs as most others.

Kamui Kobayashi did not look as comfortable around here as Sauber team mate Perez, trailing him by 0.5s in Q1 and Q2 and failing to graduate to Q3. He was also involved in an incident with Jaime Alguersuari, spoiling the latter's crucial Q1 lap, leaving the Toro Rosso mired in Q1. Paul di Resta was the quicker of the Force Indias again, 0.1s ahead of Adrian Sutil. In Q1 Timo Glock did a particularly heroic lap to get the Virgin within 0.5s of the Lotuses.



Amazing scenery, but all eyes on Red Bull



P40 RESULTS
Action from
Monaco GP





Boats are impressive, but F1 cars are better



RACE CONDITIONS

Bright, dry conditions with a track temperature in the 40-45C bracket and ambient temperature in the mid-20C range.

Here it was, a classic Monaco showdown; three drivers from three teams on three strategies nose-to-tail, 20 laps to go. Sebastian Vettel's gamble couldn't possibly work... could it? How could anyone make a set of even the prime tyre last for 62 laps? Pre-race the forecast was that these might go for as long as 45 laps before the tread wore off completely and you were down to the zero-grip carcass. As the high-speed blue/red/silver train came upon a gaggle of backmarkers, he'd just completed his 53rd lap on them. Could he possibly hang on for another nine laps? Could he possibly make that crazy single-stop strategy, that circumstances had cornered himself into doing, work?

Fernando Alonso, on his 35-lap-old super-softs was not in any doubt about his options. He'd wait a little while, give his own tyres an easy time and see if the Red Bull's tyres did indeed fall away. But if, with a couple of laps to go, they didn't, then: "I was 100 per cent committed to try a move on him. I had nothing to lose, not even in championship terms. I was prepared to take whatever risk it took."

Jenson Button watched all this unfolding from just a car length or two back. "This looks interesting," he thought. "Might just sit back and wait to see what these two do to each other." The win that circumstance looked to have taken away from him, might just be about to come dramatically back his way. Attack Alonso and let Vettel off the hook? Or just wait for now, keep them both in reach, and maybe be around to pick up everything? Jenson being Jenson, he was always going to be going for the second of these options.

It was beautifully poised, how the different stories of each of their races had arrived at this point – and in how it trapped the respective personalities of each guy in their situation. Vettel: shrewd, optimistic, hard working, very smart, feeling like he's riding a wave of doing no wrong. Alonso: the relentless fighter with the warrior's spirit. Button: calm, confident, secure. Oh, these next nine laps were going to be so very good. Red flag! It was like the jarring sound of an alarm clock interrupting a beautiful dream. Cars lined up on the grid while the wreckage was cleared and Vitaly Petrov carefully removed from his Renault. New tyres all round for everyone, Vettel included. Damn!

What were the disparate routes to the frustrated showdown? It was fascinating in its kaleidoscope of possibilities and how they converged the way they did.

TYRE LIFE

"Coming here, we knew it was a track that was quite light in its total demands," said Pirelli's Paul Hembery, "but the unknown was the grip level and the effect that would have on wheelspin – because that is what could have killed them if we'd pitched the compounds wrong. But it was pretty clear after we started running in the practices that we were going to be OK."

The soft was grippy enough not to destroy itself with wheelspin, the super-soft was not so fragile that it tore off its tread. It was clear from the practices that both tyres could do a half-distance if needed, the soft maybe 45 laps, the super-soft 40. One-stop strategies therefore came onto the radar – and not just for Sauber. Two stops were still theoretically faster – so if you were up front you'd plan for that, able to an extent to dictate your own destiny. But for those outside the

first couple of rows, where track position was even more crucial and you were more at the mercy of traffic, one-stopping made a lot of sense. The fastest way theoretically was for a two-stop of option/option/prime sequence.

"But what we're seeing more and more," continued Hembery, "is how the picture changes according to how the various early calls based on track position affect your strategy."

CHOREOGRAPHY

The starkest illustration of Hembery's point came at the end of lap 15 with Button's stop from second place – early enough to take Red Bull very much by surprise. Button had got a great start from the outside of the front row, not enough to challenge Vettel who was away cleanly from pole, but good enough to allow him to veer sharp right to block Mark Webber's Red Bull. But Alonso had made a yet better one ▶

Vettel bolts into lead, Button covers Alonso





Massa's Ferrari, post Lewis and tunnel clashes



DRIVER BY DRIVER by Edd Straw

1  **10/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3

Start: 1st Finish: 1st

Radio problem at first stop handed Button the lead. With primes inadvertently fitted rather than options, opted for a one-stop, was absorbing pressure from Alonso when red flags flew, allowing bonus tyre change. Rubber would have lasted, could he have stayed ahead?

2  **7/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-1

Start: 3rd Finish: 4th

Couldn't match Vettel in qualifying and suffered from the same radio problem that his team-mate did at first stop. Slow turnaround left him wedged behind the one-stoppers, but he made great use of fresher rubber to climb to fourth, making good passes along the way.

3  **5/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03

Start: 9th Finish: 6th

Never managed to get near leaders after Perez crash compromised his Q3, clash with Massa after dive up inside at Loews earned drive-through. Worse was his rash move on Maldonado at Ste Devote. Salvaged points, but driving and post-race conduct did him little credit.

4  **10/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04

Start: 2nd. Finish: 3rd

Was precision personified all weekend, but didn't have the pace to topple Vettel in qualifying. Took lead when the German had a slow stop, and his surprise three-stop strategy might have paid off. Sadly, the red flag in closing stages didn't allow us to see how it would turn out.

5  **10/10**
Event rating

FERNANDO ALONSO

Ferrari 150°-288

Start: 4th. Finish: 2nd

Wasn't happy with balance of his Ferrari on Saturday but drove superbly in the race. Was running long, but stop under the second safety car gave him younger tyres than Vettel. Had the red flags not intervened, said he would have gone for a win or bust move.

6  **7/10**
Event rating

FELIPE MASSA

Ferrari 150°-289

Start: 6th. DNF

Was set to park himself a couple of tenths behind Alonso in Q3, but a small mistake at Rascasse put him behind Schumacher. Climbed to fourth after his first stop when he clashed with Hamilton at the hairpin, which led to his shunt in the tunnel.



Hamilton repays Schu with stunning Ste Devote pass



◀ from row two, enough to slice past Webber and even to nibble at Button as they approached Ste Devote. He threatened to stick the Ferrari's nose down the inside of the McLaren, Button veered right to dissuade him, by which time the corner was already there and Fernando tucked in behind as they headed up the hill. Vettel, Button, Alonso swiftly pulling away from Webber, soon struggling with his rear tyres, as he invariably is this year. Next, a fast-starting Nico Rosberg with a queue soon forming behind his Mercedes as it ate

“We went for the harder tyre, we were thinking of being exposed to a safety car. This gave us the option not to pit again”

through its rear tyres, Felipe Massa increasingly frustrated staring at its rear wing. In the other Mercedes, Michael Schumacher's good grid position had been wasted as he'd almost stalled at the start, triggering the anti-stall. Rosberg, Massa and Pastor Maldonado's Williams flashed instantly by, Lewis Hamilton also getting him on the run into Ste Devote but Schuey rubbed his nose against the McLaren's rear wing venturi, carbon strips thrown into the air. Schu cheekily grabbed back the place from Hamilton at Loews later in the lap, but Petrov's Renault had already passed them both.

Vettel was scintillating in these early laps, 2.4s clear of Button at the end of lap one, then 3.2s, 3.7s etc. The gap stabilised around lap five, as Seb went into tyre-care mode and Button began to get into the groove, ignoring the scarlet bobbing around in his mirrors.

Such was the superior pace of the top three, so much was Rosberg's slow pace holding up the likes of Massa, that there was a nice clean gap for those at the front to drop into as early as lap 14. In an ideal world this was way too early even for a two-stop. But track position is king and with Button just 3.8s behind, here was McLaren's chance to jump Vettel. That gap was just possibly enough to get Jenson out ahead if Sebastian came in next lap, but it would be close. Button came in at the end of 15, had another set of super-softs fitted, and was underway after a 4s stop. Red Bull was forced to respond, 'box this lap, Seb'. The plan had always been to fit a set of super-softs, which were sitting already prepared in their blankets. There was a radio problem between the pitwall and the crew, the words 'super-softs' was heard only as 'softs' and the crew set to switching the pre-prepared tyres for a set of the harder ones. Panic and confusion, the right-front still in the blanket as Seb pitted, a couple of seconds delay – and so as the Red Bull exited, the McLaren was already into Ste Devote. Button was in the lead, and on the faster tyre he pulled away at an impressive rate: 4.3s, 6.3s, 7.5s, 8.9s in successive laps.

The Red Bull pit confusion was even more calamitous for Webber than Vettel. His rears were finished, he was beginning to lose chunks of time and he was far enough behind – 15s – that it was feasible to pit him on the same lap as Vettel. But they still hadn't recovered from the delay caused by the confusion and as he arrived, the tyres weren't even in the pitlane! He was stationary for 15.5s – and back in 14th when he exited, stuck behind Sebastien Buemi's Toro Rosso.

Alonso was in a lap after Vettel, Ferrari just looking at this stage to stay with them. “We fitted him

with the harder tyre at this time,” explained Stefano Domenicali, “because we were thinking of the possibility of being exposed to a safety car. This way if the safety car came out, we had already used both types of tyre and would have the option of not pitting again.”

Red Bull's pitlane error had inadvertently protected them against the same thing. Only Button of the lead trio was now exposed to this risk.

SAFETY CARS

See how the random incidents link up: if there'd been no radio problem at Red Bull, Vettel's stop would have been OK but he'd have been still on super-softs and therefore obliged to stop again. Plus, Webber would not have been delayed and been where he was on lap 34, as Felipe Massa nudged the Red Bull's rear tyre at the Loews hairpin, bent the Ferrari's wing and crashed heavily moments later in the tunnel, triggering the first safety car. Massa had also been assaulted, no other word for it, by an extravagantly optimistic Hamilton at Loews, the two cars grinding against each other as they exited.

Hamilton would receive a drive-through but he was only a wild card in the story of this race, random high-octane moments of frustration rooted in the unfortunate sequence of events the day before. The significance of this misjudgement was how it placed Massa where it did and how much red mist it induced in the Brazilian. The Ferrari exited the tunnel with its left-front bent back into the monocoque.

The safety car came at a disastrous time for Button. On his faster tyres he had opened out his lead over Vettel to almost 15s in the 17 laps of his second stint and with another big gap to fall into, McLaren had brought him in at the end of lap 32 and fitted another set of ▶

7 **8/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-01
Start: 5th. Finish: DNF
Started badly with a crash at Ste Devote on Thursday, but then hit form to match his best comeback grid position. Slipped to ninth at the start and suffered wing damage when Hamilton passed him. Stopped early, but race came to an end with an airbox fire on lap 33.

8 **6/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 7th. Finish: 11th
Narrowly escaped the same fate as Perez when he lost it at the chicane in FP3, but jumped into his rapidly-repaired Merc to qualify solidly. Bad tyre deg forced an early stop, burying him in the midfield. From there, a three-stopper gave him no chance of points.

9 **6/10**
Event rating

NICK HEIDFELD
Renault R31-04
Start: 15th. Finish: 8th
Struggled over the bumps in qualifying and admits that he needs to raise his game on Saturday. Played a good game of catch-up, making two pitstops on his way to eighth place, but could have been much stronger had he done a better job in qualifying.

10 **7/10**
Event rating

VITALY PETROV
Renault R31-03
Start: 10th. Finish: DNF
Missed Q3, but started 10th after Perez withdrew from the race. Made a great start to run eighth and drove an immaculate race, until he hit the wall as a result of Alguersuari rear-ending Hamilton when Sutil slowed after hitting the wall on the run to the swimming pool.

11 **5/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-03
Start: 11th. Finish: 9th
Couldn't get best out of fresh rubber in qualifying and was beaten by Maldonado for second Saturday in a row. Reckoned he'd have got better result had he pitted just before the first SC. Would have been pointless, but for Petrov's shunt and team-mate's misfortune.

12 **10/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 8th. Finish: 18th
Lived up to his reputation as a Monaco specialist by qualifying eighth, ahead of Barrichello, at a track where he has won three times. Excelled in the race and was running fifth in the closing stages when Hamilton clobbered him with a late dive at Ste Devote.

◀ super-softs. Yes, maybe it would have been prudent at this time to have fitted the harder tyre, to guard against any safety cars, as Ferrari had earlier done. But, again staking everything on all-out performance, they went for the fastest option. It was the same adventurous philosophy that had left Hamilton so far down the grid, and is probably borne of the performance gap they are trying to bridge to Red Bull, but again it backfired.

As Button headed into his third stint, he was now committed to a three-stop race. Red Bull refused to respond. Circumstances – the problem stop, McLaren's aggressive strategy, Alonso hanging doggedly on just behind – had apparently cornered them into trying to get

Vettel's tail. As he arrived there, so he was brought in for his required change onto the harder tyre. He exited around 20s behind the Ferrari which in turn was 6s adrift of the Red Bull. Alonso was quickly upon the desperately tyre-conserving Vettel. Button on his fresh tyres was going at a completely different rate to either of them.

In the 20-odd laps it took to bring all three together, we were entertained also by the fight a long, long way behind. Adrian Sutil's Force India and Kamui Kobayashi's Sauber, having benefitted from the timing of the first safety car, were in a great ding-dong for fourth. Kobayashi got ahead with a heavy-handed bit of contact into Mirabeau. Webber, recovering from his early delay, was catching them and sliced past a tyre-troubled Sutil on lap 66 between Tabac and the swimming pool, while Hamilton continued to be an incident magnet.

By lap 61 Vettel, Alonso, Button were together as one train and we rubbed our hands. Alonso had a DRS run and a look into Ste Devote on lap 64, but Vettel had him covered. "Seb's was a world champion's drive," said Horner. "He soaked up the pressure, he focused on his efforts, he was fast where he needed to be." Time after time he would almost stop his car on the apex at Rascasse, forcing Alonso to do the same, denying the Ferrari the benefit of a better run and protecting his own rear tyres at the same time. On lap 67 Alonso locked up into the harbour chicane and had to drive across it. Button wasn't quite close enough to take advantage. But it was all coming to the boil nicely. Now they came to lap a long gaggle of backmarkers. Surely something would happen here. It did, but the incident wasn't with the leaders.

Just ahead of them on the road



Sutil's punctured, Hamilton's about to be hit by Alguersuari



Alguersuari and Petrov, seconds before smashing wall



Denied a more exciting finish, Button follows Alonso and Vettel after restart

"Seb came on saying, 'The tyres are fine.' The worst outcome was we'd finish third, the best was we'd win"

Vettel through on no further stops, something requiring his softs to do an unlikely stint of 62 laps. But then came the Massa safety car and an apparent escape route. "Box, box," came the call over Vettel's radio. "He came on and said, 'The tyres are fine, the tyres are fine,'" said Christian Horner, "and we went with it. The worst possible outcome was that we'd finish third, the best was that we'd win it."

Ferrari did respond to the safety car and brought in Alonso for his second and final stop. It dropped him temporarily behind Button but in the knowledge that the McLaren had to stop again. As racing resumed at the end of lap 38, Jensen had a few backmarkers to get through but was soon enough right back on

DRIVER BY DRIVER by Edd Straw

14  **7/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 14th. Finish: 7th

Blamed a dithering Petrov for having to abort his first flying lap on his final Q2. Ran long on primes and well-timed safety car left him in a strong position. Hit wall at Tabac, struggling on old tyres, which triggered Petrov crash, but recovered to the pits to salvage points.

15  **5/10**
Event rating

PAUL DI RESTA

Force India VJM04-02
Start: 13th. Finish: 12th

Fourteenth was probably as high as an FI was going to qualify, beating Sutil again. Things went less well in race, hitting Alguersuari and then d'Ambrosio at hairpin after "ambitious" moves. Salvaged 12th, but looked on for points before the Alguersuari clash penalty.

16  **8/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-04
Start: 12th. Finish: 5th

Another typical Kobayashi performance. Struggled in practice and qualifying, but ran long on primes to be catapulted into top five. Perfectly-timed SC allowed him to stay there, remaining resolute under pressure, save for Sutil clash that earned him a reprimand.

17  **N/A**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-03
Start: DNS. Finish: DNS

It was going so well until Q3, he made it in half-a-second faster than his team-mate, in a car that was a marginal top 10 shot because of slow corner struggles. Then he slammed into the barrier at the chicane, suffering a concussion that prevented him taking the start.

18  **8/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-04
Start: 16th. Finish: 10th

Had to work very hard for his point on a weekend where STR was off the points pace. Outqualified Alguersuari for fifth time in six and climbed into contention by running a long first stint on primes. Sadly, team didn't put him on options, otherwise could have been higher than 10th.

19  **5/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-01
Start: 19th. Finish: DNF

Struggling with tyre deg since he ran the new floor/diffuser combo in Spain. Ahead of Buemi on his first Q1 run, but hit Kobayashi on second, putting himself out of Q3. Race ended when he rear-ended Hamilton in the Sutil-induced swimming pool concertina.



Petrov's recovery brought out the red flags

all lined up on the grid and had their tyres changed and repairs affected.

THE ANTI-CLIMAX

They restarted under the safety car as Petrov was taken to the hospital with an ankle injury. On his fresh super-softs Vettel was up and away as the safety car pulled off, Alonso giving chase as best he could. Button, with no super-softs left, was forced to use a set of the harder tyre. Taking longer to warm up, he was in no position to fight it out.

Hamilton shunted Maldonado into the wall at Ste Devote to nick sixth place, Webber nailed Kobayashi for fourth after getting better traction out of the harbour-front chicane. Sutil, Renault's Nick Heidfeld, Rubens Barrichello's Williams and Buemi held on for the remaining points, the crumbs on the table after a sometimes-magnificent three-way duel.

The day before Alonso had complained about Vettel's luck, how everything seems to land right for him. His feelings one day later aren't recorded, but can be guessed.

POST-SCRIPT

As Hamilton was talking to the stewards, so the Pirelli technicians were inspecting the tyres. Could Vettel have pulled it off? Would those tyres have withstood a monumental 62-lap stint? "The left-rear was the marginal one," said Hembery. "It was going to be very tight. But yes, we reckon he could have got to the end without the tread wearing off completely, before it came down to the core – at which point you are hopelessly slow and cannot defend. I'm not saying he would have won. But yes, he could have got those tyres to 62 laps." Pirelli is not the only party amazed by the feat of the man who already looks to be putting handcuffs on this year's championship. ❧



The battle for fourth after restart



Rubber faith, Vettel opted for longest stint

Sutil was defending from an attacking Tabac side-by-side, the Williams on the inside, Adrian refusing to surrender. Just behind, Hamilton and Vitaly Petrov's Renault were doing the same and both Toro Rossos were in the vicinity too. Sutil's doggedness led to him hitting the barrier with his right rear as he exited Tabac. His punctured tyre became apparent as he tried to turn in to the swimming pool, Hamilton lifted off in anticipation – and was hit hard up the rear by Jaime Alguersuari, the Toro Rosso turning sharp left into the barriers and then collected by Petrov, Hamilton continuing with the McLaren's rear wing all askew.

And that's how the red flag that spoiled the showdown was triggered. Lap 71, seven laps remaining as they

20  **6/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 17th. Finish: 14th
Declared 18th on grid a qualifying success, but can't really have been happy that Lotus was one second off making Q2. Slipped behind Trulli at the start, but from there had a tidy two-stop race, to follow his Italian team-mate home by only a few tenths.

21  **6/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-03
Start: 18th. Finish: 13th
Outqualified in his personal Monaco playground by Kovalainen for second year in row. But not surprising with his discomfort at lack of steering feel. Made up for it in the race, passing the Finn at the start – and later d'Ambrosio at the hairpin – for his best Lotus finish.

22  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F111-03
Start: 22nd. Finish: 17th
Took a while to get back into Monaco groove, but chipped away at the gap to Liuzzi. No qualifying because of a rear suspension problem, but his FP3 pace was within 107 per cent of the fastest Q1 time. Slipped behind Liuzzi after making his first stop earlier but brought the car home.

23  **7/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 23rd. Finish: 16th
Impressively committed in practice, but crashing at Ste Devote on Saturday morning meant he could not qualify. Started on primes, allowing him to run longer and jump Karthikeyan when he made his first stop, went on to finish within a few seconds of d'Ambrosio.

24  **9/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02
Start: 20th. Finish: DNF
Reminded everyone just how good he is by pulling a laptime out of the troublesome Virgin that almost got him ahead of a troubled Toro Rosso in Q1. Was keeping the Lotuses in sight during the race, until his right-rear pushrod failed at the chicane.

25  **6/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-01
Start: 21st. Finish: 15th
A tough weekend for the Belgian, who struggled with setup and was eight-tenths off Glock in qualifying. Tried to one-stop, which got him ahead of the Lotuses, but after his tyres went had to pit for a second time. Kept Liuzzi at bay in the post-red, flat sprint for a solid result.



**FREEZE
FRAME**

Route decision

Different lines up to Massenet highlighted the wide variety of techniques at Monaco, as MARK HUGHES explains

CREATING NEW LINES IS NOT NEW

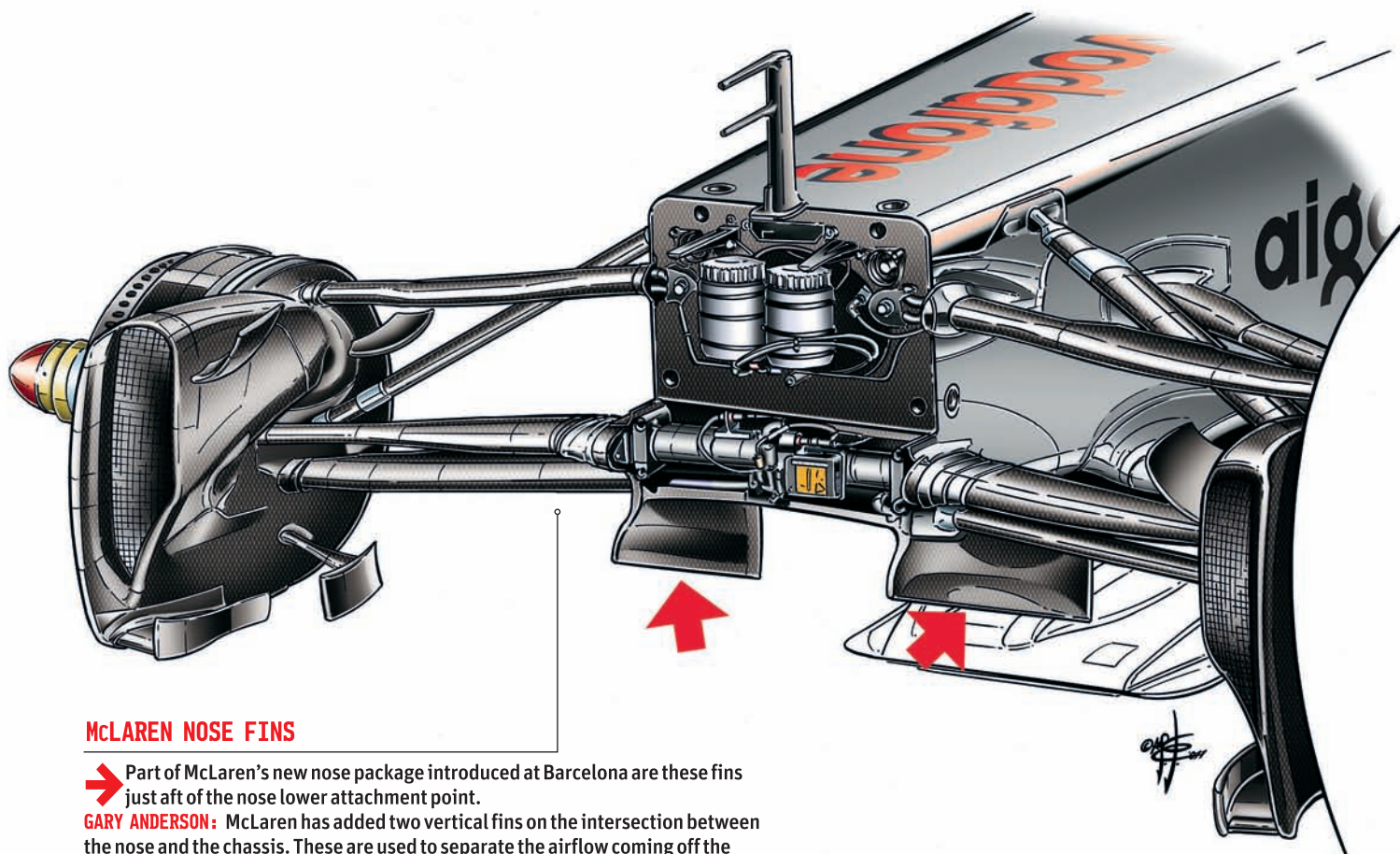
Cresting the rise between Ste Devote and Massenet there is a huge variety of preferred lines. Here Felipe Massa is over to the far right of the track, ready for a conventional arc into the following left of Massenet. The most extreme of the alternative approach from the middle of the track was Rubens Barrichello's. It's not a new phenomenon, as Jackie Stewart explains: "There's actually more grip in the middle and it feeds you into the corner in a slightly different way. When you first crest that rise the thing that dominates your vision is the Hotel de Paris and it creates a sense of emergency. You have to still your mind so that you sub-consciously know that you couldn't possibly hit that building if you tried. Once you remove that sense of emergency you can start to be creative and you can build on things like finding different lines. If you just react to everything you are behind the car from here all the way through Casino and down to Mirabeau, always trying to catch up."



Drawing board



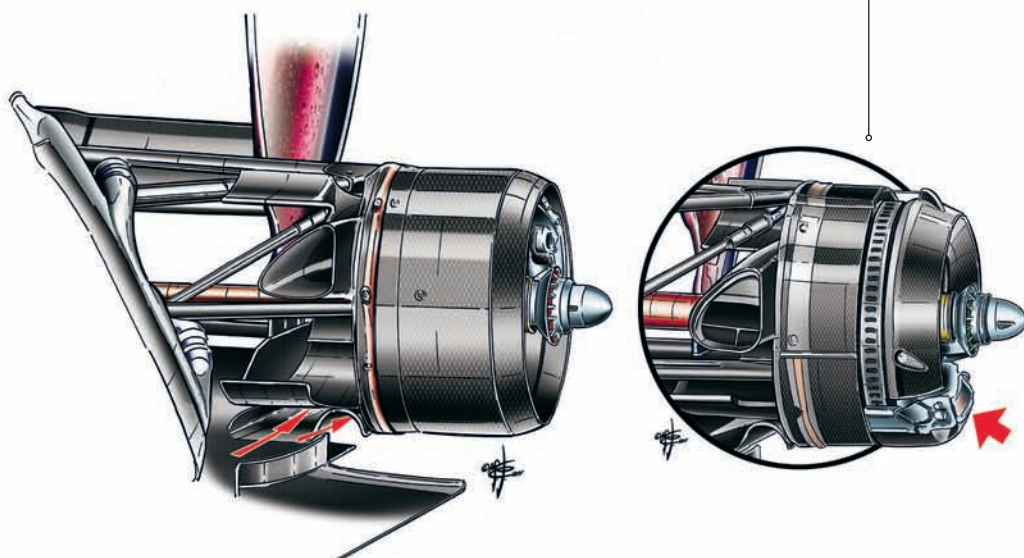
Gary Anderson, Mark Hughes and Giorgio Piola explain the intricacies of some improvements made by Ferrari, McLaren, Toro Rosso and Mercedes for Monaco



McLAREN NOSE FINS

➔ Part of McLaren's new nose package introduced at Barcelona are these fins just aft of the nose lower attachment point.

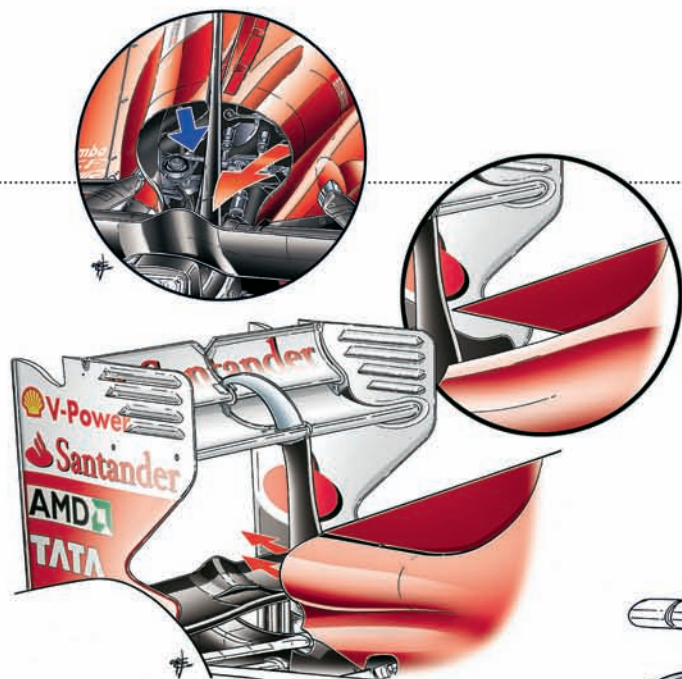
GARY ANDERSON: McLaren has added two vertical fins on the intersection between the nose and the chassis. These are used to separate the airflow coming off the trailing edge of the front wing and the airflow beneath the front of the chassis. It is very important that the under-chassis area is scavenged; the airflow coming off the trailing edge of the outboard part of the front wing will help achieve this, in turn helping the airflow under the chassis to turn outward and be presented to the under-floor of the car with as much energy retained as possible. The higher the velocity of this airflow the more downforce will be created from the under-floor.



TORO ROSSO REAR WHEEL

➔ Toro Rosso introduced a higher-mounted suspension to improve airflow and a new brake arrangement (old version inset). The aero drum is now fully enclosed and the new suspension has required that the caliper be moved up from its former horizontal position at the bottom of the disc to a near-vertical position at around the 'one-o'clock' position of the disc.

GARY ANDERSON: In an effort to improve the brake duct additions that create downforce directly on the upright assembly, the wishbones are moved up. This has also meant a re-siting of the brake caliper from being underslung to a higher position. This development also allows a revised exhaust exit location without frying the lower wishbone. The positives of this tweak are that it opens up areas for future aero development, the negatives are that the loads on the lower wishbone increase fairly dramatically so everything needs to be a bit stronger which increases their weight.



