



# CANADIAN GRAND PRIX PREVIEW

DC: "LEWIS IS RIGHT TO SAY JUST WHAT HE THINKS"



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# AUTOSPORT

JUNE 9 2011 • £3.30 • WWW.AUTOSPORT.COM

**THE UNTOLD STORIES**

# SENNA HIS BEST RACES

BY THOSE WHO  
SAW IT ALL

- MARTIN BRUNDLE
- PATRICK HEAD
- RON DENNIS
- GERHARD BERGER
- AND HIS TOUGHEST RIVAL

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come to blows



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Neal smacks Shedden  
in last-corner shocker



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SIZE SHAPE SPEED AND SPIRIT

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PEAK TORQUE 250NM AT 2,250RPM  
ACCELERATION 0 - 62 MPH 7.9 SEC  
TOP SPEED 133MPH

FUEL CONS MPG (L/100KM): URBAN 35.3 (8.0) /  
EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),  
CO<sub>2</sub> EMISSIONS: 142G/KM.

## ABARTH 500

1.4 16V TURBO T - JET  
POWER OUTPUT 135HP (99KW) AT 5,500RPM  
PEAK TORQUE 206NM AT 3,000RPM  
ACCELERATION 0 - 62 MPH 7.9 SEC  
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.2 (8.5) /  
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),  
CO<sub>2</sub> EMISSIONS: 155G/KM.

## ABARTH 500C

1.4 16V TURBO T - JET  
POWER OUTPUT 140HP (103KW) AT 5,000 RPM  
PEAK TORQUE 206NM AT 2,000RPM  
ACCELERATION 0 - 62 MPH 8.1 SEC  
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.6 (8.4) /  
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),  
CO<sub>2</sub> EMISSIONS: 151G/KM.



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**AUTOSPORT.COM**

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**“No! No! No! No! No!”**

ITV4'S BTCC CO-COMMENTATOR -  
AND FRIEND OF TEAM DYNAMICS -  
TIM HARVEY CAN'T BELIEVE IT AS  
MATT NEAL TAKES GORDON SHEDDEN  
OFF AT OULTON PARK'S FINAL  
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## POLE POSITION

# Let's hope Lewis does his talking on the track



IN THE AFTERMATH OF HIS POST-Monaco Grand Prix gaffe, it could have been worse for Lewis Hamilton – he could have been in Ryan Giggs's boots!

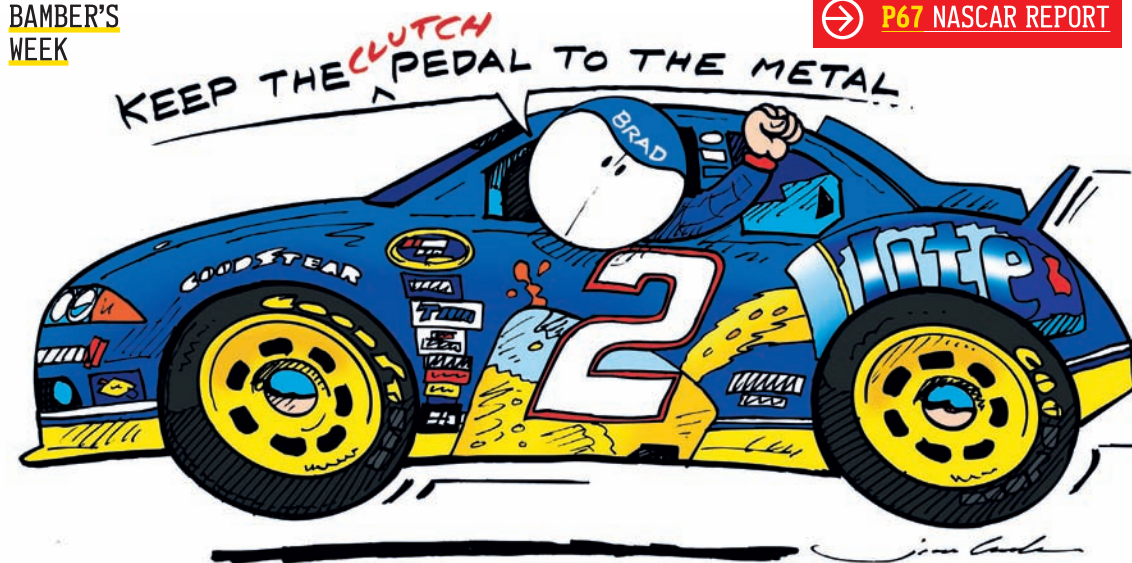
Hamilton has always been at his most eloquent behind the wheel of a racing car, and the Canadian Grand Prix this weekend provides the perfect opportunity for him to remind everyone what a brilliant driver he is.

Lewis has been sensational in Canada over recent years and it's a track that's likely to suit his McLaren. For all the record-breaking number of passing moves we've had this year, Sebastian Vettel's record of five wins from the opening six races has a distinctly Schumacher-esque look of 2002 or '04 to it. For the sake of ensuring the title fight outlasts the European season, it would be good to see a different winner this weekend in Montreal.

Given that last year's race – even on the long-lasting Bridgestones – turned into a tyre lottery, it's folly to try to second-guess what will happen on Sunday evening. But it should make for an amazing spectacle!

Andrew van de Burgt, editor

## BAMBER'S WEEK



## P67 NASCAR REPORT





NASCAR

## Home run ends just in time for Allgaier

Justin Allgaier (31) only led one lap of the Nationwide Series race at Chicagoland, but it was the vital last one. The Illinois native took the lead when Carl Edwards ran out of fuel on the last of the race's 200 laps, only to run dry himself. Fortunately his Chevrolet had enough momentum to coast across the line in first place.

Picture: Levitt/LAT





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# Confusion over Bahrain

Shock decision to reinstate the Bahrain GP does not mean it will definitely take place. By EDD STRAW

**F**ormula 1 remained in a state of confusion over whether the Bahrain Grand Prix will go ahead as AUTOSPORT closed for press, despite the FIA giving the green light for the race to be staged on October 30.

The FIA World Motor Sport Council made a shock decision to reinstate the race last Friday. This was despite F1 commercial boss Bernie Ecclestone advising that it should not be held in the wake of pressure from the teams.

Speaking this week, FIA president Jean Todt admitted that the race could still be cancelled, but only on grounds that “if we have evidence that there is a risk this will be taken

into consideration.”

The Indian Grand Prix, originally scheduled for Bahrain’s new October date, is now set for December 11. But with the teams yet to agree – this is demanded by the FIA’s International Sporting Code for any calendar change – Ecclestone has called for Bahrain to be moved to the December date. Most likely, this would be with a view to it eventually being called off.

“We listened to that report from the FIA and that was saying there were no problems at all in Bahrain,” said Ecclestone. “But that is not what I am hearing.”

Former FIA president Max Mosley has criticised the

decision. He questioned the inspection process, which was carried out by FIA commissioner Carlos Gracia, who concluded: “There is no indication of any problems or reason why the Bahrain Grand Prix should not return.” Mosley believes that the inspection was superficial.

“The gentleman they sent speaks no English and, as far as I know, speaks no Arabic,” Mosley told the BBC’s *Today* programme on Tuesday. “And he was then taken round by the representatives of the government and had no knowledge of what was really going on, and above all didn’t ask to see the sort of people that the human-rights



lawyer would have asked to see.”

The majority of squads in the FOTA teams’ group are known to be against racing in Bahrain because of security fears and ethical concerns. AUTOSPORT is aware of several major team sponsors who have privately

## THE STORY OF THE 2011 BAHRAIN GRAND PRIX

**FEBRUARY 14**

Civil unrest breaks out in Bahrain, with members of the Shia majority protesting against the regime of the Sunni on what is dubbed the ‘day of rage’.

**FEBRUARY 17**

GP2 Asia event in Bahrain cancelled.



**FEBRUARY 21**

The crown prince of Bahrain, Salman bin Hamad bin Isa Al-Khalifa, informs Bernie Ecclestone that it has withdrawn from hosting a grand prix on March 13.

**MARCH 8**

The FIA World Motor Sport Council sets a deadline of May 1 for Bahrain to decide whether it can hold a grand prix in 2011.

**MARCH 15**

State of emergency officially declared in Bahrain.



**MARCH 31**

AUTOSPORT reveals that Abu Dhabi is willing to change its November date to accommodate the return of Bahrain.

**MAY 1**

The FIA sets a new deadline of June 3 for Bahrain to decide whether it can hold a grand prix in 2011.



expressed their desire that Bahrain should not happen.

FOTA had yet to comment on the issue as AUTOSPORT closed for press, but has written to the FIA and Ecclestone's FOM saying its members do not wish to race in Bahrain following widespread criticism of the reinstatement of the

race, both in the media and from some human-rights organisations.

Todt has underlined that the situation in Bahrain is, in the FIA's opinion, safe to hold a grand prix. He also denied suggestions that family connections influenced the decision.

Bahrain crown prince

Salman Bin Hamad Al-Khalifa owns a significant shareholding in the ART Grand Prix GP2 and GP3 team, of which Todt's son Nicolas is a co-owner.

"My son is a lawyer," said Todt. "He should not get any advantage through being the son of the president of the FIA." ❧

**Mark Webber**  
Red Bull



“The sport should have taken a firmer stance earlier this year. It would have sent a very clear message about F1's position on human rights and how it deals with moral issues.”

**Max Mosley**  
Former FIA president



“Surely the line has to be drawn when a sporting event is not mere entertainment in a less than perfect country, but is being used by an oppressive regime to camouflage its actions.”

**Jackie Stewart**  
Three-time world champ



“Bahrain is one country keen to accelerate the issue of democracy. Having a grand prix there might be of benefit to the rest of the world recognising that there is movement taking place. If we just sit back and stop things from progressing, I don't think that's the right thing either.”

## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

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The FIA is deservedly proud of its green credentials and the vast number of lives saved by its road-safety initiatives. But what of its conscience? The Bahrain Grand Prix is a government-funded race on a government-owned track. Does F1 really want to be a propaganda tool for a regime that operates what some commentators have characterised as an apartheid system?

It has been reported that 28 Bahrain International Circuit employees were recently sacked. All were of Shia denomination. Sheikh Mohammed bin Isa Al Khalifa, a member of the ruling Sunni family, was asked about this on the BBC's *Today* programme on Tuesday. He explained that employers can dismiss staff who are absent for more than 10 days without an excuse. He dodged the next question about whether this includes if they are locked up.

Freedom House, a Washington-based democracy monitor, recently published its *Worst of the Worst* report evaluating every country in the world. It lists Bahrain and the UAE as “not free”. Malaysia, Turkey and Singapore are listed as “partly free”, while the rest of the countries F1 visits are “free”.

One day, a similar situation could arise with another country on the calendar. The sport, which has looked indecisive, irresponsible and amoral over Bahrain, needs to be better equipped to deal with it. Head-in-the-sand rhetoric about sport and politics not mixing doesn't wash in the real world.

F1's planned Bahrain GP return has caused outcry



## REMEMBER WHEN...

OCTOBER 22 1995



**a race was moved back?** The last grand prix to be called off and run later in the season was the 1995 Pacific Grand Prix. Originally scheduled for April 16, it was postponed until October because of the Kobe earthquake, which struck on January 17.

PIC: FERRARO/LAT

MAY 7

Bahrain circuit chairman Zayed Rashed Al Zayani tells AUTOSPORT that the track is “ready” to hold a grand prix this year.

MAY 19

AUTOSPORT reveals that the Indian Grand Prix could be moved to December, with Bahrain taking its October 30 slot.

JUNE 1

Bahrain ends its state of emergency.



JUNE 3

FIA confirms that the Bahrain Grand Prix will go ahead on October 30 following a fact-finding mission to the Gulf state by FIA vice-president Carlos Gracia.



# Red Bull upgrades revealed

AUTOSPORT's technical editor GARY ANDERSON explains the tweaks designed to keep the RB7 out front

**R**ed Bull has a raft of major car upgrades planned for the coming races that it hopes will allow it to maintain its advantage at the front of the field.

The Milton Keynes-based team has won five out of six races in 2011 and taken pole position for every race with Sebastian Vettel and Mark Webber. But upgrades to the RB7

aerodynamic package, which will include modifications to both the diffuser and front wing, have already been trialled during practice sessions with a view to being raced

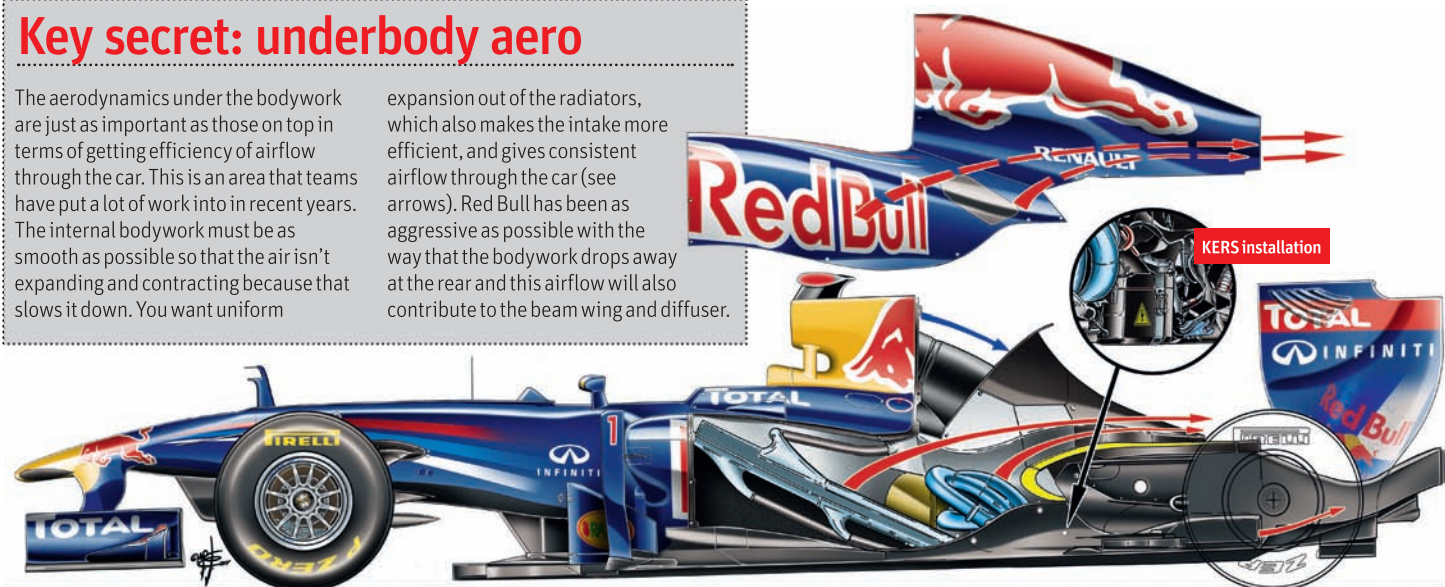
as early as this weekend's Canadian Grand Prix.

AUTOSPORT technical editor Gary Anderson runs the rule over the tweaks that could run in Canada.

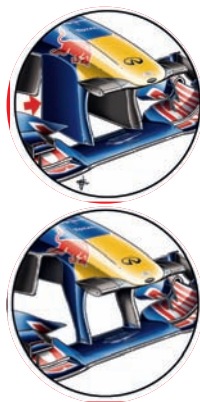
## Key secret: underbody aero

The aerodynamics under the bodywork are just as important as those on top in terms of getting efficiency of airflow through the car. This is an area that teams have put a lot of work into in recent years. The internal bodywork must be as smooth as possible so that the air isn't expanding and contracting because that slows it down. You want uniform

expansion out of the radiators, which also makes the intake more efficient, and gives consistent airflow through the car (see arrows). Red Bull has been as aggressive as possible with the way that the bodywork drops away at the rear and this airflow will also contribute to the beam wing and diffuser.



## Larger front wing mounts



The large nose mounts (top image) are all about getting a more energetic airflow to the leading edge of the sidepod and underfloor areas. The longer mounts – as used by Ferrari – help to prevent the airflow coming off the areas outside of the FIA-stipulated central section of the front wing mixing with the low pressure airflow underneath the wing too early. If you do

that, the airflow you want to feed to the sidepods can get sucked inboard. It's tricky to get right, because you have to have the angle perfect, but overall it should give you more downforce. The smaller chord mounts Red Bull had used (bottom) are less critical aerodynamically so will be more stable, but you get a more productive airflow if you can get the larger ones right.

## Diffuser changes

Since exhaust blown diffusers have become in vogue, you have had high velocity airflow that sets up a big vortex and stops the flow coming off the rotating rear tyre from upsetting the diffuser. The airflow out of the exhausts takes the air being displaced by the tyre with it and sets up a vortex. In a way, it acts like a skirt by sealing the diffuser. Red Bull has placed a wing section at the exit of the exhaust (arrow on right) so that some of the air goes on top of the



diffuser and some goes under it. It's all about using the flow from the exhaust in the best way possible to create downforce.

## Virgin goes for windtunnel work

**VIRGIN PLANS TO KICK OFF A** windtunnel testing programme after parting company with technical director Nick Wirth last week.

The team has persevered with an all-CFD development strategy for its first 18 months in Formula 1, using Wirth Research's state-of-

the-art facility. But it now plans to use both CFD and windtunnel testing to drive the development of its current MVR-02 car and its 2012 machine after a disappointing start to the season.

Former Renault director of engineering Pat Symonds is overseeing the creation of a new technical base for the design and development process in

his role as a consultant to the team. This will run alongside its race team base in Dinnington, South Yorkshire.

Despite the change, the team is confident of being able to continue its rate of development, with upgrades signed off at Wirth Research scheduled to be introduced throughout much of the rest of the season.







Work continues at the Austin circuit

## Teams must sign off 21 races

### NEXT YEAR'S RECORD-BREAKING

21-race Formula 1 world championship is still subject to team agreement after the FIA revealed a calendar last week featuring the 20 current events, plus the return of the United States Grand Prix.

However, although the calendar has been "confirmed" by the World Motor Sport Council, it still needs to be ratified by the teams. The Concorde Agreement dictates that the teams must consent to any races beyond a maximum of 20.

Currently, the Turkish Grand Prix is a provisional date. Whether it goes ahead is likely to depend on government funding being secure. If it is not forthcoming, this race could be dropped. But if the government does pay, it will go ahead as it is a lucrative race in terms of hosting fees.

This means that Bernie Ecclestone will have no choice but to ensure that he has the agreement of the teams. It is possible that he submitted the 21-date calendar to the FIA for approval in the expectation that this year's Bahrain race would not be reinstated. This would have allowed him to convince the teams to accept the extra race in 2012 as there would still be only 40 races over a two-year period.

Although the calendar was not listed as provisional, there are suggestions that it could still change. Reports in America suggested that FIA senate president Nick Crawford had stated in an email that the June 17 date for the US GP remains provisional and could be put back to Autumn when the temperatures will be lower. However, it has long been planned to hold the race as a double-header with Canada.

## 2012 calendar

March 11	Bahrain
March 18	Australia
April 1	Malaysia
April 8	China
April 22	Korea
May 6	Turkey (TBC)
May 20	Spain
May 27	Monaco
June 10	Canada
June 17	United States
July 1	Europe
July 15	Britain
July 29	Germany
August 5	Hungary
Sept 2	Belgium
Sept 9	Italy
Sept 30	Singapore
October 14	Japan
October 28	India
Nov 11	Abu Dhabi
Nov 25	Brazil

## F1 to hold fan open days

**THE EIGHT FORMULA 1 TEAMS BASED IN** the UK will hold public open days as part of National Motorsport Week.

Red Bull, McLaren, Renault, Mercedes, Force India, Williams, Team Lotus and Virgin will all offer a limited number of passes during the week, which runs from June 25 to July 3.

The free factory open days will be promoted through the website [www.gomotorsport.net](http://www.gomotorsport.net)

There will also be a variety of other events. Silverstone will be open for a charity cycle ride on June 25. Hosted by the MG Car Club, it will raise money for Help for Heroes.

Mercedes-Benz World at Brooklands will also hold a series of events, including a live screening of the European Grand Prix. Mercedes and Team Lotus will offer the chance for members of the public to join them as pit crew members during the Goodwood Festival of Speed in July.

## Engine delay possible



Return of turbos could be delayed

**FORMULA 1'S SWITCH TO** 1.6-litre turbo engines in 2013 hangs in the balance after the FIA offered the possibility of a vote to postpone the change.

The World Motor Sport Council ratified the 2013 regulations. But a WMSC statement said that "in consultation with the main stakeholders...a fax vote by the WMSC could be considered by June 30 to redefine the implementation date".

Mercedes boss Norbert Haug confirmed that the teams would consider pushing for such a vote. This follows Cosworth expressing concern about the affordability of developing the new engine.

"You need enough manufacturers to supply the field and most importantly you need an independent engine manufacturer," said Haug. "We are not in a position to power a third of the grid."

## THIS WEEK IN F1



**RED BULL** Mark Webber expects the Mercedes-powered McLarens will have a straightline speed advantage in Canada. "It'll be tough for us to keep up with the Mercedes-powered cars on the long straights," he said.



**McLAREN** Jenson Button believes that the team will no longer be playing catch-up in grands prix if it boosts its one-lap speed. "With a little improvement to our qualifying, we can start to dictate race pace," he said.



**FERRARI** Felipe Massa is confident that Pirelli's decision to allocate super soft and soft rubber for Canada will boost his chances. The team has struggled on the harder tyre this year.



**MERCEDES** Nico Rosberg has been presented with the Lorenzo Bandini Trophy for his on-track performances and fighting spirit over the past year. Former winners include Lewis Hamilton, Sebastian Vettel and Robert Kubica.



**RENAULT** Vitaly Petrov will be fit for the Canadian Grand Prix despite injuring his ankle in a crash in Monaco last week. "I'm feeling fine with no problems," said the Russian.



**WILLIAMS** Former GP racer Kazuki Nakajima claimed his first race win since leaving Formula 1 at the end of 2009 in Formula Nippon at Autopolis on Sunday. He is now racing for the crack TOM'S team in Japan.



**FORCE INDIA** Paul di Resta has spent time on McLaren's simulator, available as part of Force India's technical partnership with the Woking team, in preparation for his Montreal debut.



**SAUBER** The team has confirmed that Sergio Perez will race in this weekend's Canadian Grand Prix after recovering from his accident during qualifying in Monaco.



**TORO ROSSO** A marshal escaped without serious injury after leaping in front of Sebastian Buemi's Red Bull during a demo event in Japan last weekend. He appeared to attempt to jump the car, but was struck by its airbox.



**LOTUS** Chief technical officer Mike Gascoyne believes that upgrades to be introduced in Canada this week, which include a new power steering system, could allow the team to move into the midfield. "We're only a few tenths away and maybe we can bridge the gap," he said.



**VIRGIN** Formula Renault 3.5 frontrunner Robert Wickens has been appointed as a reserve driver for Virgin. The 22-year-old former Red Bull junior joins Sakon Yamamoto in its ranks.



**BRDC** Damon Hill will stand down as president of the British Racing Drivers Club, which owns Silverstone, on August 25. Hill, who took over the role in 2006, has been a key player in the track retaining the British Grand Prix and developing its £27 million pit and paddock complex.





# CANADIAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



## Double DRS to add to the excitement

Historically this is a tough race with many overtaking chances. Now with two DRS zones, race seven promises alot...

**T**he Canadian Grand Prix will be the first to feature a double DRS activation zone, with drivers allowed to engage the system on both the straight leading to the final corner and start/finish.

The FIA has always intended to bring in multiple DRS zones, but wanted to prove the technology before doing so. With six races down, and the glitches in the system ironed out, Montreal will be the first track where drivers get to use it twice.

The activation zone is located before the hairpin. This will enable

the system for both zones, meaning that a chasing driver can try again on start/finish if they can't get past on the long back straight. Not that STR driver Sebastien Buemi thinks that it will be difficult to pull off a pass into the chicane.

"You will see a lot more passing after the hairpin because the straight is so long," says the Swiss. "The DRS will make a big difference and with 15-20km/h advantage you can easily make a pass on the inside or the outside."

"You can follow another car quite closely through the chicane, but by

the time that the DRS really kicks in, once you get over 200km/h, you will be getting towards the braking zone for the first corner. It's also a relatively easy place to defend."

The run down the back straight has traditionally produced the majority of the overtaking at the Circuit Gilles Villeneuve. After races in Spain and Monaco where DRS-assisted overtaking moves were relatively rare, it is likely that we will see more frenetic overtaking action as we saw in the Chinese or Malaysian Grands Prix. But given the configuration of the

circuit, it might not be until the European Grand Prix at Valencia, where there will also be a double dose of DRS action, that we see just how effective two bites of the cherry will be.







## TRACK GUIDE

NUMBER OF LAPS **70**

CIRCUIT LENGTH  
**2.709m**

LAP RECORD  
**1m13.622s**

**RUBENS BARRICHELLO (2004)**

**Turn 10**  
**1<sup>st</sup> GEAR**  
CORNER SPEED  
**34<sub>mph</sub>**  
APPROACH SPEED  
**186<sub>mph</sub>**  
BRAKING DISTANCE  
**124<sub>m</sub>**  
BRAKING TIME  
**3.2<sub>s</sub>**  
BRAKING FORCE  
**5.1<sub>g</sub>**

**Turn 12**  
**3<sup>rd</sup> GEAR**  
CORNER SPEED  
**84<sub>mph</sub>**  
APPROACH SPEED  
**199<sub>mph</sub>**  
BRAKING DISTANCE  
**96<sub>m</sub>**  
BRAKING TIME  
**1.6<sub>s</sub>**  
BRAKING FORCE  
**5.6<sub>g</sub>**

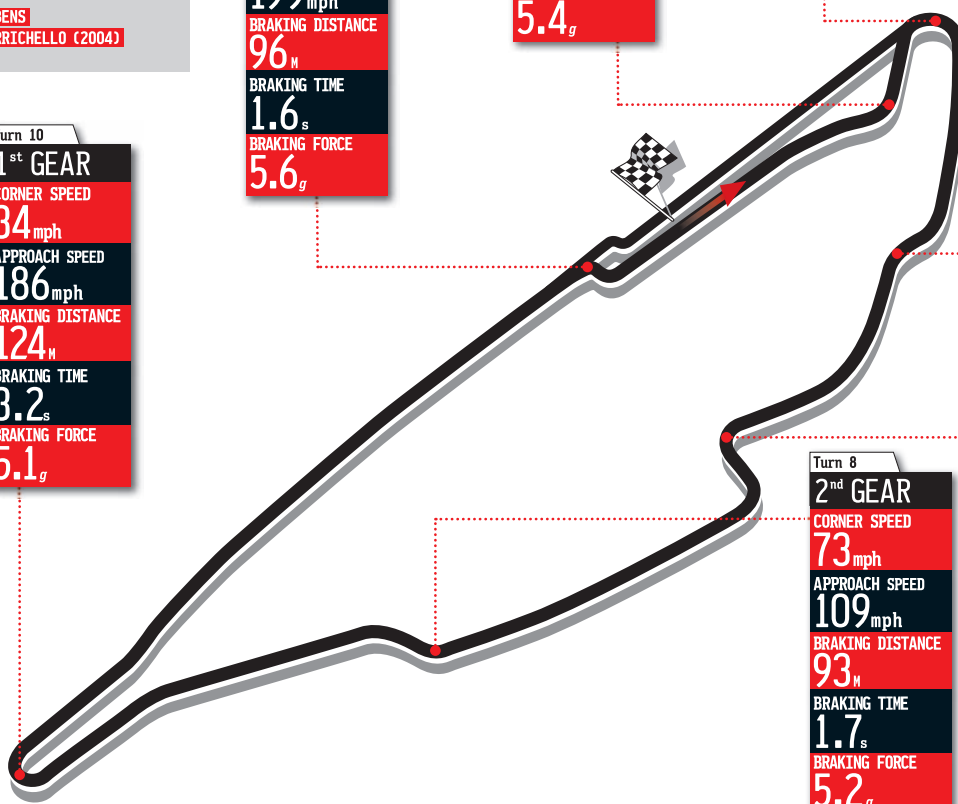
**Turn 1**  
**3<sup>rd</sup> GEAR**  
CORNER SPEED  
**89<sub>mph</sub>**  
APPROACH SPEED  
**192<sub>mph</sub>**  
BRAKING DISTANCE  
**88<sub>m</sub>**  
BRAKING TIME  
**1.5<sub>s</sub>**  
BRAKING FORCE  
**5.4<sub>g</sub>**

**Turn 2**  
**2<sup>nd</sup> GEAR**  
CORNER SPEED  
**84<sub>mph</sub>**  
APPROACH SPEED  
**112<sub>mph</sub>**  
BRAKING DISTANCE  
**30<sub>m</sub>**  
BRAKING TIME  
**1.0<sub>s</sub>**  
BRAKING FORCE  
**2.0<sub>g</sub>**

**Turn 4**  
**3<sup>rd</sup> GEAR**  
CORNER SPEED  
**80<sub>mph</sub>**  
APPROACH SPEED  
**160<sub>mph</sub>**  
BRAKING DISTANCE  
**75<sub>m</sub>**  
BRAKING TIME  
**1.5<sub>s</sub>**  
BRAKING FORCE  
**4.3<sub>g</sub>**

**Turn 6**  
**2<sup>nd</sup> GEAR**  
CORNER SPEED  
**64<sub>mph</sub>**  
APPROACH SPEED  
**171<sub>mph</sub>**  
BRAKING DISTANCE  
**90<sub>m</sub>**  
BRAKING TIME  
**1.9<sub>s</sub>**  
BRAKING FORCE  
**4.6<sub>g</sub>**

**Turn 8**  
**2<sup>nd</sup> GEAR**  
CORNER SPEED  
**73<sub>mph</sub>**  
APPROACH SPEED  
**109<sub>mph</sub>**  
BRAKING DISTANCE  
**93<sub>m</sub>**  
BRAKING TIME  
**1.7<sub>s</sub>**  
BRAKING FORCE  
**5.2<sub>g</sub>**



DATA PROVIDED BY



## TRACK TALK



### RUBENS BARRICHELLO

This is not a typical track, it has its own unique nature. It has narrow, long straights and there are plenty of good places for overtaking. For laptime, the performance of the car in the change-of-direction sequences are very important.