FERRARI REAR WING

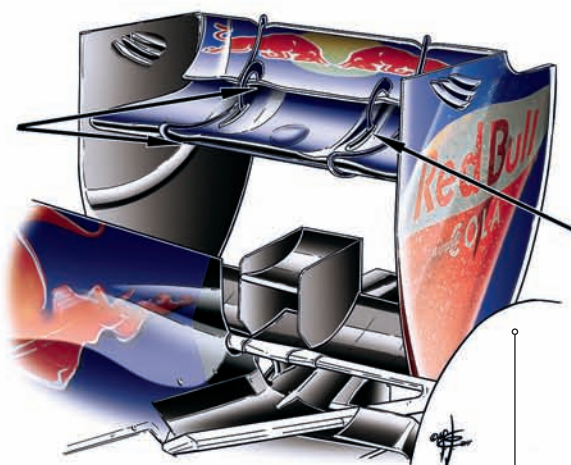
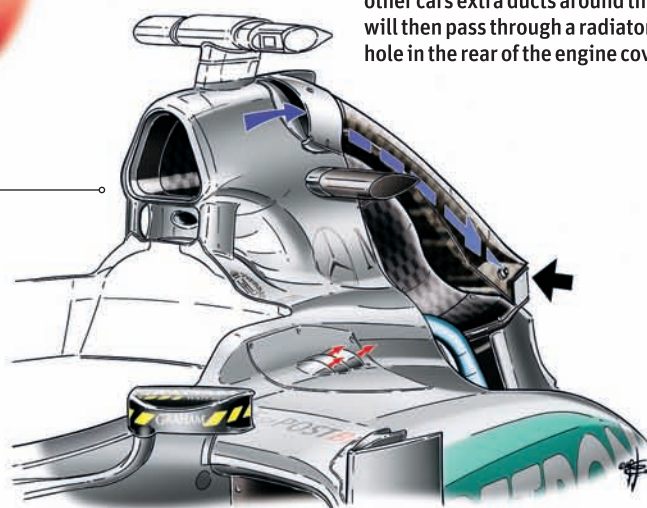
➔ Ferrari turned up at Monaco with a Red Bull-like enlarged circular exit hole at the base of the engine cover. It was a visibly crude conversion, with many of the ancillaries visible through it.

GARY ANDERSON: It's very difficult to package the cooling requirements for a modern day Formula One car. The engine water and oil cooling are in the sidepods with the inlet on the leading edge of the pod and the exit at the rear of the pod – this is the most efficient solution but to get the hydraulic cooling and the KERS cooling requirement, extra ducts are necessary. Air will be fed in from either the radiator duct area (or on some other cars extra ducts around the airbox intake area). This air will then pass through a radiator core and exit through the hole in the rear of the engine cover.

MERCEDES DOUBLE INLET

➔ Mercedes has adopted the McLaren approach of separating the inlet for engine and KERS cooling with the latest iteration of the WGP-02.

GARY ANDERSON: I assume these are cooling ducts for the hydraulic system and KERS. Taking air from this area and passing it through the engine cover cooling is an efficient way to achieve the cooling required for these components. The packaging requirement for the main oil and water coolers is in the sidepods and is very hard to add to. However, this smaller but equally important hydraulic cooler and KERS cooling requirement is like trying to fit a size 11 foot into a size 9 shoe.



TORO ROSSO REAR WING

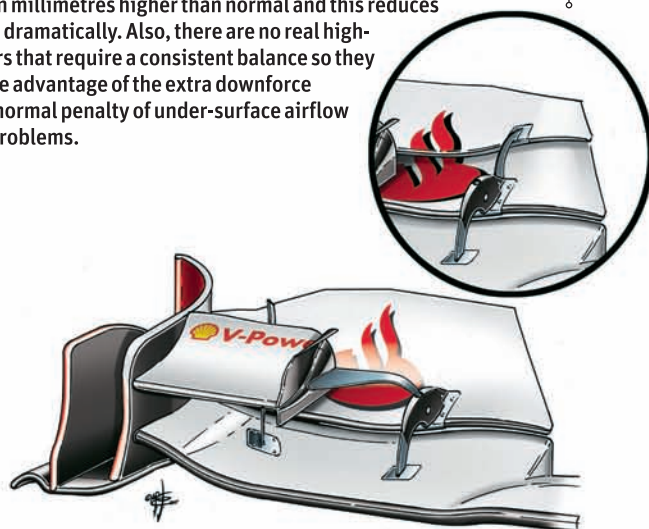
➔ Toro Rosso turned up at Monaco with a new high-downforce rear wing with a much more twisted lower profile (arrows).

GARY ANDERSON: For Monaco everyone wants as much downforce as possible regardless of drag. The rear wing regulations state that in side view there is a rectangular box section with a maximum height and length that the wing has to fit into. Toro Rosso has an elegant version of this and, in trying to make the wing loading as consistent as possible across its width, it has some neat three-dimensional section changes in the area where the flap meets the main plane and where the rear wing DRS actuators are fitted. Anything that goes across the slot gap will cause airflow separation problems on the under surface of the wing, and this is why this wing has so much detail in this area, as any separation problems would reduce the efficiency of the complete package.

FERRARI SINGLE FLAP FRONT WING

➔ Ferrari forsook its usual triple plane front wing for this double-plane, with single flap (old inset).

GARY ANDERSON: I know I keep harping on about three element front wings but Monaco is different. Ferrari might not have the car to take the fight to Red Bull on normal circuits but in Monaco that was a very different story. It is one of the only teams to revert to using a two-element front wing assembly, giving more overall downforce than the normal three-element. Although a two-element wing will be much more prone to airflow separation problems, the front ride height required for Monaco is roughly ten millimetres higher than normal and this reduces this problem dramatically. Also, there are no real high-speed corners that require a consistent balance so they are taking the advantage of the extra downforce without the normal penalty of under-surface airflow separation problems.



MONACO GP RESULTS



PRACTICE 1 - Thursday

POS	DRIVER	TIME
1	VETTEL	1m16.619s
2	ALONSO	1m16.732s
3	ROSBERG	1m17.139s
4	MASSA	1m17.316s
5	HAMILTON	1m17.350s
6	BUTTON	1m17.534s
7	MALDONADO	1m18.527s
8	SUTIL	1m18.578s
9	PETROV	1m18.733s
10	SCHUMACHER	1m18.805s
11	HEIDFELD	1m18.928s
12	BUEMI	1m19.234s
13	BARRICHELLO	1m19.395s
14	RICCIARDO	1m19.463s
15	KOBAYASHI	1m19.768s
16	PEREZ	1m19.792s
17	KOVALAINEN	1m20.083s
18	TRULLI	1m21.116s
19	DI RESTA	1m21.548s
20	D'AMBROSIO	1m21.758s
21	GLOCK	1m21.815s
22	LIUZZI	1m22.840s
23	KARTHIKEYAN	1m23.885s
24	WEBBER	no time

Weather: dry

PRACTICE 2 - Thursday

POS	DRIVER	TIME
1	ALONSO	1m15.123s
2	HAMILTON	1m15.228s
3	ROSBERG	1m15.321s
4	BUTTON	1m15.448s
5	VETTEL	1m15.667s
6	MASSA	1m15.781s
7	SCHUMACHER	1m16.356s
8	WEBBER	1m16.642s
9	SUTIL	1m17.101s
10	HEIDFELD	1m17.126s
11	PETROV	1m17.337s
12	PEREZ	1m17.541s
13	BARRICHELLO	1m17.570s
14	BUEMI	1m17.581s
15	MALDONADO	1m17.633s
16	KOBAYASHI	1m17.706s
17	ALGUERSUARI	1m17.789s
18	KOVALAINEN	1m18.266s
19	TRULLI	1m18.490s
20	DI RESTA	1m19.053s
21	D'AMBROSIO	1m19.185s
22	GLOCK	1m19.338s
23	KARTHIKEYAN	1m22.066s
24	LIUZZI	no time

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	ALONSO	1m14.433s
2	BUTTON	1m14.996s
3	MASSA	1m15.024s
4	VETTEL	1m15.245s
5	SCHUMACHER	1m15.310s
6	HAMILTON	1m15.386s
7	WEBBER	1m15.529s
8	ALGUERSUARI	1m16.617s
9	BUEMI	1m16.736s
10	PEREZ	1m16.821s
11	DI RESTA	1m16.990s
12	BARRICHELLO	1m17.196s
13	MALDONADO	1m17.333s
14	KOBAYASHI	1m17.403s
15	PETROV	1m17.779s
16	HEIDFELD	1m17.880s
17	SUTIL	1m18.069s
18	KOVALAINEN	1m18.115s
19	GLOCK	1m18.580s
20	D'AMBROSIO	1m18.808s
21	TRULLI	1m19.259s
22	LIUZZI	1m20.115s
23	KARTHIKEYAN	1m20.278s
24	ROSBERG	no time

Weather: dry

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m15.606s	1m14.275s	1m13.556s
2	BUTTON	1m15.397s	1m14.545s	1m13.997s
3	WEBBER	1m16.087s	1m14.742s	1m14.019s
4	ALONSO	1m16.051s	1m14.569s	1m14.483s
5	SCHUMACHER	1m16.092s	1m14.981s	1m14.682s
6	MASSA	1m16.309s	1m14.648s	1m14.877s
7	ROSBERG	1m15.858s	1m14.741s	1m15.766s
8	MALDONADO	1m15.819s	1m15.545s	1m16.528s
9	HAMILTON	1m15.207s	1m14.275s	time disallowed
10	PEREZ	1m15.918s	1m15.482s	no time
11	PETROV	1m16.378s	1m15.815s	-
12	BARRICHELLO	1m16.807s	1m15.826s	-
13	KOBAYASHI	1m16.513s	1m15.973s	-
14	DI RESTA	1m16.813s	1m16.118s	-
15	SUTIL	1m16.600s	1m16.121s	-
16	HEIDFELD	1m16.681s	1m16.214s	-
17	BUEMI	1m16.358s	1m16.300s	-
18	KOVALAINEN	1m17.343s	-	-
19	TRULLI	1m17.381s	-	-
20	ALGUERSUARI	1m17.820s	-	-
21	GLOCK	1m17.914s	-	-
22	D'AMBROSIO	1m18.736s	-	-
23	KARTHIKEYAN	no time	-	-
24	LIUZZI	no time	-	-

Weather: dry

QUALIFYING

Head to head			
VETTEL	5	1	WEBBER
HAMILTON	4	2	BUTTON
ALONSO	6	0	MASSA
SCHUMACHER	1	5	ROSBERG
HEIDFELD	1	5	PETROV
BARRICHELLO	4	2	MALDONADO
SUTIL	1	5	DI RESTA
KOBAYASHI	2	4	PEREZ
BUEMI	5	1	ALGUERSUARI
KOVALAINEN	6	0	TRULLI
KARTHIKEYAN	0	5	LIUZZI
GLOCK	4	2	D'AMBROSIO



THE GRID

2 BUTTON McLAREN 1m13.997s Super-soft	1 VETTEL RED BULL 1m13.556s Super-soft
4 ALONSO FERRARI 1m14.483s Super-soft	3 WEBBER RED BULL 1m14.019s Super-soft
6 MASSA FERRARI 1m14.877s Super-soft	5 SCHUMACHER MERCEDES 1m14.682s Super-soft
8 MALDONADO WILLIAMS 1m16.528s Super-soft	7 ROSBERG MERCEDES 1m15.766s Super-soft
10 PETROV RENAULT 1m15.815s Super-soft	9 HAMILTON McLAREN no time Soft
12 KOBAYASHI SAUBER 1m15.973s Soft	11 BARRICHELLO WILLIAMS 1m15.826s Super-soft
14 SUTIL FORCE INDIA 1m16.121s Soft	13 DI RESTA FORCE INDIA 1m16.118s Super-soft
16 BUEMI TORO ROSSO 1m16.300s Soft	15 HEIDFELD RENAULT 1m16.214s Soft
18 TRULLI LOTUS 1m17.381s Super-soft	17 KOVALAINEN LOTUS 1m17.343s Super-soft
20 GLOCK VIRGIN 1m17.914s Super-soft	19 ALGUERSUARI TORO ROSSO 1m17.820s Soft
22 KARTHIKEYAN HRT no time Super-soft	21 D'AMBROSIO VIRGIN 1m18.736s Soft
	23 LIUZZI HRT no time Soft

MONTE CARLO

Monaco
May 26-28
GP2 Series
Round 3/9



AT A GLANCE

- Race 1 **Davide Valsecchi**
- Race 2 **Charles Pic**
- Pole position **Sam Bird**
- Fastest laps **Valsecchi/Bird**



Pic won reversed-grid race

GP2: the title that nobody wants to win

Grosjean, van der Garde, Bird and Bianchi all had calamities, giving Valsecchi a surprise win



Grosjean went from last to fourth

ROMAIN GROSJEAN WENT to bed on Thursday night having prepared himself for the worst as far as his GP2 title hopes were concerned.

After he qualified last for the opening race of the weekend, Grosjean wouldn't have believed anyone who told him that he would leave Monaco as joint championship leader. But it looks like GP2 2011 is a series nobody else wants to win at the moment.

All the major players on this year's grid have hit trouble at some point over the opening three weekends of the season, meaning that nobody has been able to make a break at the top of the standings.

"When I went back to the hotel after qualifying I told myself, 'OK, you will be 20 points behind after this

weekend, and from there it is going to be hard in the championship," said Grosjean, who took advantage of making a late pitstop to vault from 26th to fourth in race one.

"From the back of the grid, even if I had finished P12 I would have been happy. But P4? You couldn't even think that was possible if everything goes well."

After winning the season opener in Turkey, Grosjean had hit plenty of trouble of in the races that followed. He clashed with Jules Bianchi in race two in Turkey, and was then disqualified from the first race at Barcelona after his car's ride height was too low, costing him a fourth-place finish and putting him to the back of the grid for the second race. When he

got held up on each of his hot laps in qualifying in Monte Carlo, due to excessive traffic problems that affected the whole field, he then made things even worse by vaulting over the top of DAMS team-mate Pal Varhaug, wrecking both cars.

With joint series leader Sam Bird on pole position, and most people's tip to have the fastest car in race trim, Grosjean's title fears were well-placed.

But Bird was to be the

latest addition to the list of frontrunners to hit trouble, as his clutch heated up while he was sitting on the grid, meaning he stalled when the lights went out. The topsy-turvy nature of everyone's luck so far meant that Bird came away as a joint championship leader for the third time out of three weekends, but he took little consolation from that.

"I'm still leading the championship, but I don't look at it like that," said the Briton. "I should be 12

points clear – I've lost a massive opportunity to pull away so I'm very annoyed with myself. It proves how hard GP2 is that nobody can really be that consistent. We've all run into trouble, either through mistakes of our own or the mistakes of others."

Talking of which, Giedo van der Garde – joint leader with Bird heading into Monaco – had a tale of woe. The Dutchman was on course to win at Barcelona, but he was delayed in the pits because he let his rear wheels spin slightly as his crew was trying to change tyres. Then in race two he was taken out by Bianchi, and on Thursday in Monaco he was stripped of pole position for colliding with Oliver Turvey. He was livid to then be hit by Bianchi

Bird didn't move much when lights went out



RACE RATING

★★★★☆

Race one was eventful and had some interesting strategy choices. Race two had little going for it

MILESTONE

Valsecchi takes the first win for new team AirAsia in only its ninth GP2 start



REPORT GP2 MONTE CARLO

GLENN FREEMAN
reports



again in the first race – although the Frenchman only ran into the back of the Addax car because he was having downshift problems.

That was also the latest in a long list of devastating blows to Bianchi's title bid. Since finishing on the podium in the season opener, the ART-run Ferrari junior has collided with Grosjean, lost pole position in Spain due to a yellow-flag infringement, been given a grid penalty for his crash with van der Garde that weekend, and then had a DNF and a non-score in Monaco. While the other title hopefuls have at least been scoring a reasonable amount of points, the Frenchman languishes 13th in the standings.

"It's really bad, the season has been very hard so far," said Bianchi at the end of the Monaco weekend. "Maybe with all the problems it's good that we are only 15 points behind. We know we have the speed – we keep showing that – but we have to win a lot of races now."

The winning in Monaco was taken care of by Davide Valsecchi and Charles Pic. Their seasons haven't been without incident, but both have acknowledged the significance of putting a run of solid results together.

"There are a lot of second-year drivers who can win races this year, so it's not possible to tell who is going to be fighting for the championship at the

end," said Pic, who moved into third in the points with his sprint-race victory. "You can't have a plan this year."

Valsecchi was frustrated at the start of the season as new team AirAsia struggled to hit the sweet spot with the Pirelli tyres first time out, but now he can sense an opportunity as everybody else slips up too.

"We are improving all the time," said the Italian, who sits fourth in the standings despite not scoring at all in Turkey first time out. "You won't always win, but the championship is so open this year that we just need to be top-five, or maybe even top-eight, all the time."

The final word on the rollercoaster start to the season can go to Grosjean, through a smile of complete disbelief.

"At the beginning people picked the favourites, but now there are so many drivers coming [into the title fight]," he said. "What we did here was just so amazing. Hopefully all my bad luck is gone now, and the chances will come my way again."

Those who lose out this year will definitely have a lot of missed opportunities to look back on. ☒

Valsecchi checks in for AirAsia



Valsecchi checks out for victory

DAVIDE VALSECCHI NEVER EXPECTED TO BE WINNING ON the streets of Monaco. Yet when the opportunity presented itself as Sam Bird stalled from pole, the Italian put in a masterful, level-headed performance to take AirAsia's first GP2 victory. He made the team sweat in the closing stages though, as he asked what the fastest lap of the race was.

"They told me what the fastest lap was, but they said not to go for it," said the winner. "They said, 'Just get the victory, please!' But when you are the leader you need something to think about. To win Monte Carlo was not a possibility I had thought of – usually I'm not the best driver here."

Valsecchi need not have worried about keeping himself sharp at the end. Racing Engineering had already told stand-in driver Alvaro Parente to settle for second, while Luca Filippi and Romain Grosjean were more than satisfied with their impressive drives to third and fourth after starting 11th and 26th respectively.

Charles Pic had an uneventful run to sprint-race victory, which made up for the disappointment of being left 12th on the grid after traffic problems in qualifying. Josef Kral had a pretty quiet race in second, mainly because Grosjean was more interested in finding some clear track in third for a shot at the fastest lap bonus point. As Sam Bird was ineligible for the point because he didn't finish in the top 10, Grosjean took it instead to tie with the Briton at the head of the table.



A rare shot of Bianchi not in some trouble

RESULTS

GP2 Series, Monte Carlo (MC), May 26-28, round 3 of 9

GRID	
1 BIRD	1:21.876
2 VALSECCHI	1:22.198
3 PARENTE	1:22.371
4 COLETTI	1:22.449
5 KRAL	1:22.585
6 V.D. GARDE	1:21.781*
7 CHILTON	1:22.664
8 BIANCHI	1:21.991*
9 GUTIERREZ	1:22.834
10 CECOTTO	1:22.909
11 FILIPPI	1:22.929
12 PIC	1:23.077
13 GONZALEZ	1:23.114
14 LETNER	1:23.217
15 TURVEY	1:23.373
16 RAZIA	1:23.377
17 CLOS	1:23.470
18 PALMER	1:23.496
19 LEAL	1:23.752
20 ERICSSON	1:23.315*
21 CECCON	1:23.913
22 FAUZY	1:24.103
23 MIROCHA	1:24.235
24 HERCK	1:24.466
25 VARHAUG	1:25.077
26 GROSJEAN	1:32.079

RACE 1 - 41 LAPS, 85.090 MILES				
POS	NAME	TEAM	TIME	GRID
1	Davide Valsecchi (I)	Team AirAsia	1h00m23.957s	2
2	Alvaro Parente (P)	Racing Engineering	+1.471s	3
3	Luca Filippi (I)	Super Nova Racing	+2.199s	11
4	Romain Grosjean (F)	DAMS	+4.219s	26
5	Stefano Coletti (MC)	Trident Racing	+14.023s	4
6	Josef Kral (CZ)	Arden International	+14.467s	5
7	Max Chilton (GB)	Carlin	+16.071s	7
8	Charles Pic (F)	Addax Team	+19.524s	12
9	Fabio Leimer (CH)	Rapax	+19.934s	14
10	Kevin Mirocha (CD)	Ocean Racing Technology	+26.692s	23
11	Kevin Ceccon (I)	Scuderia Coloni	+27.315s	21
12	Esteban Gutierrez (MEX)	ART Grand Prix	+33.427s	9
13	Michael Herck (RO)	Scuderia Coloni	+44.243s	24
14	Oliver Turvey (GB)	Carlin	+45.057s**	15
15	Fairuz Fauzy (MAL)	Super Nova Racing	-1 lap	22
R	Julian Leal (CO)	Rapax	35 laps-accident	19
NC	Jolyon Palmer (GB)	Arden International	33 laps-running at finish	18
R	Sam Bird (GB)	iSport International	30 laps-accident damage	1
R	Marcus Ericsson (S)	iSport International	30 laps-accident damage	20
R	Giedo van der Garde (NL)	Addax Team	22 laps-accident damage	6
R	Dani Clos (E)	Racing Engineering	21 laps-accident	17
R	Rodolfo Gonzalez (YV)	Trident Racing	19 laps-accident damage	13
R	Luiz Razia (BR)	Team AirAsia	19 laps-engine	16
R	Johnny Cecotto Jr (YV)	Ocean Racing Technology	17 laps-accident	10
R	Jules Bianchi (F)	ART Grand Prix	11 laps-hydraulics	8
R	Pa'l Varhaug (N)	DAMS	10 laps - accident	25

RACE 2 - 30 LAPS, 62.261 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Pic	45m50.498s	1
2	Kral	+3.332s	3
3	Grosjean	+3.885s	5
4	Filippi	+14.587s	6
5	Valsecchi	+27.072s	8
6	Chilton	+29.626s	2
7	Leimer	+29.846s	9
8	Turvey	+30.372s	14
9	van der Garde	+30.859s	19
10	Fauzy	+31.585s	15
11	Palmer	+32.317s	17
12	Ceccon	+32.790s	11
13	Bird	+33.147s	23*
14	Gonzalez	+38.695s	21
15	Herck	+40.518s	13
16	Parente	+40.687s	7
17	Cecotto	+41.131s	24
18	Clos	+42.611s	20
19	Bianchi	+51.544s	25
20	Razia	-1 lap	22
21	Varhaug	-1 lap	26
R	Coletti	20 lap-brakes	4
R	Ericsson	8 laps-accident	18
R	Leal	3 laps-engine	16
R	Mirocha	2 laps-engine	10
NS	Gutierrez	hydraulics	12

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1=	Grosjean	23
1=	Bird	23
3	Pic	22
4=	Valsecchi	21
4=	van der Garde	21
6	Coletti	14
7=	Kral	9
7=	Clos	9
7=	Filippi	9
10	Leimer	8
POS TEAM PTS		
1	Addax Team	43
2	iSport	31
3	Team AirAsia	24
4	DAMS	23
5	Racing Engineering	17
6	Trident Racing	14

KEY R=Retired; NS=non-starter; NC=not classified; *5-place grid penalty; **includes 30s penalty.
Race 1 Winner's average speed: 84.527mph. Fastest lap: Valsecchi, 1m23.011s, 90.004mph.
Race 2 Winner's average speed: 81.490mph. Fastest lap: Bird, 1m22.713s, 90.328mph.

MONTE CARLO

Monaco

May 26-29

Formula Renault 3.5

Round 4/9



QUICK RESULTS

- Winner **Daniel Ricciardo**
- Pole position **Daniel Ricciardo**
- Fastest lap **Daniel Ricciardo**



Hartley took podium in Gravity-Charouz car

An Australian wins for Red Bull...

...but it's not Mark Webber. Instead, Daniel Ricciardo was the pre-Vettel toast of Monaco



DANIEL RICCIARDO WON THE Formula Renault 3.5 Series' headline meeting in Monaco in 2010, and in a stellar repeat performance the Australian proved he could handle the added pressure of juggling Formula 1 practice duties in the same weekend. "It could work out as the only opportunity you ever get to drive an F1 car at Monaco, so you'd be silly not to take it," explained Ricciardo of his run with Toro Rosso on Thursday.

On the evidence of his lights-to-flag display on Sunday, the Red Bull Junior driver's chances of making another appearance in the top flight at the Principality have taken a step forward.

The ISR driver took his second consecutive Monte Carlo pole. Former Tech 1 team-mate Brendon Hartley joined him on the front row for newcomer Gravity-Charouz. The Antipodean

Milton Keynes neighbours get on well, and post-qualifying took advantage of the makeshift paddock's proximity to the Monaco Sporting Club to grab a game of tennis. "Usually he

beats me six-love, six-love," said Kiwi Hartley, "but it was two games all this time, so you can print that." Hopes that the result could prove an omen for Hartley's race day would be dashed.

Lining up on the dirty side of the grid, Hartley confessed to a below-par getaway and lost out to third starter Robert Wickens, who moved his Carlin car into second well before Ste Devote.

Darting to the middle of the track from sixth, Albert Costa took advantage of Alexander Rossi's decision to try Hartley's outside. While the Fortec man was forced to lift off because of encroaching barriers, Costa steamed down the middle of the road into fourth. Unfortunately for the Epic Racing driver's admirers, he received a 10-second jump-start penalty. "My start was OK



Second successive Monaco win for Aussie

RACE RATING

★★★★☆

Victory was closely contested, but a high proportion of the few passing moves resulted in accidents

"We had the pace, so I had to try to pass Charouz"

Anton Neblitskiy ended up earning only a four-place grid penalty for the next round at the Nurburgring

REPORT FR3.5 MONTE CARLO

PETER MILLS
reports



PORSCHE SUPERCUP MONTE CARLO (MC), MAY 29, RD 3/9

It's Rast at last, as German opens 2011 account

REIGNING CHAMPION RENE RAST SCORED his first Porsche Supercup victory of the year in Sunday morning's race in Monaco. As has become the norm the race was hardly a thriller, as the main title contenders stayed out of trouble and logged valuable points finishes, and Lechner Racing driver Rast followed up on his 2010 victory.

Rast also took pole last year, and he followed up by taking top spot this time around by a handy margin of 0.3s over Nick Tandy. Kuba Giermaziak continued his recent good form by taking third, ahead of Barcelona winner Sean Edwards and the Bleekemolen brothers, Jeroen and Sebastiaan. A respectable field of 24 cars ensured that everyone had to fight to get a clear lap.

The start was always going to be the

only reasonable chance for anyone to make progress, and Rast made no mistake as he got to Ste Devote safely in front. Behind, Edwards manage to get past Giermaziak for third.

After that the race turned into something of a demonstration run, as Rast edged away from Tandy and Edwards, and the two Brits focused on bringing home the points. Indeed, Konrad Motorsport-run Tandy moved into the championship lead.

"As far as I'm concerned I can be second at every race as long as I can take home the title at the end," said Tandy. "This is the first time I've led the series."

Edwards added: "I could match Nick's times but he was too far ahead for me to have any real

chance of second place."

Fourth place went to two-time Monaco winner Jeroen Bleekemolen, who ousted Giermaziak on the first lap. Stefan Rosina ran sixth initially but he had an incident with Kevin Estre on the second lap. The Frenchman retired, while Rosina continued at the back after a pitstop. The place was thus inherited by Sebastiaan Bleekemolen.

● Adam Cooper

RESULTS

1 Rene Rast, 16 laps in 26m05.841s; 2 Nick Tandy, +4.392s; 3 Sean Edwards; 4 Jeroen Bleekemolen; 5 Kuba Giermaziak; 6 Sebastiaan Bleekemolen; 7 Norbert Siedler; 8 Alessandro Zampedri; 9 Robert Lukas; 10 Matt Halliday. **Points 1 Tandy, 54;** 2 Edwards, 52; 3 Rast, 43; 4 Giermaziak, 37; 5 J Bleekemolen, 36; 6 Christian Engelhart, 34.



Opulence: yachts, a Porsche, and a Rast win



Ricciardo leads chasing Wickens

— the car just moved a little when I put it in gear," lamented the Spaniard.

The field's typically committed approach into Ste Devote resulted in seven other drivers being administered with penalties, for cutting across the inside of the corner. Among those punished was championship leader Jean-Eric Vergne. The reigning British Formula 3 Champion had qualified a lowly 11th, a reminder of his rookie status, and his practice efforts had been interrupted by flying back to Milton Keynes for simulator work at the Red Bull F1 factory.

An engaging three-car lead battle lasted until lap

seven of what would be a 30-lap race. Shortly after setting fastest lap, Hartley overshot the chicane and was subsequently at pains to avoid taking a drive-through penalty. "I put my hand in the air, backed off and must have lost three seconds," said Hartley. "But I was in brake and balance trouble, so I knew I couldn't really challenge for the win and towards the end I backed off completely."

Wickens stayed glued to Ricciardo until the appearance of a safety car at mid-distance. A heated battle for eighth had spilled over when Russian Anton Neblitskiy used the kerbs and pavement at the Loews

hairpin to lunge inside Jan Charouz. Contact was made, but the damage didn't appear too severe until the exit of the corner, where Charouz was launched into the air having interlocked wheels with his adversary.

The safety car was required again on lap 21 when Rossi made heavy contact with the barriers at Massenet. The American had spent his morning spiritedly chasing fellow FIA Institute Academy driver Costa for fourth, before ending his race by clipping Oliver Webb's Pons Racing machine while lapping the Englishman. Rossi was taken to hospital for checks, but his injuries

were confined to a damaged left calf muscle.

Kevin Korjus was promoted to fourth. The Estonian held off a duel between Frenchmen Nelson Panciatici (KMP Racing) and his Tech 1 Racing team-mate Arthur Pic.

Up front, Wickens was unable to stage a serious attack on the restarts. "Unless Daniel made a big mistake on the exit of the corner onto the pit straight I wasn't going to get by," he said.

Second place, however, moves the Canadian to within a point of Vergne in the drivers' standings, as the championship heads to the Nurburgring in mid-June.



Costa leads crasher Rossi

RESULTS

1 Daniel Ricciardo, 30 laps in 46m10.332s; 2 Robert Wickens, +0.403s 3 Brendon Hartley; 4 Kevin Korjus; 5 Nelson Panciatici; 6 Arthur Pic; 7 Adrien Tambay; 8 Chris van der Drift; 9 Albert Costa; 10 Nathanael Berthon. **Points 1 Vergne, 90;** 2 Wickens, 89; 3 Rossi, 73; 4 Costa, 64 5 Korjus, 62; 6 Ricciardo, 61; 7 van der Drift, 43; 8 Panciatici, 42; 9 Hartley, 41; 10 Move, 33.



As car parks go it's nicer than your average NCP

GP2's car park life

Monaco isn't all about glamour and glitz – just ask the GP2 teams, who are crammed into a concrete multi-storey during their stay in the principality. By *GLENN FREEMAN*

Pigeon watch isn't usually a feature of a GP2 weekend. But when the series visits Monte Carlo for its most glamorous event of the season, the birds are a frequent hazard.

It's not that Monaco is over-run with these creatures, more that those that do choose to loiter in the millionaires' playground quite like to base themselves in the multi-storey car park that is home to the GP2 paddock on the grand prix weekend.

The GP2 teams are a stone's throw from the track compared to their Formula Renault 3.5 counterparts (see sidebar), but the price for the favourable location – up the hill from Rascasse – is that they have to settle for a base that has little in common with the yacht-lined F1 paddock.

But the setting isn't scoffed at. "I've been coming here since 1989, and we have had much worse than this," says Scuderia Coloni boss Paolo Coloni.



Downhill rear wing lift to Rascasse beats running!



Each of these trucks carries a broken GP2 car



Trident and Carlin in ramp quad bike pile-up

LIFE IS IN TENTS FOR RENAULT SQUADS

Monaco is the only Formula Renault 3.5 meeting of the season where the teams work out of awnings rather than garages. For Roger Ferrer, tasked with setting up the paddock, the confined space requires meticulous preparation.

"I've been here for six years," says Ferrer. "The first two years we had to understand all of the particularities of this irregularly-shaped paddock, and also the fire regulations and the ACM rules. The minimum width can be no less than four and a half metres in case of an emergency. You never know if it's going to be OK until they give you the final approval on Tuesday afternoon after the last truck is parked. Now the teams understand that it's slow, slow parking here."

But almost all involved willingly accept the compromises for a slot on the prestigious Formula 1 support bill.

"So we are under awnings, so what?" says Fortec's Richard Dutton. "It does get hot and sweaty under them, but it is so beautiful here, and you get a sea breeze. You have got to accept that it's not a perfect world, but we're here in Monte Carlo with Formula 1. I love it. It's the best race we do."

Peter Mills

Super Nova boss David Sears adds: "I think it's actually quite civilised – we've even got a nice breeze coming in from the sea. We had been based at the tennis club where the Renault teams are now. It's a lovely setting, but you have to drag the cars for miles to get them to the track. Being closer is better."

Quite how all the trucks fit in the place is a constant mystery, with the teams both impressed and baffled at just how little space they have to work with. Some are forced to move onto the second level of the car park, which brings hazards of its own.

Before Thursday morning's practice session, there was a nasty collision on the ramp down from the second level as a quad bike towing the bits and pieces Carlin was taking to the pitlane rolled onto its side and collected one belonging to the Trident team. The shunt did a fair bit of damage, to both Carlin's truckie and one of the team's

front wings. A Trident mechanic even managed to knock an open fuel can over in the commotion.

After Thursday's farcical qualifying session, there was a queue of flatbed trucks with damaged cars making their way up the hill to the car park. Due to the tight confines, teams were helping each other push their cars into the paddock, simply to create a bit of space so they could get hold of their own wrecked Dallaras.

In years gone by, the car park was used as an overflow for the F1 paddock. AUTOSPORT's technical consultant Gary Anderson has been based all over Monaco during his career, and the car park was home to the Jordan and Stewart teams in their early days.

"The GP2 teams don't have as much stuff to take down as we had, because there is all sorts you need to do to an F1 car during the day," he says. "The biggest challenge of being up there is the time it adds to your day taking

everything down the hill in the morning and then dragging it back up at the end.

"You've got to think of everything you might need, because it's a nightmare getting back up there if you forget something. We used to have somebody waiting in the truck with a radio who could come and meet us halfway if we needed anything!"

It's not all aggravation though. Last weekend the acoustics of the concrete structure played their part in the prank of the weekend down at Addax. With one of their mechanics asleep next to piles of tyres after Friday's race, the team filled a plastic bottle with dry ice, put the lid on, and dropped it in a wheelie bin that was placed right next to the mechanic. As the bottle exploded and the noise bounced off the walls, the victim nearly did the same.

Their paddock might not have its own harbour, but the GP2 teams are clearly happy enough with 'slumming it' just round the corner. ☑



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INDY LIGHTS

Indianapolis (USA), Rd 4/12

QUICK RESULTS

- Winner **Josef Newgarden**
- Pole position **Bryan Clauson**
- Most laps led **Newgarden**

RACE RATING

★★★★☆

Great when the cars were running, but too many cautions

REPORTS

WORLD OF SPORT

L-r: Newgarden, Clauson and Wilson abreast at start



INDY LIGHTS INDIANAPOLIS (USA), MAY 27, RD 4/12

Newgarden is blooming impressive

IT WAS CUT-AND-THRUST, bang-and-smash racing, but ultimately the Freedom 100 at Indianapolis ended as a damp squib.

Almost half the 40 laps were run under yellow flags, but when the track was green the lead changed constantly and the order switched throughout the 18-car field.

Inclement weather meant pre-race running was limited, and qualifying abandoned altogether. Starting in owners' points order somehow put guesting sprint car ace Byran Clauson on pole (in the car hitherto raced by Conor Daly), but the Sam Schmidt Motorsports driver didn't hold the position

long, and was soon engulfed by the pack as Stefan Wilson, Josef Newgarden and Esteban Guerrieri moved to the fore.

The race boiled down to a straight fight between Schmidt team-mates Newgarden and Guerrieri. They worked in tandem to establish a decent lead over the chasing pack and it was

shaping up to be an epic finale when all hell broke loose behind them.

Clauson, Jorge Goncalvez and Anders Krohn went three wide. Clauson and Goncalvez made the slightest contact, as Krohn on the inside spun all on his own. Goncalvez steered slightly right to avoid the spinning car, but this sent him up high and he glanced into the outside wall.

The impact lifted the front wheels off the ground and pitched him towards

the inside wall, which he hit at considerable speed, the car practically disintegrating upon massive impact. Goncalvez threw his steering wheel from the wreckage, and was conscious and alert as he was taken to hospital for checks.

With debris strewn across the track the race petered out under yellow.

"This is the largest victory of my career but it's not the way I wanted to win it," said Newgarden.

Guerrieri revealed that both rear tyres were cut late in the race and was relieved that the race didn't restart, as he'd probably not have made it to the finish.

Spaniard Victor Garcia took third for Team Moore Racing, while former McLaren AUTOSPORT BRDC Award winner Stefan Wilson came home fourth for Andretti Autosport.

● Andrew van de Burgt

RESULTS

1 Josef Newgarden, 40 laps in 55m38.9881s; 2 Esteban Guerrieri, +0.4443s; 3 Victor Garcia; 4 Stefan Wilson; 5 Bryan Clauson; 6 Peter Dempsey. **Points 1 Newgarden, 151;** 2 Guerrieri, 125; 3 Garcia, 121; 4 Wilson, 121; 5 Dempsey, 111; 6 Conor Daly, 109.

GRAND-AM LIME ROCK (USA), MAY 30, RD 5/12

Angelelli enjoys the fruits at Lime Rock

AS THEIR RIVALS WILTED IN the Connecticut heat, Max Angelelli and Ricky Taylor scored a first win since last year's Lime Rock round in SunTrust's Dallara-Chevy.

The closest thing Angelelli – who did the lion's share of the driving – had to a rival was the Spirit of Daytona Coyote. Antonio Garcia closed to within sight of the leading

car before the final routine stops, but the Spaniard was forced back in due to heat exhaustion owing to a faulty coolsuit. Paul Edwards retired the car shortly after with transmission failure.

That allowed Brazilian Ozz Negri, whose co-driver John Pew had done a sterling job in the opening stint, to take second in his Michael Shank Riley-Ford.

Third could have been the Stallings Riley-Chevy, but Alex Gurney was another to suffer coolsuit failure. Jon Fogarty brought the car home fourth behind the steady Starworks Riley-Ford of Ryan Dalziel.

An incident left series dominators Memo Rojas

and Scott Pruett playing catch-up to seventh in their Ganassi Riley-BMW.

Jan Magnussen and Robin Liddell won the GT class in their Stevenson Camaro.

RESULTS

1 Max Angelelli/Ricky Taylor (Dallara-Chevrolet), 183 laps; 2 Oswaldo Negri Jr/John Pew (Riley-Ford), +26.026s; 3 Ryan Dalziel/Mike Forest (Riley-Ford); 4 Jon Fogarty/Alex Gurney (Riley-Chevrolet); 5 Darren Law/David Donohue (Riley-Porsche); 6 Joao Barbosa/Terry Borcheller/JC France (Riley-Porsche). **Points 1 Memo Rojas/Scott Pruett, 161;** 2 Barbosa/Borcheller/France, 140; 3 Angelelli/Taylor, 139; 4 Law/Donohue, 136; 5 Pew/Negri, 125; 6 Gurney/Fogarty, 123.

IN BRIEF



STAR MAZDA

Connor de Phillippi (left) romped home to an impressive pole-to-flag victory at Indianapolis Raceway Park. De Phillippi finished 2.4s ahead of Team Pelfrey team-mate Nick Andries, in what turned out to be a routine, if rain-delayed, race. Sage Karam was third from series leader Tristan Vautier.

JK RACING ASIA

Austrian Lucas Auer claimed four wins in the JK Racing Asia Series (previously Formula BMW Pacific) at Sepang over the weekend, also charting the 100th race win for the EuroInternational team in the third. Petronas Mofaz Racing's Irfan Ilyas finished behind him in second on each occasion. At least third place was shared out, with Afq Yazid (Merit GP) taking a brace of podiums and team-mate Akash Nandy and Mofaz runner Nabil Jeffri one each.

US FF2000

Finn Petri Suvanto claimed a fortunate win at Indianapolis Raceway Park after rival Luke Ellery had a run-in with a backmarker that forced him out. Ellery climbed from sixth to first before the incident, which allowed Suvanto to gain a 16-point advantage. Zach Veach and Juan Piedrahita rounded off the podium.



Easy win for SunTrust Dallara

BRITISH RALLY CHAMPIONSHIP JIM CLARK RALLY (GB), MAY 27-28, RD 4/7

Bogie times prove unmatchable for all

DAVID BOGIE TOOK another big step towards lifting this year's British Rally Championship title on last weekend's Jim Clark International Rally.

The Mitsubishi driver didn't have it all his own way for the first evening in the Scottish Borders, with the lead changing three times in the first three stages. But after Robert Barrable's Skoda Fabia S2000 dropped out with alternator failure on SS3 and Adam Gould's Subaru began to suffer the effects of an argument with a bridge, Bogie was in the clear.

That's not to make it sound as though Bogie was gifted the win; far from it. He grafted for his first BRC victory on asphalt, and Northern Irishman Jonny Greer remained a constant and ever-developing threat – the Skoda driver ended the event just 17.6 seconds

adrift of Bogie.

After leading briefly on SS2, Bogie was forced to give best to Gould for two stages before the championship leader hit the front again as the rally moved into the dark in stage five. He went to bed a stage later with an advantage of eight tenths of a second over Gould.

Saturday morning was about more fastest times for Greer as he moved past Gould and into second place, feeling more and more comfortable with the Fabia on asphalt. But, in the end, Bogie's speed was enough for him to win his home round of the championship.

Elfyn Evans was fourth in his Pirelli Star Driver Subaru, despite a shortened pre-event test due to a gearbox problem. Evans could have caught Gould for



Bogie flew his Lancer to victory

third had there been more miles, such as the Bristolian's struggle with suspension trouble.

One of the most impressive results of the Borders-based event was Marty McCormack's fifth overall in his Citroen DS3 R3. McCormack had posted top-three times and could have threatened fourth place had it not been for dropping two minutes with

a puncture on the 10th stage. Some consolation was the three-minute-plus class win in R3 and being awarded the Pirelli Star Driver nomination from this event.

Almost as impressive as the super-quick McCormack was Alastair Fisher, who won R2 after a pacy and accomplished drive in his Fiesta.

● Oliver William

RESULTS

1 David Bogie/Kevin Rae (Mitsubishi Lancer Evo X), 1h23m02.5s; 2 Jonny Greer/Dai Roberts (Skoda Fabia S2000), +17.6s; 3 Adam Gould/Sebastian Marshall (Subaru Impreza WRX); 4 Elfyn Evans/Andrew Edwards (Subaru); 5 Martin McCormack/David Moynihan (Citroen DS3 R3); 6 Alastair Fisher/Dan Barritt (Ford Fiesta R2). **Points**
1 Bogie, 78; 2 Evans, 66; 3 Greer, 62; 4 Gould, 47; 5 Tom Clark, 40; 6 McCormack, 39.

VLN NURBURGRING NORDSCHLEIFE (D), MAY 28, RD 4/10

No wasted energy for hybrid Porsche's first win

WORKS DRIVERS

Marco Holzer, Richard Lietz and Patrick Long made Porsche the fourth manufacturer in as many races to celebrate a win in this season's VLN

endurance race series.

This four-hour race is usually considered a dress rehearsal for the upcoming Nurburgring 24 Hours, and Porsche's trio scored what the marque hailed as a

'historic' victory with the Porsche 911 GT3 R Hybrid, the improved version of the car that caused a stir with a very strong showing in last year's 24-hour race.

Only seven seconds

behind, Lucas Luhr, Romain Dumas and Marc Lieb made it a one-two for Porsche with their Manthey Racing 911 GT3-RSR, pipping the Phoenix Racing Audi R8 LMS of Marc Basseng, Marcel Fassler and Mike Rockenfeller by 0.653s.

Audis locked out third to sixth place, with the second Phoenix car (co-driven by Markus Winkelhock) heading the Abt Sportsline twins, with the team's DTM heroes Mattias Ekstrom/Timo Scheider ahead.

In qualifying, top honours went to Michael Illbruck and Manuel Lauck with the Pinta Racing Porsche 911 GT3 R, but an accident on the third lap meant an untimely end to their race.

The Mamerow Mercedes SLS AMG of Chris

Mamerow and Armin Hahne, winners of the second round, qualified second, but also suffered an accident. That left Lance David Arnold, Christiaan Frankenhou, Christopher Bruck and Alex Margaritis as the best-placed Mercedes team in seventh.

● Rene de Boer

RESULTS

1 Marco Holzer/Patrick Long/Richard Lietz (Porsche 911 GT3R), 28 laps in 4h03m46.969s; 2 Romain Dumas/Lucas Luhr/Marc Lieb (Porsche 911 GT3-RSR), +7.063s; 3 Marc Basseng/Marcel Fassler/Mike Rockenfeller (Audi R8 LMS); 4 Christopher Haase/Marc Hennerici/Markus Winkelhock/Frank Stippler (Audi); 5 Mattias Ekstrom/Timo Scheider/Christopher Mies (Audi); 6 Christian Abt/Christer Jons/Luca Ludwig (Audi).

Winning Porsche leaps at the 'Ring





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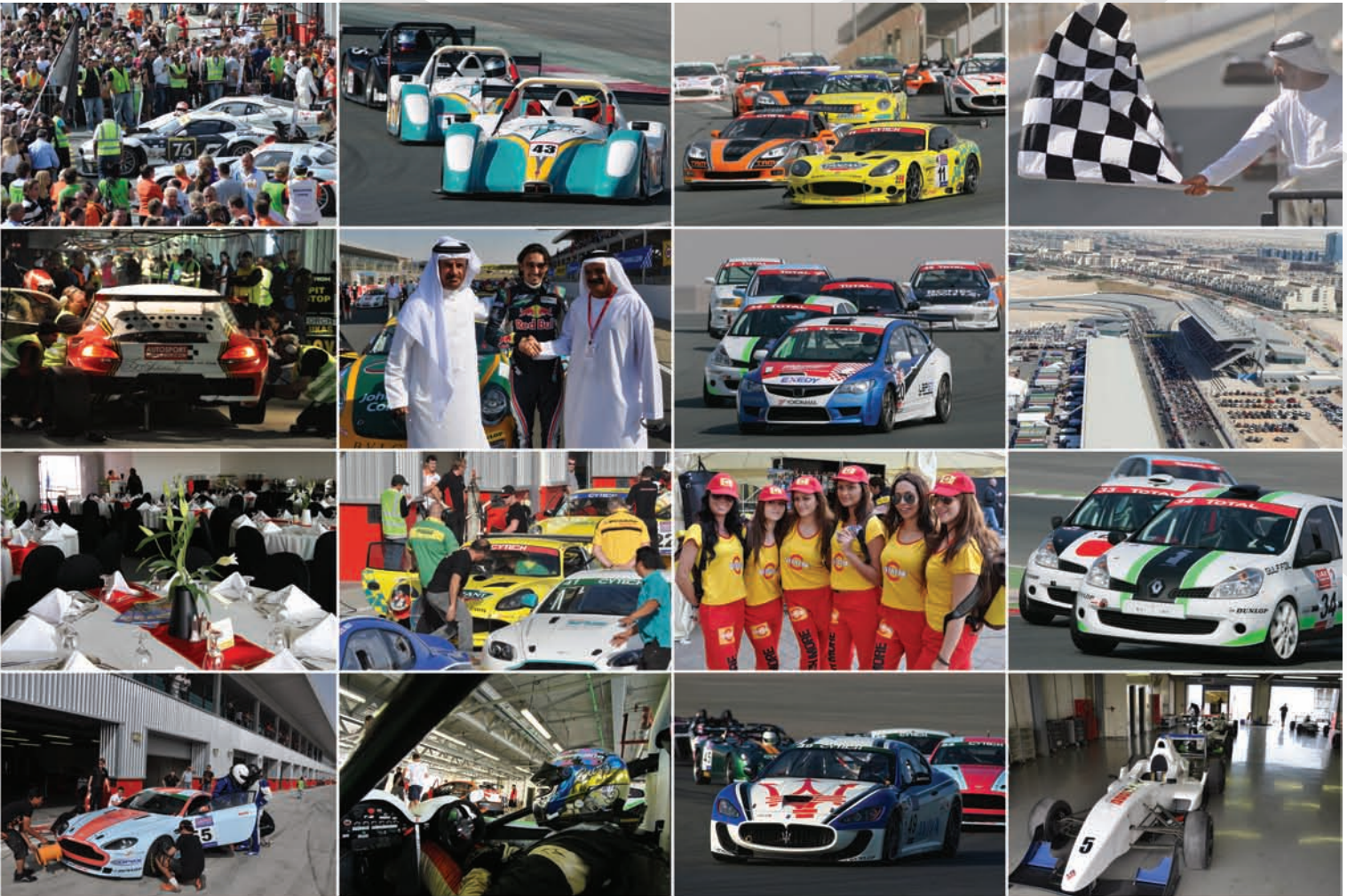


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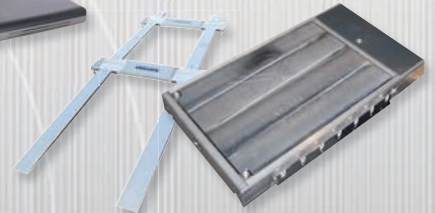


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INTERNATIONAL RACES & RESULTS

NASCAR SPRINT CUP

Charlotte (USA),
Rd 12/36

QUICK RESULTS

- Winner **Kevin Harvick**
- Pole **Brad Keselowski**
- Most laps led **Matt Kenseth**

RACE RATING

★★★★☆

Not a classic, but plenty of drama right until the end

REPORTS

WORLD OF SPORT



Somewhere in there is Kevin Harvick

NASCAR SPRINT CUP CHARLOTTE (USA), MAY 29, RD 12/36

Harvick leaves Earnhardt feeling empty

IT MIGHT HAVE TAKEN FOUR hours and 33 minutes to complete the Coca Cola 600, but it took a mere 30 seconds for Kevin Harvick to capitalise on Dale Earnhardt Jr's misfortune to claim his 17th career victory.

Richard Childress Racing Chevrolet driver Harvick only led for two laps in a race at Charlotte that featured 38 lead changes between 19 drivers. Dover winner Matt Kenseth spent the most time at the front on 103 laps, and Kenseth's points-leading Roush Ford team-mate Carl Edwards also ran at the front for much of the race.

But Kenseth was forced to make a late stop for fuel when he was catching the leaders, while Edwards was persistently caught out on

strategy and could only finish down in 16th.

A third Roush Ford, that of Greg Biffle, was in front when the race went under caution due to an engine failure for Jimmie Johnson's Chevrolet. This would mean a two-lap dash to a green-white-chequer finish, but Biffle too did not have enough fuel and was forced into the pits.

Biffle had endured an eventful outing and brought a new meaning to the word 'hot lap' after complaining of a problem with his cooling box on lap 30. This wasn't rectified for another 152 laps.

Earnhardt and Kasey Kahne stayed out in the hope they could finish and maintain track position. They couldn't and Kahne

dropped off instantly, causing havoc behind him. Earnhardt appeared to be home and dry, much to the crowd's delight, only to slow out of Turn 4, leaving the Hendrick Motorsports Chevy a sitting duck for Harvick, David Ragan (Roush Ford) and Joey Logano (Joe Gibbs Racing Toyota) as it slumped to seventh.

Earnhardt, who is now 105 races without a win, reflected on his disappointing finish. "I know I didn't save enough," he said. "I know all our fans are disappointed."

Harvick, who became the first three-time winner this season and has closed to 36 points behind Edwards, had similar problems to Earnhardt and

believed himself to be out of the running with two laps to go. "When the green flag dropped I knew I was a lap and a half short, so I just shut my car down," he said. "I didn't have any pressure

from behind, and I'd run 10 or 15 laps a second off the pace, and I got some good savings under the caution."

The 14 restarts had ensured such regular lead changes of the lead. Mark Martin and David Gilliland produced the collision of the race as they traded blows with 100 laps left, collecting the Chevy of Ryan Newman with them.

Kyle Busch was also in the wars and took to the grass on numerous occasions, the last ending in a spin.

● Aaron Rook

RESULTS

- 1 Kevin Harvick (Chevrolet Impala)**, 402 laps in 4h33m14s; 2 David Ragan (Ford Fusion), +0.703s; 3 Joey Logano (Toyota Camry); 4 Kurt Busch (Dodge Charger); 5 AJ Allmendinger (Ford); 6 Marcos Ambrose (Ford); 7 Dale Earnhardt Jr (Chevy); 8 Regan Smith (Chevy); 9 David Reutimann (Toyota); 10 Denny Hamlin (Toyota). **Points** 1 Carl Edwards, 445; 2 Harvick, 409; 3 Jimmie Johnson, 408; 4 Earnhardt, 402; 5 Kyle Busch, 392; 6 Kurt Busch, 377; 7 Matt Kenseth, 374; 8 Clint Bowyer, 365; 9 Tony Stewart, 356; 10 Ryan Newman, 353.

KENSETH IS THE BAYNE OF THEIR LIVES IN ONE-OFF START Matt Kenseth (16), subbing for the recuperating Trevor Bayne, beat Roush Ford team-mate Carl Edwards in Saturday's Nationwide race at Charlotte. Kimi Raikkonen finished 27th



Castrol **EDGE** Rankings

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|---|------------------|---|--------|
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| 2 | Mark Webber | ↔ | 21,093 |
| 3 | Sebastien Loeb | ▲ | 20,623 |
| 4 | Lewis Hamilton | ▼ | 20,479 |
| 5 | Fernando Alonso | ↔ | 20,026 |


Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

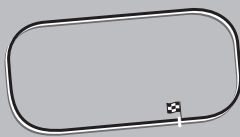
Kevin Harvick's win at Charlotte isn't enough to move him up beyond his pre-weekend 11th place, but puts him closer to Carl Edwards (9) and Jimmie Johnson (10). Meanwhile, Formula Renault 3.5 Monaco winner Daniel Ricciardo is up to 134th.

To see the full list, visit castrol driverrankings.com

INDIANAPOLIS 500

 United States

May 29
IndyCar Series
Round 5/17



AT A GLANCE

- Winner **Dan Wheldon**
- Pole **Alex Tagliani**
- Most laps led **Scott Dixon**
- Fastest lap **Dario Franchitti**



Winner Wheldon overjoyed

Wheldon takes win through rookie ruin

JR Hildebrand came within one corner of a famous victory, but it was Brit Dan Wheldon who won the 95th Indy 500

THERE'S A FINE LINE BETWEEN genius and madness. It's a line that team strategists have to walk with the delicately-honed precision of a high-wire daredevil.

An inspired call can leave them with the champagne (or milk)-soaked spoils of victory, an ill-advised one with the ire of their star driver and a lot of explaining to do.

And then there are the times when they get it absolutely right, yet their rookie driver crashes out of the lead of the centennial running of the Indianapolis 500 on the final corner of the last lap of the race.

And that's exactly what happened to Panther Racing and JR Hildebrand last weekend.

There might have been 94 previous runnings of the self-proclaimed 'most



Hildebrand: rookie error cost win

important motor race in the world; but none had a finish like this one.

After 499.75 miles of thrilling side-by-side dicing, Californian rookie Hildebrand was on the verge of causing one the biggest upsets in not just Indy 500 history, but sport in general. This was Buster Douglas

beating Mike Tyson in Tokyo — only for 'Iron Mike' to get off the deck on the count of nine and land a knock-out punch with his next shot.

All that stood between Hildebrand and the prize was Turn 4. Unfortunately for him, Charlie Kimball's Chip Ganassi Racing Dallara also

happened to be there. But Hildebrand had plenty of time in hand. He could have just backed off, slotted in behind his fellow rookie and stroked it home. But he was on a roll and he did what he'd done to slower cars for the previous 199 laps — went round the outside.

But his tyres were worn

and the groove was too high — and he was powerless to stop his car heartbreakingly sliding up into the SAFER barrier. He scraped down the wall and slid across the line as, from nowhere, Dan Wheldon nipped by and a very different unexpected result was confirmed.

"I quickly decided, knowing that the cars in second and third were coming pretty strong, that rather than downshifting a bunch, I thought I'd breathe in and go to the high side," said Hildebrand of his fateful move. "I guess with the tyres as worn as they were, the run being as long, there were a bunch of marbles on the outside. Once I got there, there wasn't a lot I could do."

Coming into the Indy 500, Wheldon was out of a job. A fruitless winter

RACE RATING

★★★★★

Amazing finish was merely the climax to what had been an action-packed, thrilling race



MILESTONE

Graham Rahal made an amazing 67 overtaking moves on his way to third - an Indy 500 record

REPORT INDIANAPOLIS 500

ANDREW VAN DE BURGT
reports



Wheldon wins as he passes Hildebrand's rolling wreck

battling against the new economic realities of IndyCar, and being short of a sponsor with a million or five in his pocket, meant that a one race-deal with old team-mate Bryan Herta was his only drive of the season.

But this was no fluke. Wheldon took the fight to the dominant Ganassi cars of Dixon and Dario Franchitti in the early stages and was a top-10 runner throughout. He had a strong car on the long runs, and was running Hildebrand down when he witnessed the shunt.

"When I saw him crash, I knew it wasn't serious, and there was a little smile on my face," Wheldon admitted. "Then I think I got on the radio and started crying. I'm not normally that emotional, but after what we've been through it was enormously gratifying."

Wheldon had been shuffled down the order following a caution with around 40 laps to go that opened up the opportunity to roll the strategic dice. It was during this period that the seeds of Hildebrand's near-miss were sown. Panther pitted him under the yellow after Townsend Bell put paid to any hope Penske had of a good result by taking out Ryan Briscoe (see panel, right).

Hildebrand and Franchitti pitted on lap 164 - a lap before the race was set to resume, and 36 from the chequered flag. Given that stints of 36-38 laps had been commonplace during the race to this point, both seemed well-placed for a long run to the end.

But a pair of wild cards, in the shapes of Danica Patrick and Bertrand Baguette, ►



Briscoe clashed with the wayward Bell (99)

Penske has one of those days

IN THE ALL-STAR BUILD-UP

to the race, Gil de Ferran demonstrated Mark Donohue's 1972 winning Penske. Perhaps the team should have considered bringing the McLaren M16B out of retirement after one of its poorest 500s in years.

Qualifying hadn't gone well, with only the fifth-placed Will Power cracking the top 15. But surely Helio Castroneves, 16th on the grid, and Ryan Briscoe, way back in 26th, would move to the fore in the race...

Amazingly, the opposite happened at first, with both tumbling down the order. Power seemed to be in reasonable shape, but disaster struck when a wheel fell off as he exited the pits after he was flagged away - just as the left-rear tyre changer waved frantically that his job wasn't done yet.

After quickly going a lap down, three-time 500 winner Castroneves briefly unslipped himself midway through the race, but didn't have the pace to live with the leaders at the time and slipped back into the pack.

Good pitwork and strategy moved Ryan Briscoe into the top 10, and the Aussie ran as high as eighth for a while. He was on the cusp of the top 10 when Townsend Bell moved down on him through Turn 1, which sent both of them into the wall and out of the race.

"I was just following through on the inside of Turn 1 and I think he didn't know I was there," said Briscoe. "And he just came down and pinched me. As soon as we made contact, that was it."

Power never recovered from his early setback, but did record the team's best finish in 14th. And with

main series rival Dario Franchitti only two places in front, Power keeps his lead in the championship.

Castroneves, who like Power was a lap down, was a few spots further back in 17th having also picked up a puncture along the way.

"Well, we struggled a bit today," said Castroneves. "First we had a vibration in the car, then an unscheduled pitstop and then a flat tyre."

Still, IndyCar's most successful team didn't leave the Brickyard completely empty-handed. Briscoe's crew pocketed a cool \$50,000 for winning the pitstop challenge, held on the day before the big race.



Power recovered from this to take 14th



MILESTONE

Dan Wheldon led only one lap - the last. It broke the previous record of fewest laps led by the victor: two, set by Jules Goux (left) in 1913



Wheldon's win sinks in



Rahal (38) surged up order to finish third

◀ came to the fore. Both had pitted when the yellow initially flew, and faced the unlikely prospect of stretching a tank of fuel and a set of tyres for 41 laps. All the rest of the remaining runners would have to make a splash-and-dash with a dozen or so laps to go. The race was on.

Patrick generates as many jeers as cheers at the Speedway these days, but when she moved to the head of the field as the dashers splashed there was a palpable sense of excitement. Her pace wasn't great, but then strangely neither was that of Franchitti, who should have been in the pound seat.

In fact it was Baguette who was charging, and the Belgian blasted by to lead the race for minnow Conquest Racing with just a handful of laps remaining. But neither he nor Patrick could make it to the end.

"You have to take chances because it's win-or-bust here," said Patrick. "I knew

we were only there because of strategy, but I thought to myself, 'Just keep your head down and keep running.' We were hoping for a break, but whenever you do something like that there's always a downside."

Patrick took 10th, Baguette an impressive seventh. With Franchitti cruising, desperately trying

to stretch his fuel to the end (he failed and had to take a late splash), Dixon took on the charge for the Ganassi team. The red-and-white cars were clearly the fastest for the majority of the race, but ultimately neither managed a result. Dixon was lapping 4-5mph quicker than Hildebrand, who'd risen from 12th following

his stop to the lead.

Time was running out and, while Dixon was initially closing fast, amazingly he had been short-fuelled again. The problem that cost him pole now cost him the race, and he was forced to coast through the final two laps. This left us with an incredible finish that had

all 300,000-plus fans on their feet, struggling to take in what they had just seen. It was an incredible turnaround. And Franchitti was clearly hacked off with having a third Indy 500 win taken from him by a bad call.

"We were leading the race when we came in for that stop, but I don't understand right now what the strategy was," he fumed. "I'm disappointed with the result, but I don't second-guess these guys. I only have a narrow view of the race; they have the big picture."

With Dixon and Franchitti waylaid, it was left to Graham Rahal, driving for the satellite team, to uphold Ganassi honour. He'd driven a strong race, gradually working his way up the order until he finally found himself in a position to challenge for the lead. He made his move at the final restart, and spent six glorious laps at the head of the field on the 25th anniversary of his dad Bobby's sole



Viso (59) and Hinchcliffe dispute territory at 220mph

“I’m going to be frank and say they’re trying to kill somebody”

Marco Andretti: not too keen on the two-wide restarts then...



MILESTONE

Briton Pippa Mann finished her maiden Indy 500 in 20th, then went to the medical centre with extreme dehydration. The drink bottle in her Conquest Racing Dallara broke in the formation laps

REPORT INDIANAPOLIS 500

Indy 500 success.

“It feels good to have come so close here,” he said. “Just to race at the front was an amazing feeling. We had a plan to work our way up through the field steadily, not to try to do too much in one go, and that’s what we did.”

There was a brief period of consternation post-race when the threat of a protest hung in the air. The cause of conjecture was whether Wheldon had passed Hildebrand under yellow, although there was clear evidence that the track was green when the move took place. But reviewing the footage did reveal that Newman/Haas’s Oriol Servia had passed Dixon under yellow for fifth. The Kiwi was subsequently reinstated in that position, the Spaniard bumped back to sixth.

It had been a strong race for Servia, who mixed it with the Ganassi drivers and Wheldon to lead twice for a total of 18 laps. He felt it was a breakthrough performance from the team, which bodes well for the oval

racers that are coming up.