### TIMO GLOCK

This track is a little like Australia. The layout is similar and the circuit itself is unusual because it is so rarely used. It is part street track and very stop/go, plus the asphalt problems we have had in the past have made it very difficult to predict. Every year, it's a little different.



### HEIKKI KOVALAINEN

It's hard on the brakes and you need to be really precise in the braking zones to nail a quick lap. Another key is to use the kerbs as much as you can and as efficiently as possible – you can make up good time if you have a car that's set up to ride them well so that will be one of the key goals for the practice sessions.

## BALLSY CORNER

### TURN 13/14

Montreal is a tough track, but lacks a signature corner where drivers are really tested. But the final right/left chicane, which leads onto start/finish is a real test for several reasons. The infamous 'wall of champions' hasn't claimed many victims lately, but will catch out the imprecise on the exit, while a high approach speed means a relatively long braking zone into the third-gear corner.



## CLASSIC MOMENT

Of the many Lewis Hamilton/Kimi Raikkonen subplots during 2008, none were more bizarre than when Hamilton missed the red light in pitlane and managed to rear-end the Finn.



**P14**

**SUPERGRID  
PLUS GARY  
ANDERSON'S  
AND LUCAS  
DI GRASSI'S  
INSIGHTS**

A popular race, how will the DRS add to it?



# GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first six races of the year. The theoretical absolute pace is expressed as 100.

100%



Massa 101.815



Heidfeld 102.956



Buemi 102.674



Schumacher 102.089



Alonso 101.262



Rosberg 101.514



Perez 102.672



Kobayashi 102.800



Maldonado 102.815



Barrichello 102.938



Di Resta 103.116



Sutil 103.130



Alguersuari 103.213

Maldonado's Monaco performance pushed him further ahead of team-mate Barrichello. Despite scoring no points, he has made a solid start in F1.

With one of the Toro Rosso drivers expected to be dropped by the end of the season at the latest, Alguersuari is lagging behind Buemi, over 0.5 per cent off.



Vettel 100.041



Webber 100.903



Hamilton 100.780



Button 100.926

Button and Hamilton have been closely matched on raw pace so far. Just 0.146 per cent separates the duo.

## LAST YEAR

### McLAREN WINS MONTREAL THRILLER

Lewis Hamilton made it two wins from three starts in Canada, in a tyre-wear-affected race that set the blueprint for the style of racing that Pirelli has delivered for 2011. But unlike this year, where the tyre supplier has deliberately produced marginal rubber, the dramatic tyre drop-off in Canada caught all of the teams out. Mark Webber's decision to start on the harder tyres and then run the softer ones for his second and third stints delivered an early lead, but eventually he began to struggle for grip and Hamilton was able to capitalise, taking Ferrari's Fernando Alonso through with him. Webber then fell victim to Jenson Button, who followed the move up by passing Alonso for third and setting McLaren up for its second one-two on the trot. Sebastian Vettel was fourth, his afternoon having been hampered by a gearbox problem, with Webber fifth. **RESULTS:** 1 Lewis Hamilton; 2 Jenson Button; 3 Fernando Alonso; 4 Sebastian Vettel; 5 Mark Webber; 6 Nico Rosberg.



## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



## 2010 WINNER

LEWIS HAMILTON



## 2010 POLE POSITION

LEWIS HAMILTON







Kovalainen 105.050



Trulli 105.587



D'Ambrosio 107.262



Glock 106.766

109%



Karthikeyan 108.914



Liuzzi 108.213

## THE DRIVER

### LUCAS DI GRASSI

thedriver@autosport.com



#### DOING A QUICK LAP AROUND MONTREAL'S

Circuit Gilles Villeneuve is difficult and challenging. Like Melbourne, it is a track with characteristics of both normal and street circuits.

A qualifying lap really begins way before the clock starts. The last corner is such a fast chicane with high kerbs that, on his out-lap, the driver has to focus solely on getting a fast exit.

The first turn is tricky because you can cut the inside, but if you go in too deep you end up losing the stability for Turn 2. There is a change of Tarmac in the middle of the corner, so you have to stay closer than expected to the apex.

The first 'S' is fast. If you use too much kerb you may compromise traction on exit or hit the wall.

The second 'S' is slower and longer than the first. You can't attack the first part because the exit of the second is very important. This exit is tricky because while accelerating you still generate a lot of lateral g, so the car moves a lot. The most complicated part of the third 'S' is the braking, because it is very bumpy. And again the exit is very important.

Next is the hairpin. A mistake here and your lap is ruined. It's an understeer-type corner, and the driver has to be very precise on the throttle to get a good exit onto the longest straight.

Unlike the out-lap, when you return to the braking zone for the final chicane you should try to carry a lot of speed, without being too aggressive on the kerbs. This can lead to time loss or a big crash.



GARY ANDERSON  
Technical consultant

#### MECHANICAL SET-UP

Change of direction, stability under braking and traction are the three most important requirements. A stiff front suspension set-up will help with all three, but riding the kerbs will be a bit more of an adventure.

#### BRAKES

Montreal is the most difficult circuit for braking. With five big stops per lap it is difficult to control temperatures, and if these escalate into the region of 850-900C during the race, the disc and pad wear rates climb with them. If the brakes overheat at one end then the balance will change and that, combined with KERS harvesting from the rear wheels during braking, can play havoc on corner entry.

RACE ODDS (William Hill)	
Vettel	5/4
Hamilton	5/2
Webber	6/1
Alonso	6/1
Button	8/1
Rosberg	33/1
Massa	50/1
Schumacher	66/1
Heidfeld	66/1
Petrov	80/1
Kobayashi	300/1
Barrichello	500/1
Maldonado	500/1
Sutil	500/1
di Resta	500/1
Perez	500/1
Alguersuari	500/1
Buemi	500/1
Kovalainen	3000/1
Trulli	3000/1
Glock	5000/1
d'Ambrosio	5000/1
Liuzzi	5000/1
Karthikeyan	5000/1

#### LEWIS HAMILTON'S

record in Montreal is excellent, when he isn't crashing into Ferraris at the pit exit. In three visits, he has three pole positions and two victories, which should arguably make him favourite for the race despite Sebastian Vettel's incredible start to the season. An each-way on Jenson Button at 8/1 is also worth a punt - he was second in 2010.

#### AERODYNAMICS

Montreal is all about top speed, and with a double DRS-activation zone for the race we will be seeing speeds in the region of 210mph. Again, the rear-wing setting will be a compromise between what is required in qualifying, when the DRS is at the driver's disposal whenever he wants to use it, and the race, when it can only be used when a driver is within a second of the car ahead to make an overtaking move.



A big stopping point at Montreal

## LIVE TV AND RADIO LISTINGS

#### FRIDAY JUNE 10

1455-1635 Free practice 1 LIVE (BBC red button and online)  
1855-2035 Free practice 2 LIVE (BBC red button and online)

#### SATURDAY JUNE 11

1455-1605 Free practice 3 LIVE (BBC Radio 5 LiveSX and online)  
1715-1915 Qualifying LIVE (BBC1 & Radio 5 LiveSX and online)

#### SUNDAY JUNE 12

1700-2015 Grand Prix LIVE (BBC1 & Radio 5 Live and online)





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**(6.9 - 5.6), Combined 33.6 - 43.5 (8.4 - 6.5). CO<sub>2</sub> emissions: 195 - 171 g/km.** Model and specification shown is CR-V 2.2 EX Manual in Urban Titanium Metallic, at £29,955. Offers are valid on new retail CR-V petrol and diesel range ordered from 14 May to 30 September 2011 and registered on or before 31 December 2011. Offers applicable at participating Dealers and are at the Promoter's absolute discretion. Subject to model, colour and stock availability. **Honda Aspirations (PCP):** Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Promoter is Honda UK, 470 London Road, Slough, Berkshire SL3 8QY. You do not have to pay the Final Payment if you return the car at the end of the agreement, you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum permitted mileage of 10,000 per annum has not been exceeded. **Servicing:** 3 years complimentary servicing or 37,500 miles, whichever comes first, and includes a maximum of 3 services. Complimentary servicing covers the manufacturer's scheduled servicing only.





# Straight talk David Coulthard

13-time GP winner and 2001 world title runner-up

DC is loving not only Lewis Hamilton's heart-on-sleeve personality, but the unpredictable nature of this year's races. And now here comes one of the most unpredictable of them all...

**M**ontreal has thrown up some pretty unusual races in the past, which is due to a combination of the track breaking up, the tyres being right on the limit, and the harshness of the semi-permanent circuit on brakes and engines. Don't forget the 'wall of champions' either!

It's the complete opposite of Monaco in that there are lots of long straights and the top speeds are very high — over 200mph in a couple of places. But, paradoxically, the corners are generally slow and reward good traction, so just as we saw McLaren and Ferrari perform well compared to Red Bull at Monaco, I think we can expect that to be repeated at Montreal, but that just means there are five or

Vettel to win the majority of them. There's no question that Lewis Hamilton was unfortunate in Monaco, or that Jenson Button would have won if the cards had fallen his way. As we know now, there was a sequence of events that led to the good fortune and the journey into the unknown of a 50-something-lap stint on a set of prime tyres. Nobody would have predicted that, so making one for Canada is impossible. And isn't it great to be saying that after years of highly-predictable racing?

## CAN FERRARI BE A FACTOR?

The main issue with Ferrari this year appears to be a lack of downforce, and obviously with Monaco being more about mechanical grip, that deficit didn't really rear its head there. It shouldn't do so in Montreal either, which doesn't have a fast corner to speak of.

Perhaps because of starting with less downforce, Ferrari will be in better shape in Canada. The team started with less than the likes of Red Bull and McLaren in the first place. It's not an exact science.

It's pretty normal that the fastest car over a season isn't able to dominate in Montreal.

## WHAT LEWIS SAID

Lewis Hamilton wore his heart on his sleeve after Monaco, and has been criticised all round for it, which is perhaps a little unfair.

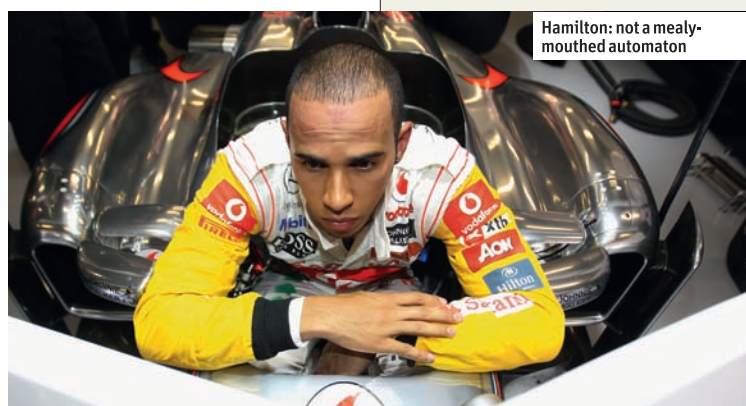
People are forever saying that Formula 1 used to be better in the old days, when men were men and

drivers would stub out their fags against the side of the car, get in, drive, get out, call the team boss a wanker and give the middle finger to the stewards too. They forever go on about characters like James Hunt and Alan Jones and how they wish drivers nowadays could speak their minds and act like that.

Then someone like Lewis comes along, gets frustrated over a weekend when he had the pace to win, but has lost out for a number of factors — some of which were within his control and some of which weren't — says something controversial, and everyone turns on him, whacks him over the head with the metaphorical stick and complains about how it's outrageous and shocking. Come on guys, you can't have your cake and eat it!

I find his honesty refreshing. It's his right to say what he thinks, just as it's our right to say whether we think he's gone over the mark. It shouldn't be a case of having to apologise to the stewards though, unless he is clearly out of order. It's like when footballers argue with the referee; it shows passion and emotion, provided it isn't delivered with profanity and in a physically threatening manner.

I just hope that the stewards don't bear this in mind when something controversial happens next time with Lewis, and that they are able to deal with each case on its own merits. In sport as in life, defining what is correct and incorrect behavior will often be a matter of opinion. ❧



Hamilton: not a mealy-mouthed automaton

six guys in with a chance of winning rather than one or two.

We've had six races so far and what we know is that a combination of pace, skill and good fortune has enabled Sebastian

PICT: MCLAREN

**“I find Lewis refreshing. It's his right to say what he thinks”**



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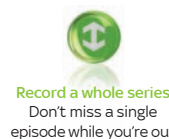
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# MPH Mark Hughes

AUTOSPORT grand prix editor

Robert Kubica wants to prove that accidents and injuries are merely hurdles to overcome. Everyone hopes he'll make a full recovery, but will he have the strength to back up his ability that warrants a full-time F1 drive?

**R**obert Kubica was in Monaco during grand prix weekend, scene of his remarkable front row performance for Renault 12 months ago. But he didn't visit the paddock, probably didn't want anyone to see him at less than his best as he continues on his long recovery programme – he's lost a lot of weight and muscle, naturally. But the signs are encouraging.

There are many who doubt Robert will ever race an F1 car again, but it's foolish to bet against anything as far as this man is concerned. The finger movements of his injured right hand are becoming increasingly dextrous; he can fold and quickly unfold the three outer fingers, though the index finger is still lagging behind a little. The thumb is working fine.

A friend who was talking to him on Skype noticed him absent-

mindedly pick up and play with a pen as he was talking and place it down – not a simple task in terms of muscle control. His right arm is in increasingly good shape, gradually building the muscle back up. The angle to which the lower arm can be moved relative to the upper arm, from the elbow, will probably never be as it was before the accident, but the doctors reckon 80 per cent looks likely.

That in itself is probably not a game changer for a driver. The months ahead will be arduous in that there will be more operations. The tendons, as they recover, tend to pick up calluses that need to be regularly 'shaved' off to prevent the mobility from binding up. A further operation is likely on his right foot to strengthen a small section where the bone has died. But after what he's been through, these are barely more than minor inconveniences as he continues single-mindedly toward the goal of returning to the cockpit.

Renault co-owner Gerard Lopez was probably meaning well when he repeated to the press recently that he would be happy to give Robert a Friday drive when he is sufficiently recovered. But Kubica hasn't taken it well: his manager Danielle Morelli was present at a race for the first time this year, constantly accepting well-wishes for his man from people of virtually every team, but with a message to deliver to Lopez: he has no interest in being a Friday driver. 'When' he returns, it will be as a fully-fledged, fully-fit number one driver – just the same terms as before the accident. He doesn't want or need favours, he's not there

to be sympathised with. He will be there because they need him, because of what he will bring to the team, just as he did before. You get the sense that as far as Kubica is concerned there is no Plan B.

"He's at his most frustrated when it's a grand prix weekend, obviously," smiled Morelli, "and at first he said he didn't want to know what was happening but within 10 minutes he was texting people, demanding information, wanting to know everything in full detail."

He now has screens of live data – unavailable to even the most fanatical fan – and a whole list of contacts at the track on the other end of a text or phone call to answer anything he sees as anomalous.

Meanwhile in the Monaco paddock, rumours continued about Ferrari's future line-up. Felipe Massa is officially contracted to the end of 2013, Luca di Montezemolo has explicitly said that Massa will be driving for the Scuderia next year – but then he said that about Kimi Raikkonen just before he left one year prematurely.

Kubica was frequently mentioned in connection with the seat before the accident. Now the word is that Jenson Button and Nico Rosberg have both been sounded out about the drive. But, what if?

If previously there was a reluctance on Robert's part to consider joining 'Fort Alonso', might the picture have changed now? But to have any chance of happening next year Kubica would surely need to be back in the cockpit of the Renault this year – and not as just a Friday driver. The end of the season is still six months away... ❧

PIC: COATES/LAT

Monaco 2010, a great weekend for Kubica



**“Kubica doesn't want favours. You sense there is no Plan B for him”**



Mock up of a modified Delta Wing for Le Mans

LE MANS

# DeltaWing to race at Le Mans

Former IndyCar concept will be adapted for a 2012 entry in the French classic, with Dan Gurney involved

**A** new version of the DeltaWing IndyCar concept, built by US racing legend Dan Gurney, will race in next year's Le Mans 24 Hours.

The innovative DeltaWing, which was conceived as a next-generation IndyCar for 2012, has been granted the so-called garage #56 at Le Mans, which has been reserved for a technologically interesting vehicle running outside the general classification.

According to its designer, Briton Ben Bowlby, the 300bhp low-drag car's weight of less than 500kg will achieve "LMP1 levels of performance with dramatically reduced fuel consumption".

Bowlby, who is chief technology officer at DeltaWing Racing Cars, started to explore the possibility of taking the car to Le Mans after

IndyCar chose Dallara to build its next car and opted to retain the spec-chassis format. He first made contact with Le Mans organisers at last year's Petit Le Mans enduro at Road Atlanta.

"They were very receptive to our ideas, which embodied many of the attributes they were looking for," explained Bowlby, who praised the ACO for bring forward the application process for 2012 to this spring. "Garage #56 allows us to put an innovative design on the world stage and bring motorsport back to its roots by demonstrating future technologies."

A group, including Gurney's All-American Racers team, has come together under the Project 56 banner to take the DeltaWing from the drawing board to the race track. Investors include American

Le Mans Series founder Don Panoz and Duncan Dayton, whose Highcroft Racing will run the car.

"There is a consortium of partners that has provided the seed money to get us to this point," said Bowlby. "We are now looking for commercial sponsors for Le Mans."

Gurney, who won Le Mans as a driver in 1967, said that he jumped at the chance to get involved in the project. The car will be built at his



Gurney is involved in radical project

Californian headquarters and should be up and running before the end of the year.

Dayton said: "This has the potential to be one of the most significant developments in motor racing in 50 years. It is such an interesting departure from traditional race car development."

The DeltaWing sports car will be a two-seater, unlike the IndyCar concept. Bowlby explained that the front of the monocoque will be no wider than on the original design and it will not affect the rear dimensions.

The car will be powered by a small-capacity turbo engine, most likely a 1.6-litre Super 2000 powerplant. Bowlby explained that negotiations were on-going for a supply of engines, but as yet no deal had been signed.

LE MANS

## Aston confident that engine problems are sorted

### ASTON MARTIN RACING IS CONFIDENT

it has solved the engine problems that have blighted the early running of its new AMR-One Le Mans 24 Hours contender.

Team principal George Howard-Chappell stated that the new Aston straight-six turbo engine came through last week's two-day Monza test without problems. The test was the team's second

with new nikasil liners, which replaced the plasma coatings used initially.

"We didn't have an engine problem at all at Monza," he said. "That's good news, but we shouldn't forget that this is still a very young programme in terms of both the chassis and the engine."

Howard-Chappell refused to make any predictions for Le Mans.

"Ask me on Friday what we can achieve in the race," he said. "We could have done another couple of thousand kilometres by then, which will be a big proportion of the running that we have done so far."

Howard-Chappell stressed that the team would not be pushing the car to its maximum potential over Le Mans week.



Aston is in slightly better shape



LE MANS

# Big guns pile pressure on each other



Audi and Peugeot: biggest battle yet?

with an engine failure that was repeated on two more of its cars.

McNish also suggested that Audi deals well with pressure at Le Mans because of its great experience in the race.

"Peugeot is under pressure after last year's meltdown," said the Scot, who shares his Audi R18 TDI with Tom Kristensen and Rinaldo Capello. "I think we saw that a little bit in qualifying for the Spa Intercontinental Le Mans Cup event."

At Spa the three second-generation 908s were held in the pits by the team at the start of

qualifying and ended up down the order when a major accident resulted in the session ending early.

Anthony Davidson, who is making his second Le Mans start for Peugeot, claimed it is in fact Audi under pressure. "They have nowhere to hide because of what they spend," he said. "I've heard some numbers and I know it's more than we have. It's a little bit of a David-versus-Goliath situation."

"I have the feeling that they've put everything into this year's programme and can't afford to lose."

**PEUGEOT AND AUDI ARE** both claiming that the other side is under pressure ahead of their battle in this weekend's Le Mans 24 Hours.

Audi driver Allan McNish believes that the French manufacturer's

failure to win last year, when it had a clear performance advantage, could have an effect on this year's race.

One of the Peugeot 908 HDi turbodiesels had a lead of nearly two laps when it went out

## IN BRIEF



remainder of the championship is still uncertain.

### SWISS MISS SILVERSTONE

The Swiss Racing Team Lamborghini squad missed last weekend's Silverstone round of the FIA GT1 World Championship in the wake of the accident in which both of its cars were badly damaged at last month's Sachsenring round. Team boss Othmar Welti has promised that the team will return to the series at Navarra on July 2/3.

### PALTALA BACK IN A FORD

Markus Palmtala returned to the Ford ranks in the FIA GT1 World Championship at Silverstone. The Finn, who raced for Marc VDS last year, shared one of its sister team's entries with Antoine Leclerc.

### PROSPEED LIVERY

The Belgian ProSpeed squad unveiled the livery in which its Porsche 911 GT3-RSR will race at the Le Mans 24 Hours this weekend at scrutineering for the race on Monday (below). The GTE Pro class car is driven by Marco Holzer, Marc Goossens and Jaap van Lagen.



LE MANS

# Mucke cleared for Le Mans



Mucke did a lot of damage at Silverstone

### ASTON MARTIN DRIVER STEFAN

Mucke will race at the Le Mans 24 Hours this weekend despite a recommendation from the stewards of last weekend's FIA GT1 World Championship round at Silverstone that his licence be suspended.

The call follows a clash between Mucke, who was racing for the Young Driver AMR team, and the JR Motorsports Nissan raced by Richard Westbrook in Sunday's Championship Race. The German collided with Westbrook on the Hangar Straight after they had tangled seconds before at Becketts.

AMR team principal George Howard-Chappell said: "Nothing is going to happen before this weekend."

The FIA cannot take away Mucke's licence, which can only be done by his national sporting authority in Germany, the DMSB. But the wording of the stewards' decision can be interpreted as a firm instruction to the DMSB to confiscate Mucke's licence.

## AUTOSPORT SAYS...

**GARY WATKINS**  
INTERNATIONAL  
EDITOR AT LARGE



ILMC means nothing to man on the street

**I**t would take up too much space to list all the series I've reported on for AUTOSPORT since the demise of the old World Sports Car Championship back in 1992. I've covered the Global Endurance GT Series, the Sports Racing World Cup and Le Mans Endurance Series to name three you may have forgotten. It got confusing for me, so no wonder the outside world didn't understand what was going on.

That's why the creation of an FIA World Endurance Championship (p22) for next year is so important. It does exactly what it says on the tin, and that's going to be crucial when it comes to selling the series to the wider media and big car companies.

Full marks to the Automobile Club de l'Ouest for kicking off the process by creating the Intercontinental Le Mans Cup, but it's no use trying to explain what that is to my mates down the pub. Now I can talk to them about a world championship for sportscars, which also encompasses the one race that I write about they've actually heard of.

I'm sure they are going to be interested, and so too are new manufacturers who can help create what I'm sure is going to be a golden age of sportscar racing.

## REMEMBER WHEN...

JUNE 15-16 1963



...an experimental car 'finished' in the top 10 at Le Mans? This Rover-BRM gas-turbine car, running outside the general classification, was seventh on the road in 1963 in the hands of Graham Hill and Richie Ginther.



## IN BRIEF

**INDY FOR MOTEGI ROAD COURSE**

IndyCar has switched from Motegi's oval to its road course for its final visit to the Japanese circuit in September. The 1.5 mile oval, which has been used for the past nine years, was damaged in the 9.0 magnitude earthquake in March.

**HOWARD GETS EXTRA OUTING**

Jay Howard's deal with Sam Schmidt Motorsports/Rahal Letterman Racing has been extended to cover this week's Twin 275s at Texas Motor Speedway. Howard crashed out of the Indy 500 two weeks ago when a wheel came loose as he exited the pits.

**RAIMONDO JOINS EURO SERIES**

Gianmarco Raimondo will contest the remainder of the F3 Euro Series season after making his debut with Prema Powerteam at Spielberg last week. Raimondo left Austria with a seventh and eighth place.

**HYLKEMA REPLACES CALDARELLI**

Dutch driver Thomas Hylkema has joined Tech1 Racing in GP3 as replacement for series frontrunner Andrea Caldarelli, who left the series to race in Formula Nippon with backing from Toyota. Caldarelli was second in GP3 points behind Nigel Melker.

**KING SET FOR F2 DEBUT**

Jordan King will become the youngest driver to race in Formula 2 when he makes his debut in the series at Spa later this month. The 17-year-old Brit will also race at the Nurburgring and Brands Hatch.

**VILLENEUVE OPTIMISTIC**

Jacques Villeneuve is optimistic that he can deliver strong results in his two NASCAR Nationwide outings with Penske this year. The 1997 world champion, who will take Brad Keselowski's No.22 seat at Road America and Montreal, said, "we should be very competitive."



## SPORTSCARS

# Support for world crown

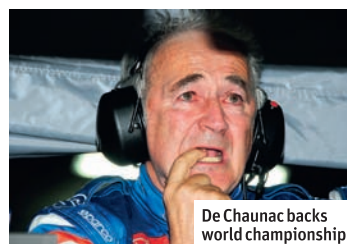
Teams, drivers and manufacturers give thumbs-up to new world championship

**T**he creation of a new FIA World Endurance Championship out of the Intercontinental Le Mans Cup has been welcomed by the teams, drivers and manufacturers competing in the series.

The surprise move, which was announced after last week's FIA World Council, means that long-distance sportscar racing will have a world championship for the first time since 1992. It follows comments by Jean Todt, who led Peugeot to the world sportscar title that year, that he was in favour of what he described as a "world championship of

endurance" and lobbying by teams and manufacturers.

ORECA boss Hugues de Chaunac, who along with Peugeot led the calls for the ILMC to be granted world championship status, described the decision to create the WEC as "the only way forward for long-distance racing".



De Chaunac backs world championship

"There are two big advantages of a world championship," he said. "Now when we are selling a programme, we are not just selling the Le Mans 24 Hours. And an FIA world championship title will make it more promotable, so now it is up to the FIA and the Automobile Club de l'Ouest [which runs the ILMC and the Le Mans 24 Hours] to make sure that costs do not escalate."

Aston Martin chairman David Richards said: "I am pleased that the championship has come under the jurisdiction of the FIA. The world championship tag will make it more promotable, so now it is up to the FIA and the Automobile Club de l'Ouest [which runs the ILMC and the Le Mans 24 Hours] to make sure that costs do not escalate."

Eight-time Le Mans winner

## GP2/DTM

## Vietoris expects GP2 comeback

**CHRISTIAN VIETORIS SAYS HE IS**

almost certain to return to the GP2 Series for its next round at Valencia on June 25-26 after missing the last two events.

The Racing Engineering driver has not driven in the championship since suffering a heavy accident at the Istanbul Park season-opener in May. Severe

headaches have kept him out of the car since then, meaning he skipped the races at Barcelona and Monaco. However his DTM programme with the Persson Mercedes team has not been affected.

"I will be back at Valencia, as long as the doctors say it's OK," Vietoris told AUTOSPORT. "We didn't realise anything was so bad until after [the] Zandvoort [round – a week after the Istanbul GP2 races], but my headaches were pretty bad, so we decided not to do Barcelona, and then Monaco came too quickly as well."

"It's much harder to drive a GP2 car

than a DTM car for the physical side. The cornering speed is much higher and there are some other things too, so it's not a problem for me to drive a DTM car."

Vietoris denied rumours that he has chosen to end his GP2 programme in order to focus on his DTM campaign.

"As soon as I can be back in a GP2 car I will be," he said. "My aim is to get to Formula 1 and the best way is to do both of these championships."

Alvaro Parente filled in for Vietoris. The Portuguese scored a podium finish in Monaco and is 11th in the standings.



**WORLD GT1**

# Rich owners key to world GT survival

## FIA GT1 WORLD CHAMPIONSHIP BOSS

Stephane Ratel believes that the series can survive on the patronage of wealthy owners who currently fund the majority of teams.

Ratel drew comparison between the world championship and other sports largely supported by private individuals.

"The America's Cup [sailing] is run off the back of wealthy owners, so is horse racing and many clubs in the Premier League," said Ratel. "It is no shame to say that if you want to own a GT team running in a true world championship, you have to be wealthy."

Ratel was reacting to criticism from prospective entrants who claim that an entry deadline of the end of July will not allow them time to put a programme together for

2011. He is demanding that teams must sign up for the championship and pay €100,000, the majority of the entry fee, before the end of next month.

Richard Dean, who runs the United Autosports GT3 Audi squad that came close to taking over the Matech Ford GTs for 2011, said: "We have 60 days to get a budget in place and there would be a lot of question marks in our sponsor presentation, including what car we would be using and where the races would be."