“I can’t wait for Texas and Milwaukee,” he said. “I think we have a car that’s capable of winning on ovals now. It’s a bit frustrating to finish where we did given the car we had, but the performance is something to be proud of.”

It was a frustrating race for polesitter Alex Tagliani. He was jumped at the start (by miles) by Dixon, but ran him down and made the pass for the lead. But the Sam Schmidt Motorsports car faded the longer the run lasted, and his race ended in the wall when he got up high running through Turn 3.

Other drivers to crash out were KV team-mates Takuma Sato and EJ Viso. Viso was the only victim of the much-feared double-file restarts. After the caution caused by Sato’s shunt he found himself three-wide, banged wheels with the slow-starting James Hinchcliffe, and spun into the outside wall.

Brazilian veteran Tony Kanaan upheld KV honour, driving a great race to fourth.

He was compromised when an exiting Pippa Mann prevented him from entering his pitbox at one stage, but he was usually making progress through the order, cracking the top three at one stage.

Despite fears that it would make a crash-strewn race of the race, the double-file restart was actually a huge success. Drivers were able to run side-by-side more easily than had been predicted, and the cars were often still dicing into Turn 3 following the restarts, much to the vocal approval of the massive crowd.

“It’s what racing here should be all about,” said Rahal. “It was exciting just being out there, so I can see why the fans would have loved it.”

It was a quiet race for the other Brits, aside from Jay Howard, whose race ended when a wheel fell off following a pitstop. Justin Wilson took 16th, Alex Lloyd was 19th, while Mann was 20th on her IndyCar debut. ☐

Tagliani (centre) took his first Indy pole



Baguette heads Patrick: both were late leaders



RESULTS

IndyCar Series, Indianapolis (USA), May 30, round 5 of 17

GRID		
1 TAGLIANI 227.472mph	2 DIXON 227.340mph	3 SERVIA 227.168mph
4 BELL 226.887mph	5 POWER 226.773mph	6 WHELDON 226.490mph
7 RICE 225.786mph	8 CARPENTIER 225.121mph	9 FRANCHITTI 226.379mph
10 SATO 225.736mph	11 MEIRA 225.590mph	12 HILDEBRAND 225.579mph
13 H'CLIFFE 225.572mph	14 BAGUETTE 225.285mph	15 HAMILTON 225.250mph
16 C'NEVES 225.216mph	17 J ANDRETTI 224.981mph	18 VISO 224.732mph
19 WILSON 224.511mph	20 HOWARD 224.483mph	21 SCHECKTER 224.433mph
22 KANAAN 224.417mph	23 SILVESTRO 224.392mph	24 TRACY 224.939mph
25 PATRICK 224.861mph	26 BRISCOE 224.639mph	27 M ANDRETTI 224.628mph
28 KIMBALL 224.499mph	29 RAHAL 224.380mph	30 LLOYD 223.957mph
31 MANN 223.936mph	32 BEATRIZ 223.879mph	33 H-REAY 224.691mph

200 LAPS, 500 MILES				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME
1	Dan Wheldon (GB)	Bryan Herta Autosport	Dallara-Honda	2h56m11.7267s
2	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	+2.1086s
3	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+5.5949s
4	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+7.4870s
5	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+9.5434s
6	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+9.5435s*
7	Bertrand Baguette (B)	Rahal Letterman Lanigan Racing	Dallara-Honda	+23.9631s
8	Tomas Scheckter (ZA)	KV Racing Technology-SH Racing	Dallara-Honda	+24.3299s
9	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+25.4711s
10	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+26.4483s
11	Ed Carpenter (USA)	Sarah Fisher Racing	Dallara-Honda	+27.0375s
12	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+56.4167s
13	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-1 lap
14	Will Power (AUS)	Team Penske	Dallara-Honda	-1 lap
15	Vitor Meira (BR)	AJ Foyt Enterprises	Dallara-Honda	-1 lap
16	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap
17	Helio Castroneves (BR)	Team Penske	Dallara-Honda	-1 lap
18	Buddy Rice (USA)	Panther Racing	Dallara-Honda	-2 laps
19	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-2 laps
20	Pippa Mann (GB)	Conquest Racing	Dallara-Honda	-2 laps
21	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	-3 laps
22	John Andretti (USA)	Andretti Autosport	Dallara-Honda	-3 laps
23	Ryan Hunter-Reay (USA)	AJ Foyt Enterprises	Dallara-Honda	-3 laps
24	Davey Hamilton (USA)	Dreyer & Reinbold Racing	Dallara-Honda	-7 laps
25	Paul Tracy (CDN)	Dreyer & Reinbold Racing	Dallara-Honda	-25 laps
26	Townsend Bell (USA)	Sam Schmidt Motorsports	Dallara-Honda	157 laps-accident
27	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	157 laps-accident
28	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	147 laps-accident
29	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	99 laps-accident
30	Jay Howard (GB)	Sam Schmidt/Rahal Letterman	Dallara-Honda	60 laps-wheel/accident
31	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	44 laps-handling
32	EJ Viso (VY)	KV Racing Technology-Lotus	Dallara-Honda	27 laps-accident
33	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	20 laps-accident

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	194
2	Franchitti	178
3	Servia	152
4	Kanaan	135
5	Dixon	129
6	Rahal	120
7	Briscoe	114
8	Hildebrand	113
9	Tagliani	110
10	Conway	102

Winner's average speed: 170.265mph. Fastest lap: Franchitti, 40.0593s, 224.667mph. Qualifying: decided by a run of four consecutive laps. Positions 1-24 locked in on Pole Day, May 21, with positions 25-33 settled on Bump Day, May 22. *Servia finished fifth but was penalised for passing Dixon under yellow. NB Hunter-Reay's car was qualified by Bruno Junqueira (BR).

NEXT ROUND
Texas Motor Speedway,
June 11



RALLY ARGENTINA

Villa Carlos Paz

ROUND 6/13

WINNER

Sebastien Loeb
4h03m56.9s

RACE RATING

★★★★★

Another spellbinding WRC round. And another Loeb win

DRIVERS' STANDINGS

Loeb	126pts
Hirvonen	113pts
Ogier	96pts

POWERSTAGE WINNER

Petter Solberg

MILESTONES

- Loeb's sixth Rally Argentina win
- Solberg's 400th WRC stage win

DAVID EVANS
reports



How did he win that?

Multiple champion Sebastien Loeb copped a penalty on day one. Then, one by one, somehow his major rivals each threw victory away

SEBASTIEN LOEB SWITCHED off the 'stage' button at the end of almost 36 minutes of flat-out driving last Sunday morning. The car relaxed. He couldn't. His eyes remained wider than ever. He thought he'd seen and heard it all. And now this. "He rolled?" asked Loeb incredulously of his Citroen colleague Sebastien Ogier at the end of the Ascachinga test.

The younger of the two Frenchmen had appeared to hold the event in the palm of his hand. A brilliant drive through day two — on roads he'd never seen before — allied to a compression strut failure for Ford's Jari-Matti Latvala and a minute penalty for Loeb had left Ogier out front. Loeb had pushed, but not really expected much. The win, he assured everybody, was

impossible. And now this. For the second rally out of three, the result went down to an unbelievable powerstage — and this time a Loeb win.

LEG ONE (99.08 miles) SUNNY

— AMBIENT TEMPERATURE RANGE ON

STAGES: 1-25 CELSIUS

Another asphalt stretch of World Rally Championship competition and, once again, one man stands head and shoulders above the rest of the field. Arriving at the end of the test, the smell of hot rubber and boiling brakes permeate the control as the marshal writes a time 10 seconds faster than any other on the board.

Latvala puffs his cheeks and wipes his brow with the back of his glove. He's done a good job.

He's done a great job.

Ten seconds.

For the first time in a long time, Loeb was beaten on asphalt last Friday, even if it was in the most unusual of circumstances: this was the end of the fourth stage of Rally Argentina, a stage that started on gravel and ended on super-fast, circuit-spec Tarmac. The inclusion of mixed stages in Argentina wasn't to everyone's liking, but on Friday afternoon Latvala didn't have a bad word to say about them.

Loeb had been fastest through Thursday night's spectator stage on the outskirts of Villa Carlos Paz, but when the event got down to the serious business in the shadow of the Andes mountains the next day, it was all about a Finn in a Ford. The 26-year-old continued the blistering



Latvala led for most of the opening two days

form he started one Saturday three weeks ago in Sardinia and, as on the Italian island, nobody could touch him in South America.

By lunchtime service, Latvala was 12.3 seconds up on everybody, but it was his effort through El Condor — and the final asphalt stretch — that stunned the

service park. After all, taking 10 seconds out of the rest of the field is pretty much unheard of in the sport's modern era.

"I was surprised when I saw the time," said Latvala, almost bashful. As with everything he does, this was planned. Well planned.

"I decided to lower the



'Did you say I copped a penalty, or 'copter penalty?'



Rare French colony in south Argentina

car by 20mm," he said. "I thought we would be able to avoid the bigger rocks to make sure they didn't crash out on the bottom of the car and I knew it would work better on the asphalt. And it did."

And then some. Ford team principal Malcolm Wilson was wide-eyed as he relayed the numbers from the end of the stage. For the final 3.8 miles (downhill on shot and utterly unsuitable tyres), Latvala had averaged 120mph. "It's only geared for 125mph," said Wilson with a smile and shake of the head.

Petter Solberg was almost as happy in second place. He was the only one of the leading drivers who hadn't tested Michelin's soft tyre on asphalt, but the Norwegian's experience

came to the fore and his Citroën spent most of the day in a trouble-free second place.

"I didn't know how much I could push on the tyre," he said, 18.2s down on the leader. "I could probably have gone harder, but I had no idea how it would respond."

Ogier trailed Solberg through the opening day, having pushed his right-rear Michelin over the limit at the end of Condor. One sixth-gear slide too many shredded the cover three miles from the end of the stage. Beyond that problem, Ogier was happy to get through the opening day's twisty stages, which he didn't like. Despite never having competed on the southerly stages before, he admitted the wider and quicker day-two roads

around Santa Rosa appealed much more to him.

Ford's Mikko Hirvonen was fourth, having dropped 20 seconds on the day's final stage, arriving at the start of El Condor 2 with his tyres already cooked. "I knew it wasn't going to be good in there..." It wasn't. He lost 15 seconds.

Hirvonen's day might not have gone to plan, but he did win the award for the most entertaining story from the day's action-packed asphalt sections.

"There was one section on the Tarmac," he said. "We had a cut in one corner in the notes, with the car completely off the road. In the recce, there had been lots of traffic, so we hadn't been able to check the cut. The first time we did it we were committed

and flat in sixth gear. It worked. Thankfully."

What of Loeb? The Frenchman was sweeping the road on the opening day, and he admitted his position wasn't as bad as it might have been. The softer, sandier stages didn't clean as much as hoped. But it was that asphalt section that really got his goat.

"Terrible," shouted Loeb at the end of SS4. "It was terrible! The car was undrivable in there. It was stupid to do this. We were sliding in sixth gear with no grip from the tyre. This is not a nice feeling."

Despite his unease, he was still only 18s down on Latvala when he arrived at the regroup in Villa Carlos Paz. Minutes later and he was 1m18s down. He checked into the control early and was clobbered by a one-minute penalty. Was it his or co-driver Daniel Elena's fault?

"He should have stopped me [going into the control], and I should have stopped," said Loeb, the consummate team player.

Asked if he had lowered the car ahead of the final stage, following Latvala's now well-publicised lead from the morning, Loeb replied: "No. You have to get out, work on the car, take the wheel off and then lower it that way. It's quite hard work — and I'm quite lazy."

The champion's sense of humour had returned by the end of the day.

Argentina virgin Mads Ostberg was one place behind Loeb in sixth, despite his Fiesta's rear diff losing pressure through the day. Matthew Wilson was

half a minute behind the Norwegian. He too was no fan of the twisty stages, Mina Clavero in particular, but the Englishman relished the more open roads Saturday would bring.

POSITIONS AFTER DAY ONE

1 LATVALA/ANTTILA	1h48m59.7s
2 SOLBERG/PATTERSON	+18.2s
3 OGIER/INGRASSIA	+28.8s
4 HIRVONEN/LEHTINEN	+43.5s
5 LOEB/ELENA	+1m30.3s
6 OSTBERG/ANDERSSON	+2m55.2s

LEG TWO (99.21 miles) SUNNY

— AMBIENT TEMPERATURE RANGE ON

STAGES: 3-21 CELSIUS

Latvala's voice at the end of the opening stage on Saturday morning said it all. It was monotone. Deadly serious. He'd come close; he'd been a whisker off the wall.

"I was this far away," said Latvala, holding thumb and forefinger an inch apart.

"My pace note was maybe a little bit optimistic... I knew I had gone in too quick, but I just managed to catch the rear before it hit the wall. It was close."

Ogier was fastest through the opener and past Solberg for second. The Norwegian was frustrated and flustered in equal measure.

He'd been unable to find the tyre gauge at the start of the stage, leaving him to take a guess at the right pressures. He'd lowered his DS3 in preparation for the asphalt section at the end, but he paid for that decision on the second corner, where he spun the Citroën.

"Not a good start," said Solberg. "Not good."

Solberg wasn't the only troubled DS3 runner ►



Ogier was the last to trip up



Hirvonen was gifted unexpected second

STAGE TIMES

SS1 SUPERSPECIAL CARLOS PAZ 1 (1.87 MILES)

Fastest: Loeb 2m25.9s
Leader: Loeb

SS2 EL MIRADOR-SAN LORENZO 1 (11.32 MILES)

Fastest: Latvala 10m27.0s
Leader: Latvala

SS3 MINA CLAVERO-GIULIO CESARE 1 (14.08 MILES)

Fastest: Latvala 19m42.5s
Leader: Latvala

SS4 EL CONDOR-CUESTA BLANCA 1 (23.19 MILES)

Fastest: Latvala 23m18.9s
Leader: Latvala

SS5 EL MIRADOR-SAN LORENZO 2 (11.32 MILES)

Fastest: Latvala 10m19.0s
Leader: Latvala

SS6 MINA CLAVERO-GIULIO CESARE 2 (14.08 MILES)

Fastest: Solberg 19m21.7s
Leader: Latvala

SS7 EL CONDOR-CUESTA BLANCA 2 (23.19 MILES)

Fastest: Loeb 23m19.4s
Leader: Latvala

SS8 LAS JARILLAS-FALDA DEL CARMEN 1 (13.40 MILES)

Fastest: Ogier 12m21.3s
Leader: Latvala

SS9 LAS BAJADAS-VILLA DEL DIQUE 1 (10.29 MILES)

Fastest: Loeb 9m04.1s
Leader: Latvala

SS10 AMBOY-SANTA MONICA 1 (12.63 MILES)

Fastest: Loeb 10m36.0s
Leader: Latvala

SS11 SANTA ROSA-SAN AUGUSTIN 1 (13.27 MILES)

Fastest: Loeb 13m06.2s
Leader: Latvala

SS12 LAS JARILLAS-FALDA DEL CARMEN 2 (13.40 MILES)

Fastest: Ogier 12m21.6s
Leader: Latvala

SS13 LAS BAJADAS-VILLA DEL DIQUE 2 (10.29 MILES)

Fastest: Ogier 9m00.7s
Leader: Ogier

SS14 AMBOY-SANTA MONICA 2 (12.63 MILES)

Fastest: Loeb 10m32.7s
Leader: Ogier

SS15 SANTA ROSA-SAN AUGUSTIN 2 (13.27 MILES)

Fastest: Loeb 12m59.3s
Leader: Ogier

SS16 ASCOCHINGA-AGUA DE ORO (29.95 MILES)

Fastest: Loeb 35m53.7s
Leader: Ogier

SS17 CABALANGO-VILLA GARCIA 1 (2.42 MILES)

Fastest: Latvala 2m22.2s
Leader: Ogier

SS18 SUPERSPECIAL CARLOS PAZ 2 (1.87 MILES)

Fastest: Solberg 2m25.5s
Leader: Ogier

SS19 CABALANGO-VILLA GARCIA 2 (2.42 MILES)

Fastest: Solberg 2m20.1s
Leader: Loeb

◀ in Las Jarillas, for Loeb's brow was furrowed at the end of the test.

"I took some used tyres," said Loeb. "I thought this would help me. I expected to lose time on the gravel section, but then I lost on the Tarmac as well – I didn't expect the road to be so dirty."

Loeb took his frustrations out on the next three stages and won them all convincingly, arriving back in service 24s closer to Hirvonen. Still more than a minute off the lead, Loeb was well aware that this one looked to be beyond even his massive talents.

It wasn't beyond Ogier, however. Having sped up his pace notes through the morning, he put them to good use through the afternoon. Was he looking forwards or backwards? Was he threatened by Solberg in third or locked on to Latvala in first?

"Well," he said with a smile. "I started the day 10 seconds behind Solberg and now I'm three ahead of him."

Ogier repeated his fastest time on Las Jarillas second time around to go into the second stage of the loop, just 10.6s off the front. In the final section of the Las Bajadas test, the event turned. And it turned firmly in favour of the Frenchman in SS13.

Right about the time Pedro buried Barcelona's first goal against Ford team principal Malcolm Wilson's beloved Manchester United,

the front-left wheel on the event's fastest Ford slapped back into the wheel arch. Latvala's lead looked vulnerable. Like United, 90 minutes later, it was all over.

Latvala said: "Four kilometres from the end of the stage I noticed that, under braking, the car was pulling massively to the right, but it was OK in the corners and under acceleration. I had to back off to get to the end of the stage and, when we jacked the car up after the stage I noticed a link was broken, which is why the wheel was moving."

By that point Latvala had lost the lead: he was 11.2s down on Ogier and four up on Solberg. Determined not to give up, Latvala lashed together a repair with ratchet straps. But he stopped a couple of miles into the next stage.

Ogier calmly kept the pressure on to try and put more distance between himself and Solberg; he increased that gap to 21s before the day's final stage.

But, coming out of the stage, that advantage had more than doubled as Rally Argentina dealt its second harsh hand in three stages, this time robbing Solberg of his powersteering just a mile into the final test. He dropped to fourth. Utterly distraught, he greeted the radio crew at the end of the stage with a flurry of swear words and was barely able to expand on that explanation when he returned to service

a couple of hours later.

Those problems raised the intensity of the battles further down the field. Hirvonen had started the day defending fourth from Loeb and ended it in second place with a buffer of just four seconds to the hard-charging champion.

Loeb admitted he was reasonably confident, having consistently taken time out of his rival – but he added the caveat of anything being possible in the 30-mile Ascochinga they would wake up to tomorrow morning.

Ostberg was an impressive and untroubled fifth after day two, while a puncture on Wilson's Ford allowed Federico Villagra past for sixth. The locals loved their hero's rise through the ranks, but Cumbria's quickest wasn't quite so chuffed.

POSITIONS AFTER DAY TWO

1 OGIER/INGRASSIA	3h20m05.8s
2 HIRVONEN/LEHTINEN	+43.7s
3 LOEB/ELENA	+47.7s
4 SOLBERG/PATTERSON	+1m16.2s
5 OSTBERG/ANDERSSON	+4m55.9s
6 VILLAGRA/PEREZ COMPANC	+5m52.9s

LEG THREE (36.68 miles)

OVERCAST – AMBIENT TEMPERATURE RANGE
ON STAGES: 1-12 CELSIUS

Just when it looked as though Ascochinga had lost its sting, Ogier rolled close to the end of the test. Such was the speed of his roll that he still set fifth quickest time, dropping just 26.2s to Loeb's scratch time. That meant the #2 DS3



Loeb even did best
Frank Spencer mimic

was still out front, but the gap was down to 21.5s.

The main concern on the stop line of the Sunday morning opener was what Ogier left behind when he drove away. A pool of oil had gathered where the Citroën had sat. Where had it come from and how much damage had it done?

"I cut the corner too much and rolled," was the succinct explanation. "Now I have to go."

He went, soon to discover the source of the fluid beneath his car was a powersteering pipe. There might only be seven miles and three stages left in this event, but the leader would be doing them without any assistance at the wheel. In the first run through Cabalango, he dropped eight

seconds, then 10 more in the superspecial.

"It's impossible," he said before the final stage.

Having started the day third, Loeb eased his way past Hirvonen for second in Ascochinga, but the Ford man remained engaged in what was turning out to be a scrap for an unlikely win.

Hirvonen had held Loeb through the fog of the first half of the long stage, but as Loeb found his rhythm and – by his own admission – woke up, he took the odd tenth here and there. In 30 miles those tenths add up and Loeb was in the clear.

And now, smelling the blood of his team-mate, Loeb hunted him down. With one stage remaining, Ogier was 3.3s ahead of Loeb and 5.7s ahead of Hirvonen.

But Ogier was a sitting duck. You had to feel for him as he wrestled the Citroën through the last couple of miles of the event.

"It was my mistake," he said. "I had 'cut' in the notes and I shouldn't."

Loeb could scarcely believe it, and Hirvonen's co-driver Jarmo Lehtinen summed up by saying: "It's Christmas."

The goodwill stretched to fourth, with Solberg winning the superspecial and enjoying the opportunity to celebrate on a WRC round.

Citroën's service park was a place of mixed emotions at the end of the event. Win or lose, nobody could deny Argentina had turned out another classic World Rally show. 🏆

PWRC

Kiwi wins by Paddon around to the finish

Hayden Paddon's plan for Rally Argentina was in ruins last Friday night. He was never supposed to be leading by seven minutes at the end of day one – that was the plan for day two. The New Zealander turned in another super-cool and consistent drive to collect his second PWRC win in as many starts.

Paddon wasn't the fastest through the opening day of the event, but he was in the ballpark. At the end of day one's agonisingly twisty roads, that ballpark was a lonely place to be – with only Paddon's Subaru in it. His car wasn't without its problems either: the PWRC leader reckoned he was only getting about 70 per cent of the power from it. The crew spent much of the event scratching their heads, changing all manner of electrical bits and pieces on the Impreza in an effort to put the full beans at Paddon's disposal.

In the end, it didn't matter. With eight minutes to play with, Paddon could take his time and bring the car home without any problems.

Behind him, it was a story of the drivers fighting back from day-one problems. Patrik Flodin arrived in Argentina desperate for a result to get his season back

on track and he delivered early on, leading the PWRC in his Subaru. Unfortunately for the Swede, his Impreza refused to fire up after the refuel, forcing him out of day one.

Mitsubishi driver Michal Kosciuszko was right at the sharp end of the leaderboard with Flodin on Friday, but he too failed to see final service at the end of day one. Kosciuszko suffered broken steering in SS7, with fellow Lancer driver Martin Semerad having done the same thing three stages earlier. It was little wonder that Paddon's policy of adopting his grandmother Ethel's driving style had paid off so handsomely.

All of the crews who had superallied returned for day two, with Flodin and Kosciuszko providing an entertaining battle through Saturday. The Polish driver held the upper hand going into the final day, but his hopes of the runner-up spot disappeared when he had to stop and fix another broken steering arm on Sunday's longest stage of the event.

Flodin moved into second with Dmitry Tagirov a distant third. Nicolas Fuchs was fourth. Raul Orlandini was fifth, just ahead of Semerad, who slipped to second in the championship race.



Paddon won by driving like granny

RESULTS

Rally Argentina, May 26-29, round 6 of 13

19 SPECIAL STAGES, 234.982 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sébastien Loeb/Daniel Elena	Citroën DS3 WRC	4h03m56.9s
2	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	+2.4s
3	2	Sébastien Ogier/Julien Ingrassia	Citroën DS3 WRC	+7.3s
4	11	Petter Solberg/Chris Patterson	Citroën DS3 WRC	+32.6s
5	6	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+5m16.8s
6	7	Federico Villagra/Jorge Perez Compagn	Ford Fiesta RS WRC	+6m48.5s
7	4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+11m34.5s
8	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+13m32.7s
9	38	Hayden Paddon/John Kennard	Subaru Impreza	+25m43.8s
10	21	Patrik Flodin/Maria Andersson	Subaru Impreza	+33m34.1s
OTHERS				
18	43	Ken Block/Alex Gelsomino	Ford Fiesta RS WRC	+53m19.9s
R	12	Daniel Oliveira/Carlos Magalhães	Mini John Cooper WRC	SS8-crash

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sébastien Loeb	126
2	Mikko Hirvonen	113
3	Sébastien Ogier	96
4	Jari-Matti Latvala	74
5	Petter Solberg	61
6	Mads Ostberg	48
7	Matthew Wilson	28
8	Federico Villagra	20
9	Kimi Räikkönen	18
10	Henning Solberg	10
MANUFACTURERS' POINTS		
1	Citroën Total WRT	207
2	Ford Abu Dhabi WRT	174
3	Stobart Ford	75

CLASS WINNERS WRC: Loeb/Elena; PWRC: Paddon/Kennard; Starters/finishers: 60/27; Leaders: SS1 Loeb; SS2-12 Latvala; SS13-18 Ogier; SS19 Loeb

RALLY SUMMARY The route for Argentina's return to the WRC after a season on the sidelines remained similar, with the exception of the return of a Carlos Paz superspecial, a chunk of asphalt at the end of El Condor and the start of Las Jarillas and the extension of Ascochinga to just under 30 miles.

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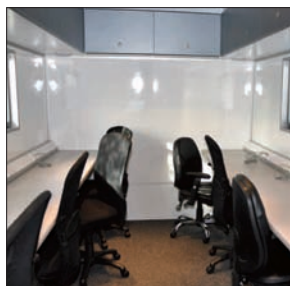


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OBITUARY

DAVID JOHN SEWELL

- formerly of IITA Ibadan, Nigeria and Whipsnade Zoo, UK - who had many friends in Motorsport, was killed in a plane crash on 24 May 2011 in Kaduna, Nigeria. He will be missed by all.

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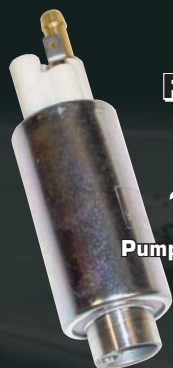
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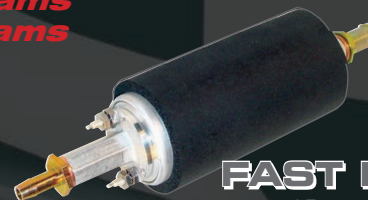
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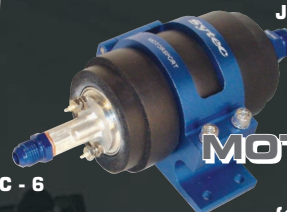
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Head of Composite Design - ref. "HR HCE 37"

You will be working as an experienced and highly capable Design Engineer to lead the Composite Design Group within our Design Office. Reporting directly to the Chief Designer, you will also be required to liaise with other design sections, Composite Manufacturing / trackside operations and our Aero department. Your main responsibilities will be to give technical advice and leadership to our composites design group in order to produce high quality composite solutions within demanding schedules.

Our ideal candidate would have demonstrated the above within a Motorsport environment and should have a proven track record of high technical achievement and excellent leadership skills. Place of work: Faenza (Italy).

Senior Composite Design Engineers - ref. "HR SCDE 38"

Working within our Design Office, your primary responsibilities will be to undertake the concept scheming, designing and detail specification of various composite components such as: Front and Rear Wings, chassis & Impact Structures and Bodywork. Your duties will also include specifying and detailing production and assembly tooling, jigs and testing fixtures within the NX CAD and TeamCenter environments.

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Senior Mechanical Design Engineers - ref. "HR SMDE 39"

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Aerodynamic Data Analysis Engineer – ref. "HR ADAE 40"

Based at our Wind Tunnel facility you will be part of the reinforcement of the Aerodynamic Track Engineering area. The role will cover subjects responsible for the investigation study of the car performance with aerodynamic implication. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is required. You must have some years of experience in the field of Data Analysis in a motorsport environment where experimental data acquisition and elaboration in respect of vehicle mechanics discipline has been applied. Good knowledge of MatLab and other software required for preparing tools necessary for the elaboration and data presentation is required to fulfil properly the job.

The ability to work to a high level of accuracy and tight deadlines is essential. The successful candidate will possess good communication skills, be self motivated and have a flexible approach to working hours. Teamwork skill and capability of working with minor supervision are essential. Place of work Bicester (UK)

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Aerodynamics Designer

Ref: LRGP-AER72

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Experience within F1 or a similarly fast moving design environment is essential, ideally including experience with Catia V5. A minimum qualification of HND/degree level in a mechanical engineering discipline is expected.

Simulator Technician

Ref: LRGP-VP62

An opportunity exists for a simulator technician to develop and maintain our driver simulator. The successful candidate will have the following responsibilities:-

1. Analysis of simulator data and fault diagnosis
2. Maintenance and development of simulator mechanical systems
3. Maintenance and development of simulator electronic systems
4. Operation of simulator control systems

To fulfil this demanding and exciting role candidates will need to have excellent knowledge of mechanical and electronic systems and experience of operating test rigs. In addition detailed knowledge of control systems would be advantageous.

Simulator Test Engineer

Ref: LRGP-VP63

An opportunity exists for a simulator test engineer to run our driver simulator program. The successful candidate will have the following responsibilities:-

1. Definition of driver simulator test program
2. Management and organisation of driver development programs
3. Analysis of simulator and track data
4. Vehicle setup and design studies
5. Simulator model development and correlation
6. Simulator hardware development

To fulfil this demanding and exciting role candidates will need to have excellent communication and organisational skills. In addition detailed knowledge and experience of vehicle dynamics and car setup is required, which should include race engineering experience in a relevant formula.

Simulator Modelling Engineer

Ref: LRGP-VP64

An opportunity exists for a simulator modelling engineer to develop models and prepare data for our driver simulator. The successful candidate will have the following responsibilities:-

1. Development of vehicle models
2. Preparation of simulator track data
3. Preparation of vehicle data
4. Analysis and validation of simulator data

To fulfil this demanding and exciting role candidates will need to have excellent knowledge of vehicle dynamics and proven ability of Matlab / Simulink and C/C++ programming. Knowledge of modern control techniques and multi body modelling would be advantageous.

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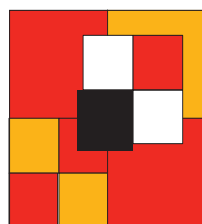
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Harvey quits Carrera Cup, **p80**



Formula Ford could spread round the world once more

Formula Ford closes on FIA junior category deal

Established category ticks many of the boxes on FIA's entry-level wishlist

» **FORMULA FORD LOOKS** increasingly likely to be adopted by world motorsport's governing body as the global entry-level single-seater category.

As AUTOSPORT revealed three months ago (see February 24 issue), the FIA's new Single-Seater Commission has been debating a junior category to fit in below the level currently occupied in Europe by Formula Renault and Abarth. The intention is to make it easier – and cheaper – for karters to graduate to cars.

The Commission's president, Barry Bland, disclosed last week that progress has been made. "It's taken a few steps forward and we will have another meeting

on June 9 to discuss the nuts-and-bolts considerations," he said.

"The general principle is for it to be multi-make, as the FIA is keen to have as many chassis manufacturers as possible. Also, several of us were convinced that we needed carbon monocoques, but we've seen enough videos from the FIA Institute to satisfy us that spaceframes, with modifications, can withstand impacts just as strong.

"It won't evolve that quickly, but it is going in the right direction. We're fairly certain that costs can be pegged at £80,000 for a season."

These philosophies are close to the existing Formula Ford, but when put to

Bland he only said: "Watch this space."

Such a move would please industry commentators, who argue that the only way to provide world motorsport with a truly global category is to pursue the multi-chassis route.