Plans for the world championship to be opened up to machinery based on cars from other GT classes were approved by last week's FIA World Motor Sport Council. It announced the creation of a 'GT World Class'

under which uprated GT3 and GT2/GTE cars will be performance balanced with 2010-spec-GT1 vehicles.

Ratel explained that this approval was the "first step" in his plan to have up to 12 marques each represented by a two-car team for next year. He said he had received interest from 12 manufacturers, who had replied to a questionnaire asking about the level of performance they could achieve from their existing machinery.

Ratel wouldn't reveal which manufacturers had responded and stressed it didn't mean they were committed to producing cars for the series. But he insisted he was still hopeful of getting between 10 and 12 makes on the grid for 2012.

Sportscars will race for a world title

Tom Kristensen welcomed the decision to include a drivers' title in the new WEC.

"Everyone wants to race for a world championship, whether you are a manufacturer or a driver," he said.

Few details of the tie-up between the FIA and the ACO, which was described as a partnership, have been announced ahead of the traditional Le Mans press conference today (Thursday). An FIA statement said the 2012 calendar will "mirror the existing ILMC series".

The FIA is expected to lead the rule-making process. It is understood it will set up a Prototype Technical Working Group and a Prototype Commission, which mirrors what happens in other FIA-sanctioned categories.



World GT can survive, says Ratel

**DTM**

# Nissan calls for FIA to get behind DTM rules

## NISSAN HAS CALLED FOR THE FIA TO

take an involvement in the new-for-2012 DTM regulations that could be adopted for Super GT in Japan.

The president of Nissan's Nismo sporting arm, Shoichi Miyatani believes that FIA involvement is vital if the rules are to be adopted globally.

"We need a global organisation such as the FIA to be involved to make the category credible," said Miyatani of the DTM. "It [the category] needs not to be just in Germany and Japan, it

must be global."

The push for a common rulebook shared by the DTM and Super GT has been set back by the financial instability created by the earthquake and tsunami in Japan in March, according to Miyatani.

He also explained that there were on-going discussions at Nissan about an expansion of its involvement in international motorsport beyond its attack on the FIA GT1 world championship with the British JRM

Group's sister squads. He would not comment on the suggestion that it could produce an LMP1 customer engine and didn't rule out campaigns in either the World Rally Championship or the World Touring Car Championship.



Nissan wants DTM to expand



Vietoris will make GP2 return





One size can't fit all, says FIA chief

TOURING CARS

# Gow lays out tin-top plan

FIA Touring Car commissioner claims that one set of regulations is unworkable worldwide. By KEVIN TURNER

**F**IA Touring Car Commissioner Alan Gow believes that a multi-tiered approach to touring car regulations could represent the best way of giving tin-top racing a chance to be successful in different parts of the world in the future.

Gow, who was appointed to his FIA role last November and also runs the British Touring Car

Championship, was involved with the internationally successful Super Touring era of the 1990s, but the Australian believes that the demands of different regions around the globe are making single-formula regulations increasingly unworkable.

"One size doesn't fit all," Gow told AUTOSPORT. "There isn't a set of touring car regulations that can work all round the world. Even in the Super Touring days it didn't happen — Australia still had V8 Supercars; the USA still had NASCAR. The cars have to have relevance to particular markets."

Gow's idea, which has not yet been officially proposed, is to introduce a multi-tiered system of regulations that specific regions could choose from.

"It would be better to have two or three sets of regulations to be used around the world," he said. "Tier 1 could be for the World Championship, Tier 2 for major national series, and a third tier for smaller championships. It would bring commonality and it brings economy of scales."

Gow introduced the NGTC regulations, aimed at using spec parts to cut costs, into the BTCC for this season. For the next two years he plans to run the cars alongside turbocharged S2000 machines and the S2000 cars from the previous set of rules. The Scandinavian Touring Car Championship is also scheduled to begin a move towards NGTC in 2012 despite resistance from teams [see above right], while

WTCC would be 'top tier' of Gow's idea



the WTCC is adopting the 1.6 litre turbo engine that is set to be rolled out in different configurations in both Formula 1 and the WRC over the coming seasons.

●AUTOSPORT understands BTCC organiser TOCA is looking into Jason Plato's TV comments on the series' rules at Oulton Park last weekend, on the grounds of bringing the sport into disrepute.

**➔ P56 BTCC OULTON PARK**



Gow introduced cost-cutting rules

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STCC

# Schism looks likely in Scandinavia

## LEADING SCANDANAVIAN TOURING CAR

Championship teams are planning a breakaway series in 2012 as part of an on-going fight with series organisers about the scheduled adaptation of NGTC regulations after this year.

BMW teams Flash Engineering and WestCoast Racing, Volvo squad Polestar and SEAT team Brovallen Design are among the teams to have committed themselves to the new Touring Car Teams Association (TTA), which plans to leave the STCC at the end of the year.

Flash Engineering's Jan 'Flash' Nilsson told AUTOSPORT that the decision had been a long time in the making.

"We found that at races we never congratulated people for winning or getting pole position," he said. "We were just angry about weights and turbos and whatever. The teams got together long before the organisation thought about it. We are not against the STCC. But you can't



STCC teams are not happy about new rules

open a spreadsheet file and see who is going to win the next race."

News that the STCC would adopt the BTCC's new NGTC regulations from next season came after extensive discussions between the series and the teams over the possible adoption of silhouette cars based on the Solution-F regulations. Nilsson said that the TTA already had enough teams and tracks lined up to

make the breakaway viable.

"A [positive] decision by the STCC could heal things," he said. "But so many people are hoping for a fresher, newer championship without weights and things that is the strongest likelihood of what is going to happen."

The teams and series are expected to meet for further discussions before next week's round at Gothenburg.

BTCC

# T-OC back to Arena

## BRITISH TOURING CAR RACER TOM

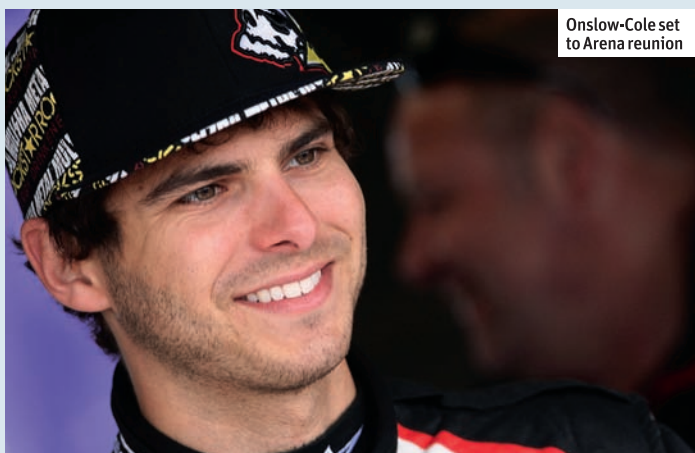
Onslow-Cole believes he can be a frontrunner this season after switching to the Arena Motorsport Ford squad.

Onslow-Cole finished fourth in the standings last year with four wins, driving for Arena. He joined the fledgling AmD Milltek Volkswagen Golf team for this season, but will drive a third Arena Focus alongside Tom Chilton and Andy Neate from the next round at Croft.

"I'm looking forward helping Tom and Andy develop the new car to its true potential," said the 24-year-old. "I have some great memories from the 2010 season and I look forward to building on those in the new Focus. I'm very excited about the opportunities that lie ahead."

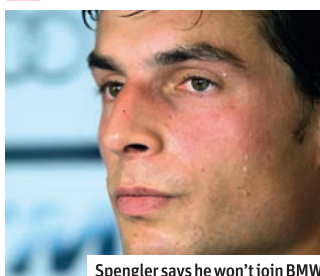
Chilton took third on the Focus's debut at the Brands Hatch season opener in April, but the team has not finished on the podium since. Team boss Mike Earle believes Onslow-Cole can help Arena push the car further up. "The new Focus has already proven itself with a podium, but there is still a lot of work to do in developing it further," he said. "We know from previous experience that Tom will provide a great deal of feedback and help us move forward."

AmD boss Shaun Hollamby, who decided to withdraw from race three at Oulton Park last weekend after Onslow-Cole informed him of the decision, confirmed he had already spoken to a number of drivers about racing the VW for the rest of the year.



Onslow-Cole set to Arena reunion

DTM



Spengler says he won't join BMW

# Spengler denies link to BMW

## DTM CHAMPIONSHIP LEADER BRUNO

Spengler has denied that he wants to leave Mercedes, despite being linked to a drive with BMW for its return to the series next year.

The Canadian has spent his entire DTM career with Mercedes, but speculation over his future has been rife since talks over the extension of his deal for this year reportedly stalled for a period over the winter.

"I hope the rumours will stop, because they are not true," Spengler told AUTOSPORT. "I'm not talking to anybody and I'm focusing on doing the best job possible for Mercedes. I have no intention of leaving."

Similar rumours have placed former Mercedes and Audi driver Markus Winkelhock at BMW, although the GT1 world championship front-runner also told AUTOSPORT that he has not spoken to the manufacturer.

## IN BRIEF



## SUNRED INTRODUCES 1.6

SUNRED finally debuted its new 1.6 litre engine at last weekend's WTCC round at the Hungaroring. Fredy Barth, Michel Nykjaer and Pepe Oriola all used the new units, while Gabriele Tarquini, Tiago Monteiro and Aleksey Dudukalo continued with the current two-litre turbo engines.

## NEW VOLVO ENGINE CLOSE

WTCC Volvo team Polestar believes that it is closer to rolling out its 1.6 litre engine after an encouraging test last week. Robert Dahlgren completed almost 100 laps at Falkenberg as the team continued to work on the engine's driveability.

## MAGNUSSEN SET FOR GC600

Ex-F1 driver Jan Magnussen will make his V8 Supercar debut at the Gold Coast 600 in October. Magnussen, who raced for McLaren and Stewart between 1995 and 1998, will line up alongside former British Formula Ford rival Russell Ingall.

## FIA TWEAKS WTCC WEIGHTS

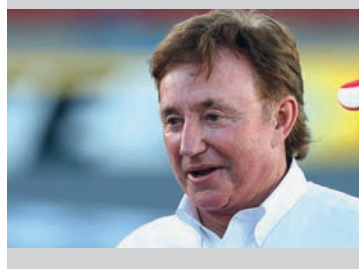
The FIA was forced to amend its weight list ahead of last weekend's WTCC round in Hungary. The new 1.6 litre SEATs were issued with 40kg of ballast, while the BMW 320 TC was changed from zero ballast to 10kg after initial calculations were found to be incorrect.

## CHANGES TO NASCAR QUALI

NASCAR will introduce a new qualifying order procedure starting from this weekend's race at Pocono. The order will now be determined by speeds, from slowest to fastest, in first practice.

## CHILDRESS SANCTIONED

NASCAR team owner Richard Childress has been fined \$150,000 and placed on probation until the end of the year after becoming involved in a physical altercation with Kyle Busch after Saturday's NASCAR Truck race at Kansas.







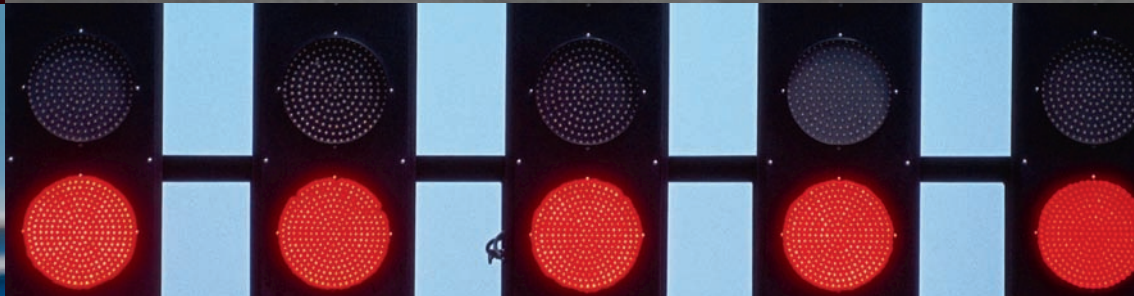
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# PIT BITS

Facts, stats and the wonderful world of Twitter

## Flashback

October 18 1992

### LAST WORLD SPORTS CAR CHAMPIONSHIP RACE

The FIA brings in the World Endurance Championship next year (see p22). The last world-title race for prototypes, at Magny-Cours, was won by Mauro Baldi and Philippe Alliot in a Peugeot 905B.



## TOP FIVE

BTCC team clashes



### 1 BAILEY V HOY

Julian Bailey puts Toyota team-mate Will Hoy on his roof in the 1993 British GP support race at Silverstone.

### 2 HOY V ROUSE

Hoy takes Toyota team-mate Andy Rouse into the wall at Brands in 1992.

### 3 NEAL V SHEDDEN

Matt Neal costs Honda a one-two by taking out team-mate Gordon Shedden at Oulton Park last Sunday.

### 4 PLATO V MULLER

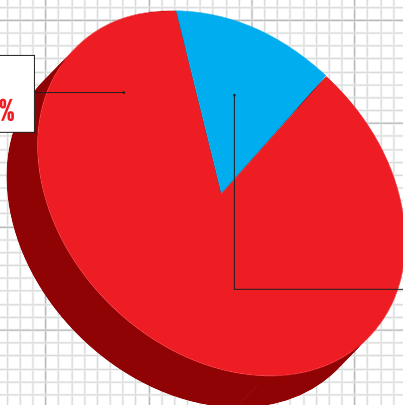
Vauxhall's Jason Plato hits title foe Yvan Muller at Silverstone in 2001.

### 5 SYTNER V WEAVER

Frank Sytner's move on James Weaver at Silverstone in 1988 starts BMW spat.

## Should F1 go to Bahrain?

**NO**  
86.38%



We asked AUTOSPORT forum users whether Formula 1 should race in Bahrain this year

**YES**  
13.62%

## top tweets



**@RyanHunterReay**

Had to come in the pits few times for a beaver on the track. Each lap by he was closer to racing line. #BraveBeaver



**@sebsaavedra**

Does anyone have any info on the power outage in zionsville? It's been couple hours and no light. I'm ready to kill somebody



**@realTimoGlock**

Just on the way to proper mountain bike camp:-) for 3 days with some other crazy riders!!! 3 hard days and no mark webber stories



**@narainracing (Narain Karthikeyan)**

In Montreal, wokeup @5am - jetlagggg



**@JustinWilson22**

Came off bike yesterday. Was it on the trails, no. At home, yes! And there were witness! Idiot.



**@mw55 (Michael Waltrip)**

I'm trying to pick up a little Italian. And I think I just told Giancarlo Fisichello he has nice legs. I apologise if I offended

## NEXT WEEK



### LE MANS 24 HOURS

Audi versus Peugeot: it's shaping up to be an absolute classic, and we'll have the full background story

### CANADIAN GP

Long straights + chicanes = lots of safety cars + Lewis Hamilton success?



## PLUS

Team Dynamics: on top in the BTCC; IndyCar double-header in Texas; rallying's long-distance future?

**ON SALE**  
**JUNE 16**



RALLY USA

## HAT-TRICK FOR HIGGINS

David Higgins completed a hat-trick of wins in Rally America with victory on last week's Susquehannock Trail. The Subaru USA driver is now third in the series, four points behind leader Travis Hanson.



WRC

# Abu Dhabi U-turn could cost sport

World Motor Sport Council rejects Middle-East event; officials worry that Emirate could withdraw investment

Officials in the World Rally Championship fear that last week's decision to strike Abu Dhabi from the 2012 calendar could cost the sport millions in investment – and leave the relationship between promoter and governing body at its lowest ebb.

Abu Dhabi was included in the 2012 schedule earlier this year, albeit with the requirement to produce a business plan. Its place was expected to be rubberstamped at last week's Barcelona meeting of the FIA World Motor Sport Council. But it is reported that the governing body of motorsport in the United Arab Emirates informed the WMSC that Abu Dhabi was not ready for a WRC round.

World Rally Commission president Jarmo Mahonen said the reason for Abu Dhabi's omission

from the calendar was clear. "They could not convince us to add them to the calendar – that's the real reason," he said. "We would welcome them to run a candidate WRC round for consideration."

Asked if he was concerned that Abu Dhabi may withdraw its investment from the sport, Mahonen said: "We are aware of the consequences of what can happen, but the FIA is tasked with looking after the sport. We really hope this is not the conclusion."

The business plan submitted was said to have been light on sporting detail – an accusation hotly denied by AUTOSPORT's sources in the Middle East.

The source said: "Everything was there. Yes, the event was short on some of the roads, but Abu Dhabi would hardly have been the first

event in history to build new stages. The itinerary was ready and this event was ready for a green light. Having been privy to some of the plans, I can say this event would have redefined what a world rally is."

The event was being promoted and bankrolled by Abu Dhabi Tourism Authority, which has already invested around £25 million

in the WRC. The ADTA's Dayne Lim told AUTOSPORT: "We respectfully decline the WMSC's invitation to run a candidate event. While we are naturally disappointed with the WMSC's latest decision, we are relieved that its positional flip-flopping has actually come to a conclusion and we can move on."

The decision to remove Abu Dhabi – an event North One Sport, the WRC's promoter, has spent months working on – and replace it with Sardinia, a venue NOS CEO Simon Long insisted the series would not return to, has undermined the promoter (see story, right).

Mahonen said: "I think the relationship is OK. We have to take very difficult decisions. And the championship needs people or a person to take that decision."



Will decision give anyone the hump?



Eurosport has dropped Monte

IRC/WRC

## IRC can't share Monte classic

### THE INTERCONTINENTAL RALLY

Challenge has dropped the Monte Carlo Rally from its calendar following the news that it would have to share the bill with the World Rally Championship in 2012.

Early indications were that the WRC and IRC would run together on the French classic for the first time next January – and the promoters of both championships had discussed such a move. But on hearing the Automobile Club de Monaco's decision, Eurosport Events, the IRC promoter, quickly issued a statement.

A spokesman from IRC said: "Rally Monte Carlo has taken the decision to go back to the WRC for 2012. We have

enjoyed many great moments over the last three years and now we look to the future with other events."

The Monte Carlo ran in the IRC from 2009 until this year, with increasing levels of live television coverage on Eurosport. The rally became one of the series' pioneering events, and all but one of this year's stages was broadcast live.

Next year's WRC event will include live coverage, albeit on a smaller scale.



WRC

# Ford boss fed up with driver errors

**FORD OF EUROPE MOTORSPORT** chief Gerard Quinn has criticised his drivers' performances this season and called for Mikko Hirvonen and Jari-Matti Latvala to stop making so many mistakes. After leading for much of last

week's Rally Argentina, Ford missed out on victory after Latvala suffered a broken compression strut on the second day. Hirvonen was outpaced through the first two days of the event, but moved into the lead

fight on the final morning and finished second to Citroen's Sebastien Loeb by 2.4 seconds.

"I am getting concerned at the mistakes being made by our drivers," said Quinn. "If we're not careful, they're going to cost us the championship."

Both drivers have finished on the podium four times out of six events so far this year, but Quinn said he was concerned that a Ford had only won one of the past 11 rounds of the series.

"I don't doubt they are 110 per cent doing what they can," he said. "But I can't understand how a run without a win goes on for so long when some of the competition doesn't have much experience [Citroen's Sebastien Ogier] – yet they are able to pick off the wins. Knowing that you have the car to win and not being able to win with it is the hardest thing."



Latvala crashed on ramp in Argentina

## IN BRIEF

### SHAKEDOWN ACE TO CHOOSE SLOT

Pre-event shakedowns on gravel rounds of the World Rally Championship will have more importance from next year, as times set will be used to help decide the running order for the opening day. In order of their shakedown times, the drivers will be allowed to pick their place on the road. Days two and three will be run in reverse order of the standings.

### FROM POISON TO PROTON...

Ukrainian prime minister Viktor Yanukovich visited the Proton Motorsports service area on last week's Yalta Rally. The Bakewell-based team was running local ace Oleksandr Saliuk in a Satria Neo S2000 on the Intercontinental Rally Challenge event.

### MIKKELSEN IS FLAT-OUT HERO

Skoda UK Motorsport driver Andreas Mikkelsen was awarded the Colin McRae Flat Out Trophy for his fourth place on last week's Yalta Rally round of the IRC. At one point, needing to shift damaged bodywork from his Skoda Fabia S2000, the Norwegian ditched the hammer, ratchet-strapped the car to a lamp-post and dropped the clutch.

### HIGGINS BREAKS TT RECORD

Mark Higgins broke the four-wheel lap record for the Isle of Man TT course on Monday. The triple British

Rally champion completed the 37-mile course in 19m56s, to set an average speed of 113mph in a lightly modified Subaru Impreza on Monday.

### FISHER HOOKS HIRVONEN FIESTA

Leading WRC Academy driver Alastair Fisher will contest next week's Donegal International Rally, driving the Ford Fiesta S2000 Mikko Hirvonen used to win last year's Monte Carlo Rally.

### RALLY GB TICKETS ON SALE

Tickets for this year's Rally GB go on sale tomorrow (Friday). The cost of the all-encompassing World Rally Pass is £99. An individual day pass will cost £30 for adults and £1 for children. See [walesrallygb.com](http://walesrallygb.com).

### ATKINSON TESTS V8 GRUNTER

Proton IRC driver Chris Atkinson (below) has tested Australian V8 Supercar veteran Russell Ingall's Holden at Queensland Raceway. It is possible that Atkinson could drive in the Surfers Paradise Gold Coast 600 race in October.



WRC

# Italy's top man helps rally return



Sardinia gets a reprieve for next year

## ITALIAN PRIME MINISTER SILVIO

Berlusconi met with World Rally Championship officials to help his nation's return to next season's calendar.

Berlusconi talked with WRC promoter North One Sport, questioning the reasons why Italy had been scratched from the original 2012 calendar. Berlusconi and Italy's governing body of motorsport have now made undertakings to return the WRC round to mainland Italy as soon as possible – and Italy was reinstated on the calendar at last Friday's World Motor Sport Council meeting.

The WRC will return to Sardinia next October, following a ceremonial start – and other promotion – in Rome the day prior to the first competitive action.

As expected, Rally GB was also confirmed on the 2012 WRC calendar (see AUTOSPORT, June 2).

## AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

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**I**n March, we were told that Abu Dhabi would be on the World Rally calendar for next year – provided it could demonstrate a workable business plan.

It seemed that the time for arguing over the finer points of needing to run a candidate event before being included in the WRC had passed. Fair enough. That's a little harsh on the likes of Poland and Bulgaria, who spent their hard-earned on doing just that, but the World Motor Sport Council had spoken.

We were, it seemed, going to Abu Dhabi.

Since the summer of 2007, the Abu Dhabi Tourism Authority has invested around £25 million in the WRC. Since the summer of whenever, whoever has ever invested anything like that as a sponsor? Nobody.

Last year, Abu Dhabi was told it would have a round of the WRC in 2011. It didn't happen. And now it's the same story for '12. Word is, the sporting side of the event didn't stack up. But I'll wager my house it would have done in 18 months' time when it was due to start.

And then there was the finger-wagging over the lack of a candidate event – which it seemed was never going to be a problem.

Having been slapped down for the second year in succession, Abu Dhabi must be preparing its own fingers: two of them.

Instead, we're going back to Italy, after PM Silvio Berlusconi stepped in and sweet-talked.

Last Friday demonstrated just how long a day can be in politics.

Ford may need to find new backer



## QUOTE OF THE WEEK

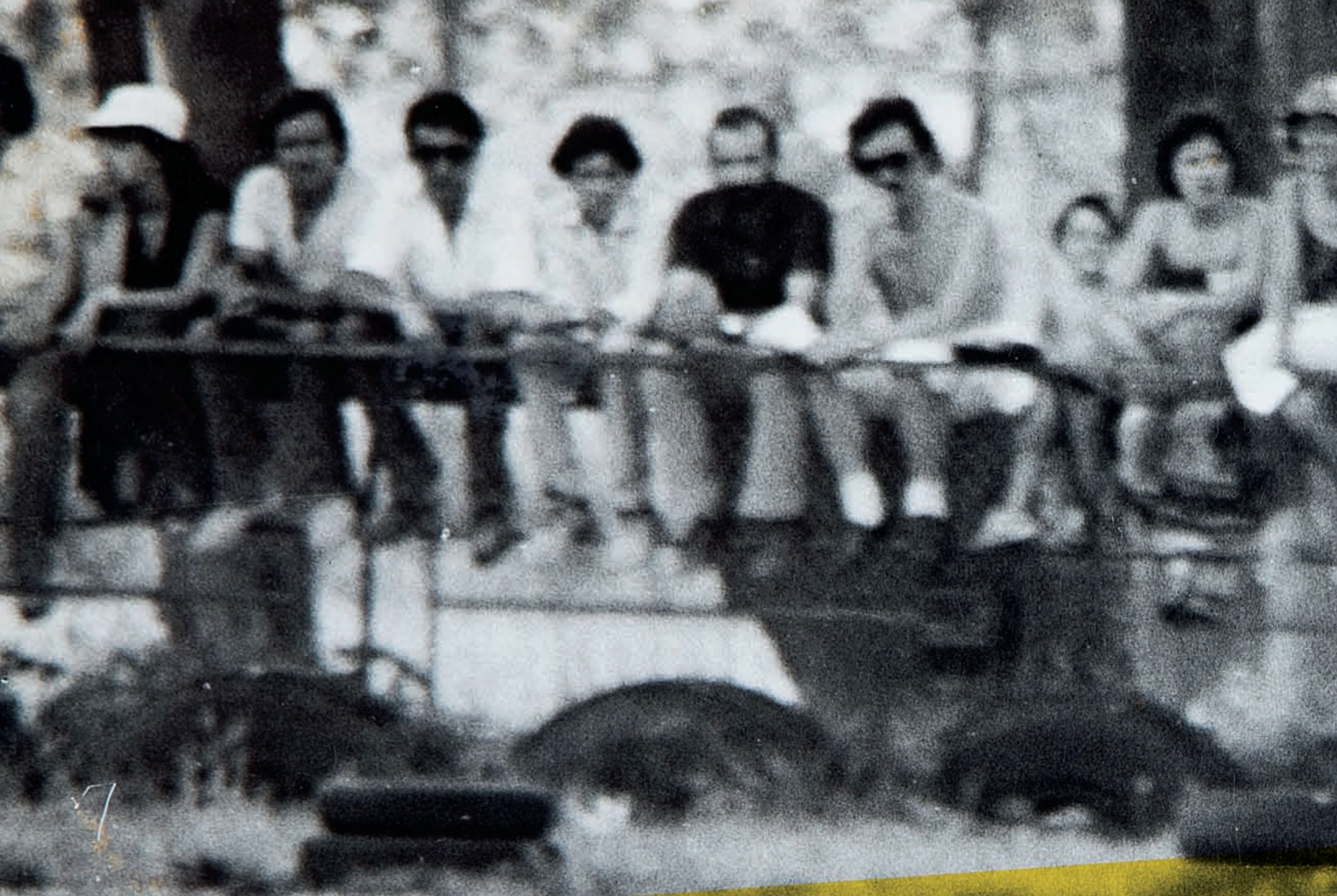
“

I don't have a wife and I don't think I have any children”



Yalta Rally winner Juho Hanninen's response to being asked if he would dedicate his win to his wife and children...





**“I never came up against anyone like him before or after... He was naturally gifted at everything... I don’t think there’s been anyone like him since”**

Terry Fullerton is the man Ayrton Senna named as the rival he most enjoyed racing against. Here, Fullerton, 1973 World Karting Champion, shares his memories of the late triple F1 World Champion.  
By *TONY THOMAS*














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# A

sweaty late-spring afternoon in northern Italy. The Jesolo kart circuit, not far from Venice. It's May 1980 and the A-list of karting is assembled for the Champions Cup – the sport's second most important prize after the world championship title. Ayrton Senna is here, aged 20, stringy in black leathers, and in his third season of top-flight pro karting. *He wants to win.* Since blasting into Europe three seasons earlier with the DAP team, as the latest hot-shot Latin from a wealthy family, he has established himself as a staggering talent – speed, ability and future stardom oozing from every pore. But he is not The Man. The Man is team-mate Terry Fullerton. Seven years Senna's senior, the established ace of the sport. Imperious, aggressive, a master stylist, the karters' karter. Cock. Of. The. Walk. Showdown.



**"I** caught him on the very last lap on the main straight. There's a passing opportunity up the inside, past the start-finish into the first corner, but he blocked to the inside, so I went to the outside and we crossed over past the apex of the next fast corner. I went down the inside into the next

hairpin, very late. He went in very late and we touched, he went on two wheels and I went past. I looked back and I had an eight-to-10-yard gap and I knew that all I had to do was be neat and tidy and I'd won the race. It was a very good feeling. I didn't know then who he was going to become, but we knew he was good, and looking back that's a good race to have won. I'm glad I won it."

This is Terry Fullerton, now 58, reclining in a padded-leather office chair in his Norfolk home, thinking back to one of many days in a three-year summer when Senna couldn't – quite – get the better of him. Their rivalry was every bit as intense as that which, less than a decade later, would come to define the careers of Senna and Alain Prost. It drove both men to new heights of excellence. It showed, on Senna's side, uncanny early strains of a 'wronged by the world' mentality that would later prove so explosive when he raced Prost. It would be

**"It was a very good feeling. I didn't know then who he was going to become, but we knew he was good. I'm glad I won that race"**

remembered by Senna, when he spoke about it in a press conference at the 1993 Australian Grand Prix, as the best period of his racing life.

But right after Jesolo '80, he was just deeply pissed off. A race report from an Italian sports paper later that week quotes him thus: "I think I am the moral winner. Fullerton played dirty. If he hadn't caused an accident I would have won. I preferred to let him go even though the way he overtook me was against the rules."

Fullerton saw it differently, of course, but he already knew all about Senna's anger. The morning after the race, he was standing by his hotel pool, shooting an easy breeze with his mechanic. Life, today, was good. He'd just won

a race he now thinks of as "probably his best ever", a result that also denied Senna becoming champion that year. Senna was nearby, in sight, but in the shade. Watching them. Brooding.

"He was sitting on some chairs by the pool," says Fullerton, "and he was obviously waiting, biding his time... And when he had me lined up nicely he just launched out of the chair and threw me into the pool, for whatever reason, just to get his own back. I thought, 'What the fuck did you do that for?' I had my clothes on, yeah, and then he just laughed and walked off, with a kind of 'fuck you' attitude. I laughed as well, but it just showed how beaten up he was inside at what had happened. I'd have been pissed off, but I wouldn't have done that."

If it's nothing new to hear that Senna took losing hard, it's a surprise to learn how young and how strongly he felt the inevitable slights of a fickle sport. Fully aware of his gifts and already able to deploy them to devastating effect, he was not yet mature. And in Fullerton he had encountered a rival every bit as skilled, but with seven years' extra experience to counter this impatient young rival. A contest to savour. In the words of Angelo Parrilla, boss of the DAP team, after Jesolo '80: "Fullerton and Senna da Silva are the two best drivers in the world. All the others are capable of good races, good third places – but nothing more."



**I**t's very easy, now, to view Senna through a sepia-tint lens and become intoxicated on a heady brew of Latin passion and screen-idol charisma, laced with the powerful juice of some of the most ruthless racecraft F1 ever saw. The new *Senna* movie serves only to assist this comfortable reverie: wonderful and heartfelt though it is, it's far from impartial. So it's as refreshing as it is surprising to listen to Fullerton speak of his former sparring partner in starkly unsentimental terms. "He came over with quite a reputation," he says, "but I was very confident of my abilities then, so if ▶



Kart king Fullerton (left) was man Senna had to beat



## HANNO DETTO:

TERRY FULLERTON



« E' molto importante vincere a Jesolo! Francamente non pensavo di riuscirci. Ho avuto fortuna nel finale ».

« It is very important to win at Jesolo! Frankly I didn't think I could do it. I had a bit of luck at the end of the race ».

### AYRTON SENNA DA SILVA

« Credo di essere il vincitore morale. Fullerton ha giocato sporco; se provocava un incidente avrei vinto io comunque. Ho preferito lasciarlo andare anche se il modo col quale mi ha superato è stato scorretto ».

« I think I am the "moral" winner. Fullerton played dirty. If he hadn't caused an accident I would have won. I preferred to let him go even though the way he overtook me was against the rules ».

Two drivers' divergent views of Jesolo '80 race

◀ you'd said to me, 'On the first day do you think someone could turn up and go faster than you or be better than you?', I'd have said 'no'. I was completely confident that wasn't possible, because I was a very complete driver. It wasn't based on bullshit. It was based on years of beating everybody else in the world. So I was very confident that wasn't going to happen."

What Senna did do, though, was get Fullerton's attention right away – and that of any attendant media. They first met at a test in Parma, Italy, and the records show that on the day, Senna's time was faster than Fullerton's, by a couple of tenths. This fact, or, more accurately, the reporting of it, still rankles somewhat: "He was very, very quick from the first test, no question, and he was desperate to go as fast as he could. He did go a couple of tenths quicker, but he was running 10kg lighter... so [there's a smile in Fullerton's voice here] he wasn't really quicker than me. But he was very happy that he'd done a faster time."

That Senna need to be best, or fastest, was, says Fullerton, one of his most defining

characteristics, as was his uncommon intensity – both traits that would remain strongly in evidence throughout Senna's later career. "He would spend hours with his mechanics, helping them build up wheels and working on his kart," Fullerton recalls, before relating a trip to Japan in 1978, where, as guests of Yamaha, he and Senna were invited to a company-owned trials course and given a couple of bikes to fool around on. "It was a beautiful little course," he remembers, "with logs and perfect jumps and I was having a really good time as I'd ridden a lot of bikes when I was younger. So I got up on this log and ride along to the five-foot

drop at the end, give it a little squirt, took off, landed on the back wheel, nice and safe, then finish with a little spinny-turn. Done.

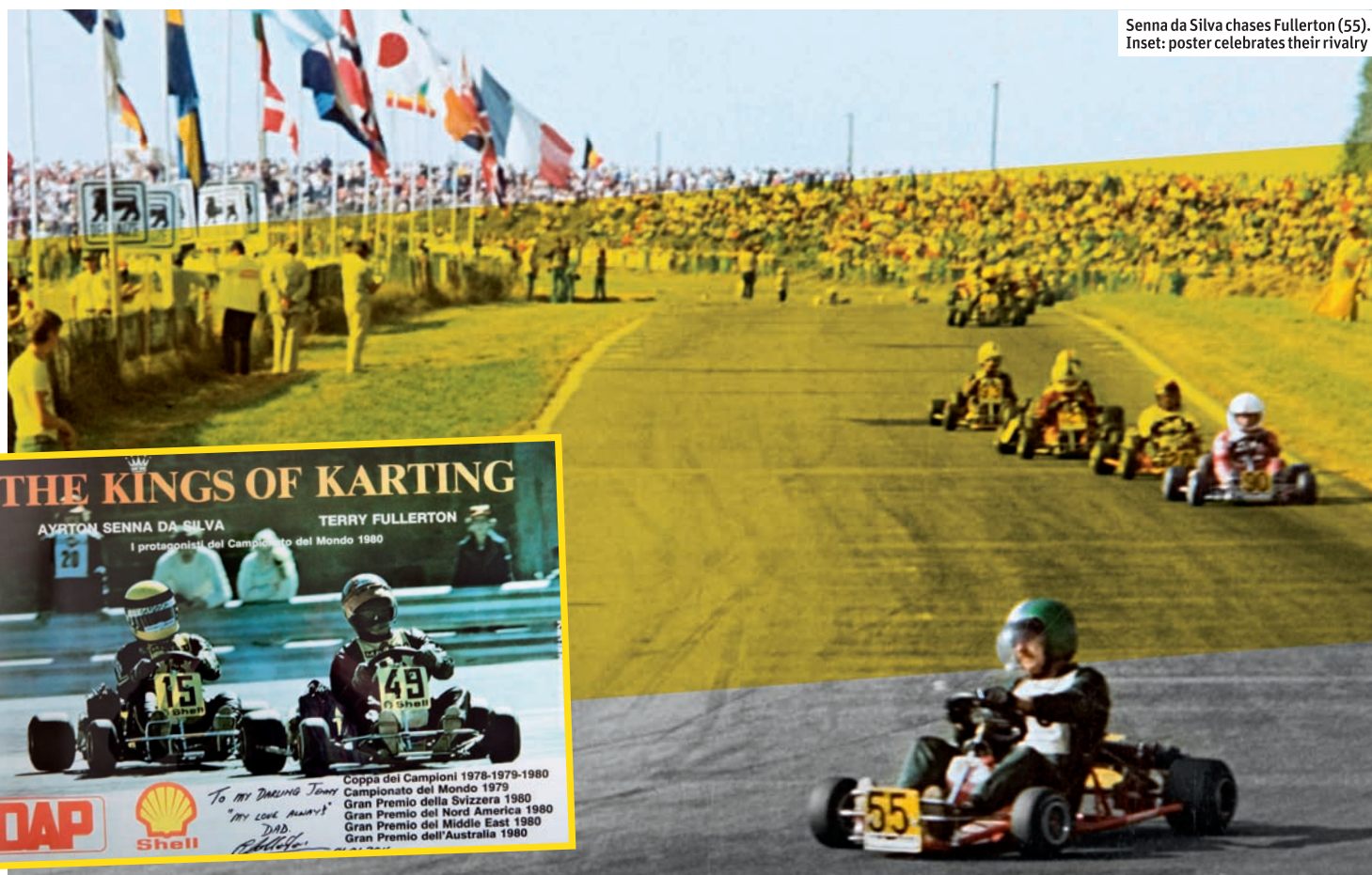
"Senna comes along and he obviously hadn't ridden that much, but he was young and wanted to be flamboyant and take risks and he wasn't going to be outdone at all. He went along the log, gave it a proper big squirt, came off too fast, landed hard on the back wheel, virtually went over the wrong way, but

just about held it and dropped it down. It was brilliant, I have to say – but he obviously wasn't going to be out-done by anything I could do. That was the significance of it."

This intense approach to off-track downtime was merely an extension of Senna's racetrack modus operandi. He would, Fullerton recalls, strive to be fastest in any and every session, thinking nothing of bolting together the best engine-chassis-tyre combo in practice and using them hard throughout, only to find Fullerton going faster on less abused machinery when it came to the final qualifying runs. "I did that for quite a few years before he twigged," grins Fullerton. "That was his Latin temperament – he had to see the times. When you're more secure and confident, you know the time will be there when you need it."

There was, though, far more to Senna than naked competitiveness. He was smart enough to ask Terry after their first test in Parma: "What do you think of my driving?" Fullerton replied that Senna's aggressive style was provoking too much oversteer at corner exits, costing him revs, power and speed. "He took that on pretty fast," says Fullerton, "tuned into it straight away." And Senna's sheer ability was never, ever, in question. "He was naturally gifted at everything you needed to be a great driver and you had to be his equal in all those departments if you wanted to race with the kid. He was quick in the wet, great car control, great in quick corners, fast round slow corners, he had a gift for overtaking, was great at seeing the opportunity, or creating the opportunity to overtake. When you drove with him, he didn't

Senna da Silva chases Fullerton (55). Inset: poster celebrates their rivalry





make mistakes, and it felt almost like had eyes in the back of his head – he knew where you were on the track.” The complete package? In terms of outright driving ability, “no question”.

“It was obvious,” Fullerton continues, “that he’d pushed all the limits when he was young, which meant he could always find a little bit more by pushing to the limit and driving with the back of the car out. He could be in a 130mph corner and if the back stepped out he didn’t panic. That was why he could be so fast on the opening laps of races: he would go *bang!* straight on the limit. Same in the wet. It’s about feel, about how fast you can feel the grip of the car around the corner.”

Although these two were ferocious rivals, there’s a warmth to Fullerton’s recollections and an enthusiastic response to questions that can only be the result of a deep-held respect for the other man’s capabilities. “I wouldn’t say he was better than me,” he offers, “but he matched me and he did wake me up a little bit and make me think, ‘Fuck me, he is good, this kid.’ Certainly I never came up against anyone like him before or after and I don’t think there’s been anyone like him since.” Generously Fullerton adds that Senna was still improving when they went wheel-to-wheel and that with a couple more seasons’ experience he’d have been an even tougher competitor: “That would have been the right time to measure him against me.”

What’s left, instead, is a record of a future superstar coming up against the established benchmark and falling slightly short, before going on to greater things. Which begs the

“Senna didn’t make mistakes, and it felt like he had eyes in the back of his head – he knew where you were on the track”

inevitable: why did Fullerton stay in karts?

“You have to remember,” he says, no bitterness evident, “that I was living what felt like a very, very complete life that fulfilled everything I wanted at the time. I was certainly the number-one professional kart driver, without a doubt. I was getting paid more than anybody and I loved the karting. I had girlfriends, I was travelling all over the world, winning big races, had a little bit of fame, a little bit of acclaim, just a brilliant time. And in those days it wasn’t like, ‘I’m a top karter, sign me up McLaren’ – that wasn’t an option. It was Formula Ford at Snetterton in February and paying to do it.”

There was also the danger. Fullerton was karting world champion in 1973, aged 20, and that was the moment, if any, to move on up. But his elder brother, Alec, had been killed aged 21 in a motorbike race at Mallory Park in 1964 and with circuit racing going through its most perilous era, a move to cars seemed impossibly selfish. “I just couldn’t put my parents through it,” he says.

Senna, of course, felt no such limitations

seven years later and with private cash filling his sails, breezed from karts, to Formula Ford, FF2000 and British F3 before that three-podiums-and-a-Monaco-nearly-win first F1 season with Toleman, in 1984. He and Fullerton had drifted out of touch by then, although an F3 Silverstone paddock chat in 1983 was friendly, Fullerton recalls. “I didn’t follow him actively after he left karting,” he adds, “but you couldn’t really help seeing what he was doing. And when he was successful I was very pleased for him. In a strange sort of way I was pleased for myself as well, because when he was with me I used to beat him, so I used to measure myself; ‘I could have done that.’ It felt a bit like that.”

They were never close, these two one-time small-wheel combatants – the intensity of competition between them saw to that (“The fact that he wasn’t faster than me made it impossible for him.”) Fullerton’s blunt, too, about the ‘James Dean’ factor attached to Senna since his death. “You obtain a different status when you die at the top of your game, and he was in the lead of a Formula 1 race...”

But that sentence of Senna’s which once baffled a press corps and which today sets the lyrical tone for the best racing biopic ever shot, shows the exceptional regard in which Senna held Fullerton – a regard that’s entirely reciprocal. “Although we lost touch from about ’83 till he died,” says Fullerton, “he obviously hadn’t forgotten me, because of what he said in Adelaide, and I obviously hadn’t forgotten him. I liked him and respected him and I think he felt the same about me – in fact I know he



Fullerton was Senna's karting nemesis

did and it was nice to hear it coming out of his mouth on screen. In different circumstances I think we’d have been good friends.”

And there, of course, lies the silent sadness behind the joy of talking to Fullerton about maybe the greatest motorsport rivalry you never saw: what a bitter, crying shame it is that Ayrton couldn’t have been sat next to Terry to join in the banter, remember some highlights, share some racing romance, before, inevitably, reaching a point of violent disagreement, slamming down his mineral water (or maybe hurling it into Terry’s face), storming out with an almighty *BANG* of the door behind him and striding away, with just a trace of an enigmatic smile on his lips. ☒

## FULLERTON'S FINISHING SCHOOL

Terry Fullerton quit racing in 1984 to concentrate on driver coaching and management. These are some of the talents to have passed through his hands...

### RIKI CHRISTODOULOU

2005 British Championship Final winner, 2006 British Championship Final winner, 2006 CIK European Vice-Champion, British F3 race winner

### MIKE CONWAY

1997 British Junior Champion, 1999 British Senior Champion, 2004 British Formula Renault Champion, 2006 British F3 Champion, Pau Grand Prix winner, IndyCar Series race winner

### WADE CUNNINGHAM

2003 CIK World Champion, 2005 Indy Lights Champion

### ANTHONY DAVIDSON

1996 European Championship Final winner, 2000 Formula Ford Festival winner, 2001-06 BAR/Honda F1 test driver, 2002 F1 race debut for Minardi, 2007-08 Super Aguri F1 driver, 2010-11 LMS driver with Peugeot

### JAKE DENNIS

2010 CIK U18 World Champion, 2010 British Junior Champion

### RALPH FIRMAN

1990 British Junior Champion, 1992 British Senior Champion, 1996 Macau Grand Prix winner, 2002 Formula Nippon Champion, 2003 Jordan F1 driver

### ALLAN McNISH

1985 British Junior Champion, 1986 British Senior Champion, 1998 and 2008 Le Mans 24 Hours winner, 2002 Toyota F1 driver, 2000, 2006 and 2007 ALMS champion

### PAUL DI RESTA

2001 British Junior Champion, 2002 British Senior Championship Final winner, 2006 F3 Euro Series Champion, 2010 DTM Champion, 2011 Force India F1 driver

### DAN WHELDON

1995 European Championship Final winner, CIK World Cup winner, 2005 IndyCar Champion, 2005 and 2011 Indy 500 winner

## THE FULLERTON RACING RECORD

Highlights from a two-decade karting career...

- Three times RAC British Jr Kart Champion
- Five times RAC British Sr Kart Champion
- Four European Championship victories
- Fourth in World Championships, 1971
- World Champion, 1973
- Third in World Championships, 1980
- North American Champion, 1980
- Three times Hong Kong GP winner
- Four times Champions Cup winner
- Twice Philippine Open International Champion



**P37 SENNA'S KARTING START**



## AYRTON'S LAST RACE

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# The early years

by Lito Cavalcanti



A gift from his father became a lifestyle for the very young Senna, very quickly. His first karting instructor and friend, Walter Travaglini, remembers Senna's pre-teen thinking fondly, where his obsessional racing philosophy all started...

**A**yrtton Senna da Silva received his first kart as a gift from his father. "He put together some tubes, installed an engine and I went on the neighbourhood pavements," Senna once recalled. "I was five years old, and I kept driving it for four more years."

At the age of nine, his father gave him a proper kart. Senna used to drive it in a car park near his home until his father took him to a kart track at Campinas, near Sao Paulo. A race was on, and soon he was on the entry list among some drivers that were twice his age. Senna led the race for many laps, until the guy in second place punted him off. The next Monday, he joined Walter Travaglini's kart driving school.

"It was clear he was special," says Travaglini. "He would never stop, there would always be something more to test, some tweak to try. I had to take him out of the track every day."

"Soon we became friends and we raced against each other many times. More than once we hit each other and ended going down to punches, because for both of us there was only one acceptable result: victory."

President of the Interlagos Motor Club, Elcio de San Thiago is a grandee of Brazilian karting. He remembers the day he saw Ayrton for the first time.

"He was still a beginner, but his speed was deeply impressive," he says. "Ayrton was on the

track almost every day. If not, he would be in the workshop, improving his kart. One day I asked him why he was always practicing if he was already head and shoulders above all the others. He said that to win, a driver had to know everything about every part of his equipment."

Senna's speed and will to win put him in some difficult situations. One day he went to race in Uberlandia. He won the first heat easily

**"Ayrton was on the track every day. He said that a driver had to know every part of his equipment. Nothing else mattered"**

and decided to have some fun in the second, letting the whole field past on the first lap! But when he caught the leader, Senna got it wrong and put him off the track. In those days, Uberlandia was a cowboy-style town and the next time Senna passed by the pits, a one-litre bottle of water was thrown at him."

Senna was very loyal. His only mechanic in Brazilian karting was a Spaniard called Lucio Pascual Gascon, aka Tche. He would work on his engines and chassis but

Ayrton would always be around.

"He wanted to know everything about his kart; it was never good enough," says Travaglini. "The maiden event in a small town in Bahia kart track was a 100-mile race, and we raced together. I set up the kart. By the time I was satisfied, I was a second faster than any other driver. As we had been invited and all our expenses had been paid by the local club, I had to go to a meeting with the town mayor, and [Ayrton] said that he would try it while I was out. I got back two hours later and he had found an extra half-a-second from tyre pressures."

"Nothing else mattered," says Travaglini. "That's why his marriage didn't last more than a year. He got married right before moving to England and she felt all alone most of the time. He would go to the workshop in the morning and would get back in the late afternoon."

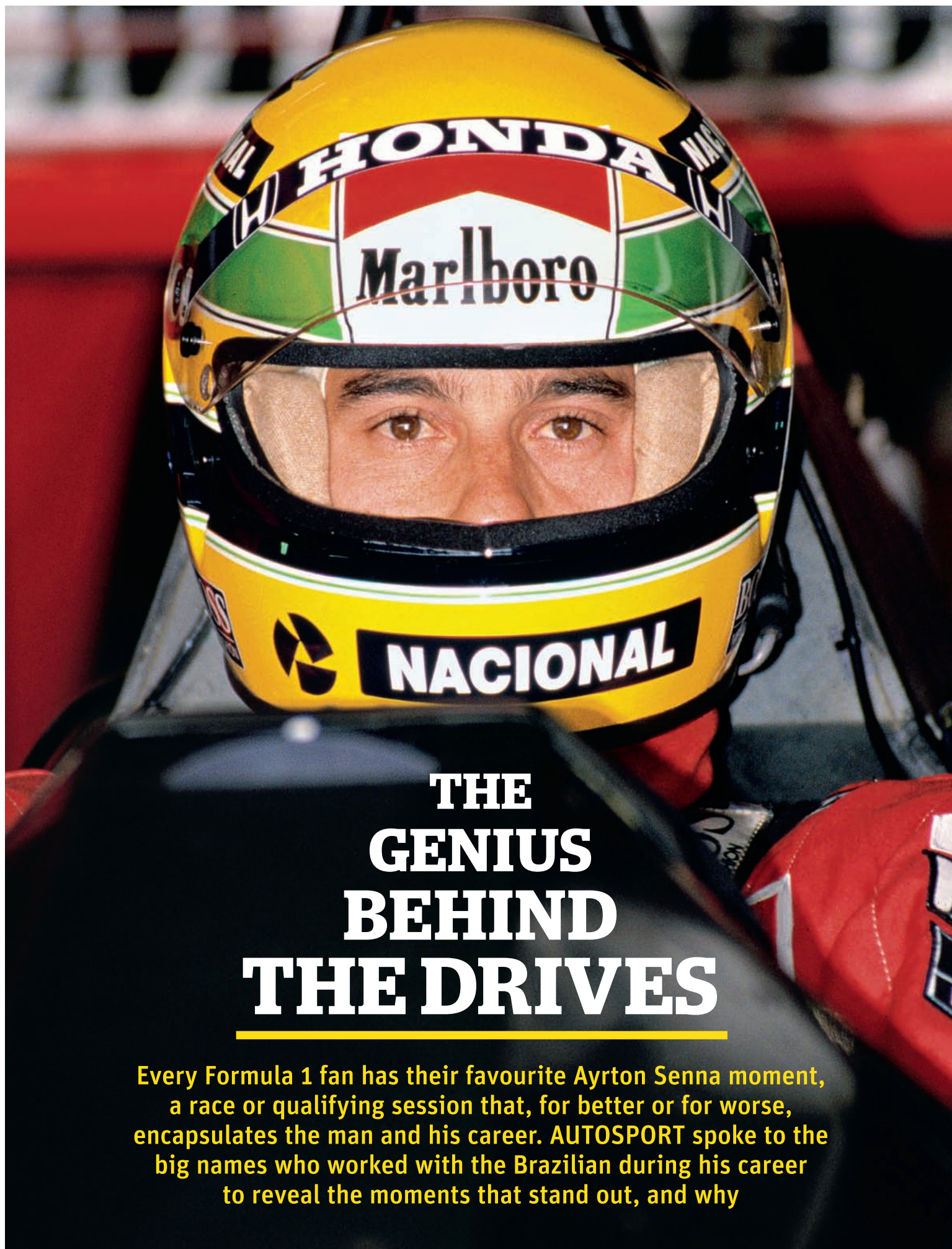
Senna always held his karting days in high esteem. Travaglini recalls the day when Senna drove a Formula 1 car for Williams for the first time at Donington.

"When he got home, he called me," he says. "The first thing he said was something like, 'Hey, man, I got back to karts. Formula 1 is exactly like a kart, you brake as late as you dare to brake, turn the wheel and get back hard on the throttle. Exactly like a kart.'"



**P38 SENNA'S DEFINING MOMENTS**





# THE GENIUS BEHIND THE DRIVES

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Every Formula 1 fan has their favourite Ayrton Senna moment, a race or qualifying session that, for better or for worse, encapsulates the man and his career. AUTOSPORT spoke to the big names who worked with the Brazilian during his career to reveal the moments that stand out, and why



## British F3, Silverstone, March 20 1983

MARTIN BRUNDLE

### BRITISH F3 TITLE RIVAL

This was the day when I realised that Senna had something really special. It was a wet race early in the season and I beat him off the line from second on the grid. We were heading down Hangar Straight and it's pouring with rain. I braked to take the normal line at Stowe and he went sailing down the outside. I thought, 'Excellent, you don't want to be out there,' but he got ahead of me using the karting line! Then Enrique Mansilla had a big crash and they red-flagged it.

We went to reform on the grid and I decided I was going to try bombing down the outside at Stowe. I only just kept the car out of the barriers and was relieved to make it back to the grid for the restart! This time he beat me off the line and won. On the podium, I said to him that his line around Stowe didn't work in the second part of the race and he said, 'I don't know, I never tried it because it was too wet.'

It was then that I realised that this bloke had a sixth sense about where the grip was. When I saw him absolute blitz the field in the Portuguese Grand Prix two years later, it was the same. Some of the traits I saw in F3 in 1983 were there almost up to the day that he died – how he worked, how he felt the world viewed him and his strengths and weaknesses. He was the first one to knock you off and the first one to see if you were alright!



Senna had sixth sense for finding grip, says Brundle



Bennetts had to instruct Senna in tape removal

## British F3, Thruxton, October 23 1983

DICK BENNETTS

### WEST SURREY RACING BOSS

The final round of the 1983 British F3 season at Thruxton is one that stands out, along with Macau, because of everything that led up to it.

We should have won the championship earlier, but Ayrton didn't like finishing second. We had such a big lead but in the second half of the year we kept qualifying second to Martin Brundle in Eddie Jordan's Ralt. It was only late in the season we realised he had an updated engine from Novamotor – I was trimming the wing out for Ayrton, making our Ralt more difficult to drive. Ayrton was not one to finish second and we had a few shunts. I had to sit

him down and tell him we could throw it away.

For the last race we sent the engine back to Novamotor in Italy – rather than have it rebuilt in the UK – and we got the upgrade. Ralt had also done a couple of things, different suspension geometry and new sidepods. Ralt's Ron Tauranac asked which modification we wanted as neither had been tested. We'd tried a few things with the steering and not found anything, so we decided to take the sidepod. Eddie had the steering.

At Thruxton we were on pole, with Martin third, and we just walked away with the race. But we did take a risk. We knew the Toyota engine took a while to get its oil temperature up and that it ran better once it was [up], so we experimented taping up the oil tank cooling.

For the race we deliberately put too much on, with extra tape so that Ayrton could rip it off. I told him, 'You've got to get it off by lap three or it'll overheat.' He had some trouble with it and almost lost it at the chicane getting the tape off!

## Nurburgring 1000km, July 15 1984

REINHOLD JOEST

### SPORTSCAR TEAM BOSS

It's a short story for us, just one race in the Porsche 956, finishing eighth, but I was very impressed in that time. He was immediately very fast, especially in the rain in both practice and the race.

Ayrton was also very interested in the technical aspects of the car. He asked the engineers many questions, what we could change and what we couldn't. We were only eighth, but he still wanted to talk about the car. He told us that he had some ideas and came back with a three-page report.

They were very good ideas and we did use some. The Porsche 956 always had an understeer problem, but we made some changes based on what he said and it was a help.



Tech feedback valuable after one-off 956 outing





Senna shaded nine former world champs

## Mercedes 190 Champions Cup, Nurburgring, May 12 1984

GERHARD LEPLER

VETERAN MERCEDES ENGINEER

We ran 20 2.3-litre 16-valve Mercedes 190s at the Nurburgring for the opening of the new track. We invited 20 big-name drivers, but I'm not sure how it came together with Ayrton Senna because a couple of days before the race Emerson Fittipaldi was supposed to be driving. We already knew Senna from several meetings in Stuttgart and we knew that he belonged to this group of drivers even though he wasn't very famous at this time.

I engineered every car because I was responsible in the development department for the 190. It was very hasty because the drivers arrived when the cars had already been started, so it was a short briefing!

The cars were chosen by ballot so we didn't know who'd drive each one. The drivers [including nine former world champions] picked out the numbers. We had Stirling Moss driving the cars for two days to check they were equal, and after that we changed the front anti-roll bar to make sure the

set-up was livelier at the rear.

I'd been testing the cars already at the Nurburgring while it was under construction. But the track was only ready the day before the race and it was cleaned overnight. So the next morning the track was very slippery. And guess what... the cars had massive understeer. But it was not so hard to adjust this and make sure they oversteered. It's what we all like to see.

There was a lot of rain for the race, with the grid positions decided by ballot. At the first corner there was some trouble with cars clashing. Alain Prost went off, with some others, and Senna was not far back, but out of trouble. He came through to win. At the end of the race, there was not a scratch on his car because he was all alone at the front ahead of Niki Lauda and Carlos Reutemann [Senna won the 12-lap race by 1.38s]. Not so many of the cars were damaged, but they were all very dirty because at the side the track was muddy so they were like rally cars!

## Euro FF2000, Jyllandsring, August 22 1982

DENNIS RUSHEN

RUSHEN GREEN RACING TEAM MANAGER

Ayrton got drunk the night before and stole this motorcycle. He was doing wheelies in the street! That's the hidden side. He was always accused in the press of not being forthcoming and arrogant but the bottom line is he was quite shy.

Once he knew you, you were a friend of his. One of my main memories is of us sitting on the grass before the race, debating

whether to have an extra half a degree of rear wing on. We looked at each other and thought, 'We're nervous aren't we?'

He started the race and just as he got to the first corner he put his hand in the air. Everybody thought, 'Oh God, there's a problem' and they all slowed down. Then he put his foot down and won the race and the title!



Senna was the king of FF2000 in 1982

## Contract negotiations, December 1983

ALEX HAWKRIDGE

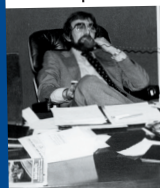
TOLEMAN TEAM MANAGER

What sticks in my mind was the day Ayrton decided to sign with Toleman and came to my office in Brentford. It highlighted his self-confidence, but also his ruthless streak.

We'd offered him a contract for 1983. We were going to pay for him to do F3 before bringing him into F1, but he turned us down because he wanted to win the F3 title on his own terms so he could go for the best deal possible.