They argue that a one-make chassis would almost certainly be produced in Europe, and would be less attractive to markets in other continents than a class where cars can be locally produced, and older models can be imported.

The category would be only the third FIA-governed single-seater class, after Formula 1 and Formula 3.

Ford was unavailable for comment as AUTOSPORT closed for press.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL
EDITOR

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THE IDEA OF HAVING ONE,

FIA-approved, junior single-seater category makes perfect sense. People are always saying there are too many series and if just one can become the place to start it could go a long way to addressing that.

Not only would it reduce the likelihood of competing series in the same country, it would open up the possibility for a pan-European (or world?) contest at the end of each season. Imagine the best young drivers coming together for a showdown in cars they were all familiar with. A bit like Formula Ford Festivals of old in fact...

Formula Ford makes sense as a candidate, and not just for nostalgic reasons. It's one of the cheaper options, is multi-make – thereby encouraging drivers to develop cars – and provides close racing.

It doesn't provide drivers with aero experience, but if the next move is to something like Formula Renault that probably doesn't matter.

Which just leaves the issue of what to call it. Apparently, the FIA can't be seen to be supporting a particular manufacturer, so it may yet become 'Formula 4'. That would be a shame, but it'd be a small price to pay.

Extra contact details

Ben Anderson, editorial assistant
ben.anderson@haymarket.com

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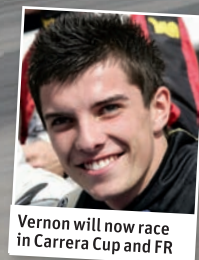
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Porsche Carrera Cup

Harvey leaves Carrera Cup

Series veteran hands his seat over to Kieran Vernon after difficult start to 2011



Vernon will now race in Carrera Cup and FR

TWO-TIME PORSCHE Carrera Cup champion Tim Harvey has made a shock decision to stand down from the series. Harvey, who was in his eighth season in the Carrera Cup, has made the decision after proving uncompetitive in the opening three race weekends of 2011. The 49-year-old will be replaced from this weekend's Oulton Park round by Porsche scholarship winner Kieran Vernon. The 21-year-old was unable

to raise the budget to graduate to the Carrera Cup and started the season in Formula Renault BARC. Harvey will return for the Nurburgring Nordschleife round in late June, before conceding the ride to Vernon for the rest of the season. Harvey has been the most vociferous driver in criticism of series organisers, who lowered the combined minimum weight limit for driver and car on the introduction of the latest-spec racer. This has left the series' lightest drivers

at the top of nearly every speed trap. But Harvey, who is more than 30kg over the minimum limit, has admitted that this is not the only problem. Together with Motorbase Performance team-mate Michael Caine, he has struggled to find the right set-up. "Having seen the data from the first six races, I know that I am simply not able to compete at the same level I have over the past seven years," said Harvey. "I think it better to pass the

opportunity to someone who richly deserves to be on the grid this year. I hope to compete competitively once again in the Carrera Cup in future." Vernon, who will still see out the remainder of the Formula Renault BARC season, added: "Winning the Porsche scholarship was the proudest moment of my career, and being unable to take it up was my worst moment!" "I aim to do Tim and all his sponsors proud and can't wait for Oulton Park."

E-type Trophy/Challenge Cleland begins E-type assault

TOURING CAR LEGEND JOHN Cleland shared a Jaguar E-type with Jonathan Hughes for the first time at Donington Park last weekend as the duo prepares to contest the full E-type Challenge this year. After starting the car third in the nine-car Classic Sports Car Club E-type Trophy field, Cleland held the place until retiring with a mechanical problem. "The idea was to gain mileage ahead of the Challenge and see how the car performed, because it hadn't run since having a ground-up rebuild," said Cleland. "I hadn't driven at Donington for 11 years and hadn't raced on treaded tyres for 20, so it was brilliant."

The Historic Sports Car Club-run E-type Challenge, new for 2011 to celebrate the 50th anniversary of the famous GT, includes events at Brands Hatch (July 2-3), Silverstone (July 22-24), Nurburgring (August 13-14), and Oulton Park (August 28-29). A separate, invitation-only, race will be run at the Goodwood Revival (September 16-18). Entries are split into two classes, with

Class A being for more modified cars, prepared to a later Appendix K spec. The 1989 and 1995 BTCC champion believes Hughes's car will be a contender for Class B spoils. "It's a great period car, and it's been well prepared by Revival Motorsport," he said. "We won't be able to beat the [Class A] lightweights because they're so much faster, but we should be a contender in Class B."



Cleland enjoyed his E-type run

BARC Club cancels Snett enduro

THE BRITISH AUTOMOBILE Racing Club has cancelled its Production Sports Double Six event, planned for the Snetterton 200 circuit this weekend. The meeting was to have included two six-hour races for sportscars, echoing the Brooklands Double Twelve races held before the Second World War, as well as support races for the MG Owners Club and Open Sports Car Series. A club spokesman confirmed the event had been "cancelled due to a lack of entries" and said there were no plans to revive the idea.

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Grand Prix Shootout

Grand Prix Shootout switches to FRenault machinery for relaunch

THE GRAND PRIX SHOOTOUT

competition will be relaunched around Formula Renault tests this season.

David Fleming's contest supported Tio Ellinas in British Formula Ford last year and helped his graduation into Formula Renault UK for 2011.

Now, instead of using road cars to assess drivers, GPS's selection phase will use a Mark Burdett-run Formula Renault BARC machine. A number of finalists - to a maximum of 10 - will then

test a Formula Renault UK car before the winner receives a funded drive in the FR UK Winter Cup with Burdett.

Entry to the opening round is set to cost around £2000, as will the fee for round two.

Because driver entries will not be sufficient to fund the race drive, Fleming says he has a private backer to step in if a suitable driver is found.

"I want proof they can deliver the goods," said Fleming. "I'm a purist - there's no chance budget will come into it when it comes to choosing the winning driver."

Fleming also confirmed that a drive in the 2012 Formula Renault UK Championship would be available if the winner impressed sufficiently in the Winter Cup.

GPS finalists will get FRenault UK test



Champion of Brands

Duratec aces to take on Kent test

BRITISH FORMULA FORD RACERS

Nick McBride and Neil Alberico will contest the Champion of Brands races this weekend to prepare for Duratec rounds on the circuit next month.

Australian Nick McBride currently lies third in British Formula Ford with a

Jamun Racing Mygale, while American Alberico is ninth in a Cliff Dempsey Racing Ray.

McBride will race a Kevin Mills Racing Spectrum in the Kent-engined category on the Grand Prix circuit. Alberico will drive the CDR Ray in which he has already scored Kent successes this season.

British Formula Ford pacesetter and former FF1600 star Scott Malvern is also hoping to return to the category at the event. "I'd like to do it, it's a matter of who can do the right deal," he said.



Duratec racers will head to CoB

UK Saker Sportscar Challenge

Saker UK races kick off at Snett

SAKER CHALLENGE

bosses believe the series can grow after attracting 11 cars for the first UK races at Snetterton last weekend.

Five of the entries were from the Dutch series, which has been running for several seasons. Two 30-minute races and a one-hour enduro were held.

Series director Paul Rose, who also runs the popular Fun Cup, said: "I was delighted to have 11 Sakers competing and

there has been interest in arrive-and-drive packages.

"We're starting in hard times, there are seven cars in the UK and we know the first two years will be difficult. But it's already well-established in Holland and offers GT

style racing at a more affordable price."

Dutchman Derwin Belt won all three races. Rose maintained British honour with third in both sprints, while Tim Wheeldon completed the podium in the finale.



Belt won the first three UK Saker races

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Pye appreciates racers, whatever the level

It doesn't matter whether you are competing in a vehicle worth seven figures or four, at Spa or Lydden, racing is racing. Providing it is clean and (preferably) hard-fought, success is to be celebrated, although for the self-funded, rank amateur winning may remain a far-flung dream. Sometimes being on the grid, doing it rather than watching and wishing, is enough.

Race victories are rarely served up on plates, with very good reason, because the preparation required to make cars quick and reliable is not easy or cheap. And that's before you have optimised your own input - the hardest, yet most overlooked aspect of the package - in driving whatever it is.

Studying the Michael Schumacher of old, or Sebastian Vettel currently, will demonstrate that accuracy and consistency are as crucial to blinding pace as great kit. Those principles hold as true at the most basic levels of the sport (where it still is one!) at Anglesey or Croft as at its most glamorous outposts on the streets of Monaco or Abu Dhabi's Yas Marina circuit.

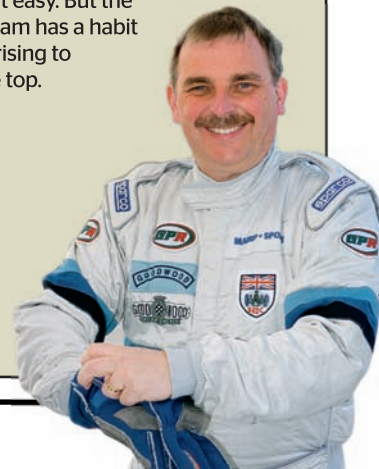
I don't see too much of Formula 1 - Silverstone is more than sufficient, thank you, for reporting on the same 24 drivers at, effectively, fortnightly stops around the world each year is my idea of purgatory - but derive as much pleasure from seeing racers doing well on the nursery slopes, or in the historic disciplines.

Most race for the hell of it, which is laudable. Others constantly seek more and work tirelessly to raise the finance to underwrite a progression. That's good too, because while few will become Formula 1 stars, there are plenty of professional slots to fill, in touring cars and sports prototypes if not single-seater classes. If you can attract attention, create a media profile and are savvy enough to reach the right boardrooms...

While no amount of 'Tweets' will trip my trigger, any more than weekly 'blogging' from PR agencies on behalf of young drivers (general rule: quantity of random bullshit inversely proportional to client's talent), I do enjoy trying to spot genuine potential in areas major pundits may consider too far off the radar.

Low-cost one-make saloon or sportscar series at club meetings regularly highlight ability that, with focused nurturing, could excel in more rarified strata. At Castle Combe on Monday, for instance, 19-year-old Brunel University student David Pittard continued his dominance of the bargain basement Toyota MR2 Mk1 series. A debutant last season, his appears to be quite a special talent. No matter that the hardware is technically unpromising, winning isn't easy. But the cream has a habit of rising to the top.

“Most race for the hell of it. Others seek more and work tirelessly to underwrite a good progression”



British F3 & GT

Michael Guasch and Matthew Bell stole the show at the new Snetterton 300 circuit with their Audi R8 GT3, clinching their first Avon Tyres British GT win of the season in the last few seconds of the race. In GT4 Marcus Clutton and Peter Belshaw took their second win of the season.

Kevin Magnussen claimed his maiden Cooper Tires British F3 win and followed it up with another victory in the last F3 race of the weekend.



Next round: June 18th & 19th at Brands Hatch
For tickets visit www.motorsportvision.co.uk/brands-hatch



Sunoco Drivers of the Weekend
< British GT – John Dhillon
British F3 – Harry Tincknell >



Part of the



Felipe Nasr maintains his lead in the Sunoco Daytona Challenge however lowered his average point score due to finishing outside the top 10 in race 3. In British GT Matt Bell and Michael Guasch had a fantastic weekend and are now in joint third place catching up quickly! For all the latest news see www.sunocodaytonachallenge.com

Driver standings – average per race

1	F Nasr	Carlin/F3	95.00
2	J Morcilo	Azteca/Britcar	83.33
3	M Bell	United Autosports/GT3	76.67
4	M Guasch	United Autosports/GT3	76.67
5	K Robinson	MJC/Britcar	68.33
6	S McInerney	Eclipse/Britcar	66.66
7	M McInerney	Eclipse/Britcar	66.66
8	J Shepherd	Hawthorns/Britcar	63.16

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IN BRIEF



MIKE FIELD'S STOHR TOPPED THE times at the Crystal Palace sprint event last weekend with a best time of 35.85 seconds. Tin-top veteran Rod Birley also gave the ex-Bill McGovern BTCC title-winning Sunbeam Imp (above) a run.

DEREK JOHNSTON WAS FORCED TO swap from his 458 to his older 430 for the Ferrari Open races at Donington Park last weekend. "The team told me the new car wouldn't start, so we got the old one out of the Graypaul Motors showrooms where it was up for sale," said Johnston, who went on to take two podiums.

JAGUAR ACE STEVE AVERY RACED

his Shelby GT350 Mustang for the first time at Donington Park last weekend (right). He was vying for a podium in the Sports/Saloon Car Challenge until he retired.

**FORMER MINISPECIAL SALOON**

racer Pete Edwards had his first race for four years when he debuted his ex-Mark Speller Renault Clio in the CNC Heads Sports Saloons at Oulton Park. He won his class and took 15th overall.

THE BRSCC BECAME THE FIRST

organiser to run two separate meetings at Snetterton on two different configurations at the same time last weekend. Alongside its main race meeting on the Snetterton 200, they also held a Sprint meeting on the one-mile Snetterton 100 infield loop.

**MILLS EXTREME**

Vehicles' inexpensive Mazda MX5-based Exocet kit car contested last Monday's Nippon Challenge races at

Castle Combe (above). Jonathan Blake brought it home ninth and 16th.

FORMULA JUNIOR COMPETITOR

Crispian Besley will be out of action for some time having sustained nasty leg injuries in a garage incident recently.

TIN-TOP LEGEND JOHN FITZPATRICK

endured a trying weekend at Brands. In Saturday's Indy circuit event he was given a drivethrough penalty for pitlane speeding, and then retired after his car cut out. On Sunday his BMW's engine blew, leaving him on the sidelines.



Wills with just some of the cars he entered at Brands!

Masters Historic Festival

Wills wins but misses target

Moscow-based racer doesn't contest every race, but is still a Brands winner

HISTORIC ACE ROGER WILLS

failed in his bid to run in all the races at the Masters Historic Festival at Brands Hatch last weekend, but did score four podiums from the 11 races he started.

Wills had planned to contest all 15 events, but he failed to start the Oldies but Goldies (Gaz Volga), Interserie (BMW CSL) and Mini contests due to car issues. He nevertheless appeared across eight categories.

He shared a Lotus Elite with Joe

Twyman to fifth in the Cloth Cap event, then took third on his Champion of Brands debut in a hired Van Diemen RF92, and scored Pre-'66 Touring Car finishes in his Mini and Mercury Comet Cyclone before retiring from the 70s Celebration (CSL), all on the Indy circuit.

On the Grand Prix loop, Wills retired his Lotus 92 from the first GP Masters race but took third in race two with his Williams FW05. He took a fourth and a second behind the wheel of his

McLaren M1B in the World Sportscar Masters events before leading and then retiring from the Gentlemen Drivers enduro with his Bizzarrini. He and Twyman won the Sports Racing Masters encounter in the M1B.

Wills, who has been preparing for his Le Mans 24 Hours debut later this month, said: "It has been a challenge! We've had some dramas but it's been great to be back in historic and I'm glad we got a win."

Spa Classic

Mercedes dominate at new Spa Classic event

THE MERCEDES-BENZ C11

dominated the historic Group C/GTP Racing series round at the inaugural Spa Classic last weekend.

Briton Bob Berridge qualified his version on pole with a time that would have put the car fourth on the grid for last month's Spa round of the Intercontinental

Le Mans Cup. He then led the one-hour race until retiring when his engine management system failed in the closing stages, handing victory to Christian Glasel's similar car. Katsu Kubota's Nissan R90C ended up a distant second.

The popularity of the Classic Endurance Racing

series led to the entry being split into two separate races for 1966-1971 prototypes and 1966-1974 GTs (CER 1), and CER 2 for 1972-1979 prototypes and 1975-1979

GTs. CER 1 was dominated by Lola T70s with David Hart leading home a Lola 1-2-3, while CER 2 went to the Can-Am Ferrari 712 of Paul Knapfield.



Mercedes-Benz C11s dominated

Coppa Intereuropa

Italian legends head to Monza historic festival



Pirro will race an E-type at Monza this weekend

FORMER GRAND PRIX DRIVERS

Emanuele Pirro and Arturo Merzario will take part in this weekend's Coppa Intereuropa historic festival at Monza.

Five-time Le Mans winner and double ALMS champion Pirro, 52, will share Emanuele Benedini's Jaguar E-type in the GT & Sports Car Cup race.

Meanwhile Merzario, 68, the 1972 European two-litre sportscar champion

and winner of 11 World Sportscar Championship rounds, will drive meeting co-promoter Jason Wright's 1962 ATS-Derrington Francis F1 car in the HGPCA and Phil Hill Trophy races.

Pirro and Merzario amassed a combined total of 94 GP starts during their F1 careers. Merzario recorded his final points finish at Monza in 1974 when he finished fourth for Iso-Marlboro.

NATIONAL RACES & RESULTS

MASTERS

BRANDS HATCH

MASTERS DOUBLES QUICK RESULTS

→ Pre-'66 TC Leo Voyazides

→ WSM Leo Voyazides

→ Interserie Rob Hall



Voyazides/Hadfield
Cobra after practice



MASTERS BRANDS HATCH, MAY 28-30

Leo in the wars, but still wins

Battle-weary Falcon
defeated Watts Mustang

LEO VOYAZIDES CAME

away from the Masters Historic Festival at Brands Hatch with four wins and two damaged cars in a mixed weekend for the Greek racer.

His opening victory came in a superb Pre-'66 Touring Car race on the Indy circuit on Saturday. It began badly after his polesitting Ford Falcon Sprint suffered a bonnet springing open on the warm-up lap. The marshals secured it and Leo started last, but forced his way up the order as Patrick Watts (Ford Mustang) led the way.

Voyazides worked his way to fourth just as a safety car was needed for David Hall (Lotus Cortina) who had spun at Surtees, and Voyazides was up with Watts as the race resumed. Voyazides moved ahead at Paddock only to collect a spun Alex Mortimer (Lotus Cortina) a lap later, allowing Watts back ahead.

Leo caught back up to retake the lead ahead of Watts and Norwegians Arne Berg/John Haughland

(Lotus Cortina), despite a broken gear-lever.

His second touring car win came with the help of Simon Hadfield and despite a flat-spotted tyre. "I think I've lost a filling," said Leo as he handed over to Hadfield.

A late-race safety car allowed the pack to bunch up and put John Young (Ford Mustang) on to the tail of Watts for second. The two squabbled mightily until the ex-BTCC racer was handed a drive-through penalty for overtaking under the yellow flags. That gave second to Young, Watts

hanging on to third ahead of Nick Swift (Austin Cooper S), who blitzed his Mini rivals.

Voyazides also took two World Sportscar Masters wins in his Lola T70 on the GP circuit, the first an easy one as he pulled clear of Steve Tandy (Lola T70) and Roger Wills (McLaren M1B). Wills and Tandy battled for second but the M1B was no match for the Lolas, the ex-David Piper T70 of Shaun Lynn moving up to second before he spun. An electrical problem late-race put him out. That allowed Tandy back to second ahead of Michael Lyons

(Lola T70).

Voyazides admitted to "being asleep" in race two, falling behind Lyons and Tandy. He moved past the Martin Stretton-run car of Tandy before its owner heard a loud bang and parked the car with a dead engine, but Lyons led Voyazides, the gap reducing, until the British GT racer spun into the Sheene Curve gravel with five minutes to go. Martin Angle's Chevron B16 was in the Clark Curve gravel and brought out a red flag, giving Voyazides the win from Wills, and Justin Maeers (Lola T70) his

first podium result.

Voyazides was denied a chance to race in the InterSerie Revival thrashes after his Lola T280 lost a wheel in qualifying and damaged the car's bodywork. That left Rob Hall in Abba Kogan's Matra MS670s to bag the win despite a mid-race safety car period and the efforts of Frank Bradley's mighty March 717. Bradley battled with the energetically-driven March 75S of Mike Wrigley after the safety car until the big V8 machine got the better of him and he fell off into the Hawthorn gravel.

Bates's 911 out-survived
its 70s Celebration rivals



“With these cars on this circuit, how can you not have a smile on your face?”

Simon Hadfield enjoyed some of the Brands meeting...



Voyazides took two wins in his Lola T70

REPORTS SPORTS EXTRA



Wills leads Gentlemen Drivers field away

Hall led race two but the safety car bunched up the pack and Bradley took advantage of Hall being delayed by a backmarker to take the lead. Hall fought back, and Bradley spun into the Druids gravel to bring out the red flag, giving Hall the win from Wrigley.

With Voyazides' AC Cobra damaged in a lap-one crash in qualifying with Simon Hadfield at the wheel, the car coming into contact with Jon Minshaw's Jaguar E-type, the Gentlemen Drivers Pre-'66 GT race was without two of the potential winners.

Instead, it turned into a stunner, headed initially by Roger Wills (Bizzarini 5300GT) and Mike Whitaker (TVR Griffith). Whitaker moved ahead on lap two but was delayed later by overheating rear brakes, while from last on

the 38-car grid, Allard Kalff charged Michel Campagne's Corvette Stingray into the lead.

Alas, the 'Vette retired in the pit window with a broken diff, allowing Steve Tandy's Jaguar E-type, started by Stretton, to lead. But Chris Chiles Jr then forged his way past in the brakeless AC Cobra started by his father.

A suspected puncture for Gary Pearson cost him and brother John's E-type second, so an excellent opening stint by Shaun Lynn (AC Cobra) allowed Dean Lanzante to bring it home behind Chiles, while Ian Flux/Sean Walker (Lotus Elan 26R) took third and a class win after a superb battle with the ex-Jackie Oliver car of Hadfield/Michael Schryver.

Roger Wills/Joe Twyman dominated the Sports

Racing Masters 60-minute race ("Joe's got a new girlfriend so I was helping him to impress her," explained Wills), while Nick Swift and Christian Devereux put on a great show in the Mini race. The two traded places until Devereux's car broke, Swift backing off and losing to first-time winner Philip Burgess by a thousandth!

Josh Barnett (Van Diemen) won a cracking Champion of Brands FF1600 race from early-leader Alex Kapadia, while Chris Jolly (Aston Martin DB2) easily took Oldies but Goldies honours after the Austin A95 of John Young/Nick Naismith ran out of fuel two laps from home.

Mark Bates claimed the 70s Celebration win as his Porsche 911 survived a race of attrition.

● David Addison

GRAND PRIX MASTERS BRANDS HATCH, MAY 29-30

Lyons roars to Masters spoils at Brands Hatch

MICHAEL LYONS WAS the star of the Grand Prix Masters races, his 1975-built Hesketh 308 humbling the later ground-effect cars.

Lyons qualified fourth but made a great start to challenge poleman Rob Austin's Arrows. The two ran together until Austin went to change gear and knocked off the ignition switch. By the time he'd turned the power on again, Lyons was ahead and Austin chased onto his tail, but he hadn't bargained for how good Lyons was at defending.

When Lyons ran wide at Paddock, Austin had another effort, but Lyons defended perfectly. When Austin was baulked by backmarker Ian Simmonds (Tyrrell 012), Lyons was two seconds ahead but Rob closed to within half a second, despite feeling weary at flagfall: "I'm trying to smoke myself fit, but

it isn't working!"

The pair dominated race two, Lyons leading with Austin glued to the tail of the Hesketh. After two laps Austin's hand caught the ignition switch again, leaving Lyons to build a lead. Behind them, Bill Coombs (Tyrrell 009) suffered a broken rotor arm, allowing Roger Wills (Williams FW05) and Steve Allen (Arrows A1) to fight for third, Wills taking the place.

● David Addison

RESULTS (BOTH 19 LAPS)

RACE 1 1 Michael Lyons (Hesketh 308E); 2 Rob Austin (Arrows A4) +0.538s; 3 Bill Coombs (Tyrrell 009); 4 Ian Simmonds (Tyrrell 012); 5 Mark Higson (March 761). **CW** Austin. **FL** Austin 1m21.327s (101.84mph). **Race 2 1 M Lyons;** 2 Austin +3.948s; 3 Roger Wills (Williams FW05); 4 Steve Allen (Arrows A1); 5 Higson; 6 Frank Lyons (McLaren M26). **CW** Austin; Judy Lyons (Surtees TS9). **FL** M Lyons 1m21.556s (101.56mph).



Lyons held firm to take two F1 wins

PRE-'66 TOURING CARS (INDY CIRCUIT) (44 LAPS) 1 Leo Voyazides (Ford Falcon); 2 Patrick Watts (Ford Mustang) +0.892s; 3 Arne Berg/John Haugland (Ford Lotus Cortina Mk1); 4 Henry Mann/Barrie Williams (Ford Lotus Cortina Mk1); 5 Joe Twyman/James Cottingham (Austin Cooper S); 6 Phil Perryman/Nick Naismith (Ford Lotus Cortina). **Class winners** Berg/Haugland; Twyman/Cottingham. **Fastest lap** Voyazides 56.819s (75.94mph).

RACE 2 (GP CIRCUIT) (32 LAPS) 1 Voyazides/Simon Hadfield (Ford Falcon); 2 John Young (Ford Mustang) +19.993s; 3 Patrick Watts (Ford Mustang); 4 Nick Swift (Morris Mini Cooper S); 5 Henry Mann (Ford Lotus Cortina Mk1); 6 Martin Angle/Hugh Angle (Ford Mustang). **CW** Swift; Mann; Mike Dowsett (Hillman Rallye Imp). **FL** Voyazides/Hadfield 1m47.587s (76.99mph).

WORLD SPORTSCAR MASTERS (GP CIRCUIT) (15 LAPS) 1 Voyazides (Lola T70 Mk3B); 2 Steve Tandy (Lola T70

Mk3B) +6.362s; 3 Michael Lyons (Lola T70); 4 Roger Wills (McLaren M1B); 5 Justin Maers (Lola T70 Mk3B); 6 Hugh Angle (Chevron B16). **CW** Wills; Angle; Gregorie Audi (Lola T212); Alec Hammond (Chevron B8); Mark Bates (Porsche 911 RSR). **FL** Voyazides 1m35.570s (86.67mph).

RACE 2 (15 LAPS) 1 Voyazides; 2 Wills +22.867s; 3 Maers; 4 Andrew Middleton (Taydec Mk3); 5 James Cottingham (Chevron B8); 6 Michael Schryver (Chevron B6). **CW** Wills; Middleton; Cottingham; Bates; Audi. **FL** M Lyons 1m33.571s (88.52mph).

INTERSERIE REVIVAL (GP CIRCUIT) (15 LAPS) 1 Rob Hall (Matra MS670B); 2 Mike Wrigley (March 755) +61.60s; 3 Abba Kogan (Matra MS670B); 4 Alexander Lienau (Chevron B19); no other finishers. **CW** Lienau. **FL** Hall 1m27.521s (94.64mph). **RACE 2 (12 LAPS)** 1 Hall; 2 Wrigley +94.02s; 3 Michiel Campagne (McLaren M8F); 4 Lienau; 5 Shaun Lynn (Ford Capri); 6 Georg Kjallgren (BMW 35 CSL). **CW** Campagne; Lienau; Lynn.

FL Hall 1m26.832s (95.39mph). **GENTLEMEN DRIVERS (GP CIRCUIT) (65 LAPS)** 1 Chris Chiles Sr/Chris Chiles Jr (AC Cobra); 2 Shaun Lynn/Dean Lazante (AC Cobra) +19.137s; 3 Sean Walker/Ian Flux (Lotus Elan 26R); 4 Simon Hadfield/Michael Schryver (Lotus Elan 26R); 5 Martin Stretton/Steve Tandy (Jaguar E-type); 6 Jamie Boot (Jaguar E-type).

CW Walker/Flux; Roman Caresani/Kees Kooy (Porsche 911); Nick Naismith/John Young (Aston Martin DB4); Philip Walker/Danny Wright (Lotus XI Le Mans).

FL Allard Kalff (Chevrolet Corvette Grand Sport) 1m43.442s (80.07mph).

SPORTS RACING MASTERS (GP CIRCUIT) (35 LAPS) 1 Roger Wills/Joe Twyman (McLaren M1B); 2 Marcus Mussa (McLaren M1B) +49.905s; 3 Laurie Bennett (McLaren M1B); 4 Shaun Lynn (Ford GT40); 5 John Pearson/Gary Pearson (Lotus 23B); 6 David Forsbrey/Andy Newall (Ford GT40 Mk1). **CW** Lynn; Pearson/Pearson. **FL** Wills/Twyman 1m37.161s (85.25mph).

PRE-'66 MINI SPRINT RACE (GP CIRCUIT) (10 LAPS) 1 Philip Burgess (Austin Mini Cooper S); 2 Nick Swift (Morris Mini Cooper S) +0.001s; 3 Tim Stanbridge (Morris Mini Cooper S); 4 William Ward (Austin Mini Cooper S); 5 Rory Henderson (Austin Mini Cooper S); no other finishers. **FL** Christian Devereux (Austin Mini Cooper S) 1m53.264s (73.13mph).

FF1600 CHAMPION OF BRANDS (INDY CIRCUIT) (24 LAPS) 1 Josh Barnett (Van Diemen BR001); 2 Alex Kapadia (Ray 97) +1.666s; 3 Roger Wills (Van Diemen RF92); 4 Miles Johnston (Mygale SJ01); 5 Jon Davis (Van Diemen RF92); 6 George Salter (Spectrum 011C). **FL** Barnett 50.677s (85.14mph).

OLDIES BUT GOLDIES (INDY CIRCUIT) (42 LAPS) 1 Chris Jolly (Aston Martin DB2); 2 Nick Naismith/John Young (Austin A95) -2 laps; 3 Anthony Robinson (Austin A35); 4 Matthew Wrigley (Austin A35); 5 John Donegan/Aiden Donegan (Austin A40 Farina); no other finishers.

CW Naismith/Young; Robinson. **FL** Naismith/Young 1m01.636s (70.00mph).

70s CELEBRATION RACE (INDY CIRCUIT) (39 LAPS) 1 Mark Bates (Porsche 911 RSR); 2 Mike Wrigley (Ford Escort Mk1) -2 laps; 3 Ken Welch/Nick Swift (BMC Mini Cooper); 4 Peter Mallett (Ford Capri 3.0S); 5 Rudolf Ernst/Mike Hibberd (Porsche 914/6); 6 Chris Clarkson/Ted Williams (BMW 2002). **CW** Wrigley; Welch/Swift; Mallett; Ernst/Hibberd; Clarkson/Williams. **FL** Mark Wright (Ford Escort RS1800) 52.921s (85.53mph).

CLOTH CAP WITH XK CHALLENGE (INDY CIRCUIT) (44 LAPS) 1 Simon Hadfield/Michael Schryver (Lotus Elan 26R); 2 Jonathan Blooin/Andy Nunn (TVR Griffith) -1 lap; 3 Karl Wetherell (Triumph TR4); 4 David Smithies/Chris Clarkson (Austin Healey 3000 Mk1); 5 Roger Wills/Joe Twyman (Lotus Elite); 6 Christian Dick/Neil Merry (Sunbeam Tiger). **CW** Blooin/Nunn; Read Gomm/Andrew Keith-Lucas (Jaguar XK 150). **FL** Hadfield/Schryver 56.135s (76.86mph).



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Cassar impressed our man on way to Tin Top win

REPORTS SPORTS EXTRA



Cassar was mighty in his Proton Satria

BARC MALLORY PARK, MAY 30

Proton man is tin-top star

THE MALLORY PARK curfew defeated attempts to complete two races for the Cannon’s Tin Top Series at the second Motors TV Live Race day of the season, but the solitary race that was held was the highlight of the afternoon.