He arrived at 4pm. He asked if it was okay if we ring his manager in Sao Paulo, so we got him on the speakerphone. It was a pretty standard contract, from the same lawyers who worked for Williams. Plenty of F1 drivers had signed it,

Hawkridge ponders massive phone bill



but not Ayrton. It ended up with every single word being checked with a big dictionary he'd brought with him. The process lasted until 4am and resulted in the biggest phone bill I've ever had.

We wanted a three-year deal, but he only wanted one year. We were poles apart, but we came together with a paragraph about how he could be released from the contract that was very much of his own construction.

The terms were that he had to tell us that he was unhappy and that he was looking for another drive. There would be no penalty, but he had to give us time to find a replacement. That's the clause he broke when he signed for Lotus.



## Monaco Grand Prix, June 3 1984

PAT SYMONDS

FORMER TOLEMAN CHIEF ENGINEER

This was Ayrton's first year in F1 and Toleman was growing up as a team, so it was interesting how we developed together. It was a surreal experience to suddenly have a good car, a good driver and be in a position to race. One of the things that few people know from that time is that we'd delayed bringing out the true 1984 car because we wanted to run it on Michelins and we didn't want to run it until we had two cars for Senna and Johnny Cecotto, who was providing a fair bit of the cash.

We eventually got the Michelin thing sorted, and the only way we got them was that Ron Dennis was allowed a veto on what we could use. So the tyres we had were always a generation back compared to what McLaren and the other guys were using. But it was one of the things about Monaco, being wet, is that there wasn't a previous-generation wet tyre. So it was the first time - in fact, one of only two times - that we were on the same tyres as the frontrunners. It allowed us to show a little bit better than we were. The other one was Estoril, where we finished third.

It suddenly dawned on us during the Monaco race that we could win it. That was just so far out of our experience. These days, once you've done a bit of winning, you might go through a bad patch, but eventually you go back to winning again. You're prepared for it. But for that one, it was like, 'Wow, I can't believe this is happening.'

Another thing about it is that everyone says, 'Oh, if Jacky Ickx hadn't stopped the race when he did, if it had been one more lap, then we would have won it rather than finishing second.' I'm sure that's true. But equally, if the race had gone on for many more laps, I'm not sure we would have finished, because when we got the car back to base, we were

"We had mixed feelings after the race. How long would his car have lasted? It's anyone's guess"

stripping it down and we found that one of the rockers on the front suspension was quite badly cracked. Earlier in the race he'd had a big excursion over one of the kerbs, and I'm sure that's when the damage was done. How long would he have lasted? Anyone's guess, but it was quite badly cracked. It had some more laps in it, but it's a question that I'm glad we don't know the answer to.

We had mixed feelings after the race. There was that incredible elation at really having achieved something, and yet like all competitive people I got massively pissed off that we didn't win. So it was quite a mix of emotions.



Senna sensational on wet Monaco streets

## Monaco Grand Prix, May 31 1987

NIGEL STEPNEY

SENNA'S CHIEF MECHANIC AT LOTUS, 1986-87

The most memorable moment for me was when we won for the first time with the active car at Monaco, and then did the double by following it up next time out at Detroit. The combination of Senna and active suspension meant we blitzed everyone. The passive car was a disaster: it was a particularly bad car and didn't stick to the road at all. That race made everyone wake up

and push hard to go down the active route. Senna would push to have the best car available and he perceived that active was the way to go and that it would benefit him the most. That's why that race stands out: his passion was to push something that wasn't quite ready for racing. He knew it wouldn't be the safest route but he knew it would be quickest in the long term.



Active Lotus blitzed the field in Senna's hands

## Portuguese Grand Prix, April 21 1985

GERARD DUCAROUGE

TEAM LOTUS DESIGNER 1983-88

Ayrton's first win at Estoril was something unbelievable. It was like he was driving on a dry track and everyone else was driving in the wet. He was in another world,

overtaking on the outside and on the inside. Of all his wins, that was the most impressive. The conditions were so bad, but he made it look so easy.



Brazilian was on whole other level at Estoril



## JOURNEY TO THE BIG SCREEN

The story of the *Senna* movie can be traced back to 2004, when producer James Gay-Rees was inspired by a series of articles in *The Times* about the 10th anniversary of Ayrton death.

Gay-Rees had a three-picture deal with Working Title Films at the time, and he got in touch with writer Manish Pandey at the end of that year to begin working on the idea of a film about Senna's life and death.

It took two years for them to arrange meetings with the Senna family to get their approval. But, with that in the bag, all it took was a memorable 17-minute meeting with Bernie Ecclestone to help put them on the path to securing the rights to the F1 footage they needed.

BAFTA-winning director Asif Kapadia soon joined the project and work then began on the search for footage, which included mammoth sessions at FOM's Biggin Hill headquarters to review video of Senna's F1 career.

They left there with more than 40 hours of footage, and the focus was then on cutting the edit down to a length that would be suitable for the cinema.

The completed film was shown to the Senna family for the first time at a private screening at Cannes in 2010, and it's a moment that still stirs emotions in Pandey. "Viviane and Bianca [Senna] were obviously very emotional, and Viviane was crying," he said. "But she looked at me, found a smile and said, 'You guys did it.'"

The film had its world premiere in Japan in October 2010, before opening in Brazil ahead of last year's grand prix at Interlagos. Its UK premiere was last week.

*Jonathan Noble*



## Japanese Grand Prix, October 21 1990

RON DENNIS

McLAREN CHAIRMAN

We all have our weaknesses. I think Ayrton's was that he might well have read a section in his own particular manual which said 'an eye for an eye, a tooth for a tooth'. He was following the path of balance and trying to find a way to justify a behaviour that he wasn't particularly comfortable with, but he felt it was a way of balancing the books. I wasn't supportive of it but enjoyed the benefit, so you find yourself thinking, was that a just outcome? Was that the way it should be?

But the conversation that took place, not in that moment in time and not that day, was not inconsistent with our common view that we do not win at all costs and I do not think that he was particularly proud of that judgement. It was not one of his finest moments and I think in the end even he could not justify it on the basis of the outcome because it wasn't the way he would have preferred to have won the championship.

What you do in those circumstances is you immediately evaluate the repercussions that could spring from it and you professionally guide him in a way to avoid it becoming an issue. So you are basically having to support the situation in order not to get embroiled in post-event politics.



## SENN'S F1 CAREER IN NUMBERS

# 161

STARTS

# 41

WINS

# 65

POLE POSITIONS

# 87

FRONT-ROW STARTS

# 19

FASTEST LAPS

# 614

POINTS

# 3

WORLD CHAMPIONSHIPS

# 2987

LAPS LED

# 4

TEAMS  
TOLEMAN  
(1984)  
LOTUS  
(1985-87)  
McLAREN  
(1988-93)  
WILLIAMS  
(1994)

# 34

AGE AT DEATH



## European Grand Prix, Donington Park, April 11 1993

MARTIN WHITMARSH

McLAREN TEAM PRINCIPAL

From over 20 years in Formula 1, I have only one significant piece of memorabilia and that is Ayrton's steering wheel from his win in the wet at Donington Park. It was one of three wins at the beginning of the year and it was very tough against the Williams-Renaults. Frankly, we were underpowered because we had the wire-spring - not even the pneumatic valve - Ford HB engine so we were somewhat behind the works team [Benetton] in terms of performance.

It was a great race. There are a number of things that stand out. The first lap was mega, but later in the race he set the fastest lap coming through the pitlane without announcing it to us! The pitlane at Donington wasn't the widest and there was no speed limit. When a driver suddenly appears like that, a certain amount of panic shoots through the team! But Ayrton was thoroughly enjoying himself. I can remember the joy of seeing him being so utterly dominant. If it had not been wet, it would have been difficult to win, but in those conditions Ayrton could find more grip than anyone else.



Wet weather was key to Donington dominance

It's been said that traction control made that less of a win than some of his others, but lots of cars had traction control and if it was so easy, then Ayrton wouldn't have been able to drive past everyone on the first lap would he? Traction control doesn't drive the car for you - you still have to find the limit.

Williams got themselves into a mess with pitstops, setting a record of 13 for their two cars. Two weeks earlier, Ayrton had taken a fantastic win in Brazil which was very special for us because it was McLaren's 100th win. At that time, Williams were sponsored by Sega and had [cartoon-style] Sonic the Hedgehog legs on the side of their cars. So after Brazil, we put a squashed hedgehog on the side of our cockpit!



At Monaco Senna was 'an extraterrestrial'

## Monaco qualifying, 1990-92

GERHARD BERGER

SENNA'S McLAREN TEAM-MATE

When I studied the telemetry of my qualifying laps, I'd realise where I made a mistake. I could be ahead by two tenths in the first half of the lap, then I'd not get a corner right and fall back. But Senna could achieve perfection throughout the lap. Immediately after a qualifying lap in Monaco, you can't analyse right away what happened. You have to wait and recover before you can think

clearly. But Senna was different. He would get out and start analysing it straight away. He might say the engine was not right in the first corner, so you have to increase the fuel mixture for the second. Then raise it more for the third, and so on. When I was in our technical briefing and heard him talking like this, I thought I was in the wrong line of work! Senna at Monaco was an extraterrestrial.

*"When I heard him talk, I thought I was in the wrong line of work!"*

## Senna in qualifying, 1994

PATRICK HEAD

WILLIAMS CO-FOUNDER



Senna took three poles in '94

Ayrton's qualifying performances in the Lotuses, when he tapped the throttle to keep the downforce on, stands out in the mind. Everybody would watch when he went out to qualify because you knew that there was going to be something special.

In the few races that he ran for us, his qualifying was very good. He qualified for three races for us in Brazil, Aida and Imola and was on pole position each time. It was a source of pride for him to be fastest on fresh tyres.

Going into 1994, we had been running an active ride car for several years and possibly because of the control that we had over the ride height had gone down a route that might have been excessively pitch-sensitive with a conventionally-sprung car. We sorted it out by the end of the year but when Ayrton was driving it, it was difficult. Remember, he spun in the race in Brazil because of it, which was very unusual.

We had been dominant in 1992 and pretty strong in '93 and had a good engine, so we weren't surprised at being on pole. That's probably why it doesn't stand out as much in the memory. It wasn't a significant change for us. But you have to look at Damon Hill's grid positions in the other car to compare [Hill qualified fourth, third and fourth with an average deficit of over a second to Senna]. We knew how good Ayrton was in qualifying and certainly didn't have the view that if someone else was in the car they would be doing better.

I am absolutely certain that he would have won the world championship in 1994.



Head is certain Senna would have taken title



Hope-run ORECA has  
had limited running

# BATTERIES NOT INCLUDED

Hybrid power returns to Le Mans this weekend, but not as we know it, reports **GARY WATKINS**

**T**hink hybrid, and electric motors and batteries inevitably come to mind. And for good reason. A Toyota Prius has probably whirled past you some time this week, there's the little charge graphic on the in-car footage when you're watching a grand prix, and all previous sportscar hybrids have had one or the other, or both. Yet the system that brings energy storage and retrieval back to the Le Mans 24 Hours this year after a 12-year absence uses neither.

The Flybrid system on the Swiss Hope Racing team's Lehmann-powered ORECA LMP1 is entirely mechanical. That's what distinguishes it from the technology used on every hybrid from the Panoz Q9 that failed to pre-qualify for Le Mans back in 1998 to the Porsche 911 GT3-R Hybrid that was a race winner in the VLN long-distance championship at the Nurburgring Nordschleife last month. And, says the brains behind the system, gives it key advantages over any rivals.

## WHAT IS FLYBRID?

It's a British company based at Silverstone, which was set up by

two out-of-work bosses from the Renault F1 team's engine department in Enstone. Flybrid partners Jon Hilton and Doug Cross, says the former, worked "on everything further away than the end of next season". Which is why they found themselves out of work when the F1 engine freeze was introduced.

Before their departure from Renault at the end of 2006, they had volunteered to undertake a study into the world of hybrids when it was announced in 2006 that F1 would be going down the route it dubbed KERS (kinetic energy recovery system).

"I put my hand up to have a look," says Hilton. "We looked we at how we could 'F1-ise' all the technologies that existed, right down to clockwork springs — we spent about 20 minutes on that one."

Like all good ideas, the one that led to the establishment of Flybrid Systems in January 2007 was hit upon in the pub. "We decided over a pint that a mechanical system was doable," recalls Hilton. "We then looked at our bank accounts to see if we had the resources to get started."

A deal with Honda to develop the system for F1 was the next step and helped Flybrid to get up and running.

## HOW DOES IT WORK?

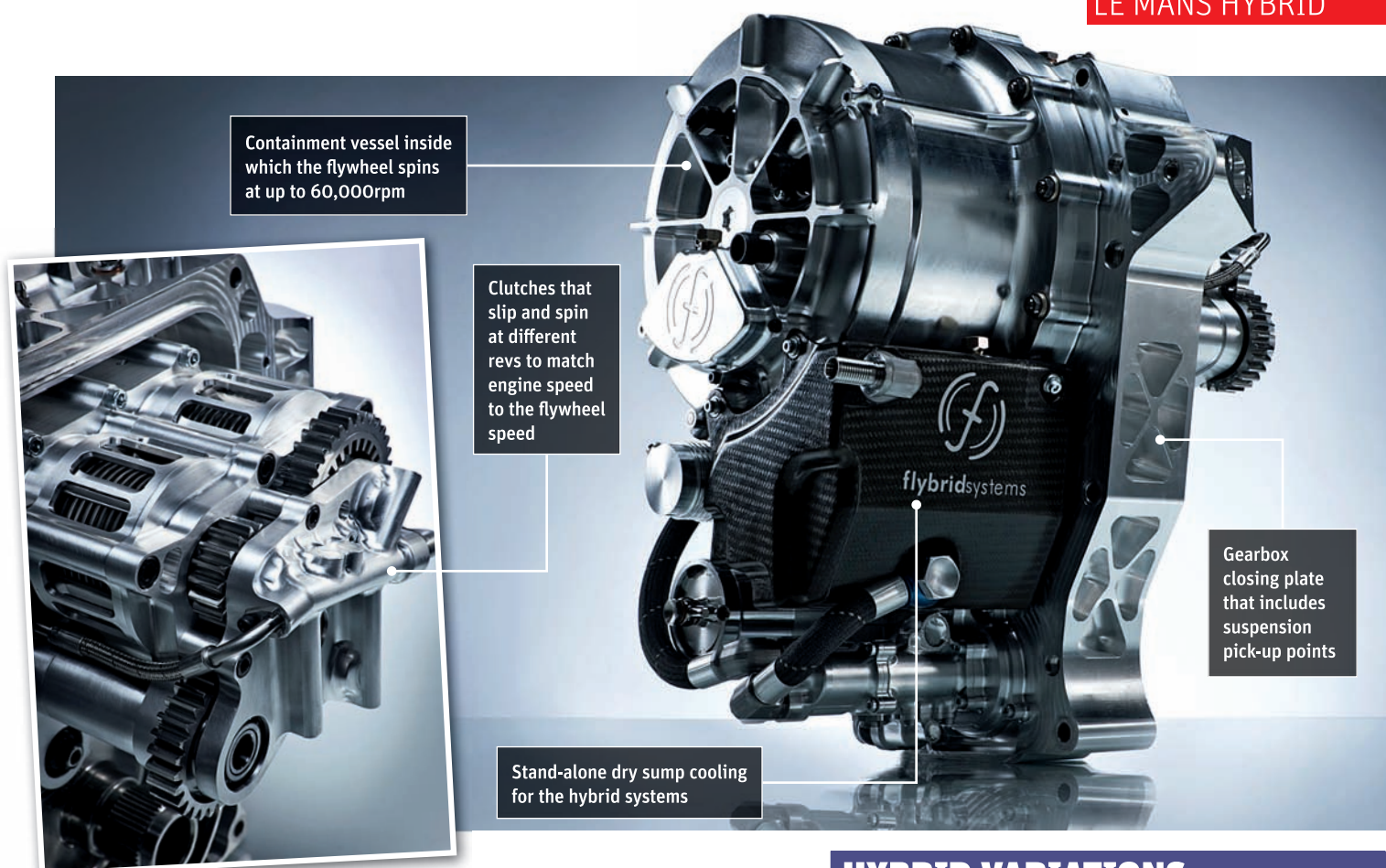
Flybrid's storage system is a flywheel running in a vacuum at speeds of up to 60,000rpm situated in the bellhousing. On the sportscar variant, this is linked to the car's transmission through a series of gears and three multi-plate clutches, hence the name clutched flywheel transmission or CFT.

These clutches, combined with the six forward ratios of the Hope ORECA's Xtrac gearbox, means there are 18 speeds in total. That's important, says Hilton: "Under braking [when energy is being stored] the car is slowing down very quickly and the flywheel is speeding up very quickly. So the ratio between the wheels and the



Mechanical system  
gives 135bhp boost





flywheel needs to change very quickly over a big speed range.”

#### WHAT PROBLEMS WERE THERE TO OVERCOME?

Lubricating a bearing running at high speed inside a vacuum is problematical. “Any decent lubricant would boil,” says Hilton. “It was the first thing we had to invent, because there was no existing solution.” Flybrid’s answer was a patent-protected vacuum seal that locates the bearing and its lubrication outside the vacuum.

#### IS IT SAFE?

The flywheel sits in what Hilton calls a composite/aluminium containment vessel, but there’s another safety-inspired Flybrid patent. “If anything goes wrong the flywheel rim lands on what are effectively two big brake shoes,” explains Hilton. “These will bring the flywheel to rest in seconds.”

#### WHAT ARE THE ADVANTAGES OF A MECHANICAL SYSTEM?

Efficiency, size and weight, according to Hilton. “Our key advantage in a sportscar application is that we can do the full distance at full performance, and the electric guys can’t because the battery will suffer degradation,” he says. “In F1, the batteries are losing about 10 percent in performance over the race, so at Le Mans the degradation would be enormous.”

Hilton claims that the Flybrid system

achieves 64 per cent efficiency, or in layman’s terms that percentage of the energy retrieved under braking can be retransmitted back to the wheels. He suggests that an electric hybrid would only be 45-50 per cent efficient.

Flybrid’s flywheel is under half the size of the unit in the Porsche, yet delivers only marginally less power. That’s because it runs at significantly higher speeds – 60,000 compared with 40,000rpm – and energy is proportional to speed squared.

The compact Flybrid system also hits the scales at 38kg, including lubricants – not much more than an F1 system.

#### HOW MUCH POWER DOES IT GIVE?

Flybrid has produced 113kW on the dyno from its CFT system, which is rated at 100kW or approximately 135bhp for racing. That compares to 60kW for a lighter F1 system or 45kW for Zytek’s off-the-shelf sportscar hybrid.

#### THE FUTURE

A mechanical hybrid would be perfect for one-make racing, according to Hilton. “Batteries go off so quickly, but we can offer parity,” he says. “We have had several enquiries from well-known one-make series.”

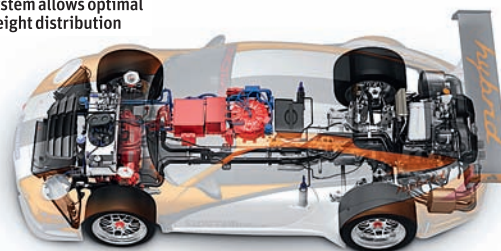
Hilton points out that 135bhp isn’t far off the figure of 150bhp that the FIA wants KERS to deliver under the new 2013 F1 engine rules. And he makes no secret of his desire to take the company back to the highest level of the sport. ❧

## HYBRID VARIATIONS

### PORSCHE/WILLIAMS

The Williams-developed system in the Porsche 911 GT3-R Hybrid uses its flywheel for storage, but retains electric motor/generator units. The advantage is that there’s no mechanical link between the flywheel and the transmission. That means, says Williams Hybrid Power boss Ian Foley, “It can be mounted in the optimum position for weight distribution and packaging.”

System allows optimal weight distribution



### ZYTEK

Zytek was the force behind the Panoz Q9 and has a new package for 2011, using motors and lithium-ion batteries, that’s due to race in the Le Mans Series with the Mik/GV team. Company founder Bill Gibson regards racing as a means to an end: “My passion is electric cars and we can use a hybrid racing car to develop motors and control systems.”

Zytek due to race in LMS





# SPIELBERG

Austria

June 4-5

DTM

Round 3/10

## AT A GLANCE

- Winner **Martin Tomczyk**
- Pole position **Martin Tomczyk**
- Fastest lap **Bruno Spengler**



First win for older-spec Audi; Ulrich and Tomczyk chuffed

# Elation after 11 long years

Some very happy people left Spielberg this weekend, but especially Martin Tomczyk and the Phoenix Racing team



Tomczyk, class of the DTM field in Austria

**ELEVEN YEARS. ELEVEN** long years. That's the time span Phoenix Racing had been waiting for a DTM victory when the team unloaded its transporters at the newly reopened Spielberg circuit last week.

By Sunday, however, the wait was over thanks to a quite brilliant display of driving by Martin Tomczyk, who himself scored his first win for almost two years and took the first DTM success for an older-spec Audi.

Throughout the early stages of 2011, the signs were that the Tomczyk present in the paddock was that of the middle part of '07; the man who finished in the top two in three out of five mid-season races to set up an unlikely title challenge against Mattias Ekström, and the events of the DTM's first trip to Austria for eight years merely exacerbated such thoughts.

It was all a bit much for

the German driver, who has lived in Austria for over a year.

"It's a special victory for me," he said after taking some time to reflect on what he had just achieved. "When I joined Phoenix at the start of the year I told them I would do my best to win for them, but now that it's happened in the third race, we want more."

If there was even a little hint of surprise in the tone of Tomczyk's voice – and you really had to look for it – then there shouldn't have been. He had led the field in a dry second practice and warm-up plus a wet qualifying session. In short, he was the class of the field over the weekend as a whole, even if his – and the other Audi drivers' fastest race laps tended not to be up to the standard of their Mercedes rivals.

Tomczyk, who had both his first pole and win for two years, closed to within three points of Bruno

Spengler at the head of the championship.

To put his achievement into perspective, Phoenix team principal Ernst Moser can't remember much about the team's last DTM win – Manuel Reuter's triumph at the Nurburgring in 2000 during the squad's Opel period.

"The details are too vague," he said. "It is a lifetime ago, you know?"

"We have won lots of races as a team; Spa and Nurburgring 24 Hours for example, and last weekend we had a win in the ADAC GT Masters, but the DTM is so tough.

"There are two occasions on which I really thought we were going to win, and didn't. One was with Timo [Scheider's Opel in 2003] at Zandvoort where he was leading but a wheel came off at the end of the pitlane and the other was also at Zandvoort, where Oliver Jarvis had pole [for Audi] but was overtaken by Gary

Paffett on the last lap.

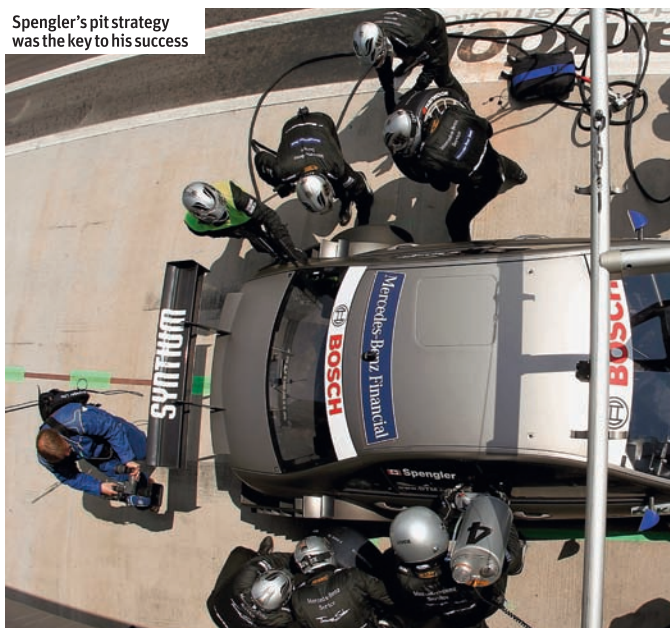
"I always thought that it would happen again for the team though, even if it's been a long time. You don't lose a victory unless you were fast enough to win in the first place!"

It's a mark of just how well Tomczyk has adapted to life away from the Abt Sportline squad that it has

taken him just three races to achieve what the likes of Oliver Jarvis, Mike Rockenfeller and Christian Abt could not.

Speaking of Rockenfeller, the man who replaced Tomczyk at Abt this year, it was the German who told this very publication in April that the new Hankook rubber would

Spengler's pit strategy was the key to his success





## RACE RATING

★★★★☆

At least produced more overtaking than Zandvoort, although most of it was limited to the Gosser Kurve

## MILESTONE

The DTM's last visit to Austria came in 2003 when Marcel Fassler won



## REPORT DTM SPIELBERG

JAMIE O'LEARY  
reports



make victories for older cars more likely due to its wider working zone with the '08 machines. But while the Zandvoort winner's point was proven to be correct in Austria, Moser has another theory.

"Remember that the older cars are lighter than the newer cars by 25kg, and there are a lot of uphill exits from corners here, so the weight is a bigger factor than at some other circuits. Also, the aero improved between the '08 and '09 cars, so the older ones have less drag, which helps along the straights."

His latter point was certainly borne out by the fact that the fastest cars through the speed trap were indeed older models, with Ralf Schumacher and Gary Paffett – in '09 Mercs – a whole 7mph down on the benchmark.

That Schumacher statistic was probably a good thing for Tomczyk in the latter stages as he saw his lead cut from over 4s to less than one by the

six-time grand prix winner.

Ralf, who proved that at least one Schumacher can finish on the podium for Mercedes this year, was very honest in his appraisal of his best DTM result to date.

"When I started in DTM, I was terrible and horrible," he said. "I asked Norbert [Haug, Mercedes motorsport vice-president] to give me a chance, and he was incredibly patient with me. So I now have three years in the same car and this experience is definitely paying off."

Ominous words. And if Schumacher keeps up his momentum and can capture a maiden victory ahead of the summer break, then who knows? Series leader Bruno Spengler could have a rival he wasn't expecting come the end of the year.

For now though, the Canadian has got to worry about a certain Mr Tomczyk, who trails him by just three points in the standings. The game is well and truly on.

## Tomczyk's win thanks to perfect execution

Engel (GQ Merc) clobbers Mortara's Audi at Turn 1



**MARTIN TOMCZYK LAID THE FOUNDATIONS** for his win during qualifying, and the Phoenix Audi driver was able to dictate the pace and use the exact strategy he wanted on his way to a famous victory.

Driving carefully so as to prevent his tyres from dropping off, he eased his pace and allowed Ralf Schumacher to reduce a 4s margin to just 0.4s at the finish.

Second marked Schumacher's best DTM finish, and was largely down to jumping front-row qualifier Oliver Jarvis at the first round of pitstops, the Abt Audi squad turning the latter around in an unusually slow 5.6s.

Arguably the performance of the race came from Bruno Spengler, who started 12th, but was as high as sixth when he passed Gary Paffett's sister HWA car at the Gosser Kurve on lap 12. It was his strategy – devised after qualifying to give him as many laps on a clear track as possible – that was key to his charge forward.

On old tyres his pace was sensational as the Canadian took back 4s from Tomczyk between laps 13 and 22. Driving in "a different class," according to Mercedes'

Norbert Haug, he finished right on the tail of Jarvis.

Mike Rockenfeller (Abt), Jamie Green (HWA) and Timo Scheider (Abt) were next up, and Edoardo Mortara and Maro Engel should have been in the mix too after qualifying fourth (and Mortara may well have had pole had the rain not come down harder than ever in time for his Q4 lap) and sixth.

The pair tangled at the first corner, however, with Mortara being spun to the rear of the field and Engel receiving a drive-through penalty for his efforts.

Mattias Ekström fared even worse. After crashing at the pit entrance on slicks during a wet qualifying session – and swearing blind that the sight of his crash caused Miguel Molina and Tomczyk to back off and avoid similar shunts of their own – he started last. He had only got as high as 15th when he left his first pitstop without his front-right wheel properly attached.

The Swede turned environmentalist as the Abt A4 was withdrawn on the spot: "Why drive around for nothing? You're just burning fuel and killing trees!"



Second is Ralf's best DTM result

## RESULTS

DTM, Spielberg (A), June 4-5, round 3 of 10

### GRID

1 TOMCZYK 1:40.001	2 JARVIS 1:40.353
3 SCHUMACHER 1:40.587	4 MORTARA 1:40.990
5 ROCKENFELLER 1:38.667	6 ENGEL 1:38.685
7 SCHEIDER 1:38.755	8 PAFFETT 1:38.866
9 GREEN 1:38.827	10 VIETORIS 1:38.866
11 ALBUQUERQUE 1:38.882	12 SPENGLER 1:39.372
13 V D ZANDE 1:39.530	14 COULTHARD 1:39.797
15 STODDART 1:40.928	16 FREY 1:41.385
17 MOLINA 1:41.567	18 EKSTROM 1:47.903

### 38 LAPS, 102.144 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Martin Tomczyk (CD)	Phoenix Racing	Audi A4 (2008)	55m55.117s	1
2	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+0.462s	3
3	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+2.749s	2
4	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+2.999s	12
5	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+10.364s	5
6	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+10.984s	9
7	Timo Scheider (D)	Abt Sportsline	Mercedes C-class (2009)	+12.179s	7
8	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+12.660s	8
9	David Coulthard (GB)	Mücke Motorsport	Mercedes C-class (2008)	+14.246s	14
10	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	+15.669s	13
11	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+16.266s	17
12	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+19.608s	11
13	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+26.311s	15
14	Maro Engel (D)	Mücke Motorsport	Mercedes C-class (2008)	+26.805s	6
15	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+28.071s	10
16	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+35.893s	4
17	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	+43.420s	16
R	Mattias Ekström (S)	Abt Sportsline	Audi A4 (2009)	12 laps - withdrawn	18

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Spengler	23
2	Tomczyk	20
3	Rockenfeller	14
3	Schumacher	14
5	Scheider	11
6	Green	10
7	Ekström	9
8	Jarvis	6
9	Paffett	4
10	Mortara	3

KEY R=Retired  
Winner's average: 109.621mph.  
Fastest lap: Spengler,  
1m28.298s, 112.220mph.