Danny Cassar’s drive to victory in his Proton Satria was quite brilliant, the East Ham man demonstrating fantastic racecraft to find grip on a damp circuit that offered very little.

Ian Butler (Ford Focus RS) led at first, with Andy Woods-Dean (Renault Megane) snatching second from teenaged poleman Curtis Mitchell (Peugeot 205) at the hairpin on lap one. Mitchell became Cassar’s first victim at Gerard’s Bend, then Cassar

passed Woods-Dean at Lake Esses.

The well-presented Focus of Butler required a little more effort. Cassar ran abreast with him through Gerard’s on the penultimate lap only to lose a length on Stebbe Straight, but regained the place through sheer bravery at Lake Esses. Butler was edged back amidst traffic at the final corner, so Mitchell and Woods-Dean completed the podium.

The second race was red-flagged on the first lap after Steve Rothery’s massive roll in his Renault Clio. The Dartford man ran onto wet grass on the exit of Gerard’s Bend, and contact with foam barriers protecting the guardrail was inevitable. With 6pm

approaching, there was no time for a restart.

The Quaife Intermarque League also got less than its full allocation of racing laps, with a safety-car period disrupting the opener and reducing it to a two-lap sprint. Keith White was in control throughout in his BMW Z4 silhouette, with Tommy Field and Chris Brockhurst following in their own spaceframe clones.

The second race promised more, but Chris Ayling and Richard Smith were prevented from getting involved after spins along the Stebbe Straight on the opening lap. White won again, with Mick Grant the best of the Tigers.

Nigel Webb’s drive from row eight of the HRDC

Touring Greats grid was one of the day’s features. The veteran only managed a handful of laps in a treacherous qualifying session, but he had the nous to seek out the parts of the circuit with more grip when the race got underway. Within six laps he was into the top five places in his Jaguar Mk1, as

Rod Adlington’s Volvo was comfortably out front. But two spins for the Swedish car – the second of which led to retirement – ruled it out of contention. Richard Butterfield (Mk1) led into the pitstops, but co-driver David Bye could not match Webb’s pace. Mark Daniell and Matthew Moore, in Austin A40s, completed the podium.

Two non-championship 2CV contests provided enormous entertainment, with the result in each case only being determined on the run to the finish line. Phil Myatt was chased by Sammie Fritchley throughout race one, but Fritchley towed by out of Devil’s Elbow for the final time. Likewise in race two Paul Robertson – who had never led the race – stole the win from Greg Wheeler.

Daniel Malkin took two Caterham Graduates wins from lowly grid positions. The fact that he kept his nose clean when many of his rivals failed to do so helped him enormously.

Jeremy Bailey took his Aston Martin N24 to victory in each of the AMOC Intermarque contests, while Rae Davis emerged a clear GT Greats winner in his Mini Gem, despite an oil-soaked track.

● Ian Sowman



Webb’s Jag topped Touring Greats

CANNON’S TIN TOPS (11 LAPS)

1 **Danny Cassar** (Proton Satria GTI); 2 **Curtis Mitchell** (Peugeot 205) +2.847s; 3 **Andrew Woods-Dean** (Renault Megane); 4 **Steve Rothery** (Renault Clio); 5 **Ian Butler** (Ford Focus); 6 **Luke Bennett** (Honda Integra). **Class winners** Mitchell; Butler; Richard Brent (Peugeot 205); Chris McFie (Fiat Punto); Anthony Harrison (Rover 220); David Charlton (VW Beetle). **Fastest lap** Brent 57.466s (84.57mph).

QUAIFE INTERMARQUE/TIGER

SPORTS CARS (10 LAPS) 1 **Keith White** (BMW Z4); 2 **Tommy Field** (Vauxhall Tigra) +0.612s; 3 **Chris Brockhurst** (Vauxhall Tigra); 4 **Nick Starkey** (Caterham

Superlight); 5 **Bill Cookson** (Caterham 7); 6 **Richard Smith** (Vauxhall Tigra). **CW Starkey**; Cookson; Mick Grant (Tiger R6); Paul Dudley (Tiger R6); Mark Fuller (Mercedes SLK). **FL** White 54.568s (89.06mph).

RACE 2 (11 LAPS) 1 **White**; 2 **Field** +3.103s; 3 **Brockhurst**; 4 **Cookson**; 5 **Daniel Smith** (Peugeot 206); 6 **Philip Young** (Mitsubishi Colt). **CW** Field; Cookson; Grant; Starkey; Dudley. **FL** White 56.578s (85.89mph).

HRDC TOURING GREATS (40 LAPS)

1 **Nigel Webb** (Jaguar Mk1); 2 **Mark Daniell** (Austin A40) +46.638s; 3 **Matthew Moore** (Austin A40); 4 **Simon Lewis** (Pete Dorlin (Jaguar Mk1); 5 **Mike Haigh** (Stuart Pearson

(Ford Falcon); 6 **Richard Butterfield** (David Bye (Jaguar Mk1). **CW** Daniell; Paul Taft; Malcolm Harrison (Volvo Amazon); Gavin Watson (Borgward Isabella). **FL** Webb 1m03.999s (75.93mph).

2CVs (9 LAPS) 1 **Sammie Fritchley**; 2 **Phil Myatt** +0.038s; 3 **David O’Keeffe**; 4 **Peter Rundle**; 5 **Len Davies**; 6 **Michael Fox**. **FL** Fox 1m13.745s (66.25mph).

RACE 2 (8 LAPS) 1 **Paul Robertson**; 2 **Greg Wheeler** +0.051s; 3 **Rundle**; 4 **Fritchley**; 5 **Wayne Cowling**; 6 **Mark Turner**.

CATERHAM GRADUATES (11 LAPS)

1 **Daniel Malkin**; 2 **Adrian Russell** +0.253s; 3 **Edward Benson**; 4 **Nick Frost**; 5 **Adam**

Bettinson; 6 **Mick Whitehead**. **CW** Benson; John Gil. **FL** Malkin 57.773s (84.12mph).

RACE 2 (10 LAPS) 1 **Malkin**; 2 **Bettinson** +1.969s; 3 **Benson**; 4 **Whitehead**; 5 **Russell**; 6 **Tim Jump**. **CW** Benson; Gil. **FL** Frost Amison 58.572s (82.97mph).

AMOC INTERMARQUE (11 LAPS)

1 **Jeremy Bailey** (Aston Martin N24); 2 **Sean Brown** (Aston Martin DB4) +4.552s; 3 **John Bussell** (Aston Martin DB5); 4 **Stephen Archer** (Porsche 964); 5 **Wayne Marrs** (Ferrari F355); 6 **Bill Smallridge** (Sunbeam Tiger). **CW** Brown; Archer; Mike Johnson (Porsche 911); Tristian Bradford (Sunbeam Tiger). **FL** Bailey 55.419s (87.69mph).

RACE 2 (12 LAPS) 1 **Bailey**; 2 **Marrs** +9.390s; 3 **Brown**; 4 **Archer**; 5 **Smallridge**; 6 **Conor O’Brien** (Aston Martin DB4). **CW** Brown; Archer; Johnson; Bradford. **FL** Bailey 54.718s (88.81mph).

HRDC GRAND TOURING GREATS (26 LAPS) 1 **Rae Davis** (Mini Gem); 2 **Shaun Rainford** (MG Lenham SS1800) +37.969s; 3 **Mike Haigh** (MG Lenham Le Mans); 4 **Brian Arculus** (Lotus Elite); 5 **Paul Woolmer** (Austin Healey Sebring Sprite Coupe); 6 **Jon McDonald** (Ashley GT). **CW** Arculus; Geoff Turrall (Fiat Abarth 750). **FL** Davis 1m05.046s (74.71mph).



FERRARI OPEN DONINGTON PARK, MAY 28-29

Johnston and Eastwood put on Ferrari show

BOTH PIRELLI FERRARI Open races at Donington Park's CSCC meeting last weekend involved duels between the 430s of Derek Johnston and Gary Eastwood.

Wayne Marrs' 360 GTC initially led race one from pole, with Johnston chasing Eastwood for second. But on the third lap Johnston made his move by taking Eastwood into Redgate and then Marrs at the Old Hairpin. "It was a real gutsy move and I was proud of that," said the former Daytona 24 Hours racer.

Eastwood held on for a few laps before Johnston pulled out over 10 seconds by the flag. Michael Dwane's new 458 ousted Marrs for third from lap four and, after falling behind David Tomlin's 430, Marrs had a duel with Craig Milner's 458. Both got back by Tomlin before Marrs got

beached at the chicane with three laps left.

It couldn't have been closer at the start of race two as Eastwood, Johnston and Tomlin arrived three abreast into Redgate, Eastwood emerging ahead at the exit. All three broke away from the chasing pack, but Tomlin struggled to stay on the lead duo's pace.

It had been nose-to-tail for a couple of laps between the lead pair when the safety car was called into action, with James Shirley's F355 off on the Craner Curves. After three laps it was green and Johnston took up where he left off, running inches from Eastwood's rear.

It was lap 14 (of 23) before Eastwood made an error into the chicane. Although Johnston nosed ahead on the outside, Eastwood held the inside – and the lead



Johnston (left) and Eastwood fought hard

– as they arrived at Redgate. It was another three laps before Johnston made another challenge, taking a look up the inside and kicking up the dust at Redgate. They were side-by-side down the Craner Curves, before Eastwood decided to back off. "I thought it best to concede that one," he said.

But Johnston's lead was to be shortlived. After

getting out of shape at the chicane, he spun off at Redgate and fell to third.

"I was waiting for them to take each other off," said Tomlin, who therefore took second behind Eastwood.

● Peter Scherer

RESULTS – RACE 1 (25 LAPS)

1 Derek Johnston (430 Challenge);
2 Gary Eastwood (430C) +10.954s;
3 Michael Dwane (458 Challenge);
4 Craig Milner (458C); **5** David

Tomlin (430C); **6** Arwyn Williams (430C). **Class winners** Eastwood; Nigel Jenkins (F355 Challenge); Nick Kaye (456 GT); David Hathaway (360 Challenge). **Fastest lap** Eastwood 1m12.054s (98.87mph).

RACE 2 (23 LAPS) 1 Eastwood;

2 Tomlin +3.301s; **3** Johnston; **4** M Dwane; **5** Paul Bailey (458C); **6** Wayne Marrs (360GTC).

CW Johnston; Vance Kearney (F355 Challenge); Kaye; Jack Dwane (Ferrari 360 Challenge).

FL Johnston 1m11.687s (99.38mph).



Hill held on for a narrow race-two win

JAGUAR SALOON/XJS DONINGTON PARK, MAY 28-29

Rivals can't overcome the challenge of the Hill

STEWERT LYDALL AND Gail Hill shared the spoils in the Jaguar Saloon and XJS races and both played their part in a frantic second encounter.

Lyddall's XJS led from the opening lap in race one, with Hill's XJ40 heading Tim Marrant's XJ6 for second. Lawrence Coppock's XJS began to work through the order and, after taking third from Marrant on lap five, he reeled in Hill before claiming second with a lap to go, albeit over four

seconds adrift of Lyddall.

Patrick Doyle's XJS and the XJ6s of David Bye and Peter Dorlin rounded off the top six, after Marrant retired.

Hill made the best start in race two, with Lyddall soon crawling all over her bootlid. Doyle kept a close third and made sure Lyddall put as much effort into defence as he did into attack.

After three laps behind the safety car, it became frantic as the green flag was waved. Hill just held off Lyddall as they plunged

down the Craner Curves, but Doyle made it into second at the Old Hairpin. Lyddall tried a desperate late-braking move at the chicane, resulting in a spin, as Dorlin moved into second.

Hill still wasn't safe, with Bye joining in to make it four for the lead. Dorlin couldn't hold off a challenge from Bye on the final lap, but Hill stayed ahead to win, with Bye, Dorlin and Doyle all within 0.7s of the winner!

Lyddall eventually took the flag down in 13th.

● Peter Scherer

RESULTS – RACE 1 (10 LAPS)

1 Stewart Lyddall (XJS);
2 Lawrence Coppock (XJS) +4.478s;
3 Gail Hill (XJ40); **4** Patrick Doyle (XJS); **5** David Bye (XJ6); **6** Peter Dorlin (XJ6). **CW** Hill; Neil Taylor (S-Type); Derek Pearce (Mk2); Roger Webster (XJS); Philip Comer (XJS). **FL** Coppock 1m25.678s (83.15mph).

RACE 2 (9 LAPS) 1 Hill; **2** Bye +0.372s; **3** Dorlin; **4** Doyle; **5** Cliff Ryan (XJS); **6** Pearce. **CW** Pearce; Taylor; James Ramm (XJS); Ian Drage (XJS); Doyle. **FL** Ramm 1m25.944s (82.89mph).

SWINGING SIXTIES DONINGTON PARK, MAY 28-29

Turnball dominates

PAUL TURNBALL'S TVR Tuscan led most of the Swinging Sixties Group 2 race, with only Luke Wos' Chevy Corvette staying anywhere near him.

Wos led a couple of laps during the pitstops, but otherwise it was Turnbull all the way. Wos retired late on, when he dumped his oil at the Old Hairpin.

Matthew Birtwistle's Lotus Elan had run a clear third after Andrew Yates pitted with his Sunbeam Tiger, and inherited second. The Ford Mustang of Wayne Langridge completed the podium after Mark Potter was caught out on Wos' oil.

Martyn Adams/Kevan Hadfield's Triumph TR4 secured late victory in the Group 1 race, after Chris Dear/Rob Austin

(Midget) coasted into the pits in the closing stages.

● Peter Scherer

RESULTS – GROUP 2 (29 LAPS)

1 Paul Turnbull (TVR Tuscan); **2** Matthew Birtwistle (Lotus Elan) –1 lap; **3** Wayne Langridge (Ford Mustang); **4** Mark Potter (Austin Healey 3000); **5** Rob Cowing/Mike Hughes (Triumph TR5); **6** Chris Edwards/Julian Riley (Lotus 7 S4). **CW** Potter; Michael Gray/Kallum Gray (E-type); Jon Wolfe (Ford Falcon Sprint); Birtwistle. **FL** Turnbull 1m21.877s (87.01mph).

GRP 1 (27 LAPS) 1 Martyn Adams/Kevan Hadfield (Triumph TR4);

2 Andy Vowell (Triumph Spitfire) +34.340s; **3** Pippa Cow/Gil Duffy (AH Sprite); **4** Julian Gammage (Opel GT); **5** Keith Calver (Mini Clubman); **6** Tim Cairns/Richard McKeon (AH Sprite). **CW** Cow/Duffy; Luke Willcocks/Ian Roke (Lancia Fulvia); Martin Doherty/Paul Whybrow (MGA). **FL** Cairns/McKeon 1m26.639s (82.23mph).

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, MAY 28-29

Moran takes double as Menzies fires warning

SCOTT MORAN MAY have won both rounds at Gurston Down, but Wallace Menzies was the star of the weekend. Scotsman Menzies in his revamped-for-2011 DJ-Cosworth Firestorm realised the potential of the compact car and 14,000rpm engine, both qualifying and finishing second with only Moran ahead of him all day.

Moran waited to see Menzies' time each time before starting so that he knew exactly what he needed to do. He was full of praise for the Scot and admitted “his time will come”. With the ultimate big-power hill of Shelsley Walsh next weekend that may be very soon indeed.

Menzies is now looking confident. “There is so much potential in this car and still more to come

with more changes to be introduced,” he said.

DJ's Del Quigley added: “This is why we chose the Cosworth XD – it behaves just like the bike engines Wallace is used to.”

With Menzies pushing Trevor Willis back to third each time, Moran's scores moved him further ahead of his rival even this early in the season.

Gurston's layout should favour the high-powered cars, but that did not stop

1600cc sensation Lee Adams (who had never seen Gurston before) from picking up points in both run-offs to maintain his fourth place overall, while a good weekend from the Chris Merrick and Tom New partnership closed them in on Adams.

Moran has now moved into joint third in the chart

of all-time BHC round winners, alongside the long retired five-time champion Martyn Griffiths on 67 run-off victories. With the Griffiths tally likely to be surpassed in the weeks ahead, only the scores of the late, great Roy Lane and Moran's old rival, Martin Groves, lie ahead.

● Eddie Walder

Menzies powered to two seconds



ROUND 7 1 Scott Moran (3.5 Gould-NME GR61X) 25.98s; 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.42s; 3 Trevor Willis (3.2 OMS-Powertec) 26.68s; 4 Chris Merrick (3.5 Gould-Judd GR55) 26.85s; 5 Tom New (3.5 Gould-Judd GR55) 26.88s; 6 Roger Moran (3.5 Gould-NME GR61X) 26.95s; 7 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.73s; 8 John Bradburn (Gould-Cosworth HB GR55) 27.84s; 9 Lee Adams (1.6 GWR-Suzuki Raptor) 27.89s; 10 Will Hall (1.6 Force-Suzuki PC) 27.99s; 11 Rob Turnbull (Gould-Cosworth HB GR55) 28.07s; 12 Andrew Forsyth (3.5 Pilbeam-Cosworth MP58) 28.10s.

ROUND 8 1 S Moran 25.73s BTD; 2 Menzies 26.50s; 3 Willis 26.51s; 4 New 26.58s; 5 R Moran 26.87s; 6 Merrick 27.14s; 7 Tomlin 27.31s; 8 Adams 27.72s; 9 Alistair Crawford (2.8 Gould-NME GR55) 27.83s; 10 Forsyth 28.01s; 11 Ash Mason (4.0 Pilbeam-Judd KV MP97) 28.01s; 12 Hall 28.42s.
POINTS 1 S Moran, 73; 2 Willis, 58; 3 R Moran, 53; 4 Adams, 44; 5 Merrick, 36; 6 New, 29; 7 Richard Spedding (1.6 Force-Suzuki PC), 25; 8 Eynon Price (1.6 Force-Suzuki PC), 23; 9 Menzies, 22; 10 Hall, 21.
Class winners Paul Webster (1.8 Mazda MX5) 38.19s; record, Peter Marsh (3.8t Nissan GTR)

34.17s; Allan Warburton (1.8 Caterham-Vauxhall) 32.66s; record, Neal Masters (1.4 Rover Mini) 35.54s; record, Geoff Twemlow (2.1t Subaru Impreza) 34.88s; Ian Chard (2.0t Toyota MR2) 34.32s; record, Andy Dunbar (2.0 Westfield SEI) 31.87s; Les Mutch (2.5 Dax Rush) 31.48s; Geoff Hunt (1.6 Lotus 22) 34.37s; Graham Wynn (1.6 Force-Suzuki LM001) 31.10s; Charlie Smith (2.6 Pilbeam MP43C) 29.61s; Toby Moody (0.6 Force-Suzuki DS600) 31.70s; Adam Steel (1.0 Martlet-Suzuki ASI) 29.34s; Adams 27.79s; record, Andy McBeath (1.3s OMS-Suzuki 25) 29.94s; S Moran 26.30s.

ASTON MARTIN GT4 CHALLENGE SNETTERTON, MAY 28

Le Blanc and de Zille win action-packed GT4 race

THERE WAS ACTION aplenty throughout the 2011 season's second GT4 Challenge meeting, despite the absence of an F1 team boss (Red Bull's Christian Horner joined the ranks at Silverstone).

In the opening minutes Andrew Frankel cracked his GT4's sump on the kerbs at Nelson while trying to avoid an errant rival, laying a trail of oil that stretched all the

way to the pits, triggering a 25-minute safety car period and a flurry of early pitstops.

As racing resumed and the running order took shape, Stuart Hall (newly installed in place of team-mate Chris Kemp) made rapid progress, leapfrogging two cars on a single lap to take second, before snatching the lead as the field sped towards the hour mark. He was

joined at the front by three other teams, with Silverstone winner Richard Abra advancing to second place ahead of Alan Bonner and Karsten Le Blanc.

By the time another oil-induced caution period triggered the last round of pitstops, Le Blanc's team-mate Dan de Zille had taken the wheel and shuffled into the lead. The FFord racer controlled

the final hour, surviving a late rain shower to take an impressive victory.

By contrast, British GT star Hall had dropped to fourth, with a 90-second gap between himself and a podium place. Undaunted, he reeled in Bonner's team-mate Tom Black and took third with 10 minutes to spare. That became second when Abra dropped a place after a late stop to hand over to team-mate Mark Poole. A feisty Black followed Hall through to steal third with a great move into Riches.

● Oliver Timson

RESULTS (76 LAPS) 1 Karsten

Le Blanc/Dan de Zille (GT4);

2 Christopher Kemp/Stuart Hall (GT4) +1m03.650s; 3 Tom Black/Alan Bonner (GT4); 4 Richard Abra/Mark Poole (GT4); 5 Mike Brown/Dave West/Paul Cripps (N24); 6 Jonathan Hartop (N24).

FL Hall 2m00.732s (88.52mph).



IN BRIEF



FUTURE CLASSICS

Mark Chilton's Porsche 928 (above) grabbed the spoils at Donington. Tim Bates' Porsche 911SC retained second after his co-driver Ian White had led the first half of the race.

DEUTSCHE MARQUE

Time Attack BMW regular Daniel Gannon made a winning debut in the Deutsche Marque Series at Donington. Peter Morris/Alex Eacock's Porsche 968 was second, with Jeff Mileham/Steve Guglielmi's BMW M3 third.

TIN TOPS

Tin Tops was a family affair at Donington, with Mark Hammersley's Peugeot 306 snatching the lead from father John's Honda Integra with three laps to go. Nigel Tongue had led with the Peugeot until the stops, with Simon Taylor down in third early on in the Integra.

FERRARI CLASSIC

Gary Culver's 328 GTB held off James Cartwright for 12 laps, before surrendering the lead at Goddards. Culver became the meat in a Cartwright brothers sandwich in race two, with James making it a double win.

E-TYPE & CLASSIC K

Chris Scragg and John Bussell took a convincing win in the E-type Trophy at Donington. The pair won the Classic K too, with Bussell getting the better of Mark Halstead/Stuart McPherson's Lotus Elan.

HERITAGE GT

In the opener at Snetterton Olly Bryant took the wheel of father Grahame's Morgan and overhauled Phil Seaman's Sunbeam Lotus to win. Clutch problems dampened Bryant's charge in race two, leaving John Wilson's MGB GTV8 to pass Seaman for top spot.





IN BRIEF



TOYOTA MR2

David Pittard (above) was a piranha among minnows at Combe in his Montana Motorsport car. Mark Woods's run from 16th to third in the opener was also meritorious.

MA5DA MX5 MK3

Castle Combe honours were shared by Tom Roche and Rob Boston, who shook off Luke Herbert and Paul Sheard. A finely-judged run round the outside of earlier Mk1 victor Tom Davis earned Sam Hill the class second time out.

NIPPON CHALLENGE

Wet or dry at Combe, Vaughan Fletcher's Subaru Impreza was unstoppable, though Stewart Hutchinson (Honda Integra) came closest. Yaser Almeghribi's 240bhp Daihatsu Charade raised eyebrows; Andy McLennan spun his Suzuki Swift trying to unseat it from third in race two.

CHEVRON GR8/CROSSLE 9S

Jordan Witt's Chevron won the first race at Oulton Park by over a lap from Andrew Wright. But he was forced to surrender a one-minute lead in race two when his gearbox broke and handed victory to Arnie Black.

CNC SPORTS SALOONS

Robert Spencer's Locosaki built up a dominant lead at Oulton, only to coast to a halt as he passed the pits with a couple of laps to go. Danny Keenan's MK Indy picked up the win after he ousted Cam Forbes, whose Westfield half-spun at Island.

TVR CHALLENGE

Poleman Hugh Marshall (below) lost his grip on the first race at Snetterton when he was reduced to third and fifth gears; he fought to the finish but couldn't stop Jamie Golby. Marshall struck back to win race two.



CCRC SALOONS/FF1600 CASTLE COMBE, MAY 30

Funnell and Hall excel amid changeable conditions

REIGNING CASTLE

Combe GT champion Mark Funnell may have swapped his flame-spitting Lotus Exige for a BMW Mini and switched to the resident National Mobile Windscreens Saloon series this season, but he has not lost his winning ways.

"That's my first time driving a front-wheel-drive car in the wet; I don't mind if it rains at every meeting," he grinned after a dominant first win over David Kift (Peugeot 106) and a rampant Nick Clark (Suzuki Swift).

Aided by suzy rubber, Simon Thornton-Norris qualified his production class Honda Integra on pole and was holding a strong third when the spinning Citroen Saxo of Carl Loader tipped him off into the high crops at Tower.

A short late safety-car period cut Funnell's advantage from 26 seconds to six, but allowed him to cool his tyres as the surface dried. At the green flag he leapt away again as Kift displaced fellow class winner Clark, who got boxed in among traffic.

A full-course caution was even more helpful to Formula Ford 1600 poleman Robert Hall, who had made "a shocking start" and came round in ninth place on the opening lap.

Points leader Adam Higgins had rocketed ahead at the lights, but only Nathan Ward (in the ex-Roly Hamblin Swift SC95) stood between him and the recovering Hall when yellow flags flew with various cars littering the scenery.



Funnell took his Mini to Saloons victory

Ward grabbed the lead when the circuit went live again but promptly explored the greenery, dropping to third. Hall thus had clear sight of Higgins and shot ahead to stay on the penultimate lap.

Young Luke Cooper, son of Swift constructor Alan, completed a fine day for the factory team by winning a ding-dong battle for fourth place with previous round winner Steven Jensen, with Roger Orgee Jr always on their heels.

● Marcus Pye

RESULTS - CCRC SALOONS

(9 LAPS) 1 Mark Funnell (BMW Mini); 2 David Kift (Peugeot 106 GTi) +13.221s; 3 Nick Clark (Suzuki Swift); 4 Nick Charles (Peugeot 106 GTi); 5 Tony Hutchings (Audi TT); 6 Guy Parr (BMW Mini). **Class winners** Kift; Clark. **Fastest lap** Funnell 1m32.918s (71.67mph). **CCRC FF1600 (10 LAPS)** 1 Rob Hall (Swift SC10); 2 Nathan Ward (Swift SC95) +3.292s; 3 Adam Higgins (Van Diemen RF94); 4 Luke Cooper (Swift SC92); 5 Steven Jensen (Spectrum 011B); 6 Roger Orgee (Van Diemen RF00). **CL** Ward; Iain Houston (Van Diemen RF89). **FL** Hall 1m29.830s (74.14mph).

MA5DA MX5 CASTLE COMBE, MAY 30

Roche is class of bumper Ma5da field

THERE WAS PLENTY OF battling down the massive Ma5da MX5 Mk1 field, which provided the major focus to the multi-category First Line Japanese Race Day. Nobody could deny Cardiff's Tom Roche – his confidence bolstered by a narrow victory in the Mk3 race – in his head-to-heads as each competitor raced twice.

The Welshman dominated his first heat, extending an advantage of more than 10 seconds over Tom Davis, who went on to win heat three despite initially being docked 10 seconds for jumping the start. Alyn Robson appeared to have benefited but was subsequently excluded for running the wrong tyres, and Davis had

sufficient margin over Paul Sheard to go top again.

Marque stalwart Sheard had won the second stanza by a bumper from Adam Gore, with James Blake-Baldwin climbing from 16th to third by the chequer, ahead of Robson and Richard Puddle.

Only nine points behind points leader Roche coming into the fourth

meeting of the year, Gore always looked most likely to threaten Roche in the final race. He clung onto the leader as they raced clear of the pack, with Blake-Baldwin heading the pursuers. Adam Coombs, from row eight, and Charlie Charman bumped Wayne le Montais from fourth down to sixth in the final reckoning.

● Marcus Pye

RESULTS - MA5DA MX5 MK1

GROUPS A-D (10 LAPS) 1 Tom Roche; 2 Tom Davis +10.438s; 3 Matthew Robinson; 4 Sam Hill; 5 Rhys Jenkins; 6 Brian Chandler. **FL** Roche 1m37.659s (68.19mph). **GROUPS B-C (10 LAPS)** 1 Paul Sheard; 2 Adam Gore +0.252s; 3 James Blake-Baldwin; 4 Alyn Robson; 5 Richard Puddle; 6 Charlie Charman. **FL** Puddle 1m38.237s (67.79mph). **GROUPS C-D (10 LAPS)** 1 Davis; 2 Sheard +1.829s; 3 Jenkins; 4 Ben Short; 5 Chandler; 6 Jordan Stilp. **FL** Chandler 1m37.950s (67.99mph). **GROUPS A-B (10 LAPS)** 1 Roche; 2 Gore +1.348s; 3 Blake-Baldwin; 4 Adam Coombs; 5 Charman; 6 Wayne le Montais. **FL** Roche 1m22.069s (81.15mph) record.



Roche (leading) was a double Mk1 winner

FORMULA RENAULT BARC OULTON PARK, MAY 28

Khani scores first win as Webster takes control

RED FLAGS DOMINATED the Formula Renault BARC races at Oulton, but Josh Webster came away in good shape. The Fortec Motorsport driver topped the three-lap first encounter, then only narrowly lost race two to move into the lead of the title chase as Iranian Kourosh Khani took his first victory.

The opening race was halted when Steve Durrant hit series returnee James Theodore at Island. Poleman Dino Zamparelli was also involved in the ensuing melee and points leader James Thorp went off in avoidance. “I made a bad start and then someone rode over me at Island,” said Zamparelli.

Webster had led at the stoppage and showed a

clean pair of heels from the restart. Team-mates Kieran Vernon and Archie Hamilton both made it past Khani at Island on consecutive laps and completed a Fortec 1-2-3 when Hector Hurst and Howard Fuller collided and caused a second stoppage.

Webster made the best getaway in race two, with Scorpio Motorsport's Khani and Hamilton chasing. This time it was Ivan Taranov and Sean Walkinshaw who tangled, their incident by the Paul Warwick Bridge bringing out the third red flag.

Khani grabbed the lead at the restart, with Webster having to tuck in behind. Having stayed close to Khani, Webster had to defend second from Zamparelli on the last lap.



Webster (5) and Khani (77) took a win apiece

“I came out of it unscathed, but disappointed not to get two wins,” said Webster, who now leads Hamilton by 19 points.

With Hamilton collecting a drive-through penalty for a jumped start, Mtech Lite driver Theodore took fifth from Matt Mason. Thorp, in the

other Mtech car, was excluded from seventh after contact with Callum Bowyer on the opening lap, which had sent Bowyer spinning into the barriers.

● Peter Scherer

RESULTS – RACE 1 (3 LAPS) 1 Josh Webster; 2 Kieran Vernon +2.664s; 3 Archie Hamilton; 4 Kourosh

Khani; 5 Callum Bowyer; 6 James Thorp. **FL** Webster 1m29.788s (89.25mph). **RACE 2 (6 LAPS)**

1 Khani; 2 Webster +0.944s; 3 Dino Zamparelli; 4 Vernon; 5 James Theodore; 6 Matt Mason. **FL** Zamparelli 1m22.974s (96.57mph). **POINTS** 1 Webster, 144; 2 Hamilton, 125; 3 Vernon, 123; 4 Thorp, 117; 5 Zamparelli, 115; 6 Khani, 107.



Burnett, Inch and Tuckley battle it out in Minis

MIGHTY MINI & SUPER MIGHTY MINI SNETTERTON, MAY 29-30

Four Mini contests produce four winners

REIGNING CHAMPION Louise Inch returned to the track where last year's title was decided looking to repeat her victory last time out at Castle Combe, but a slow getaway in race one left her scrapping with a train of cars for third, while Michael Dryden and Peter Tervet escaped at the front.

Having shadowed Dryden throughout, Tervet made his move on the last lap, banging doors with the leader as they swept through Brundle.

A steadfast Dryden survived to close out the win. Third also went to the wire, with Mark Burnett keeping Adrian Tuckley and Inch at bay.

Inch had a fight on her hands again in race two, dropping to 14th after contact on the opening lap. Undeterred, she surged through the order, breaking into the top six by lap five. She led briefly in the closing stages, only to drop back as Tuckley and Chris Slade disputed the lead on the

final lap. Desperate for his maiden win, Slade pushed too hard at Murrays, hit the kerb and careered onto two wheels, allowing Tuckley through for a dramatic win.

In the Super Mighty Mini opener Pat Ford was pipped to the flag by Elliot Stafford and Gary Patterson, despite leading into the last corner. But Ford then ended Stafford's unbeaten 2011 run by edging a four-car scrap in race two.

● Oliver Timson

RESULTS – MIGHTY MINI (BOTH 12 LAPS) 1 Michael Dryden; 2 Peter Tervet +0.237s; 3 Mark Burnett; 4 Adrian Tuckley; 5 Louise Inch; 6 Chris Slade. **FL** Tuckley 1m43.026s (69.33mph). **RACE 2** 1 Tuckley; 2 Tervet +0.175s; 3 Dryden; 4 Inch; 5 Burnett; 6 David Hale. **FL** Dryden 1m42.296s (69.83mph).

SUPER MIGHTY MINI (BOTH 13 LAPS) 1 Elliot Stafford; 2 Gary Patterson +0.167s; 3 Patrick Ford; 4 Scott Kendall; 5 Neven Kirkpatrick; 6 Alex Comis. **FL** Kirkpatrick 1m35.327s (74.93mph). **RACE 2** 1 Ford; 2 Stafford +0.536s; 3 Kendall; 4 Patterson; 5 James Young; 6 David Kirkpatrick. **FL** Patterson 1m35.771s (74.58mph).

FUN CUP SNETTERTON, MAY 29-30

Fawcett cracks it

WITH THE GRID decided by ballot, the five-hour Fun Cup order kept changing during the early laps as the faster drivers rose to the top.

From 28th on the grid, Racelogic's Nigel Greensall sprinted to the front, setting lap times a second quicker than anyone else. Behind him, a three-way battle raged for second between Evolution Racing, Happy Racing and CCS Media.

CCS soon came to grief, a holed radiator being just the start of the car's problems. Racelogic was next of the frontrunners to suffer when a puncture just past the three-hour mark dropped it a lap behind.

That left Honeywell and Track Torque to set the pace, with Evolution a distant third, dropping off the lead

lap in the final hour.

Sadly, any hopes of a grandstand finish were dashed when a late puncture ended Track Torque's chances, leaving Geoff Fawcett to steer Honeywell to victory.

Meanwhile, a recovering Greensall galloped past Evolution late in the contest to steal the final podium place.

● Oliver Timson

RESULTS – FUN CUP (193 LAPS)

1 Team Honeywell (Neil Plimmer/Geoff Fawcett); 2 Track Torque (Neil Primrose/Tim Hartland) +1m26.813s; 3 Racelogic (Nigel Greensall/Julian Thomas/Joaquim Ritter); 4 Evolution Racing (Ed Cole/Nigel Griffiths/Dominic Jackson); 5 Track Torque RY (Andrew Gibbs/David Webb); 6 Happy Racing (Max Hunter/Jason Porter). **CW** Porsche Byfleet (Scott Kavanagh/John Halestrap/Pete James). **FL** Greensall 1m27.540s (81.60mph).



IN BRIEF



CLASSIC FF1600

Stuart Kestenbaum's winning streak came to an end in the opening race at Croft after a clash with Colin Williams, who then chased home the Crossle of Paul Walton (above). Van Diemen driver Kestenbaum made amends later on, holding off PRS-mounted Williams after sweeping ahead on lap one.

CLASSIC FF2000

The early retirement of Ian Pearson enabled Tom Pope to cruise to a clear-cut victory in the initial encounter at Croft. Pope subsequently had the better of Pearson in race two.

BARC CLASSIC CLUBMANS

Mark Charteris took an easy victory in the opening contest at Croft, following the retirement of Peter Harper's Mallock. Later on Harper lasted the full distance, but was unable to match Charteris's race-winning pace.

PRE-1990 FF1600

Only five cars lined up for the start at Croft; Colin Williams shot into an immediate lead that he maintained throughout, leaving James Hagan to hold off Steve Pearce for second.

IRISH FF1600

Jonathan McMullan should have started the Pre '90 race from pole at Kirkistown, but his crew was still changing an engine when the race began. A spin by Ian Newport at Colonial on lap one left Neville Anderson in charge. McMullan returned for the main FF1600 race, but had no answer to Noel Robinson.

IRISH FORMULA VEE

Ray Moore (below) finished just 0.18s ahead of qualifying race winner Kevin O'Hara at Kirkistown, with Sheane pilot Lee Newsome in close company.



LEGENDS CROFT, MAY 28-29

Honours even for Treherne and Brace

STEPHEN TREHERNE and Nick Brace shared Legends spoils at Croft.

John Mickel hit the front of Saturday's first heat at half-distance, but had to resist the pursuing Treherne. Simon Belcher finished behind them after climbing to third over the last two tours with brave manoeuvres at the Jim Clark Esses.

The second heat was a typically fraught affair, with Treherne usurping early leader Richard Pocklington on the second lap. But the race ended behind the safety car after Brace and Paul Simmons had offs at Hawthorn.

Reigning champion Lawrence Davey led the first final by the end of the second lap, but championship leader Treherne moved ahead soon after. Davey fought back in the closing stages, but had to settle for the runner-up spoils.

The following day Treherne headed the pack home in the first heat, while Mickel made heat two his own. Brace started the second final from third on the grid and led throughout, leaving Mickel to take the runner-up position from Davey on the final lap.

● Graham Read



Treherne (12) and Brace (8) lead the way

RESULTS - HEAT 1 (6 LAPS)

1 John Mickel; 2 Stephen Treherne +0.384s; 3 Simon Belcher; 4 Peter Morton; 5 Dean Brace; 6 Gareth Martin. **Fastest lap** Mickel 1m39.974s (76.52mph). **HEAT 2 (6 LAPS)**

1 Treherne; 2 Belcher +0.279s; 3 Mickel; 4 Richard Pocklington; 5 Lawrence Davey; 6 Eliot Bunn. **FL** Treherne 1m39.049s (77.23mph).

FINAL 1 (8 LAPS) 1 Treherne; 2 Davey +0.787s; 3 Ben Power; 4 Belcher; 5 D Brace; 6 Nick Brace.

FL Treherne 1m38.893s (77.35mph).

HEAT 1 (6 LAPS) 1 Treherne; 2 Davey +4.536s; 3 Mickel; 4 Power; 5 James Holman; 6 Jack Parker.

FL N Brace 1m39.188s (77.12mph).

HEAT 2 (6 LAPS) 1 Mickel; 2 Morton +2.394s; 3 D Brace; 4 Treherne; 5 Chris Bell; 6 Power. **FL** D Brace 1m39.668s (76.75mph).

FINAL 2 (8 LAPS) 1 N Brace; 2 Mickel +0.154s; 3 Davey; 4 Power; 5 Bell; 6 D Brace. **FL** Mickel 1m39.061s (77.22mph).



Whittaker won both BMW races

BMW CROFT, MAY 28-29

Whittaker stays unbeaten

GARRIE WHITTAKER took his E36 M3 to Croft having won all seven rounds of the championship so far. And the two races in Yorkshire also went his way.

His progress was interrupted by offs for Michael Cutt and Ian Crisp, which brought out the red flags on lap eight of race one. Whittaker resumed normal service at the restart, although the chasing David Kempton kept the victor honest.

Whittaker later extended his win record to nine out of nine, helped by Kempton's M3 limping off the grid and retiring. James Card (E46 M3) and Stephen Pearson

completed the podium ahead of Colin Whitmore, while Adrian Gilbert held off Evelynne Buanic for his first Class B win of 2011.

● Graham Read

RACE 1 (7 LAPS) 1 Garrie Whittaker (E36 M3);

2 David Kempton (E36 M3) +1.869s; 3 James Card (E46 M3); 4 Rodger Card (E30 M3); 5 Adrian Gilbert (E36 M3); 6 Paul Bellamy (318is). **Class winners** R Card; Bellamy.

FL Whittaker 1m31.554s (83.55mph). **RACE 2 (13 LAPS)**

1 Whittaker; 2 J Card +39.847s; 3 Stephen Pearson (M3); 4 Colin Whitmore (M3); 5 Gilbert; 6 Evelynne Buanic (M3 E36). **CW** Gilbert; Bellamy. **FL** Whittaker 1m32.211s (82.96mph).

BARC CLUBMANS CUP CROFT, MAY 28-29

Gibsons dominate on home ground at Croft

PAUL GIBSON PEDALLED his Nemesis to a dominant victory in the opening BARC Clubmans Cup contest after hitting the front at Clervaux on the first lap.

Second-placed Adrian Lester suffered a blown engine three laps later, before Ian Crombie retired from the same position. Phil Weaver was therefore best of the rest behind the race winner, whose son Daniel Gibson claimed the Cup class honours.

The following day Gibson Sr was again untouchable, taking a lights-to-flag victory from pole. The younger Gibson again helped himself to the Cup class laurels after resisting pressure from Adrian Langridge.

Gibson Sr excelled again in race three, with no-one able to match his winning pace. Weaver had

to hold off Crombie until Crombie's sick-sounding Mallock Mk28B ground to a halt on lap nine. Gibson Jr completed his Cup class hat-trick.

● Graham Read

RESULTS (ALL 12 LAPS) - RACE 1

1 Paul Gibson (Nemesis K11 Proto); 2 Phil Weaver (Mallock Hayabusa) +41.311s; 3 Daniel Gibson (Nemesis K10); 4 Adrian Langridge (Mallock Mk27); 5 Alex Champkin (Vision V85/9); 6 Marcus Bicknell (Mallock Mk26 SG EB). **CW** D Gibson. **FL** P Gibson 1m23.639s (91.46mph).

RACE 2 1 P Gibson; 2 D Gibson +1m00.215s; 3 Weaver; 4 Champkin; 5 Russell Munns (Mallock Mk28/30); 6 Ian Crombie (Mallock Mk28B). **CW** D Gibson. **FL** P Gibson 1m22.767s (92.42mph).

RACE 3 1 P Gibson; 2 Weaver +51.570s; 3 D Gibson; 4 Bicknell; 5 Peter Richings (Mallock Mk30PR); 6 Jamie Champkin (Phantom P94/11). **CW** D Gibson. **FL** P Gibson 1m23.292s (91.84mph).



There was close Morgan racing at Donington

FORMULA LIBRE KIRKISTOWN, MAY 28

Matheson wins as Daly takes record



Daly (leading) broke the lap record in his Reynard

CHAOS THEORY

suggests that a chain of random events can lead to a satisfactory conclusion.

In this case, it all began when Paul Dagg spun and stranded his F3 Dallara on the warm-up lap, which in turn led to the scrutineers spotting an issue with poleman Dan Daly's HANS

device. By the time that problem was sorted out – and Dagg was recovered – the entire grid had become hot and bothered.

Eamon Matheson's E5 led into the first corner but Daly, wound up by the pre-race confusion, moved ahead before the end of the lap. Minutes later the

Reynard-Ilmor had trimmed Noel McIntyre's eight-year-old record by 0.09s and established a useful lead.

Matheson stayed on the case and Daly was still in his sights as the pair started their final tour. But it's never over 'til the flag falls and, when it did, it was Matheson who led. The final lap proved too much for Daly's gearbox and he eventually coasted over the line in 10th.

Dagg topped the two-litre runners in third place ahead of Philip Shields's FMaster, which emerged triumphant from a race-long battle with Stephen Daly's FRenault.

Daly Sr kept everything together in the second race for a drama-free run to the flag, with Matheson and

Dagg next in line. Eugene Heary brought his booming Formula Holden Reynard home fourth this time after Shields and Stephen Daly both retired.

● Richard Young

RACE 1 (12 LAPS)

1 Eamon Matheson (1.3t E5); 2 Eugene Heary Sr (4.5 Reynard-AJP) +2.685s; 3 Paul Dagg (2.0 Dallara-Toyota F304); 4 Philip Shields (2.0 Tatuus-Honda); 5 Stephen Daly (2.0 Tatuus-Renault); 6 Ivor Greenwood (1.4 Radical Prosport). **CL** Dagg. **FL** Dan Daly (4.0 Reynard-Ilmor) 51.431s (105.83mph) **record.**

RACE 2 (17 LAPS) 1 D Daly;

2 Matheson +3.927s; 3 Dagg; 4 Eugene Heary Jr (3.8 Reynard-Holden); 5 Greenwood; 6 Ken Fildes (2.0 Ralt RT4). **CL** Dagg. **FL** D Daly 53.481s (101.78mph).

PETER MORGAN MEMORIAL TROPHY DONINGTON PARK, MAY 30

Bellinger and Paterson share Memorial honours

BILLY BELLINGER AND Russell Paterson each won their part of the Peter Morgan Memorial Trophy.

Bellinger debuted a brand new pre-production 4/4 Supersport to dominate, after a five-car startline shunt called for a restart. "I felt a nudge, looked in my mirror and saw the melee," said Bellinger after taking a lights-to-flag win over Tim Clark's +8. Kelvin Laidlaw and Phil Tisdall both closed on Clark over the final laps.

There was a four-way battle at the front in the second race, with Tony Lees and Keith Ahlers swapping the leading spot before Russell Paterson made his presence felt. Then Lees

went straight on at Redgate and Ahlers pitted with fuel-injection problems, which left Paterson to take the win.

● Peter Scherer

RESULTS – CLASSES C, D, E, R & I (18 LAPS) 1 Bill Bellinger (+4 Supersports);

2 Tim Clark (+8) +48.523s; 3 Kelvin Laidlaw (Roadster); 4 Phil Tisdall (+8); 5 Simon Baines (Roadster); 6 Clive Glass (+8). **CW** Clark; Laidlaw; Andy Faulds (+8); Adam Roper (4/4). **FL** Bellinger 1m39.334s (71.72mph).

CLASSES A, B & F (19 LAPS)

1 Russell Paterson (+8); 2 Andy Green (+8) +1.054s; 3 Andy Smith (+8); 4 Ray Higgs (+8); 5 Robin Pearce (+8); 6 Phil Goddard (+8). **CW** Green. **FL** Paterson 1m34.677s (75.25mph).



Bellinger en route to Memorial victory



Sharrock heads for the 7s spoils

MAGNIFICENT 7s DONINGTON PARK, MAY 30

Sharrock is victorious

JAMIE SHARROCK managed to overcome gear-selection problems to win a well-supported Magnificent 7s race.

It was wheel-to-wheel between Sharrock and Grahame Tilley for the first few laps, both having broken clear of the pack, but Sharrock's car was jumping out of fourth gear and he elected to wave Tilley past on the fifth lap.

Scott Fitzgerald held third but there was a reshuffle among the top three at the pitstops. Sharrock emerged with the lead over Fitzgerald, while Rob Tilley had taken over from father Grahame and eventually brought the car home third.

Bill and Martin Addison ran in the top six and were rewarded with fourth at the flag. Richard Corbett had also figured, but after taking eighth on the road he was penalised for not having made a pitstop.

● Peter Scherer

RESULTS (25 LAPS) 1 James

Sharrock (Caterham); 2 Scott Fitzgerald (Caterham) +14.918s; 3 Grahame Tilley/Rob Tilley (Caterham); 4 Bill Addison/Martin Addison (Caterham); 5 Bill Hailstone (Caterham); 6 Mark Coleing (Caterham). **CW** Oliver Benjamin (Caterham); Simon Lanyon/Mark Lanyon (Caterham); Hailstone; Nigel Bathurst (Caterham); Brian Small (Westfield); Fitzgerald. **FL** G Tilley 1m30.624s (78.61mph).

IN BRIEF



SALOON/GT

Pat McBennett's Elise had no problems winning from pole at Kirkistown. In the saloon section nobody had an answer to Ralph Jess and his unusual BMW M3 Compact (above), while M3-mounted newcomer David Morrison took a convincing third ahead of Tony Traub's Integra.

IRISH TOURING CARS

With Martin Tracey's Sierra RS500 on the grid the Irish Touring Car results were never in doubt at Kirkistown, and the black car duly won both races, with Phillip Brennan's BMW M3 keeping close company.

THOROUGHbred/MORGAN

Simon Garrad was never seriously challenged in the Thoroughbred Sports/Aero Racing Morgan Trophy at Donington. His Jaguar D-type Replica was never headed, leaving Simon Cripps's MGB a clear second, after Russ McCarthy (MGB) pitted. Andy Green was third and top Morgan runner in his Plus 8.

AERO MORGAN TROPHY

Only 0.294s separated Russell Paterson and Keith Ahlers in the Aero Racing Morgan Trophy finale at Donington, with Paterson having led from Redgate on lap six. Tony Lees (+8) clinched third at the end from Tom Shrimpton (Roadster).

MORGAN 3-WHEELERS

It was wheel to wheel for much of the Morgan Three Wheelers at Donington Park, before Hamish Bibby and Charlie Martin (below) finally made the break from Tim Gray and Andy Seaton. Guy Shotton and Jo Hodson held onto third, but were no match for the lead duos.



SPORTS EXTRA RESULTS ROUND UP

DONINGTON PARK
SCCC, MAY 28-29

SCCC DEUTSCHE MARQUE (29 LAPS)

1 Daniel Gannon (BMW M3); 2 Pete Morris/Alex Eacock (Porsche 968) +27.530s; 3 Jeff Mileham/Steve Guglielmi (BMW M3 Evo III); 4 Andy Davies/Carl Bennett (BMW M3); 5 Anthony Campbell (Porsche 968CS); 6 Chris Maries (BMW 325 E30). **Class winners** Ben Eacock (BMW E36 325 Sport); Morris/Eacock; Mileham/Guglielmi. **Fastest lap** Gannon 1m19.875s (89.19mph).

SCCC TIN TOPS (22 LAPS)

1 Nigel Tongue/Mark Hammersley (Peugeot 306); 2 Simon Taylor/John Hammersley (Honda Civic Type R) +0.635s; 3 David Cox/Jerry Hampshire (Peugeot 306); 4 Nigel Ainge/Mike Jordan (Honda Integra); 5 David Hill/Neil Philpotts (Honda Civic Type R); 6 James Payne/Tony Hunter (Renault Clio). **CW** Mark Astall/Thomas Houlbrook (BMW M42); Nick Boon/Chris Boon (Peugeot 106 GTi); Simon Frost/Stuart Levers (Peugeot 205); Steve Cutts (Peugeot 106 XSi).

FL Jordan 1m20.165s (88.87mph).

FERRARI FORMULA CLASSIC

(15 LAPS) 1 James Cartwright (328 GTB);

2 Gary Culver (328 GTB) +1.224s; 3 Ben Cartwright (328 GTB); 4 Nick Paul-Barron (328 GTB); 5 Chris Butler (328 GTB); 6 Martin Hart (Mondial). **CW** Nick Whittaker (308 GT4); William Jenkins (308 GTB); B Cartwright (328 GTB). **FL** B Cartwright 1m22.113s (86.76mph).

RACE 2 (15 LAPS)

1 J Cartwright; 2 Culver; 3 B Cartwright; 4 Butler; 5 Paul-Barron; 6 Wayne Marrs (328 GTB). **CW** Whittaker; Jenkins; B Cartwright. **FL** J Cartwright 1m21.693s (87.21mph).

SCCC FUTURE CLASSICS (27 LAPS)

1 Mark Chilton (Porsche 928 S4); 2 Tim Bates/Ian White (Porsche 911SC) +2.967s; 3 Nicholas Olson (Lotus Esprit); 4 Mike Watson/Steve Scott-Dunwoodie (Ford Sierra Cosworth); 5 Brett Evans (Porsche 944); 6 John Hammersley/Simon Taylor (Vauxhall Astra GTE). **CW** Jon Jeffery/John Broadley (Davrian Mk8); Hammersley/Taylor; Bates/White; Watson/Scott-Dunwoodie; Christopher Compton-Goddard/David Coyne (Porsche 924). **FL** Bates/White 1m21.258s (87.67mph).

SPORTS V SALOONS & JEC

POWERED BY JAGUAR (11 LAPS)

1 Anthony Bennett (Caterham R300); 2 Mike Jordan (Honda Integra) +4.713s; 3 Robert Tilley (Caterham C400); 4 Jonathan Hughes (Jaguar D-type Replica); 5 Anthony Campbell (Porsche 968CS); 6 Tim Bates (Porsche 911SC). **CW** Jordan; Robert Hollyman (Porsche 964); Hughes; Chris Pizzala (Jaguar XJS); Chris Palmer (Jaguar XJS). **FL** Jordan 1m18.421s (90.85mph).

SCCC/JEC E-TYPE TROPHY (42 LAPS)

Cartwright (69) dives by Culver on way to Donington Ferrari win



1 Chris Scragg/John Bussell; 2 Michael Wilkinson/Mark Wright +31.466s; 3 Nicholas McCaffrey; 4 Mark Russell; 5 Jim Tester/Andy Dee-Crowne; 6 David Edge/Barry Carpenter. **CW** James Paterson; Russell; McCaffrey. **FL** Scragg/Bussell 1m21.999s (86.88mph). **CLASSIC K (24 LAPS)** 1 Chris Scragg/John Bussell (Jaguar E-type); 2 Mark Halstead/Stuart McPherson (Lotus Elan) +17.345s; 3 Brian Arculus (Lotus Elite); 4 David Edge/Barry Carpenter (Jaguar E-type); 5 Andrew Somerville/Steve Monk (Triumph TR4); 6 Alistair Dyson (Lotus Cortina). **CW** Dyson; Mike Entwistle/Simon Skentelberry (MGB); Monk/Somerville; Arculus; David Thompson (TVR Grantura); Halstead/

McPherson. **FL** Scragg/Bussell 1m24.874s (83.94mph).

SNETTERTON
AMOC, MAY 28

HERITAGE GTCC (19 LAPS)

1 Grahame Bryant/Oliver Bryant (Morgan Plus 8); 2 Joss Ronchetti/Phil Seaman (Talbot Sunbeam Lotus) +75.46s; 3 John Wilson (MGB GTV8); 4 Robert Brown/Sean Brown (Ford Escort); 5 Tim Masham (Ford Escort); 6 Harvey Death/Clive Death (Mini). **CW** Ronchetti/Seaman; Brown/Brown; Chris Lord (Ford Escort); Paul Tooms/Larry Kennedy (Lotus Elan); Bob Searies/Dave McKutcheon (Porsche

944). **FL** O Bryant 2m05.975s (84.84mph). **RACE 2 (19 LAPS)** 1 Wilson; 2 Ronchetti/Seaman +1.847s; 3 Bryant/Bryant; 4 Masham; 5 Brown/Brown; 6 David Croft/Ant Scragg (Aston Martin DB4). **CW** Ronchetti/Seaman; Brown/Brown; Lord; Death/Death; James Whelan (Shelby Cobra). **FL** O Bryant 2m04.078s (86.14mph).

CASTLE COMBE
CCRC, MAY 30

CCRC SPORTS & GT (15 LAPS)

1 Darcy Smith (Nemesis RME98); 2 Andrew Shanley (Radical Prosport) +79.48s; 3 Altay Ali (Radical PR6); 4 Guy Parr (Nemesis RME); 5 Josh Smith (Radical PR6); 6 Martin Baker (Radical Clubsport). **CW** Brian Cox (SEAT Leon Cupra); Ali. **FL** Shanley 1m19.581s (83.68mph). **MASDA MX5 MK3 (13 LAPS)** 1 Tom Roche; 2 Rob Boston +2.248s; 3 Paul Sheard; 4 Luke Herbert; 5 Jim Edwards Jr; 6 Adam Gore. **CW** Tom Davis (Mk1). **FL** Sheard 1m33.557s (71.18mph) establishes record. **RACE 2 (10 LAPS)** 1 Boston; 2 Herbert +3.761s; 3 Sheard; 4 Roche; 5 Edwards Jr; 6 Gore. **CW** Sam Hill (Mk1). **FL** Boston 1m23.456s (79.80mph). **TOYOTA MR2 (10 LAPS)** 1 David Pittard; 2 Matthew Smith +20.997s; 3 Mark Woods; 4 Dave Hemingway; 5 Richard Avery; 6 Aaron Pullan. **FL** Pittard 1m34.660s (70.35mph). **RACE 2 (10 LAPS)** 1 Pittard; 2 Pullan +4.226s; 3 Jonny White; 4 Ralph Budd; 5 Jon Winter; 6 Gary Lawrence. **FL** Pittard 1m23.696s (79.57mph) establishes record.

NIPPON CHALLENGE (8 LAPS)

1 Vaughan Fletcher (Subaru Impreza); 2 Stewart Hutchinson (Honda Integra) +4.334s; 3 Yaser Almaghribi (Daihatsu Charade GTi Turbo); 4 Eliot Dunmore (Toyota Celica GT); 5 Dave Hemingway

(Toyota MR2); 6 Richard Avery (Toyota MR2). **CW** Hutchinson; Dunmore; Hemingway; Paul Hughes (Honda Integra); Karen Phillips (Subaru Impreza). **FL** Fletcher 1m32.231s (72.21mph). **RACE 2 (9 LAPS)** 1 Fletcher; 2 Hutchinson; 3 Almaghribi; 4 Hughes; 5 Dunmore; 6 Kevin Middleton (Subaru Impreza). **CW** Hutchinson; Hughes; Middleton; Dunmore; Hemingway. **FL** Fletcher 1m17.047s (86.44mph).

OULTON PARK
BARC, MAY 28

HONDA V-TEC CHALLENGE (9 LAPS)

1 Gareth Broadbent (CRX); 2 Stewart Hutchinson (Integra Type R) +1.760s; 3 Richard Chilton (Integra); 4 Andy Smith (Accord); 5 Mark Chese (Civic Type R); 6 Rick Rowles (Civic Type R). **CW** Hutchinson; Smith; Rowles. **FL** Broadbent 1m40.027s (80.11mph). **RACE 2 (9 LAPS)** 1 Richard Voaden (Integra); 2 Broadbent +2.131s; 3 Hutchinson; 4 Smith; 5 Chese; 6 Rowles. **CW** Broadbent; Hutchinson; Rowles. **FL** Voaden 1m39.808s (80.29mph). **CHEVROLET GR8 & CROSSLE 9S CHALLENGE (27 LAPS)** 1 Jordan Witt (Chevrolet GR8); 2 Andrew Wright (Chevrolet GR8) -1 lap; 3 David Witt (Chevrolet GR8); 4 Adam Lippitt/Dominic Pettit (Chevrolet GR8); 5 Roger Donnan (Crosle 9S); 6 John Taylor (Crosle 9S). **CW** Donnan. **FL** J Witt 1m28.244s (90.81mph).

RACE 2 (25 LAPS) 1 Arnie Black (Crosle 9S); 2 D Witt +40.365s; 3 Taylor; 4 Lippitt/Pettit; 5 Gwyn Pollard (Crosle 9S); 6 Clive Young (Crosle 9S). **CW** D Witt. **FL** J Witt 1m27.875s (91.19mph).

NORTH WEST SPORTS SALOONS

(15 LAPS) 1 Danny Keenan (Mk Indy); 2 Cam Forbes (Westfield SEiW) +5.277s; 3 Peter Davies (Caterham R400); 4 Paul Dobson (Mazda RX7); 5 Daniel Wainwright (Mk Indy); 6 Paul Woolfitt

PICS: RICHARD STYLES; MICK WALKER; OLIVER READ; ROY DEMPSTER & STEVE JONES



Donington Park



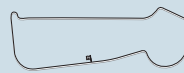
Snetterton 300



Castle Combe



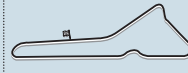
Oulton Park



Snetterton 200



Croft



Kirkistown

John Wilson's MGB (middle) won a Heritage GT race at Snett



(Z Cars Mini). **CW** Forbes; Dobson; Mike Jackson (Pontiac Coupe); Pete Edwards (Renault Clio); Paul Ingram (Ford Fiesta). **FL** Robert Spencer (Stuart Taylor Locosaki).

SNETTERTON

BRSCC, MAY 29-30

SAKER CHALLENGE (21 LAPS)

1 Derwen Belt; 2 Rudolf Meijer +34.508s; 3 Paul Rose; 4 Mark Burton; 5 Robert Tomlinson; 6 Thom Franken. **FL** Belt 1m16.387s (93.51mph). **RACE 2 (24 LAPS)** **1** Belt; 2 Herbert Boender +33.661s; 3 Rose; 4 Ciro Carannante; 5 Graham Pattle; 6 Vincent Le Sage. **FL** Belt 1m15.937s (94.07mph). **RACE 3 (46 LAPS)** **1** Belt; 2 Boender/Meijer +1m16.906; 3 Tim Wheeldon; 4 Iain Dockerill/Steve Harris; 5 Tomlinson/Carannante; 6 Le Sage. **FL** Belt 1m16.169s (93.78mph). **TVR CHALLENGE (15 LAPS)** **1** Jamie Golby (Tuscan); 2 Hugh Marshall (Tuscan); 4 Kevan Gore (Tuscan); 5 Andy Race (Tuscan); 6 Jason Clegg (Cerbera). **CW** Race; Dave Stewart (Griffith). **FL** Marshall 1m18.855s (90.58mph). **RACE 2 (12 LAPS)** **1** Marshall; 2 Golby +31.87s; 3 Smith; 4 Keith Vaughan Williams (Tuscan); 5 Cliff Jobson (T350R); 6 Dave Stewart (Griffith). **CW** Vaughan Williams; Stewart. **FL** Marshall 1m20.892s (88.30mph).

CROFT

BARC, MAY 28-29

CLASSIC FF1600 (10 LAPS)

1 Paul Walton (Crosle 25F); 2 Colin Williams (PRS RW01) +1.970s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 James Buckton (Eldon Mk8); 5 Andrew Smith (Van Diemen FA73); 6 Steve Pearce (Van Diemen RF78). **CW** Buckton.



Honda V-Tec field gets away at Oulton Park



Tom Pope took a Classic FF2000 double at Croft

FL Williams 1m33.298s (81.99mph). **RACE 2 (8 LAPS)** **1** Kestenbaum; 2 Williams +1.656s; 3 Smith; 4 John Murphy (Merlyn Mk20); 5 Pearce; 6 Buckton. **CW** Smith. **FL** Williams 1m32.881s (82.36mph). **CLASSIC CLUBMANS (BOTH 12 LAPS)** **1** Mark Charteris (Mallock Mk20/2D); 2 Phillip Bisgrove (Diamond R6) +1m16.501s; 3 Clive Wood (Mallock Mk20); 4 Chris Hart (Mallock Mk18B); 5 Paul Marshall (Mallock Mk18B); 6 Dave Facer (Mallock Mk18BW). **CW** Wood. **FL** Charteris 1m23.704s (91.39mph). **RACE 2 (1 LAPS)** **1** Charteris; 2 Peter Harper (Mallock Mk2b/2D) +1m01.709s; 3 Bisgrove; 4 Wood; 5 Hart; 6 Marshall. **CW** Wood; Phillip Allen (Phantom). **FL** Charteris 1m25.069s (89.92mph). **CLASSIC FF2000 (BOTH 14 LAPS)** **1** Tom Pope (Van Diemen RF82); 2 Jon Finch (Van Diemen RF82) +15.059s; 3 Peter Chippindale (Van Diemen RF82); 4 Andrew Storer (Van Diemen RF82); 5 Wood (Van Diemen RF82); 6 Robert Pearson (Van Diemen RF82). **FL** Pope 1m27.684s (87.24mph). **RACE 2 (1 LAPS)** **1** Pope; 2 Ian Pearson (Van Diemen RF83) +6.436s; 3 Chippindale; 4 Storer; 5 Nigel Corry (Van Diemen RF82); 6 Finch. **FL** Pope 1m28.214s (86.72mph). **PRE-1990 FF1600 (13 LAPS)** **1** Colin Williams (PRS RW01); 2 James Hagan (Reynard FF89) +3.330s; 3 Steve Pearce (Van Diemen RF78); 4 Alan Fincham (Van Diemen RF80); no other finishers. **FL** Williams 1m34.219s (81.19mph).