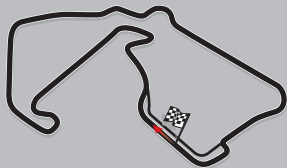


## SILVERSTONE

Great Britain

June 4-5

FIA GT1 World Championship  
Round 5/10



### AT A GLANCE

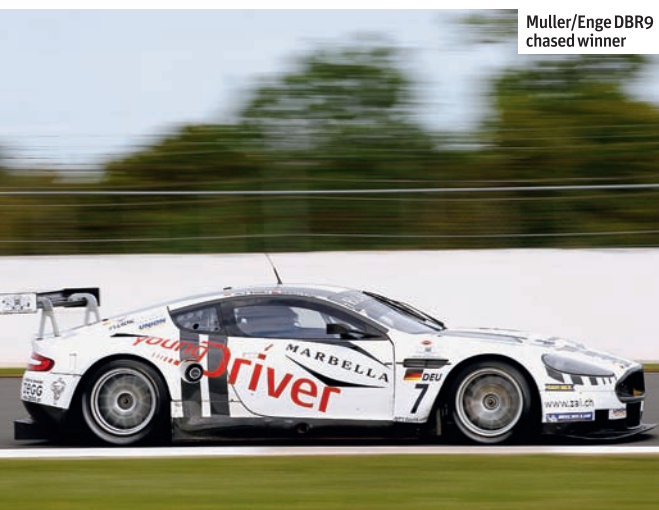
- Winners Lucas Luhr/  
Michael Krumm
- Q-race Muller/Enge
- Pole Mike Hezemans



Contrast to straw bales in 1948

# Nissan's Krumm of comfort

The Krumm/Luhr GT-R was helped into a position to win thanks to its sister car getting hit in a moment of crazy driving



Muller/Enge DBR9 chased winner

**A MOMENT OF IDIOTCY ON THE** part of Stefan Mucke proved to be a double whammy for the Young Driver Aston Martin team at Silverstone on Sunday. His sideswipe on Richard Westbrook's JR Motorsports Nissan resulted in a heavily-damaged DBR9, and it also cost the team's other car victory in the historic Tourist Trophy, round five of the FIA GT1 World Championship.

The controversial clash resulted in a safety-car period that stretched into the pitstop window in the middle of the one-hour

Championship Race. That caution allowed the best of the JRM entries last weekend, the Nissan GT-R driven by Michael Krumm and Lucas Luhr, to leapfrog the Young Driver Aston shared by Alex Muller and Tomas Enge in the pits.

Enge had been a second up on Krumm before the appearance of the safety car ensured that they came into the pits nose to tail. And the gap after the pitstops? A coat of paint or perhaps an inch or two. So close, in fact, that Luhr turned out of his pit right across the

bows of the Aston.

Had the Young Driver and JRM teams repeated their pitstops in the parallel universe of a 2011 Tourist Trophy uninterrupted by the safety car, then Muller would have emerged ahead. Just ahead, but most definitely in front. And on Sunday afternoon that would have meant victory.

There had been little to choose between the fastest of the JRM and Young Driver cars in Saturday's Qualifying Race. The Nissan led from the start in Luhr's hands, but the Aston came out on top



## RACE RATING

★★★★★

Two evenly-matched cars fighting long and hard over the lead kept a decent crowd on their toes

**"The English will kill me, but I'd never heard of the Tourist Trophy. I thought it was a motorcycle race"**

Lucas Luhr concedes that he's not hot on motorsport history

## REPORT WORLD GT1 SILVERSTONE

**GARY WATKINS**  
reports



Luhr gets ready to rejoin in front – just



Luhr and Krumm (right) joy at win

the rest of the GT1 grid, has a power advantage that makes it difficult to overtake. Yet Muller managed to do it twice, though neither time did he make it stick.

The Aston nipped past into the tight Village right-hander straight after the stops, but Luhr had the better exit onto the Wellington Straight and was ahead by the braking zone for Brooklands. Muller continued to pressure the Nissan for the next 11 laps until he repeated his move on the final lap.

This time Luhr held the inside for The Loop and immediately regained the lead to claim a second Championship Race victory of the season for the #23 Nissan.

Luhr's drive to hold off a faster car was exceptional, because he'd flat-spotted a front tyre early in his stint when he'd locked up in a very brief and very isolated patch of drizzle. That explains his reaction as he crossed the line.

"I can't remember the last time I screamed so loud on the radio when I won a race," he said.

Krumm, a more measured

**"I can't make any sense of it; it's unfathomable. He crossed the line"**

A furious Richard Westbrook

individual with keen awareness of the history of our sport, couldn't quite believe he'd joined a list of illustrious names, Tazio Nuvolari, Stirling Moss and Graham Hill included, on the oldest trophy still being fought over in motorsport.

"This is one of the most important wins of my career," he said. "This is amazing. Both of us should be proud to be on the list with all those famous names."

Enge, in particular, was disappointed to miss out on victory in the TTT for a second time in a little over 12 months. Remember, he and Darren Turner got to lay their hands on the famous trophy in 2010, only to have the win taken away in the scrutineering bay.

"This is a race I want to win more than any other," said Enge, who has lived not far from Silverstone for the past three years. "Last season it was ripped out of our hands, this time

it slipped out."

Muller was disappointed and knew where Young Driver had lost it.

"Without the safety car, it would have been different," he said. "It did for us."

Resigned frustration would probably best describe Muller's reaction to his team-mate's antics after the race. Westbrook, meanwhile,

was absolutely livid.

"I can't make any sense of it; it's unfathomable," he fumed. "What he did had nothing to do with racing; he crossed the line."

Westbrook and Mucke had come together in what is probably best described as a racing incident at the Becketts right-hander, the Nissan limping away ▶

Nissan leads Aston and Corvette in lead fight



Enge (middle) would lead opening stint



during the pitstops. Not only did Young Driver get the business done more quickly, but a miscommunication between the JRM crew and Luhr meant he pitted one lap behind schedule at a time when he was struggling with his tyres.

Krumm was able to reduce a 5.5s gap to Enge to a shade over 4s before the Czech driver backed off over the last couple of laps. Yet in the cooler conditions on Sunday, it was the Aston that had the edge.

The Nissan, which runs at a higher base weight than



## REPORT WORLD GT1 SILVERSTONE

**"We're 10km/h down on the straights. We can't do anything"**

Marc Hennerici laments the Ford GT's lack of pace on the wide expanses of Silverstone



No joy for Lambos this time out

◀ with a puncture and the Aston spinning harmlessly across the asphalt run-off. What happened next was, indeed, unfathomable.

Mucke got going and as he passed the slowing Nissan, drove into the side of him. The Aston turned around the GT-R's nose and slammed into the barriers less than halfway down the Hangar Straight.

Mucke insisted that there had been no intention to make contact with Westbrook, though the in-car footage shows him gesticulating at the Nissan driver just prior to the point of impact.

"I was focused on my line to the next corner," he explained. "There was a big speed differential and I thought he was turning onto the grass. I was too close and I touched him on my

rear. It was not on purpose; it was just a mistake."

If Mucke's explanation is to be believed and the incident was a result of a misjudgment, then it was incompetent driving in the extreme that deserved some kind of punishment. If it was something more, a petulant tit-for-tat reaction, then that punishment can only be the removal of his racing licence, something the FIA stewards took a step towards on Sunday night (see Pit & Paddock).

The tragedy for the FIA GT1 World Championship is that this year's Silverstone round won't be remembered for the fierce-but-fair stint-long battle between Luhr and Muller. The sight of the teams' other two cars colliding on the Hangar Straight is what is going to stick in the memory. ❧

Lock-up caused worry for Luhr



## Luck holds for Hezemans Chevy



Corvette was in hunt for victory

**THE EUROMILLIONS JACKPOT** was estimated at £48 million last weekend, and Mike Hezemans and Andi Zuber would surely now be counting their money had they bought tickets.

Their luck was clearly in on Saturday. They finished third in the Qualifying Race, when by rights their Selleslagh-run Team China Corvette should never have seen the chequered flag.

Hezemans had qualified on pole with what he described as "the perfect lap". Not that he was expecting to win, because the 'Vette in new-rules GT1-spec has an unhealthy appetite for rear tyres.

The Chevrolet's chances of victory actually disappeared much earlier than expected. Zuber found neutral as he went from second to third gear away from the line and was brushed by Muller as the Aston driver sped past into Abbey.

The impact tore two giant chunks out of the left-front wheel rim, yet somehow the tyre didn't deflate. And somehow the car didn't conk out sometime in Hezemans's stint after a quick spin from Zuber resulted in the car

throwing its alternator belt.

Third was a good result for the cash-strapped team, and that could so easily have become a victory on Sunday. The dogfight for the lead kept Zuber in range and, had he chosen to go to the inside rather than the outside at The Loop on the penultimate lap, he and Hezemans may well have hit the jackpot.



Hezemans: 'where's my lottery ticket?'

## RESULTS

GT1 World Championship, Silverstone (GB), June 4-5, round 5 of 10

28 LAPS, 102.476 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Michael Krumm (D)/Lucas Luhr (D)	JR Motorsports (JRM Group)	Nissan GT-R	1h00m27.957s
2	Tomas Enge (CZ)/Alex Muller (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	+0.220s
3	Mike Hezemans (NL)/Andreas Zuber (A)	Exim Bank China (Selleslagh)	Chevrolet Corvette C6.R	+0.491s
4	Stef Dusseldorp (NL)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+2.417s
5	Marc Basseng (D)/Markus Winkelhock (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+7.436s
6	Bas Leinders (B)/Marc Hennerici (D)	Marc VDS Racing Team	Ford GT	+10.831s
7	Warren Hughes (GB)/Enrique Bernoldi (BR)	Sumo Power GT (JRM Group)	Nissan GT-R	+13.063s
8	Antoine Leclerc (F)/Markus Palttala (FIN)	Belgian Racing (Marc VDS)	Ford GT	+24.117s
9	Vanina Ickx (B)/Christoffer Nygaard (DK)	Belgian Racing (Marc VDS)	Ford GT	+58.515s
10	Nicky Pastorelli (D)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	25 laps-fire/engine
R	Frederic Makowiecki (F)/Maxime Martin (B)	Marc VDS Racing Team	Ford GT	17 laps-acc damage
R	Jamie Campbell-Walter (GB)/David Brabham (AUS)	Sumo Power GT (JRM Group)	Nissan GT-R	16 laps-accident
R	Christian Hohenadel (D)/Andrea Piccini (I)	Hexis AMR	Aston Martin DBR9	16 laps-accident
R	Dimitri Enjalbert (F)/Michael Rossi (F)	DKR Engineering	Chevrolet Corvette C6.R	16 laps-accident
R	Stefan Mucke (D)/Darren Turner (GB)	Young Driver AMR (Fischer)	Aston Martin DBR9	10 laps-crash
R	Richard Westbrook (GB)/Peter Dumbreck (GB)	JR Motorsports (JRM Group)	Nissan GT-R	10 laps-crash

GRID

2 KRUMM 1:59.140	1 HEZEMANS 1:58.967
4 MUCKE 1:59.595	3 ENGE 1:59.361
6 C-WALTER 2:00.068	5 WESTBROOK 2:00.043
8 MAKOWIECKI 2:00.592	7 HUGHES 2:00.105
10 PICCINI 2:00.139	9 PICCONE 2:00.043
12 HENNERICI 2:00.786	11 SCHWAGER 2:00.516
14 WINKELHOCK 2:01.194	13 ROSSI 2:00.962
16 LECLERC 2:02.490	15 ICKX 2:01.986

QUAL RACE: 30 LAPS, 109.796 MILES

POS	DRIVERS	TIME
1	Muller/Enge	1h01m48.056s
2	Luhr/Krumm	+1.840s
3	Zuber/Hezemans	+18.923s
4	Bernoldi/Hughes	+26.681s
5	Piccione/Dusseldorp	+32.758s
6	Schwager/Pastorelli	+55.936s
7	Nygaard/Ickx	+1m21.843s
8	Palttala/Leclerc	+1m41.562s
9	Rossi/Enjalbert	+1m50.177s
10	Piccini/Hohenadel	-1 lap
R	Hennerici/Leinders	23 laps-fuel press
R	Martin/Makowiecki	-18 laps
R	Winkelhock/Basseng	8 laps-suspension
R	Brabham/Campbell-Walter	1 lap-accident
R	Turner/Mucke	1 lap-accident
R	Dumbreck/Westbrook	0 laps-accident

### CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Krumm/Luhr	70	6	Muller/Enge	53
2	Winkelhock/Basseng	67	7	Hezemans	46
3	Hohenadel/Piccini	61	8	Dumbreck/Westbrook	39
4	Mucke/Turner	56	9	Pastorelli/Schwager	34
4	Piccione/Dusseldorp	56	10	Bernoldi	33

Winners' average: 101.69mph. Fastest lap: Krumm, 2m00.396s, 109.43mph.  
Qualification race winners' average: 106.60mph. Fastest lap: Enge, 2m00.583s, 109.27mph.  
Driver listed on grid set qualifying time. First-named driver in each car in table started the race.  
Finishing order of qualification race determined grid for main race.



# HOT CAR COOL SHINE



Dan Donati (right)  
and Tim Hammond,  
the builder of Dan's car.

Dan Donati's custom-built Ford 1934 roadster was voted 'Best in Britain' at the 2009 National Custom and Sports Car Show.

Everything about Dan's car is hot, from the highly modified V8 lump to the hand-built aluminium body with deep, pearl blue paintwork.

"I always use Autoglym," said Dan. "I know that it provides the best finish and also protects my car. Having taken seven years to build it, I wouldn't trust anything else."

Dan knows how to make a car look its coolest – that's why he chooses Autoglym. For more information on our complete range of car care products visit [www.autoglym.com](http://www.autoglym.com)



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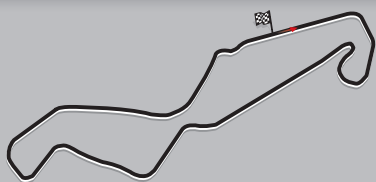


PORSCHE



**ASSEN**

HOLLAND

June 5  
Superleague  
Round 1/8**AT A GLANCE**

- Race 1 **Yelmer Buurman**
- Race 2 **Duncan Tappy**
- Super final **Craig Dolby**
- Pole position **Tristan Gommendy**

**REPORT**  
**ASSEN SUPERLEAGUE****CHARLES BRADLEY**  
reports

# Buurman, Dolby, Tappy are all happy

The honours got shared around for the opening round of the increasingly-less football themed single-seater series



Tappy stormed to race-two win for Japan

**DESPITE THE OFF-TRACK** shambles of multiple name and calendar changes, plus last-minute driver call-ups, Superleague Formula's belated 2011 opener delivered what the category does best: fantastically close racing between its one-make, V12-powered, 750bhp monsters.

Three different winners all had to work hard for their success. Yelmer Buurman came out on top of an all-Dutch battle for race-one honours with Robert Doornbos, which ended when they touched – with Doornbos in mid-air at the time! Duncan Tappy took his first Superleague

win when he overcame John Martin with a late-race pass. Then Craig Dolby claimed the super final after a thrilling dice with Martin and Antonio Pizzonia.

Hard-luck stories abounded, with Tristan Gommendy and Andy Soucek both left to rue wins that got away. Gommendy was bossing the first race, leading by the best part of 10s when his throttle failed with 10 laps remaining. Soucek led race two by 5.5s when he was given a drive-through after crossing the white line at the pit exit.

Poleman Gommendy had dominated the opening race until his throttle failure,

which handed the lead to Doornbos, who was embroiled in a huge fight with Frederic Vervisch and Buurman. Having dealt with Vervisch, Buurman found Doornbos a much harder nut to crack.

Heading into the quick Ruskenhoek chicane, Buurman got alongside Doornbos on the outside line. They both turned in to the right-hander too quick, with Doornbos launching himself into the air over the inside kerb, touching Buurman and sending them both across the run-off. Buurman raced away to victory, while Doornbos struggled with a broken front wing and damaged suspension. "Yelmer destroyed my day," he ranted.

Soucek, who had passed Vervisch for third, attacked the hobbled Doornbos, but spun off at Turn 1 in doing so. Vervisch then got around the outside of Doornbos at the final chicane, only for the Dutchman to ram him, and as they were both delayed Dolby grabbed second. With Doornbos

forced out, Vervisch took third, ahead of Neel Jani.

In race two, Gommendy led again from pole but had Soucek for company. Following the mandatory pitstops, Soucek jumped ahead when Gommendy ran wide at Turn 2, but his victory hopes were dashed by his white-line offence. Gommendy just didn't have the pace to win, as Martin, Tappy and Pizzonia all took it in turn to pass him.

With four laps remaining, Tappy – who was bouncing back from chronic gearbox problems – pulled off a textbook outbraking move into Turn 1 on Martin and pulled away for a 3s victory. Pizzonia finished third, ahead of Gommendy, with Earl Bamber, who had crashed in the first race after a pass on Doornbos went wrong, fifth.

Tappy went from pole to fifth in the opening yards of the super final, with Martin leading for the opening two laps before Dolby zapped past him using his push-to-pass going into Turn 1.

Pizzonia and Jani then

attacked Martin; Pizzonia got by, but Jani got shoved into the gravel. Pizzonia made a huge effort to get past Dolby in the closing stages, but rued: "I used the push-to-pass in the wrong place." He failed to grab the €100,000 prize by 0.171s.

**RESULTS**

**Race 1 1 Yelmer Buurman** (Netherlands/PSV), 26 laps in 38m44.482s; 2 Craig Dolby (England), +9.076s; 3 Frederic Vervisch (Luxembourg); 4 Neel Jani (Belgium/Anderlecht); 5 Filip Salaquarda (Czech Republic/Sparta Prague); 6 John Martin (Australia); 7 Duncan Tappy (Japan); 8 Antonio Pizzonia (Brazil); 9 Earl Bamber (New Zealand); 10 Ho-Pin Tung (China). **Race 2 1 Tappy**, 26 laps in 38m56.059s; 2 Martin, +3.135s; 3 Pizzonia; 4 Tristan Gommendy (France/Bordeaux); 5 Bamber; 6 Salaquarda; 7 Andy Soucek (Turkey/Galatasaray); 8 Dolby; 9 Jani; 10 Buurman. **Super final 1 Dolby**, 5 laps in 7m29.991s; 2 Pizzonia, +0.171s; 3 Buurman; 4 Martin; 5 Salaquarda; 6 Tappy; 7 Jani. **Points 1 Japan**, 77; 2 Australia, 77; 3 England, 74; 4 Netherlands/PSV, 72; 5 Brazil, 68; 6 Czech Republic/Sparta Prague, 63.



Doornbos and Buurman head for all-Dutch tangle



## OULTON PARK

Great Britain

June 4-5

BTCC

Round 4/10



### AT A GLANCE RACE 1

- Winner **Gordon Shedden**
- Pole **Gordon Shedden**
- Fastest lap **Dave Newsham**



Neate led Arena's attack at Oulton

# Neal stays on top despite Flash clash

The weather made life difficult at Oulton and Matt Neal handed rival Jason Plato a present



#### THE ARGUMENTS OVER

turbocharged/normally aspirated engine parity has threatened to overshadow the racing in the British Touring Car Championship this season, but there was no doubt the on-track action starred at Oulton

Park last weekend. Instead of the 25kg weight break handed to the NA cars, it was the weather and an incredible last-lap clash that helped the two engine types share the honours and provide plenty of action.

The works-supported

Honda Civics of Matt Neal and Gordon Shedden have dominated dry qualifying this year, with two poles each from the four sessions so far, including Oulton. It could be argued they should also have won more than four of the nine races coming into the weekend, but they hadn't yet been tested by the weather.

That changed with some drizzle just before race one on Sunday, which threw up different tyre strategies. Neal went for wets all-round, like most of the frontrunners, Shedden for slicks on the front and wets on the rear.

Neal's subsequent fall down the field to eighth, and Shedden's fine drive to victory in a race where five NA cars finished in the top seven, demonstrated that

the power of the turbos was not the deciding factor.

Jason Plato, who finished second with wets all-round in his works Chevrolet Cruze, knows from his 2008 season with the SEAT Leon TDi how intermediate conditions can hurt turbos. "I recall from the turbodiesel

a big mistake, so it was a case of being patient."

That Neal was still the first all-wet-shod turbo car home demonstrated that some of the cars were indeed struggling with tyres, though the Honda driver didn't believe that was his problem. "We just

**"I apologised to Flash and the team. I've been racing for 20 years and I don't think I've ever done anything that bad"**

Neal was distraught after taking off his team-mate

days if conditions were greasy the torque chewed the tyres," he said.

"Even in the wet it's difficult to get past the turbos, but it's possible because people make mistakes. I had to wait for [Arena Ford Focus turbo driver] Andy Neate to make

didn't have the pace from the start," he said.

The weather certainly helped the NA BMWs of WSR, which have struggled in the dry this season. Rob Collard finished fifth after starting 14th, while series rookie Nick Foster took his best result so far with



MacDowall, Shedden, Plato and Nash starred in race one



## RACE RATING

★★★★☆

Tricky conditions made for some great racing and high Honda drama in race two

## MILESTONES

Andy Neate's first points score of 2011; Nick Foster's best BTCC results; series return for Lea Wood; first Special Tuning Racing SEAT outing for Dave Newsham

## REPORT BTCC OULTON PARK

KEVIN TURNER  
reports



Key moment: Neal takes Shedden off



Plato inherited race two victory



Reversed-grid win keeps Jackson in contention



Jackson took second win of the year in race three

## Honda, Chevy and Ford take the wins

**GORDON SHEDDEN, JASON** Plato and Mat Jackson share the victories at Oulton in three varied and exciting encounters.

Shedden and team-mate Matt Neal locked out the front row in qualifying and looked set to dominate in the dry. But rain before the start led to a variety of tyre strategies, with some opting for wets all round, others putting slicks on the fronts and wets on the rear, and a few gambling on slicks.

Neal, on wets, beat the mixed-shod Shedden off the line, but once the poleman got his tyres warmed up on the drying track he flew. Shedden overcame his team-mate into the hairpin on lap four of 15, and pulled clear to take a fine victory.

Neal was never happy with his set-up and fell to an eventual eighth. That allowed Chevrolet Cruze duo Jason Plato and Alex MacDowall to complete the podium, while James Nash took fourth, his slick-wet mix allowing him to close up towards the end.

Series returnee Lea Wood and Boardman also starred. On wets, Wood charged from 21st to seventh in his Honda Integra, while slick-shod Boardman was denied a possible sixth when a clash between Jeff Smith and Andy Neate sent the former's Vauxhall into the SEAT.

Conditions were similar for race two, but the

frontrunners – except the rear-wheel-drive BMWs on wets – opted for a mix.

Shedden led Plato from the start and drove into the distance, leaving the Chevy to fight Nash for second. Neal soon joined them, powered by both, fell off at the hairpin, and then repassed them again.

By that stage he was well behind Shedden, but then John George went off and brought out the safety car as the rain worsened. Neal tracked his team-mate after the restart before trying to dive down the inside at Lodge on the final lap.

The ensuing accident forced Neal out and dropped Shedden to sixth, leaving Plato to take an unlikely win. Nash lost second to Collard on the final run to the line, but the BMW's tactics were deemed to have gained him an unfair advantage and a penalty dropped him to third.

Jackson took advantage of reversed-grid pole by quickly dispensing with fast-starter Nick Foster to lead the dry third race. Shedden also quickly moved past the BMW, but could not get up to Jackson and had to settle for second.

Neal started 18th, but carved through the field to challenge Andrew Jordan for third. After a great battle, Jordan took the place. Plato came home 11th after a clash with Collard for fifth place.

sixth (from 19th).

"The conditions are a leveller – they can't get the power down," said Foster, who used the BMW's strong braking to make some robust passes into Cascades. "I wish it was like that all the time! They didn't have the advantage they had before."

That may be true of the turbos generally, but the Hondas looked to be dealing very well with the slightly wetter conditions of race two. Shedden went with the slicks-wets mix again, as did much of the field, and showed the Civic's pace by pulling clear of Plato, while Neal charged through the pack.

"Everyone says the wet is a leveller for engine performance so we've obviously got a cracking

chassis," said Shedden after he pulled out a lead of 10 seconds by the time Neal finally secured second.

Both cars might have defeated the weather, but they managed to find another way to lose the race. A late safety car period gave Neal, running lighter than Shedden, the chance to attack his team-mate.

After a brief nibble at the hairpin, where Neal accidentally punted his team-mate and backed off to let him continue in the lead, the order looked set. Then Neal tried to dive by Shedden at the final corner on the last lap.

"I felt I had the legs on him and I thought it was on, but I locked the fronts up and stalled," admitted Neal after he slid into the side of his team-mate. Both

went into the gravel and, although Shedden managed to dig himself out, the win went to Plato.

"I apologised to Flash and the team," added Neal. "I've been racing for 20 years and I don't think I've ever done anything that bad."

Shedden took it well – "we've been team-mates a long time and we're not going to fall out about it" – and his recovery to sixth gave him a great chance to win the dry reversed-grid event from row two.

But the outcomes of the reversed-grid races are another factor keeping Honda's rivals in the hunt. Mat Jackson started from pole and, despite Shedden quickly getting within a second of the Motorbase Performance Ford Focus driver, Jackson held on to ▶





Jordan salvaged good points after race-one off

## AT A GLANCE RACE 2

- Winner Jason Plato
- Pole Gordon Shedden
- FL Gordon Shedden

## AT A GLANCE RACE 3

- Winner Mat Jackson
- Pole Mat Jackson
- FL Matt Neal

◀ take his second reversed-race victory of the year.

Remarkably for a man who hasn't qualified in the top five yet, Jackson hasn't finished worse than second in a reversed-grid race in 2011. It's been the bedrock of his title assault so far: 59 per cent of his score has come from race-three results, Neal has the next highest figure of the top six with 35 per cent.

"Until here we haven't benefited from reversed-grid draws, but the races have worked for us," conceded Jackson, who came from 10th to win a chaotic third race at Donington Park in April. "We've got to keep scoring."

The Oulton win salvaged a difficult weekend for Jackson. An off by team-mate Liam Griffin damaged his sump and spilled oil on the track in qualifying and Jackson found it and crashed, limiting him to 10th. An engine cut-off problem, possibly a legacy of the Saturday off, then

curtailed him in race one before he climbed from row 12 to ninth in race two, which then gave him pole after the race-three grid draw.

It's not the way Motorbase boss David Bartrum wants to fight for the title, but it's a good way to keep Jackson in the hunt while the Focus – bought from Arena before the season – is developed. "We'd rather win the first race of a weekend, but we've had a bit of luck with the reversed-grid races," he said.

"The plan is to aim for 30 points a meeting, which we did at Brands. Mat is sensible enough to know how to stay out of trouble, most of the time."

He also feels there is more to come: "We've gone with a completely different direction with the car [from how it was with Arena] and we'll get more out of it. At the moment we've got to work on the chassis – that's where the Hondas are strong."

The emphasis on the Civic's handling shows

WSR BMWs had best run of 2011



**"The potential is definitely there, it's an ongoing process. Hopefully we can take the fight to Honda at Croft"**

Jackson believes the Motorbase Focus will improve

Wood was superb on BTCC comeback



that it's not just the Neil Brown turbo that is helping Neal and Shedden – the Mountune-engined Focuses of Motorbase and Arena aren't lacking through the speedtraps. But Jackson feels they are beatable.

"Honda is the benchmark, they are the fastest turbo car and a sorted chassis," he said. "We only got these cars a few months ago."

"The potential is definitely there, it's an ongoing process. We're moving forward and we made some changes for race three, which were a step in the right direction. I think the Hondas are very, very fast, but hopefully we can take the fight to them at Croft."

Fifteen points cover the top six drivers in the standings, Honda failing to capitalise on its pace advantage. But the other teams have some ground to find – with engines or chassis – to catch the Civics. It's unlikely they'll get as much of a helping hand in future. ☒



Shedden led the 24-car field for much of the weekend





Austin was happy with new Lehmann engine

## NEXT ROUND

# CROFT June 18-19



## REPORT BTCC OULTON PARK

## DRIVER BY DRIVER

### Jason Plato (2/1/11)



Still unhappy with pace of turbos, but another good weekend, spoiled only by R3 Collard clash.

### Alex MacDowall (3/5/18)



Closer to Plato this weekend and looked good in wet. Gear lever problem curtailed R3 run.

### Matt Neal (8/R/4)



Rapid, particularly with no ballast in R2 and R3. Unbelievable move on team-mate spoiled weekend.

### Gordon Shedden (1/6/2)



Faultless weekend that should have yielded two wins. Now firmly back in title contention.

### Tom Chilton (17/10/7)



Difficult meeting, not helped by brake problems in R1. Struggled to get on Neate's pace.

### Andy Neate (9/15/6)



Great quality effort and looked like a proper touring car driver on way to first 2011 points.

### Mat Jackson (R/9/1)



Bounced back from qualifying off and R1 problems to win R3 and stay in title race.

### Liam Griffin (15/18/R)



Dramatic weekend. Quality off and clashes with O'Neill and Collard kept him out of the points.

### Rob Collard (5/3/14)



Tricky weather allowed Collard to put in best performance of 2011, if a little robust at times.

### Nick Foster (6/8/9)



Best showing yet of his short BTCC career. Battled confidently at the front to score good points.

### Tony Gilham (14/R/12)



Happy with pace in first Vectra drive in wet, but went off in R1 and hit O'Neill behind SC in R2.

### James Nash (4/2/13)



Raced well after poor quality to score points. Clash with Collard set him back in R3.

### Paul O'Neill (13/7/R)



Penalty for starting in the wrong place in R1, and R3 crash, prevented result pace deserved.

### John George (R/R/R)



Not a good weekend. Faulty sensor caused him to stop in R1, then mistakes put him out of R2 and R3.

### Andrew Jordan (10/4/3)



Reckoned new suspension didn't help in damp, but scored good points after early R1 off.

### Jeff Smith (R/R/10)



Crashed after moving over on Neate in R1, then put repaired car in gravel on first lap of R2.

### Tom Boardman (R/NC/5)



Brave effort on slicks in R1 destroyed by Smith-Neate clash that also hurt R2. Fine fifth in R3.

### Dave Newsham (12/17/8)



Traffic and lack of experience on new tyres hampered qualifying, but showed promise.

### Tom Onslow-Cole (11/16/NS)



Under-par performance in last weekend with VW team. R2 slicks gamble didn't pay off.

### Rob Austin (R/12/16)



Happy with switch to Lehmann engine and feels the team can now make progress on chassis.

### Frank Wrathall (R/13/R)



Mechanical and electrical issues prevented Wrathall from showing pace of heavily revised NGTC car.

### Chris James (R/R/NS)



Looked more comfortable in practice but fuel issue in R1. Crash in R2 ended his weekend early.

### Lea Wood (7/11/15)



Sensational return to the series in Honda Integra, particularly with drive through field in damp R1.

### Tony Hughes (16/14/17)



Quiet but solid weekend as Speedworks continues to work on car. Three finishes welcome.

## RESULTS

British Touring Car Championship, Oulton Park (GB), June 4-5, round 4 of 10

RACE 1 - 15 LAPS, 33.390 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	24m45.103s	1
2	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+3.660s	4
3	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+8.067s	7
4	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+11.506s	9
5	Rob Collard (GB)	WSR	BMW 320si	+15.707s	14
6	Nick Foster (GB)	WSR	BMW 320si	+28.186s	19
7	Lea Wood (GB)	Team Wood Racing	Honda Integra	+28.630s	21
8	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	+31.379s	2
9	Andy Neate (GB)	Arena (Team Aon)	Ford Focus	+34.003s	3
10	Andrew Jordan (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+35.006s	5
11	Tom Onslow-Cole (GB)	AmD Milltek Racing	Volkswagen Golf	+43.358s	20
12	Dave Newsham (GB)	Special Tuning Racing	SEAT Leon	+47.211s	16
13	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+48.794	8
14	Tony Gilham (GB)	Triple 8 Engineering	Vauxhall Vectra	+1m12.950s	13
15	Liam Griffin (GB)	Motorbase (Airwaves)	Ford Focus	+1m13.123s	15
16	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	+1m38.635s	24
17	Tom Chilton (GB)	Arena (Team Aon)	Ford Focus	+1 lap	6*
R	Jeff Smith (GB)	Eurotech (Pirtek)	Vauxhall Vectra	14 laps-accident	11
R	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	14 laps-accident	12
R	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	9 laps-fuel	23
R	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	6 laps-engine sensor	17
R	Rob Austin (GB)	Rob Austin Racing	Audi A4	5 laps-electrical	22
R	Mat Jackson (GB)	Motorbase (Airwaves)	Ford Focus	4 laps-engine cut-out	10
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	4 laps-electrical	18

RACE 2 - 18 LAPS, 40.068 MILES					
POS	DRIVER	TIME/REASON	GRID	POS	DRIVER
1	Plato	31m12.569s	2	1	Jackson
2	Nash	+2.408s	4	2	Shedden
3	Collard	+3.317s	5	3	Jordan
4	Jordan	+6.576s	10	4	Neal
5	MacDowall	+6.864s	3	5	Boardman
6	Shedden	+7.647s	1	6	Neate
7	O'Neill	+7.653s	13	7	Chilton
8	Foster	+8.042s	6	8	Newsham
9	Jackson	+9.481s	23	9	Foster
10	Chilton	+9.859s	17	10	Smith
11	Wood	+11.051s	7	11	Plato
12	Austin	+18.737s	22	12	Gilham
13	Wrathall	+19.290s	24	13	Nash
14	Hughes	+21.490s	16	14	Collard
15	Neate	+25.756s	9	15	Wood
16	Onslow-Cole	+32.071s	11	16	Austin
17	Newsham	+1 lap	12	17	Hughes
18	Griffin	+1 lap	15	18	MacDowall
R	Neal	17 laps-accident	8	R	George
R	James	15 laps-accident	20	R	Griffin
NC	Boardman	15 laps	19*	R	Wrathall
R	George	11 laps-accident	21	R	O'Neill
R	Gilham	14 laps-accident	14	NS	Onslow-Cole
R	Smith	0 laps-accident	18*	NS	James

RACE 3 - 17 LAPS, 37.842 MILES					
POS	DRIVER	TIME/REASON	GRID	POS	DRIVER
1	Jackson	26m782s	1	1	Jackson
2	Shedden	+4.388s	4	2	Shedden
3	Jordan	+6.489s	6	3	Jordan
4	Neal	+6.933s	18	4	Neal
5	Boardman	+27.307s	19	5	Boardman
6	Neate	+27.508s	15	6	Neate
7	Chilton	+28.276s	10	7	Chilton
8	Newsham	+29.172s	16	8	Newsham
9	Foster	+30.256s	2	9	Foster
10	Smith	+34.334s	22	10	Smith
11	Plato	+35.787s	9	11	Plato
12	Gilham	+37.036s	21	12	Gilham
13	Nash	+42.575s	8	13	Nash
14	Collard	+43.886s	7	14	Collard
15	Wood	+46.972s	11	15	Wood
16	Austin	+1m00.045s	12	16	Austin
17	Hughes	+1m09.560s	14	17	Hughes
18	MacDowall	+2 laps	5	18	MacDowall
R	George	15 laps-accident	20	R	George
R	Griffin	12 laps-acc damage	17	R	Griffin
R	Wrathall	4 laps-mechanical	13	R	Wrathall
R	O'Neill	0 laps-accident	3	R	O'Neill
NS	Onslow-Cole	Withdrawn		NS	Onslow-Cole
NS	James	Accident damage		NS	James

DRIVERS' CHAMPIONSHIP			
POS	DRIVER	PTS	
1	Neal	103	
2	Shedden	101	
3	Jackson	96	
4	Nash	95	
5	Plato	91	
6	Jordan	88	
7	Chilton	53	
8	MacDowall	44	
9	Collard	33	
10	O'Neill	30	

\*Started from pitlane

**Race 1** Winner's average: 80.93mph.  
Fastest lap: Newsham, 1m31.303s, 87.76mph.  
**Race 2** Winner's average: 77.03mph.  
Fastest lap: Shedden, 1m34.267s, 85.00mph.  
**Race 3** Winner's average: 86.12mph.  
Fastest lap: Neal, 1m27.835s, 91.23mph.

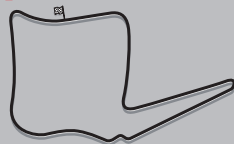


# OULTON PARK

Great Britain

June 4-5

TOCA supports  
Round 4/10



## FORMULA RENAULT AT A GLANCE

- Race 1 Alex Lynn
- Race 2 Alex Lynn
- Poles Lynn x 2
- Fastest laps Lynn x 2



Dixon controlled tight first race



Goff claimed his first win since MGs in '09

FORMULA RENAULT & CLIO CUP OULTON PARK, JUNE 4-5

## Goff is at his happiest through the gloom

### JACK GOFF BROKE HIS

Clio Cup duck in fine style at Oulton Park, winning by more than five seconds in the wet from Team Pyro team-mate Aron Smith.

Goff's driver coach, 2009 Clio champ Phil Glew, pointed out that the 20-year-old High Wycombe lad has always been mighty in the slippery stuff, and so it proved as he powered away to his first win since his MG Trophy days in '09.

"The weekend's gone well from start to finish," grinned Goff. "I got my best qualifying [third], had a good race yesterday to the

podium and then today went even better. I was watching the pitboard, and after I got a five-second lead I paced myself and counted the laps down."

Smith moved up to third when points leader Paul Rivett ran wide at Lodge Corner, then wriggled past Rivett's main title rival James Dixon — who seemed to struggle from pole in the damp — to take second with four laps remaining.

Dixon thereafter held off James Colburn for third, which was a repeat of what he did to win in the dry on Saturday. After qualifying

on pole, he kept lightning starter Colburn at bay, and the Westbourne Motorsport man in turn had Goff, Tom Grice, Rivett, Smith, Matt Allison and Adam Bonham in his wheeltracks in a group that 'kaleidoscoped together' according to the Irish PA man at the chicane. "That train was big!" said Dixon, dedicating the win to Total Control Racing team director Graham Pearce, who passed away recently.

Dixon's TCR team-mate Grice had the speed to win, especially in the wet, where he lost out due to an early excursion at the hairpin.

In Formula Renault UK, Alex Lynn continued his season of domination. To crudely paraphrase a well-worn Latin phrase, it exorcised the demons of his 2010 Oulton weekend *horribilis*, in which he'd dislocated a knee when he crashed in Friday's test, then snapped his rollhoop in a brutal race shunt.

Fortec Motorsport's Essex racer played pathfinder in the first race, which started with damp patches on the circuit. Once dialled in he broke the challenge of Mark Burdett Motorsport man Jack Hawksworth, who'd held pole until a demon,

ultra-committed, one-lap, post-red-flag Lynn effort.

A "fuel-related problem" that prevented his car from starting meant Hawksworth played no part in second qualifying, but he was probing new team-mate Dan Cammish for ninth in this race when he came to grief at the chicane, causing a safety car. That provided Lynn's only anguish, but he nailed the restart to perfection to see off fellow Fortec man Oliver Rowland, who added second to his earlier fourth and was happy with his best overall weekend yet.

Kuala Lumpur-born, Twickenham-based Australian Mitchell Gilbert completed Fortec's first FRUK 1-2-3 of the season with his best drive yet, atoning for crashing in first qualifying. Yet another Fortec man — guesting Eurocup racer Felix Serralles — was next until an error on the last lap allowed Atech Reid's Tio Ellinas in front.

Ellinas had taken third in the earlier race, falling away from Hawksworth as the race progressed but well clear of Rowland. Next up were his inexperienced team-mates Oscar King and Dan Wells, who both made enormous progress on pace

this weekend. In race two they inadvertently tangled, and neither would finish.

The unrelated Jordan King appeared to be Manor's fastest driver of the weekend, but crashed in race one. Alice Powell took the team's best result — sixth in race two — from a disappointing day.

● Marcus Simmons

### RESULTS

**Renault Clio Cup (12 laps)** 1 James Dixon; 2 James Colburn +0.849s; 3 Jack Goff; 4 Tom Grice; 5 Paul Rivett; 6 Aron Smith. **Fastest lap** Smith 1m36.533s (83.01mph).

**Race 2 (12 laps)** 1 Goff; 2 Smith +5.686s; 3 Dixon; 4 Colburn; 5 Craig Currie; 6 Adam Bonham. **FL** Grice 1m44.817s (76.45mph). **Points 1= Dixon & Rivett, 197;** 3 Smith, 182; 4 Colburn, 150; 5 Goff, 146; 6= Grice & Bonham, 122.

**Formula Renault UK (15 laps)** 1 Alex Lynn; 2 Jack Hawksworth +1.786s; 3 Tio Ellinas; 4 Oliver Rowland; 5 Oscar King; 6 Dan Wells; 7 Dan Cammish; 8 Josh Hill; 9 Alice Powell; 10 Mitchell Gilbert. **FL** Lynn 1m19.346s (100.99mph).

**Race 2 (16 laps)** 1 Lynn; 2 Rowland +1.252s; 3 Gilbert; 4 Ellinas; 5 Felix Serralles; 6 Powell; 7 Hill; 8 Ollie Millroy; 9 Cammish; 10 Jordan King. **FL** Lynn 1m19.601s (100.67mph). **Points 1 Lynn, 264;** 2 Ellinas, 216; 3 Rowland, 170; 4 Millroy, 152; 5 Hawksworth, 151; 6 Hill, 126.



Lynn continues to dominate FRUK



## CARRERA CUP AT A GLANCE

- Race 1 **James Sutton**
- Race 2 **Stephen Jelley**
- Poles **Michael Meadows x 2**
- Fastest laps **Jelley x 2**

**"It's a shame because Mike whipped me. In qualifying he tore us apart"**

James Sutton feels for team-mate Meadows after he hit coolant while leading race one

## REPORTS TOCA OULTON PARK

OTHER BTCC SUPPORTS OULTON PARK, JUNE 4-5

# Slippery Jelley gets a sweet taste in the wet

**STEPHEN JELLEY PROFESSED** to feeling "a bit miffed" at being denied a chance to challenge for a Porsche Carrera Cup win by Michael Meadows's off-track antics on Saturday, but put that to rights on Sunday when he stormed to a dominant victory in the wet.

Meadows, who had taken a superb double pole, had led Saturday's dry race all the way to the penultimate lap. Redline Racing team-mate James Sutton was sitting behind and Jelley's Team Parker Racing machine made it a tight-packed threesome. But then Meadows slipped wide on fluid at the hairpin – ironically dropped by the radiator of Jelley's team-mate Sam Tordoff. Sutton accidentally found himself in the lead, with Jelley thrusting down the inside of Meadows into the chicane. Meadows then bounced across the grass and rejoined in front of Jelley, keeping in front for a lap before doing the same thing again. But Jelley dived down the inside into Knickerbrook to snatch the position – too late to challenge Sutton though.

Meadows made another similar short-cut in race two, setting fastest lap as he did so, only for that to be

removed in a post-race inquiry. "I lost my talent in braking zones all weekend," he confessed contritely. "I need to man up a bit!"

Sutton sat behind his buddy again as Jelley scampered clear, in turn holding off a rejuvenated Michael Caine (Motorbase) and, in the late stages, the extraordinarily fast Rory Butcher. The Celtic Speed-run Scot carved through the field in Knockhillesque conditions and took an easy Pro-Am 1 win.

Caine had already taken fourth in race one, keeping at bay Jura Racing's Pro-Am 1-winning Lithuanian Jonas Gelzinis ('James Guinness' according to the Irish chicane commentator) and Euan Hankey. Parker racer Hankey then went off at Druids before recovering, adding sixth in race two to a disappointing weekend.

Stefan Hodgetts did what he does best on his first weekend racing in the Ginetta GT Supercup, producing a sensational drive in difficult wet conditions to claim a popular victory and deny 2009 G50 Cup champion Nathan Freke a double.

Taking the lead on lap three after leader Freke ran



Jelley took the fight to Redline Racing

straight on at the chicane, Hodgetts cleared off into the distance. "As I've won, I really hope we can come back and have another go," he said. "I can't do much more than what we have today so we'll have to wait and see if funding comes in."

The earlier race brought Freke's long-awaited first win of the season. The former champ took the lead at mid-distance from polesitter Carl Breeze. Hodgetts, meanwhile, was third in his first race at the wheel of a new G55. In the G50 class, Tom Ingram won the opener with Aaron

Williamson sealing his first success in the second.

Two more unchallenged wins in the Ginetta Juniors brought Seb Morris's total for the season to seven. He dominated the first race by nine seconds, and in race two his cushion was a massive 23s – although that came after a tight start in which Tom Howard had to take to the grass.

Niall Murray was a star performer in the rain-affected second race, an inspired call on tyres – made by racer brother Eoin – giving the young Irishman a clear edge. His task was made all the harder though after contact on lap two put him off the circuit at Lodge.

Without that, perhaps Murray would have been able to challenge Morris who, like the majority of the field, ran on worn wet-weather rubber. Even so, he recovered from the back to finish second ahead of George Gamble. In the dry opener, the category's youngest driver Charlie Robertson and Gamble completed the podium.

● M Simmons & Marc Orme

## RESULTS

### Porsche Carrera Cup (18 laps)

1 James Sutton; 2 Stephen Jelley

+1.131s; 3 Michael Meadows; 4 Michael Caine; 5 Jonas Gelzinis; 6 Richard Plant. **Class winners** Gelzinis; Andrew Shelley. **FL** Jelley 1m23.572s (95.88mph) **record**.

### Race 2 (16 laps) 1 Jelley;

2 Meadows +4.955s; 3 Sutton; 4 Caine; 5 Rory Butcher; 6 Euan Hankey. **CW** Butcher; Keith Webster. **FL** Jelley 1m33.579s (85.63mph).

**Points** 1 Sutton, 150; 2 Meadows, 130; 3 Jelley, 126; 4 Hankey, 112; 5 Gelzinis, 78; 6 Plant, 75.

### Ginetta GT Supercup (15 laps)

1 Nathan Freke; 2 Carl Breeze; +6.802s; 3 Stefan Hodgetts; 4 Adam Morgan; 5 Colin White; 6 George Murrells. **G50 winner** Tom Ingram.

**FL** Freke 1m27.292s (91.80mph)

### record. Race 2 (15 laps)

1 Hodgetts; 2 Freke +3.082s; 3 Breeze; 4 Morgan; 5 Freddie Hetherington; 6 Tom Sharp.

**G50** Aaron Williamson. **FL** Freke 1m28.157s (90.90mph). **Points**

1 Sharp, 314; 2 Breeze, 289; 3 Morgan, 257; 4 Murrells, 230; 5 White, 182; 6 Freke, 167.

### Ginetta Junior (10 laps)

1 Seb Morris; 2 Charlie Robertson +8.815s; 3 George Gamble; 4 Sennan Fielding; 5 Jake Giddings; 6 William Foster. **FL** Morris 1m42.555s (78.13mph) **record**.

### Race 2 (8 laps) 1 Morris; 2 Niall

Murray +23.087s; 3 Gamble; 4 Robertson; 5 Foster; 6 Tom Howard. **FL** Murray 1m46.056s (75.56mph).

**Points** 1 Morris, 284; 2 Gamble, 187; 3 Foster, 155; 4 Robertson, 143; 5 Max Coates, 140; 6 Howard, 137.

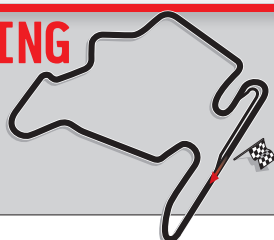
Hodgetts bolstered his reputation in G55





# HUNGARORING

 Hungary  
June 4-5  
WTCC  
Round 4/12



## AT A GLANCE

- Race 1 Alain Menu
- Race 2 Yvan Muller
- Pole position Menu
- Fastest laps Michelisz x 2



Menu took his second win of '11

# Hungar strikers

Local hero Michelisz entertained the crowds, but couldn't stop Menu and Muller winning for Chevrolet



Crunch: Michelisz swipes Poulsen

**TALK ABOUT GOING FROM** hero to zero. Norbert Michelisz, his every move cheered by his home crowd, whether he was challenging for the lead or merely setting foot outside his garage, was the star of the World Touring Car Championship's first race at the Hungaroring.

At the wheel of his BMW, the man from the Danube town of Mohacs closed the gap to leader Alain Menu from over a second to run on the bootlid of the factory Chevrolet. But the veteran Swiss, starting from his first pole position since 2009, led from start to finish and stayed firm under fire.

Still, Michelisz was greeted with a deafening cheer as he strode onto the podium with a Hungarian flag. Whether the home fans made any difference to his lap times is questionable, but the man himself was very aware of the huge support every time he came down the main straight.

"It was absolutely fantastic," said the 26-year-old home hero. "Every time I went onto the start/finish straight I could see them all on my left."

The stage was set for a repeat performance in race two; could he even go one better? His getaway, which catapulted his BMW 320 from sixth to fourth ahead of race-one nemesis Menu, suggested that he may be

able to. What happened next harked back to a comment Michelisz had made after qualifying only fifth following a scrappy lap. "I felt the pressure on me," he said on Saturday, and perhaps he was feeling the same thing when he decided to squeeze up the inside of slow-starting pole man Mehdi Bennani's BMW on the run to Turn 1.

He kissed the left-rear of Bennani and, with his right wheels on the grass, had no chance of stopping for the slow right-hander.

Michelisz earned his first break in car racing courtesy of his prowess in gaming tournaments. Anyone who has ever raced over-ambitious wannabes online on their Xbox or

PlayStation will know exactly how Kristian Poulsen, who had made a superb start to lead, will have felt when Michelisz clattered into his BMW.

A first-lap deluge turned the track into a skating rink and triggered a red flag, giving Michelisz a reprieve. His Zengo Dension team patched up the front end of his BMW and he was able to restart, albeit a lap down. On slicks, and with a car held together by a wing, a prayer and a Budapest DIY store's worth of tape, he partially redeemed himself with fastest lap.

Not the way he wanted it to end, but on balance it was a good weekend.

While Michelisz's day went from good to bad, Rob



Michelisz salutes his rapturous fans



## RACE RATING

★★★★☆

Good battling through the field. Tense but not dramatic at the front

## MILESTONE

EX-GP2 racer Javier Villa claimed his maiden WTCC podium with third place in race one

## REPORT WTCC HUNGARORING

**JURGEN STIFTSCHRAUBE**  
reports

Tarquini led at race-two restart



Huff pulled a similar trick in reverse. He headed into the day knowing that he had to start both races 12th after a blunder during the slow-bicycle race that is Q1. With the first five rows of the race-two grid set by reversing the top 10 during the first half of qualifying, the aim is to make it through to the second phase in, ideally, ninth or 10th place.

Huff sacrificed 0.7s in the second sector on the first flier of his second run in Q1. But it was only enough for 10th and two more laps yielded no improvement. Yet he came away from the weekend with a fourth and a second, and his 36-point lead cut by only five points.

"After the disaster of qualifying, I would never have thought that I would leave Budapest with that," said Huff. And it was all about staying out of trouble.

When Tom Coronel

tapped front-row starter Yvan Muller wide in Turn 1, Huff leaped to sixth behind the Frenchman. Then, on the final lap, Javier Villa pushed Gabriele Tarquini, who had driven a brilliant defensive race. Huff passed Tarquini as the SEAT went wide and, with Muller forced to check, slipped past his Chevy rival for fourth.

In race two, he emerged from the first-corner destruction and rainstorm in fifth. While Muller remained out front to score his first win of the season, Huff picked off Coronel and Tarquini, and then benefited from Menu crashing out – something the Swiss blamed Coronel for – to take a remarkable second.

They say that championships are won on your bad days. Huff's recovery showed exactly why he is ready to become WTCC champion. ☐

## So, which is the best SEAT in the house?

**THE SCRAP FOR FIFTH PLACE BETWEEN** Tiago Monteiro and Michel Nykjaer was the most dramatic of the second race. The ex-Formula 1 racer prevailed after Nykjaer suffered a front-right puncture, but this fight was about far more than 10 points. Superficially, the cars were identical SUNRED-entered SEAT Leons, but a glance under the bonnet proved them to be anything but.

In Monteiro's car was the old two-litre turbodiesel, but in Nykjaer's was the next-generation 1.6-litre turbo petrol unit developed by VW Group tuning specialists Lehmann Motorentechnik. The Dane, along with Fredy Barth and Pepe Oriola, was equipped with the new engine, with Monteiro and team-mates Gabriele Tarquini and Aleksei Dudakalo continuing in oil-burning specification.

Although the new engine had been extensively tested and, according to the team, proved to be quicker, SUNRED was unwilling

to risk running a powerplant that was not race-proven in its two lead cars. Although the best of the drivers in 'new' cars, Nykjaer was almost half a second off Monteiro in Q1, but the Dane's performance in the second race hinted that plans to get the 1.6T into Tarquini's and Monteiro's cars for the next round at Brno could pay dividends.

"It was not a fair fight," said Monteiro of his scrap with Nykjaer. "I had an intercooler problem in the first race and it got worse and worse. In the second race, I wasn't even pulling sixth gear anymore!"

"Overall, I don't think that the new engine is 100 per cent ready in terms of performance, even though it's not too bad on reliability. We've got two weeks and the intention is to run it at Brno. It definitely has potential."

Nykjaer agrees that it's only a matter of mileage. "We need testing to get some more power out of it," said the Dane. "We have a good base. This week I'll test in Spain."



Nykjaer hinted at potential of new 1.6

## RESULTS

World Touring Car Championship, Hungaroring, June 4-5, round 4 of 12

GRID RACE 1		RACE 1 - 12 LAPS, 32.667 MILES					GRID RACE 2		RACE 2 - 14 LAPS, 38.111 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS	POS	DRIVER	PTS	
1	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	23m45.874s	1	1	Bennani	1:57.706	2	1	Muller	59m02.507s	8	1	Huff	150
2	Norbert Michelisz (H)	Zengo Denston Team	BMW E90 320 TC	+1.047s	5	2	Menu	1:57.620	1	2	Huff	+3.631s	12	2	Muller	119
3	Javier Villa (E)	Proteam Racing	BMW E90 320 TC	+17.383s	3	3	Poulsen	1:57.599	4	3	Tarquini	+10.106s	7	3	Menu	104
4	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+17.983s	12	4	Coronel	1:57.589	4	4	Coronel	+11.699s	4	4	Tarquini	75
5	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+18.365s	2	5	Monteiro	1:57.578	5	5	Monteiro	+22.995s	5	5	Monteiro	74
6	Gabriele Tarquini (I)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	+18.780s	9	6	Michelisz	1:57.423	6	6	Engstler	+23.070s	16	6	Coronel	52
7	Tiago Monteiro (P)	SUNRED Engineering	SEAT Leon 2.0 TDI	+19.374s	7	7	Tarquini	1:57.397	8	7	Villa	+26.322s	10	7	Michelisz	46
8	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	+24.349s	15	8	Muller	1:57.371	9	8	O'Young	+31.267s	11	8	Poulsen	43
9	Kristian Poulsen (DK)	Liqui Moly Team Engstler	BMW E90 320 TC	+24.481s	8	9	Dahlgren	1:57.207	10	9	Dahlgren	+36.832s	9	9	Villa	36
10	Pepe Oriola (E)	SUNRED Engineering	SEAT Leon 1.6T	+26.555s	14	11	O'Young	1:57.166	11	10	Barth	+37.247s	15	10	O'Young	31
11	Yukinori Taniguchi (J)	Bamboo Engineering	Chevrolet Cruze 1.6T	+35.306s	18	12	Huff	1:57.841	12	11	Taniguchi	+43.609s	18			
12	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Cruze 1.6T	+43.368s	11	13	Nykjaer	1:58.030	13	12	Dudakalo	+1m34.238s	17			
13	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon 1.6T	+44.247s	13	14	Oriola	1:58.206	14	13	Nykjaer	13 laps-DNF	13	1	Poulsen	50
14	Mehdi Bennani (MA)	Proteam Racing	BMW E90 320 TC	+46.490s	10	15	Bennani	1:58.206	15	14	Bennani	-1 lap	1	2	Villa	50
15	Franz Engstler (D)	Liqui Moly Team Engstler	BMW E90 320 TC	+1m06.399s	16	16	Engstler	1:58.582	16	15	Michelisz	-1 lap	6	3	Michelisz	45
16	Aleksei Dudakalo (RUS)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	+1m10.090s	17	17	Dudakalo	1:58.919	17	16	Fabiani	5 laps-accident	19			
17	Fabio Fabiani (I)	Proteam Racing	BMW E90 320si	+1m54.908s	19	18	Taniguchi	1:59.308	18	17	Menu	4 laps-accident	2			
18	Tom Coronel (NL)	ROAL Motorsport	BMW E90 320 TC	9 laps-fan belt	4	19	Fabiani	2:05.381	19	18	Oriola	4 laps-accident	14			
NC	Robert Dahlgren (S)	Polestar Racing	Volvo C30	-7 laps	6					19	Poulsen	3 laps-acc dam	3			

**Race 1** Winner's average: 82.41mph. Fastest lap: Michelisz, 1m57.552s, 83.36mph. **Race 2** Winner's average: 38.70mph. Fastest lap: Michelisz, 2m04.056s, 78.99mph.



→ Race 1 winner **Leo/Castellacci**  
 → Race 2 winner **Vos/den Boer**  
 → Poles **Leo/Castellacci**  
 and **Kolen/Catsburg**  
 → Points leader **Vos/den Boer**

★★★★☆

Vos's chase of his team-mate made for an exciting finish

Going Dutch: BMW GT3 winning duo



EUROPEAN GT3 SILVERSTONE (GB), JUNE 4-5, RD 2/6

## Dutch BMW duo score first major win

**THE DUTCH DB MOTORSPORT** team scored its first international victory in the second of two FIA European GT3 races at Silverstone last weekend. The graduate of the one-make scene in the Netherlands locked out the top two positions with its pair of BMW Z4 GT3s in

a thrilling race on Sunday.