KIRKISTOWN

500MRCI, MAY 28

PRE-1990 FF1600 (15 LAPS)

1 Neville Anderson (Mondiale M89S); 2 Ian Newport (Crosle 67F) + 7.487s; 3 Henry Campbell (Reynard FF83); 4 Brendan Duggan (Van Diemen RF84); 5 Ryan Templeton (Crosle 32F); 6 Colin Coates (Crosle 32F). **CW** Campbell; Templeton.



Irish Touring Car honours fell to Martin Tracey



Simon Garrad leads the Thoroughbreds at Donington

FL Newport 1m03.045s (86.34mph). **IRISH TOURING CARS (BOTH 15 LAPS)** **1** Martin Tracey (2.0t Sierra RS500); 2 Phillip Brennan (3.2 BMW M3) +1.366s; 3 Norman Fawcett (1.8 Honda Integra); 4 Francis Kearns (1.8 Honda Civic); 5 Robert Savage (1.8 Honda Integra); 6 Erick Carroll (1.8 Honda Integra). **CW** Fawcett. **FL** Tracey 1m04.455s (84.45mph). **RACE 2 (1 LAPS)** **1** Tracey; 2 Brennan +10.420; 3 Fawcett; 4 Kearns; 5 Savage; 6 Declan Calnan (1.8 Honda Civic). **CW** Fawcett. **FL** Tracey 1m02.702s (86.81mph). **FORMULA VEE 'B' (10 LAPS)** **1** Kevin O'Hara (Leystone JH); 2 Robert Casey (Sheane FV96) +0.042s; 3 David Kelly (Sheane FV02); 4 Robbie Allen (Sheane FV03); 5 Trevor Delaney (Sheane FV99); 6 John Downey (Leystone JH004). **FL** Kelly 1m05.480s (83.13mph). **FORMULA VEE 'A' (14 LAPS)** **1** Ray Moore (Leystone JH004); 2 O'Hara +0.182s; 3 Lee Newsome (Sheane FV94); 4 Casey; 5 Allen; 6 Kelly. **FL** O'Hara 1m05.242s (83.43mph) record. **SALOON/GT (15 LAPS)** **1** Pat McBennett (2.0 Lotus Elise); 2 Ralph Jess (3.2 BMW M3) +29.231s; 3 David Morrison (3.2 BMW M3); 4 Tony Traub (2.0 Honda Integra); 5 Stephen Traub (2.0 Honda Integra); 6 Donal O'Neill (1.8t SEAT Cupra). **CW** Jess. **FL** McBennett 1m03.547s (85.65mph). **OPEN FF1600 (20 LAPS)** **1** Noel Robinson (Van Diemen RF92); 2 Jonathan McMullan (Mondiale M89S) +8.459s; 3 John Ferguson (Ray GR07); 4 Andrew Ritchie (Mondiale M89S); 5 Emmett Glynn (Ray GR07); 6 Chris Paul (Mondiale M94K). **CW** Ferguson. **FL** Robinson 1m01.533s (88.46mph). **FORMULA SHEANE (15 LAPS)** **1** Kevin Sheane Jr.; 2 Brian Hearty +2.393s; 3 Dan Mulligan; 4 Tristin Quinn; 5 Sean Hynes; 6 Kevin Sheane Sr. **FL** Mulligan 1m00.830s (89.48mph) record.

DONINGTON PARK

MSCC, MAY 30

MGB/CV8 & RAFMSA CHALLENGE (13 LAPS) **1** Darren Berris (Westfield); 2 Joe Parrington (MGBGT) +34.192s; 3 Paul Sibley (MGB Roadster); 4 Brian Foley (MGBGT V8); 5 Simon Wing (Peugeot 205 GT); 6 Phil Walker (MGB GT V8). **CW** Howard Grundon (MGBGT V8); Simon Cripps (MGB Roadster); Walker; Parrington. **FL** Berris 1m30.198s (78.98mph). **THOROUGHbred SPORTS & AERO RACING MORGAN TROPHY CLASSES D & E (13 LAPS)** **1** Simon Garrad (Jaguar D-type Replica); 2 Simon Cripps (MGBGT V8) +4.526s; 3 Andy Green (Morgan +8); 4 Ian Prior (MGB); 5 Joe Parrington (MGBT); 6 Jeremy Knight (Jaguar D-type Replica). **CW** Peter Hiscoks (MGA); Prior; Knight; James Sumner (Morgan 4/4); Andy Faulds (Morgan +8). **FL** Garrad 1m29.241s (79.83mph). **AERO RACING MORGAN TROPHY CLASSES A, B, C, R, F & I (13 LAPS)** **1** Russell Paterson (+8); 2 Keith Ahlers (+8) +0.294s; 3 Tony Lees (+8); 4 Tom Shrimpton (Roadster); 5 Billy Bellinger (+4 Supersports); 6 Phil Goddard (+8). **CW** Lees; Tim Ayres (+8); Simon Orebi Gann (Roadster); Bellinger. **FL** Ahlers 1m32.972s (76.63mph). **MORGAN THREE WHEELERS (10 LAPS)** **1** Hamish Bibby/Charlie Martin; 2 Tim Gray/Andy Seaton +9.479s; 3 Guy Shotton/Jo Hodson; 4 Greg Bibby/Chloe Pilbeam; 5 Ewan Cameron/George Toone; 6 Danny Hodgson/Sandra Beys-Maran. **CW** Tony Quinn; Tom Cowley. **FL** Bibby/Martin 1m36.996s (73.45mph). **SPORTS & SALOONS (11 LAPS)** **1** James Plaza (Caterham); 2 Mark Coleing (Caterham) +4.933s; 3 Barney Prior; (Caterham); 4 Anthony Bennett (Caterham); 5 Kevin Howell (Caterham); 6 Richard Green (Caterham). **CW** Bill Bellinger (Morgan 4/4 Supersport); Ian Fletcher (Fletcher Hornet); Bennett; Brian Gateson (Morgan +8). **FL** Plaza 1m20.122s (88.92mph).

FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Hamilton not delighted to meet the stewards again

Lessons for Lewis

A few suggestions for Lewis Hamilton: provide your input to McLaren strategy decisions rather than criticising later; take note how some F1 drivers regularly overtake without tangling; if you had a manager with a motor racing background, you might find he'd be able to offer advice that would help overcome some of the issues you're facing; to achieve the results you want, it's sometimes necessary to drive with your head rather than your heart.

Andrew Bodman Northampton

EDITORIAL CONTACT mail@autosport.com

Give Lewis Hamilton

a break. People want to see overtaking in F1 and Hamilton is a racer through and through, who is brave enough to attempt a move, wherever it may be.

F1 is an emotional business, with adrenalin flowing freely. It is only natural that someone who wears his heart on his sleeve will from time to time say it how it is. Lewis is still the fans' champion.

Brendan Budgen
Reading

I don't presume to

know what exactly is in Lewis Hamilton's McLaren contract, but I hardly think the clause 'Entertain my fans' is in there. His job is to drive fast and bag points.

Now that he has an 'entertainment manager', perhaps he has forgotten why he was given such prodigious talent in the first place.

I know, however, that I was sorely dismayed to hear his comments, even if they were a badly conceived joke.

Orla Fee
Ireland

Without doubt F1 is now just about as exciting as it has ever been. Many fans and people within the sport would agree that the 2011 rules and tyre combination are perfect.

So why the heck does Jean Todt and the FIA come along wishing to tinker with it? F1 is running perfectly as it is. The fans do not want it any other way. Leave it alone Mr Todt.

Luciane Sabiston
Didcot

OK, Monaco had some exciting moments, but it ended farcically. You can't argue with the fact that the Indy 500 was pure entertainment throughout – until the very last second!

It all looked rosy for Dario Franchitti, then a fairytale ending seemed a certainty for rookie JR Hildebrand... until the last corner when he threw it into the wall, allowing Dan Wheldon to take an amazing second Indy win.

Not bad for a man without a drive in this year's championship.

Barry Ambrose
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **RED BULL REVISES PITSTOP PROCEDURES**

2. **COSTA RELINQUISHES POSITION AT FERRARI**

3. **TEAM LOTUS ALLOWED TO KEEP NAME**

4. **NEWBY: RBR UNDERESTIMATED KERS**

5. **RENAULT: KUBICA UNLIKELY TO RACE IN 2011**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

LESS IS MORE IN F1, BUT MONACO IS THE EXCEPTION

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Alan Crisp of flywheel supply company TTV has pointed out that the change to the clutch and flywheel regulations introduced to British Formula Ford this season (April 14) were not the result of any intrinsic or design failures of the previous flywheels used.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



SENNA - THE MOVIE
general release - June 3
sennamovie.co.uk

Six-and-a-half-years since writer Manish Pandey (above left) and producer James Gay-Rees (right) first mooted the idea of a proper film about Ayrton Senna – still many people's greatest-ever racing driver – the final cut comes to cinemas tomorrow (Friday). Produced with the full

co-operation and enthusiasm of the Senna family, including the triple world champion's sister Viviane and niece Bianca (sister of Renault F1 tester Bruno), the film, simply called 'Senna', is mercifully free of any Hollywood-esque 'glamourising'; rather it's an emotionally charged, hand-crafted documentary about the Brazilian's controversial on-and-off-track life. Crucially for the film's

under-the-skin authenticity, Pandey and Gay-Rees, aided by director Asif Kapadia (centre), worked with F1 impresario Bernie Ecclestone and were granted full access to the F1-footage archives. Some of the AUTOSPORT crew have been fortunate enough to see it (see below for a sneak preview) and we urge all motorsport fans – of any age, sex or persuasion – to do likewise. Tomorrow...



TYRRELL RETRO T-SHIRT
£19.99
autosport.com/shop

This Elf Team Tyrrell T-shirt is part of Retro GP's 100 per cent cotton range and a bit of a throwback to a bygone era of F1.

The range includes Brabham, BRM, Hesketh, Lotus, Ligier, March, Matra, Shadow, Toleman, Vanwall and Wolf – check out the website for full details.



RED BULL BEDDING
£59.99
autosport.com/shop

As well as 'watching', 'reading' and 'eating' – or is it 'drinking'? – Red Bull Racing, fans of the world championship-leading superteam can now add 'sleeping' with this branded duvet and pillow case set.

Watch out, though, because the pillow case is not a standard UK size.



EVEL KNieVEL KIDS' BIKE
£119.99
kiddimoto.co.uk

Now young bikers can emulate that original, starspangled Montana maniac Evel Knievel with this balance bike from Kiddimoto.

Made from tough birch plywood, the pedal-less bike is a great way for toddlers to gain in confidence before, er, jumping over buses and smashing themselves up.

HOT ON THE WEB THIS WEEK

YOUTUBE: SENNA – THE MOVIE, SNEAK PREVIEW



SEARCH FOR: Ayrton Senna – The Movie [International Trailer] (2:16)
The anticipation surrounding Universal Pictures' and Working Title's film has had Senna fans chomping at the bit for months. Here's a tantalising preview clip of the finished product.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



OULTON PARK

BTCC

June 4-5

Admission £12 Saturday; £30 Sunday; £30 weekend (online only)

Tel: 01829 760301

After a five-week break, the BTCC returns for round four at the Cheshire circuit. The honours were shared between Arena's Ford Focus, the works Chevrolet team and Honda last year, and it's the Civics of Matt Neal and Gordon Shedden who arrive on the best form after a dominant performance at Thruxton. Jason Plato will be hoping the swoops of Oulton will give his S2000 Chevy Cruze a chance against the turbos, while the Vauxhall Vectras of Andrew Jordan and James Nash should be near the front too.

SILVERSTONE

GT1 World Championship

June 3-5

Admission £20 Saturday;

£30 Sunday; £40 weekend

Tel: 0844 3728 200

The thundering and screaming GTs of the GT1 World Championship hit Britain this weekend at Silverstone. The Aston Martin and Nissan teams are the ones on a roll and they have history at the Northamptonshire venue too. Last year the dominant Aston DBR9s finished one-two, only to be penalised and lose victory to the leading Sumo Power Nissan GT-R. FIAT GT3, GT4 Cup, and Lamborghini Super Trofeo provide the support cast.

BRANDS HATCH GP

MSVR

June 4-5

Admission £13 each day;

£16 weekend (online

only)

Tel: 01474 872331

CADWELL PARK

BRSCC

June 4-5

Admission £13 each day;

£16 weekend (online

only)

Tel: 01507 343248

LYDDEN

SEMSEC

June 4

Admission £13

Tel: 01304 830557

SHELSELY WALSH

British Hillclimb

Admission £12

www.top12runoff.co.uk



DTM

Rd 3/10

Spielberg, Austria

June 5

dtm.de

It's one win apiece in the on-going battle between Audi and Mercedes. The revamped Spielberg (nee A1-Ring) in Austria plays host to round three, where big hitters like Gary Paffett, Mattias Ekstrom and Jamie Green are seeking an increase in fortune.



Audi and Mercedes: who'll make it best of three?

SUPERLEAGUE WORLD CUP

Rd 1/8

Assen, Holland

June 5

superleagueformula.com

FORMULA NIPPON

Rd 2/8

Autopolis, Japan

June 5

f-nippon.co.jp

F3 EURO SERIES

Rd 4/9

Spielberg, Austria

June 4-5

f3euroseries.com

AUTOGP

Rd 2/7

Budapest, Hungary

June 4-5

autogp.org/en

WORLD TOURING CARS

Rd 4/12

Budapest, Hungary

June 5

fiawtcc.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 4/12

Yalta Rally, Ukraine

June 2-4

ircseries.com

NASCAR SPRINT CUP

Rd 13/36

Kansas, USA

June 5

nascar.com

NASCAR NATIONWIDE

Rd 14/34

Chicago, IL, USA

June 4

nationwide.nascar.com

GRAND-AM

Rd 6/12

Watkins Glen, NY, USA

June 4

grand-am.com

Television

FRIDAY JUNE 3

1830-1930 **ESPN**

WRC Access All Areas

2245-2315 **Eurosport**

IRC: Ukraine day one

SATURDAY JUNE 4

0715-0815 **ESPN**

WRC Access All Areas

1330-1500 **Motors TV LIVE**

Euro GT3: Silverstone race 1

1545-1700 **Motors TV LIVE**

VW Scirocco Cup: Spielberg race 1

1615-1745 **ESPN LIVE**

FIA GT1: Silverstone

Live action from the qualifying race.

1645-1715 **Eurosport**

IRC: Ukraine day one

2200-2245 **Eurosport 2**

WTCC: Hungaroring qualifying

2245-2315 **Eurosport**

IRC: Ukraine day one

SUNDAY JUNE 5

0800-0830 **Eurosport LIVE**

WTCC: Hungaroring warm-up

0830-0900 **Eurosport**

IRC: Ukraine day two

1100-1315 **Eurosport LIVE**

WTCC: Hungaroring races 1&2

The latest Chevy versus, er, Chevy and Chevy installment from Hungary.

1245-1430 **ESPN LIVE**

DTM: Spielberg

It's Audi against Mercedes once again in the Austrian mountains.

1600-1845 **Motors TV**

Superleague World Cup: Assen

1715-1845 **ESPN**

FIA GT1: Silverstone

Delayed coverage of the championship race.

1730-2130 **Premier Sports TV LIVE**

NASCAR Sprint Cup: Kansas

1845-2020 **Motors TV**

Euro GT3: Silverstone race 2

1845-2115 **ESPN**

Superleague World Cup: Assen

2020-2120 **Motors TV**

VW Scirocco Cup: Spielberg race 2

2300-0000 **Eurosport**

IRC: Ukraine review

MONDAY JUNE 6

1000-1100 **ESPN**

FIA GT1: Silverstone review

1100-1200 **ESPN**

Superleague World Cup: Assen review

1830-1900 **Eurosport 2 LIVE**

Le Mans 24 Minutes

Eurosport's hilariously-titled magazine show kicks off its wall-to-wall coverage of the French endurance classic.

1900-2000 **Sky Sports 3**

NASCAR Sprint Cup: Kansas

TUESDAY JUNE 7

1830-1900 **Eurosport 2 LIVE**

Le Mans 24 Minutes

WEDNESDAY JUNE 7

1830-1900 **Eurosport 2 LIVE**

Le Mans 24 Minutes

2100-2300 **Eurosport 2 LIVE**

Le Mans 24 Hours qualifying

The serious stuff begins, as the quickest qualifying times get set in the darkness.

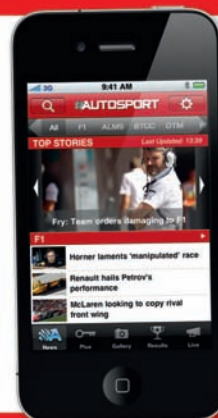
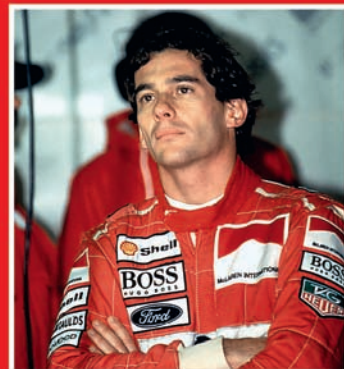
Online

AUTOSPORT.COM

Coming up on the web this week

SENNA MOVIE RELEASE

To mark the release of the new *Senna* movie we've dedicated Friday to the great Brazilian. Find out all about the making of the film as Jonathan Noble interviews executive producer Manish Pandey, and re-live the great Brazilian's maiden GP win in Portugal in 1985. Plus all the latest news and reports from MotoGP, DTM, BTCC and more.



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The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost). For more info, visit www.autosport.com/app

REVVED UP OVER WHAT'S ON THE BOX

Our critical opinion on the best and worst of this week's TV coverage



EJ thought he was safe, but he thought wrong

SLAPSTICK. IT'S SURELY the least funny of all the genres of comedy, and certainly a pet hate of mine, nestling uncomfortably between Russ Abbott and Brian Conley on my hate-list (yes, I have a list, and it's very long).

Germans, though, they love it. Cake in the face – ho ho! Briefcase thrown out of a helicopter – side-splitting. But to prove every dog (or should I say hund) has its day, Sebastian Vettel hurling Eddie Jordan into the Red Bull pool in the post-race celebrations at Monaco was genuinely hilarious.

"This could be very risky, I could be going in there," protested EJ as

Jake Humphrey told him to interview Vettel. "This is your moment Eddie, there he is, get him," Jake implored.

"We've got him! We've got a winner!" cried Jordan, desperately trying to yank Vettel towards the BBC posse and away from the pool. No chance. Bus pass holder versus F1 world champion? There was only ever one winner there, and he was taking Eddie for a swim.

DC was showing huge concern for his colleague: "Look, look! He's riling around! I'd like to commentate on that one!" – Sploosh! DC again: "Actually, EJ can't swim!" Martin Brundle sagely

observed: "That was more inevitable than Red Bull winning the race."

Moments later... "He's in again! We've been waiting for this moment for two and a half years, Eddie Jordan exploding live before your eyes." It was like BBC F1's Del-Boy "play it cool, Trigger" moment. One victim in this was Eddie's glasses, and not even Adrian Newey could find them.

Even Vettel's dad got in on the act, pushing him in for a third time as he

squinted for his glasses. DC again: "He's such a numpty though, bending over like that at the edge of the pool."

And just when you thought it couldn't get any more amusing...

Brundle: "Wrecking that nice haircut as well."

Coulthard: "Well, amazingly, it's holding in place fantastically well."

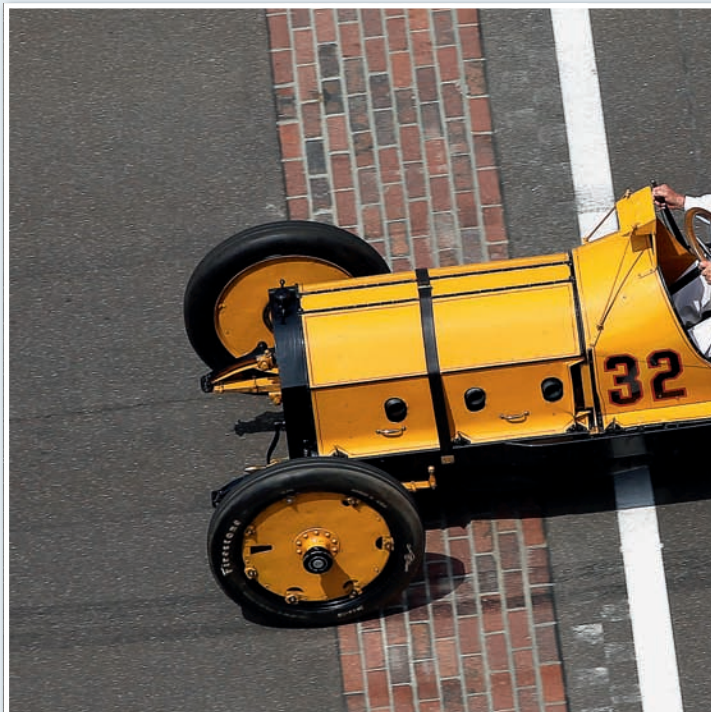
Never mind their BAFTA, I'll nominate that comment for a British Comedy Award.

Revved Up

"Bus pass holder versus F1 world champion? There was only one winner there, so Jordan was taking a swim"

THE WEEK IN PICTURES

The lensmen pounding the beat from Indianapolis to Brands Hatch



PARNELLI GETS THE MARMION WASP INTO GEAR

US racing legend - and 1963 Indy 500 winner - Parnelli Jones gets to grips with Ray Harroun's 1911 victor, the six-cylinder 'Wasp'

A CENTURY OF STAR NAMES HONOURED AT INDIANAPOLIS

Indy rounded up a veritable who's who of former and current stars on Saturday. Check out Dan Gurney behind AJ Foyt (blue jacket) in the middle of front row!



CIGARETTE ADVERTISING PICTURED AT BRANDS HATCH

Ex-BRSCC Open Sportscar racer Steve Griffiths pretends he's Satoru Nakajima, and the Lotus is chased by Damon Hill (well, Graham North) in a Williams



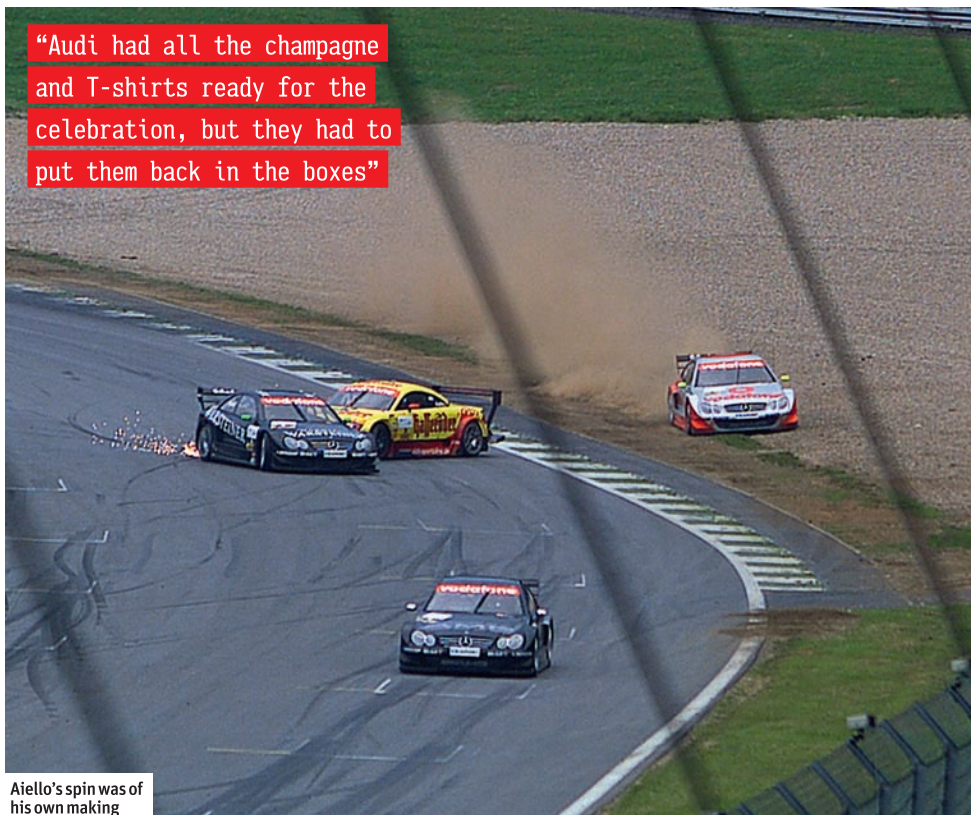
RAMPING UP THE EXCITEMENT

Tanner Foust broke the world record for longest four-wheeled vehicle jump at Indy

FROM THE ARCHIVE

Last corner spin upsets Laurent Aiello, A1 Ring, 2002

"Audi had all the champagne and T-shirts ready for the celebration, but they had to put them back in the boxes"



Aiello's spin was of his own making

THE DTM HEADS BACK TO AUSTRIA THIS WEEKEND

after an eight-year absence, but it will be a surprise if events at the Spielberg circuit match those that occurred during the latter stages of the race nine years ago.

Abt Audi driver Laurent Aiello only needed to finish ahead of his AMG Mercedes rival Bernd Schneider in the second race to become champion at the then-named A1-Ring, and was on course to do just that, until a sudden shower arrived with two laps remaining.

"It was a crazy last lap or two," recalls Schneider, the most successful DTM driver of all time. "It was only over three corners, but nobody knew how hard to push."

Schneider kept his head and calmly moved up from seventh to fourth as the last lap commenced, helped by Aiello's team-mate Mattias Ekstrom spinning at the first corner when his TT's gearbox jumped into neutral, and taking the Opels of Timo Scheider, Alain Menu and Manuel Reuter off with him.

What happened next was the memorable moment of the season.

"I'd not had much radio communication in the race," Schneider says. "But what they did tell me was that if I just got ahead of Aiello, they [Mercedes] would manage it so that I could win the race."

"I passed Aiello, but I went wide with two corners to go, so we were next to each other. At the last corner I went into the gravel and he spun – we were both just pushing so hard."

"Jean [Alesi, Schneider's team-mate] was told to slow down to let me past to win, and he did, but Marcel Fassler [another Mercedes man] was right behind us and nobody told him to slow down, because the situation changed so quickly – there wasn't time to call him."

So while Schneider recovered out of the gravel and passed the slowing Alesi before the line, Fassler had got there before him to record his maiden DTM victory, preventing his team leader from scoring maximum points, but at least delaying Audi's title celebrations for a few weeks.

"Aiello was very angry after that," says Schneider. "Because he thought Fassler had pushed him [into his spin]. Audi had all the champagne and T-shirts ready for the celebration, but they had to put them back in the boxes."

"We went to see the stewards, but when Aiello saw that Fassler hadn't pushed him – he'd just spun on the slippery track – he wasn't angry any more. He was just disappointed."

THIS WEEK IN...



JUNE 3 1976

NIKI LAUDA DOMINATED THE

Monaco GP, but it was team-mate Clay Regazzoni who made it onto our cover. The Swiss was hounding Jody Scheckter's Tyrrell in the closing stages when he crashed at Rascasse with five laps to go.

AUTOSPORT's F1 reporter Pete Lyons decried the difficulty in overtaking around the Principality. "There isn't really any place a sane man can overtake at Monaco any more," he said.

In the World Rally Championship, Harry Kallstrom's Datsun 160J won the Acropolis (below). The rapid three-car Lancia Stratos team dropped out early, leaving Jean Ragnotti's Alpine Renault A310 to lead until it suffered rear suspension failure.

There was also a late change at the Nurburgring 1000km when the 3.5 BMW CSL of longtime leaders John Fitzpatrick and Tom Walkinshaw blew up, handing victory to the similar car of Dieter Quester/Albrecht Krebs.



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PETER DUMBRECK

■ Macau Formula 3 Grand Prix ■ November 22, 1998 ■ TOM'S Dallara F398-Toyota ■ Victory – by 0.003s!



Dumbreck took Macau victory by tiny margin

I'D SPENT THE 1998 SEASON

in Japanese F3 and it'd been a good year – I won the championship. What I didn't know, though, was how I'd compare with the best in Europe with my TOM'S engine. Well, I'd find out in Macau.

It wasn't a particularly stressful week in the build-up to the race – I pretty much had the Mercedes sportscar contract in the bag for '99 so I thought if Macau came to me then great.

The defining moment that proved I was in the lap of the gods came when I spun and hit the barrier at the flat-out Solitude Esses during practice. I was facing the wrong way with marshals not slowing people down. I thought I was going to get killed or the car would be destroyed at least. Then Andrej Pavicevic had an even bigger crash than me and the red flags flew just in time. I reckon that saved my weekend.

Back then the race was decided on aggregate so you needed to do well in both heats to stand a chance of winning. I qualified third and finished third in race

"I didn't know if I'd won on the slow-down lap – the guys in the team were all clapping when I came back in but was it because I'd just done well or actually won?"

one, a few seconds behind Enrique Bernoldi and Robert Lechner, so I had to beat them by a bit more than that in heat two.


Bernoldi made a bad start so was stuck back in the pack behind me, but Ricardo Mauricio came past me to get into the lead. I

wasn't too worried about him because he'd been only fifth in the first race. I was busy holding everyone back on the mountain section and looking at my pitboard to gauge the gaps – there were no radios then of course!

Bernoldi got up to third, and

was just a few seconds behind me so I had to push 100 per cent, lapping at qualifying pace. He then touched the wall at the last two corners with two laps left so dropped back. I crossed the line to start the last lap two tenths of a second up on Mauricio. He might have taken the flag first but I'd done enough to get the overall win by three thousandths of a second!

I didn't know if I'd won on the slow-down lap – the guys in the team were all clapping when I came back in, but was it because I'd just done well or actually won?

It was pretty close at the end and, yes, the party afterwards was an all-nighter I can tell you!  Peter Dumbreck was talking to Henry Hope-Frost

IN PROFILE

SCOT PETER DUMBRECK BEGAN

karting aged 11 and progressed to single-seaters. Titles in FVauxhall Junior ('94) and FVauxhall ('96) led to a move to British F3 for '97. He moved to Japan in '98, before joining Mercedes's GT1 squad for '99 and that Le Mans shunt. Five years in the DTM for Merc and Opel were followed by a return to Japan and Super GT success. The 37-year-old now fronts Nissan's attack on the FIA GT1 World Championship.



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