Nicky Catsburg, who has already starred in a handful of FIA GT1 World events so far this year, claimed the lead from Maxime Martin's LMP Motorsport Aston Martin DBRS9 straight after an early-race safety car. The 23-year-old then pulled

away into an eight-second lead that translated into an 18s advantage for team-mate Harrie Kolen once the car Martin shared with Gael Lesoudier took a 10-second 'compensation time' penalty in the pits for finishing Race 1 in second. Lesoudier quickly lost out

to the second DB BMW shared by Jeroen den Boer and Hoevert Vos after the pitstops. Vos chipped away at his team-mates for four laps before Kolen's times fell off a cliff.

The two Z4s were 10s apart with four laps to go, yet Vos eased past at Abbey on the final lap to claim what had appeared an unlikely victory.

Vos said: "My team boss said with seven minutes to go that the gap was 13s. I knew I was quicker, so I kept on pushing."

Saturday's race had been won by the AF Corse Ferrari 458 Italia driven by ex-Formula Renault 3.5 driver Frederico Leo and Francesco Castellacci.

Leo led from pole position from Markus Palmtala in the best of the Fischer Racing Ford GTs, which sustained a puncture just before the pitstops started. That handed Leo a 5.5s lead, which turned into a 14s advantage for Castellacci over Albert von Thurn und Taxis in the Reiter Lamborghini.

Taxis quickly dropped back, but Castellacci had the measure of his pursuers. Second place was taken by Martin, who emerged from the pitstop window in sixth place, nearly four seconds up on the Graff Racing Mercedes SLS AMG GT3 driven by Philippe Giauque and Mike Parisy.

● Gary Watkins

### RESULTS

**Race 1 1 Federico Leo/Francesco Castellacci (Ferrari 458 Italia)**, 28 laps in 1h00m40.783s; 2 Gael Lesoudier/Maxime Martin (Aston Martin DBRS9), +10.433s; 3 Philippe Giauque/Mike Parisy (Mercedes-Benz SLS); 4 Edward Sandstrom/Abdulaziz Al Faisal (BMW Z4); 5 Hoevert Vos/Jeroen den Boer (BMW Z4); 6 Csaba Walter/Claudia Hurgten (BMW Z4).

**Race 2 1 Vos/den Boer**, 1h00m57.286s; 2 Harrie Kolen/Nicky Catsburg (BMW Z4), +1.095s; 3 Lesoudier/Martin; 4 Dan Brown/Glynn Geddie (Ferrari 458 Italia); 5 Joakim Lambotte/Gary Hirsch (Mercedes-Benz SLS); 6 Sandstrom/Abdulaziz Al Faisal. **Points 1** Den Boer/Vos, 50; 2 Sandstrom/Al Faisal, 45; 3 Leo/Castellacci, 43; 4 Martin/Lesoudier, 39; 5 Hurgten/Walter, 36; 6 Parisy/Giauque, 31.

GT4 CUP SILVERSTONE (GB), JUNE 4-5, RD 2/6

## Huisman and van der Ende double up

**SUNDAY WAS A GOOD** day to be a Dutch BMW racer at Silverstone. As the DB Motorsport team celebrated a one-two in GT3 with the Z4, its countrymen over at Ekris scored two wins in GT4.

Its M3 wasn't the fastest, but it was quick enough in the hands of Duncan Huisman and his co-driver Ricardo van der Ende.

Their double might have been a treble, but for the charge of Alex Buncombe in race one. After fighting

off the feisty Lotus Evora of ex-WTCC racer Stefano D'Aste, Buncombe closed down polesitter van der Ende before surging ahead with four laps to run to give the RJN Nissan 370Z its maiden triumph.

Huisman made up for this narrow defeat by leading from lights to flag in the second race, before setting up his partner for a very comfortable win in the 50-minute finale.

A super-slick pitstop left van der Ende well clear of the chasers, while D'Aste recovered brilliantly from a slow stop to finish second.

● Ben Anderson

### RESULTS

**Race 1 1 Alex Buncombe (Nissan 370Z)**, 12 laps in

27m06.378s; 2 Ricardo van der Ende (BMW M3 GT4) +0.341s; 3 Stefano D'Aste (Lotus Evora GT4); 4 Donald Molenaar (Camaro GT4); 5 Cor Euser (Lotus Evora GT4); 6 James Appleby (Aston Martin Vantage GT4). **Race 2 1 Duncan Huisman (BMW M3 GT4)** 12 laps in 27m14.156s; 2 D'Aste +0.906s; 3 Jordan Tresson (Nissan 370Z); 4 Stuart Hall (Lotus Evora GT4); 5 Dan Denis (Ginetta G50); 6 Ant Scragg (Aston Martin Vantage GT4). **Race 3 1 Huisman/Van der Ende**, 22 laps in 50m46.389s; 2 D'Aste +23.268s; 3 Dennis Retera/Joris Verheul (Aston Martin Vantage GT4); 4 Appleby/Scragg; 5 Hall/Ollie Jackson (Lotus Evora GT4); 6 Molenaar/Ronald Morien (Camaro GT4). **Points 1** D'Aste, 75; 2 Van der Ende, 61; 3 Verheul, 56; 4 Huisman, 45; 5 Retera, 42; 6 Peter van der Kolk, 40.



Dutch duo won in GT4 BMW M3

GRAND-AM WATKINS GLEN (USA), JUNE 4, RD 6/12

## Taylor holds Pruett at bay

**JUST SIX DAYS AFTER** taking their first victory of the season at Lime Rock Park, Ricky Taylor and Max Angelelli returned to the top step of the podium at Watkins Glen after Taylor held off a late race charge by Ganassi pilot Scott Pruett.

The six-hour race featured 20 driver lead changes, but the SunTrust-sponsored Dallara was the class of the field, leading a total of 128 laps. A late race yellow flag set the stage for Pruett to take a run at Taylor for the win, but the young American would not be denied as he held off the champions' charge to grow his lead to over three seconds at the finish.

Brumos Racing took the team's first win since moving to the Rolex GT class this year as Leh Keen

and Andrew Davis used the late yellow to make a splash for fuel.

The traditional six-hour race proved to be a big day for the Taylor family as Jordan Taylor finished second with team-mate Bill Lester to move the duo into the points lead.

● Matt Cleary

### RESULTS

**1 Max Angelelli/Ricky Taylor (Dallara-Chevrolet)**, 174 laps in 6h01m05.676s; 2 Scott Pruett/Memo Rojas (Riley MkXX-BMW); 3 Jon Fogarty/Alex Gurney (Riley-Chevrolet); 4 Oswaldo Negri/John Pew (Riley-Ford); 5 Burt Frisselle/Darren Law/David Donohue (Riley-Porsche); 6 Brian Frisselle/Henri Richard (Dallara-Ford) **Points 1** Rojas/Pruett, 193; 2 Taylor/Angelelli, 174; 3 JC France/Joao Barbosa/Terry Borcheller 164; 4 Law/Donohue, 162; 5 Gurney/Pew/Negri/Fogarty, 153.



## INTERNATIONAL RACES & RESULTS

### F3 EURO SERIES

Spielberg (A), Rd 4/9

#### QUICK RESULTS

- Race 1 winner **Roberto Merhi**
- Race 2 winner **Roberto Merhi**
- Race 3 winner **D Juncadella**
- Pole positions **D Juncadella**

#### RACE RATING

★★★★☆

Superb Merhi wet-weather performance made up for two dire dry races

## REPORTS

### WORLD OF SPORT



Merhi shone, even when it was raining

FORMULA 3 EURO SERIES SPIELBERG (A), JUNE 5-6, RD 4/9

# Merhi, Merhi, is not contrary

**ROBERTO MERHI DAZZLED** IN dismal weather conditions to record a superb double F3 Euro Series victory as the series opened the revamped Spielberg circuit in Austria.

After beating his Prema Powerteam team-mate Daniel Juncadella off the line at the start of a dry race one, the Spaniard recorded a brilliant victory, responding tenth for tenth against everything Juncadella threw at him late in the race, and coming home a second to the good.

It was in torrential rain later on Saturday that he showed his true class. From eighth on the reversed grid, in a race started behind the safety car, he had just nine racing laps to fight his way to the front.

He only needed five of them, picking off Motopark driver Tom Dillmann for third at the Gossler Kurve and then repeating the move on Signature's Laurens Vanthoor and his new Prema team-mate Gianmarco Raimondo to

lead. His 8.8-second victory was his best of 2011.

Juncadella spun to the back of the pack behind the safety car and recovered as far as sixth, but made amends in race three by winning and limiting Merhi's points advantage to a still sizeable 28.

Signature's Marco Wittmann had another poor weekend, a race one podium — nearly 10s behind Merhi — his best result. After that he fired off Nigel Melker at the start of race two,

earning himself a damaged nose and a drive-through penalty, and then retired from race three with an unexplained technical problem in the drivetrain.

Melker's race three podium was the only bright spot of the weekend for Mücke Motorsport. His team-mate Felix Rosenqvist had started that race from the front row, but was eliminated on the first lap after a collision with Merhi.

Daniel Abt (Signature) recorded his first Euro Series podium in race two behind Vanthoor, while Dillmann added his first rostrum in the category since 2008 in the finale. ● Jamie O'Leary

#### RESULTS

**Race 1 1 Roberto Merhi** (Dallara-Mercedes F308),

26 laps in 37m46.219s; 2 Daniel Juncadella (DM F309), +1.030s; 3 Marco Wittmann (D-Volkswagen F308); 4 Tom Dillmann (DV F308); 5 Nigel Melker (DM F308); 6 Daniel Abt (DV F308V). **Race 2 1 Merhi** 11 laps in 21m06.987s; 2 Laurens Vanthoor (DV F309), +8.818s; 3 Abt; 4 Kimiya Sato (DV F308); 5 Jimmy Eriksson (DV F308); 6 Juncadella.

**Race 3 1 Juncadella**, 26 laps in 37m44.289s; 2 Melker, +5.537s; 3 Dillmann; 4 Abt; 5 Carlos Munoz (DV F308); 6 Eriksson. **Points** 1 Merhi, 162; 2 Juncadella, 134; 3 Melker, 123; 4 Wittmann, 119; 5 Felix Rosenqvist, 94; 6 Vanthoor, 80.

## IN BRIEF



### NASCAR TRUCKS

In the 400th race in series history, Clint Bowyer (above) won at his home-state track of Kansas on Saturday, beating Johnny Sauter by 1.695s. Ex-F1 racer Nelson Piquet Jr was eighth.

### ARGENTINIAN TC2000

Matias Rossi won his second event in a row by leading the final all the way at Resistencia in Chaco Province aboard his TTA Toyota Corolla. Sharing the podium with him were his team-mate Mariano Werner and Honda's Leonel Pernia.

### BRAZILIAN STOCK CARS

A perfect start from the dusty side of the front row and a well-controlled drive gave ex-F1 racer Luciano Burti a lights-to-flag victory at Campo Grande. Poleman Allam Khodair finished second, ahead of Marcos Gomes.

### ITALIAN SUPERSTARS

Luigi Ferrara and Max Pigoli shared the wins for Mercedes in round four of the domestic series at Misano. Pigoli finished second in race one, with Thomas Biagi's BMW doing likewise in race two.

### SOUTH AFRICAN V8s

Veteran former champion Ben Morgenrood, who returned from retirement last year, took his first series win in nearly a decade at Phakisa. Fellow Ford Falcon racer Jimmy Aubrey won race two.

### GERMAN CARRERA CUP

Dutchman Jaap van Lagen took his first series win at Spielberg, but had to fend off a late attack from Nick Tandy to do it. Sean Edwards made it two Brits in the top three.

### VW SCIROCCO CUP

Mateusz Lisowski increased his series lead with a wet win and a dry second place at Spielberg. Britain's Daniel Lloyd was 13th after a race one spin and eighth the following day.

AUTO GP HUNGARORING (H), JUNE 4-5, RD 2/7

# Bizarre win for Ceccon

**GP2 STAND-IN KEVIN** Ceccon scored his first AutoGP win in Hungary in unusual circumstances, had it taken away, then got it back again.

He was waved by the safety car — needed after a huge Turn 1 crash for Marco Barba — which effectively put him a lap ahead of the field. He then won by 49s, but was then given a 60s penalty for not slowing under the safety car. On appeal, he had this rescinded until the Hungarian ASN meets.

Sergei Afanasiev just held a fast-starting Luca Filippi at bay for victory in race two.

#### RESULTS

**Race 1 1 Kevin Ceccon**, 21 laps in 35m17.721s; 2 Adrien Tambay, +49.547s; 3 Giovanni Venturini; 4 Fabio Onidi; 5 Sergei Afanasiev; 6 Rodolfo Gonzalez.

**Race 2 1 Afanasiev**, 16 laps in 25m47.593s; 2 Luca Filippi, +1.008s; 3 Bruno Mendez; 4 Tambay; 5 Rio Haryanto; 6 Onidi.

**Points** 1 Venturini, 49; 2 Ceccon, 45; 3 Afanasiev, 40; 4 Tambay, 39; 5 Filippi, 39; 6 Onidi, 38.

FORMULA NIPPON AUTOPOLIS (J), JUNE 5, RD 2/7

# Nakajima scores at home

**FORMER WILLIAMS F1** racer Kazuki Nakajima scored his first win on his return to Japan in the Formula Nippon series at Autopolis on Sunday.

The TOM'S-run driver started from 13th on the grid following a brake failure in Saturday practice, which cost vital set-up time. On raceday, however, the track was damp and all cars started on wet tyres.

Nakajima and Kazuya Oshima pitted soon after the start for slicks, promoting them to the front of the field as their

rivals pitted later. Nakajima passed Oshima on Lap 42 and pulled away for his first victory in the category.

Kodai Tsukakoshi scored a maiden pole, but had to settle for third place. ● Jiro Takahashi

#### RESULTS

**1 Kazuki Nakajima** (Swift-Toyota), 54 laps in 1h28m22.185s; 2 Kazuya Oshima (S-T), +6.953s; 3 Kodai Tsukakoshi (S-Honda); 4 Joao Paulo de Oliveira (S-T); 5 Naoki Yamamoto (S-H); 6 Takuya Izawa (S-H). **Points** 1 Nakajima, 16; 2 Oshima, 12; 3 Andre Lotterer, 10; 4 Tsukakoshi, 9; 5 Takashi Kogure, 8; 6 Izawa, 8.



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# INTERNATIONAL RACES & RESULTS

## NASCAR SPRINT CUP

Kansas Speedway (USA)  
Rd 13/36

# QUICK RESULTS

- Winner **Brad Keselowski**
- Pole **Kurt Busch**
- Most laps led **Kurt Busch**

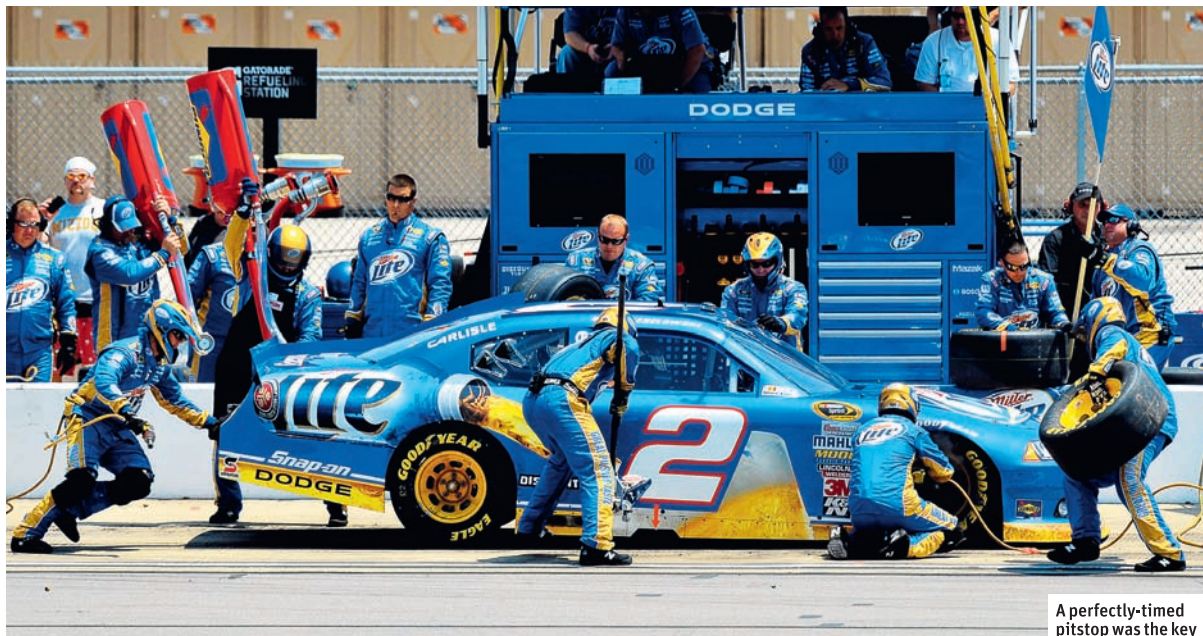
# RACE RATING

★★★★☆

Yet another fuel-mileage race, and more disappointment for Junior's legion of fans

# REPORTS

## WORLD OF SPORT



A perfectly-timed pitstop was the key

NASCAR SPRINT CUP KANSAS SPEEDWAY (USA), JUNE 5, RD 13/36

# Keselowski times it right to win on fuel mileage

**BRAD KESELOWSKI ENDED** his 75-race NASCAR Sprint Cup losing streak at Kansas Speedway, but his win prolonged fan favourite Dale Earnhardt Jr's personal agony. For the second week running Junior fell just short – 2.8s this time – of ending his own victory drought.

In probably the hottest race of the year, Keselowski didn't have the quickest car – ironically his Penske team-mate Kurt Busch had that – but what he did do was make his final pitstop at exactly the correct lap to be able to make the finish.

"We finally caught a break!" he shouted at his crew chief Paul Wolfe over the radio as he crossed the finish line. Keselowski only led for nine laps, but they

were the final ones and he was ahead when it mattered.

His pitstop with 57 laps remaining was late enough for him to make the finish on one tank of gas, but he was as mystified as anyone that Tony Stewart, who pitted a lap later, came back to pit road for more fuel with 13 laps to go.

"We didn't get all the fuel in it to make it to the end," said Stewart. "We had a problem getting the fuel in and we didn't get it full at that second-to-last stop so we had to pit [again]."

Keselowski, whose losing streak stretched back to his maiden Cup success at Talladega in 2009, admitted: When I saw the 14 [Stewart] rejoin from the pits in front of me, I was sure I was racing for second.

I didn't know I was leading until two [laps] to go, when I saw my number at the top of the scoreboard, then I started shaking! But I got great gas mileage – I still had plenty left [to complete a victory burn-out].

"It's been a struggle to get here, and Penske stuck with me through a bad year. If I get one more win, then I think we make the Chase."

Earnhardt, who led into the final corner at Charlotte last week, again fell short. He passed Denny Hamlin to claim second with 11 laps to go, but was never going to catch Keselowski, and had previously caused the day's fourth caution when he spun at Turn 4.

"We just lacked track position at the end," he surmised. "I spun out [on

lap 152] when we were real loose trying to find a little more speed on the top [of the track]. I had a good car, it was fast all day – I just need to qualify better to make life easier."

Hamlin just held off a charging Jeff Gordon at the finish for third, with Carl Edwards (who continues to lead the points), Matt Kenseth and Jimmie Johnson next up. Stewart finished eighth, one place ahead of race dominator Kurt Busch.

"It's all right," said Busch, who has been highly critical of his team's efforts on more than one occasion this year. "We were up front all day, we were competitive, so we're all smiles. It was a great run today. I'm glad Brad got it if we couldn't."

● Chuck Bradbury Sr

# RESULTS

**1 Brad Keselowski (Dodge Charger)**, 267 laps in 2h56m40s; +2.813s; 3 Denny Hamlin (Toyota Camry); 4 Jeff Gordon (Chevy); 5 Carl Edwards (Ford Fusion); 6 Matt Kenseth (Ford); 7 Jimmie Johnson (Chevy); 8 Tony Stewart (Chevy); 9 Kurt Busch (Dodge); 10 Greg Biffle (Ford). **Points** 1 Edwards, 485; 2 Johnson, 445; 3 Earnhardt, 444; 4 Kevin Harvick, 442; 5 Kyle Busch, 425; 6 Kurt Busch, 414; 7 Kenseth, 412; 8 Stewart, 393; 9 Clint Bowyer, 391; 10 Ryan Newman, 382.

**ALLGAIER WINS THE DASH TO THE COAST LINE AT CHICAGO** Justin Allgaier outcoasted Carl Edwards in a crazy race to the Nationwide Series flag after both ran out of fuel in the final corners. The returning Trevor Bayne was third.



Castrol **EDGE** Rankings

- 1 **Sebastian Vettel** <> 27,411
- 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

The cluster of NASCAR drivers between positions 9 and 13 featured one swap, with Denny Hamlin moving above Kyle Busch to go 12th. Kansas winner Brad Keselowski is a big riser to 66th. Roberto Merhi's double Red Bull Ring Euro F3 win promotes him to 95th.

To see the full list, visit [castrol driverrankings.com](http://castrol driverrankings.com)



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**Also included in the Auction are many items kindly donated by Celebrities from Motoring and Music.**

To register your interest in bidding, email [peter@kentferrari.co.uk](mailto:peter@kentferrari.co.uk). Bids must be received by 6pm on Friday 17th June and will be opened on the evening of the Ball.



## INTERNATIONAL RACES & RESULTS

### IRC

Yalta Rally (UA), Rd 4/12

## QUICK RESULTS

→ Rally winner **Juho Hanninen**  
→ Most stage wins **Thierry Neuville (8/14)**  
→ Points leader **Juho Hanninen**

## RALLY RATING

★★★★☆

Hanninen avoids the Ukrainian pitfalls for record-breaking IRC win

## REPORTS

### WORLD OF SPORT

IRC YALTA RALLY (UA), JUNE 2-4, RD 4/12

# Hanninen uses his head in the Ukraine

**JUHO HANNINEN** HAD a plan. He'd reasoned that the broken and bumpy asphalt roads in Ukraine's Crimea region presented such a major puncture risk that an all-out attack would be folly.

Back in the IRC after skipping the previous round in Corsica, the Finn opted to trade some of his blinding pace for a touch of caution through the rock-strewn stages in pursuit of his second win in as many outings.

Not even a 10-second penalty for a jumped start on stage two prompted a rethink. For, seven stages in, Hanninen was in a lead he would never relinquish.

"I just tried not to make

any mistakes and use my brain," said the works Skoda pilot.

Hanninen by no means meandered through the testing runs in the hills and forests above the Black Sea resort of Yalta, going fastest twice. But while the bulk of his rivals were pegged back by punctures or offs, Hanninen was sublime as he negotiated the latest addition to the IRC schedule.

However, Hanninen's penalty could have been punished had Thierry Neuville, the winner in Corsica, not hit trouble on stage five. The Belgian was edging clear on the back of three stage bests when he lost control on a fifth-gear



Hanninen avoided any costly mistakes

corner after touching a large patch of water. His Peugeot 207 became beached and more than three minutes were lost before he could continue, a puncture not helping his recovery.

Neuville's error elevated Bryan Bouffier into the lead. The Frenchman drove without error thereafter but, under orders to finish following his Corsica prang, he lacked the cutting edge to stave off Hanninen.

Overtaking two course cars, delayed while their occupants ushered spectators from potentially dangerous locations on

stage, didn't help his cause. He eventually closed to 5.1s with three stages left but he couldn't deny Hanninen, whose victory puts him back on top of the standings and breaks the record for the most IRC wins.

Andreas Mikkelsen fought back from a puncture to finish fourth for Skoda UK behind Jan Kopecky. Guy Wilks was 0.1s off the lead after day one in his Peugeot UK 207 but two punctures wrecked the Briton's challenge.

To add insult to injury he picked up a further deflation glancing a

concrete block supporting the flying finish board at the end of the final stage.

● Graham Lister

## RESULTS

**1 Juho Hanninen/Mikko Markkula (Skoda Fabia S2000)** 2h27m06.6s; 2 Bryan Bouffier/Xavier Panzeri (Peugeot 207 S2000), +11.7s; 3 Jan Kopecky/Petr Stary (Skoda Fabia S2000); 4 Andreas Mikkelsen/Ola Floene (Skoda Fabia S2000); 5 Guy Wilks/Phil Pugh (Peugeot 207 S2000); 6 Thierry Neuville/Nicolas Gilsoul (Peugeot 207 S2000).

**Points** 1 Hanninen, 58; 2 Kopecky, 55; 3 Bouffier, 49; 4 Neuville, 48; 5 Freddy Loix, 45; 6 Wilks, 35.



Wilks' Peugeot was blighted by punctures

GERMAN F3 ASSEN (NL), JUNE 4-5, RD 4/9

# Stanaway continues his domination

**WITH TWO POLES** and two race wins, Van Amersfoort Racing's Richie Stanaway had the best score in the two races of the German F3 Cup at Assen.

In the first race, the New Zealander was followed home by Marco Sorensen and Klaus Bachler. In race two, Markus Pommer just beat Bachler in a nice battle for second.

Tom Blomqvist scored a pair of fourth places. In the

points, Stanaway is 17 points clear of Sorensen. ● Rene de Boer

## RESULTS

**Race 1 1 Richie Stanaway (Dallara-Volkswagen)**, 19 laps in 30m03.233s; 2 Marco Sorensen (Dallara-Mercedes), +4.847s; 3 Klaus Bachler (DM); 4 Tom

Blomqvist (DV); 5 Alon Day (DV); 6 Rene Binder (DV).

**Race 2 1 Stanaway**, 20 laps in 31m11.513s; 2 Markus Pommer (DM), +7.076s; 3 Bachler; 4 Blomqvist; 5 Patrick Schraner (DV); 6 Day. **Points** 1 Stanaway, 79; 2 Sorensen, 62; 3 Bachler, 40; 4 Blomqvist, 34; 5 Day, 31; 6 Binder & Schraner, 17.

This was as close as they got to Stanaway



ITALIAN F3 MISANO (I), JUNE 4-5, RD 2/8

# Landmark win for Marciello

## FERRARI PROTEGE

Raffaele Marciello became the youngest winner in Italian Formula 3 history when he won Sunday's second race at Misano.

The 16-year-old defeated Eddie Cheever by 0.8s after leading the race from start to finish from pole position. Sergio Campana finished third, ahead of Facu Regalia.

Edoardo Liberati won race one for Piercarlo Ghinzani's team, ahead of America's Michael Lewis. The slow starting Campana passed Maxime Jousse, forcing Jousse off so that Kevin

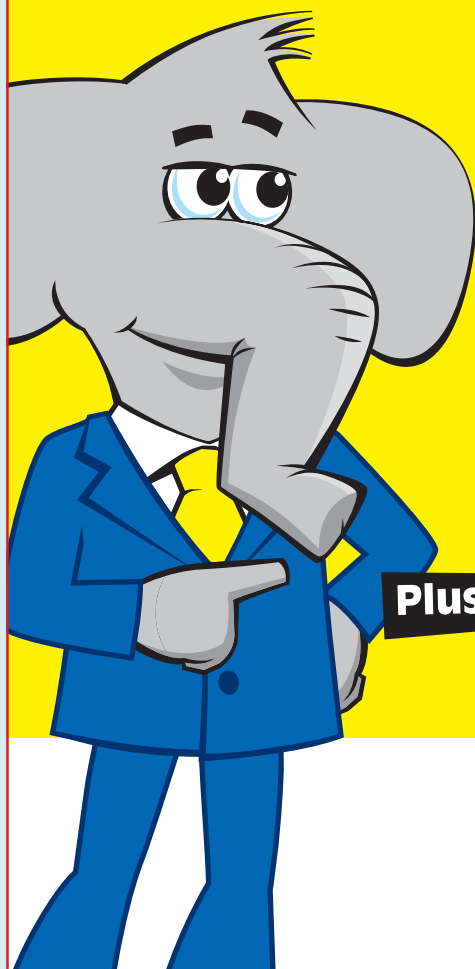
Giovesi passed him too. ● Carlo Bradlinelli

## RESULTS

**Race 1 1 Edoardo Liberati (Dallara F308)**, 20 laps in 30m57.608s; 2 Michael Lewis (D F308), +2.605s; 3 Sergio Campana (D F308); 4 Kevin Giovesi (D F308); 5 Maxime Jousse (D F308); 6 Facu Regalia (D F308).

**Race 2 1 Raffaele Marciello (D F308)**, 19 laps in 29m41.149s; 2 Eddie Cheever (D F308), +0.814s; 3 Campana; 4 Regalia; 5 Jousse; 6 Lewis. **Points** 1 Liberati, 37; 2 Marciello, 31; 3 Lewis, 30; 4 Jousse, 30; 5 Cheever, 27; 6 Campana, 26.





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Closing date **23<sup>rd</sup> June 2011**



# Exciting Opportunities within the Cosworth Formula 1 Business

## Operations Manager, F1 Engineering

Reporting to the Business Unit Leader, the Operations Manager, F1 Engineering is responsible for ensuring that Cosworth provides a world class delivery of engines and support to its Formula 1 customers. In this challenging role the F1 Engineering Manager is the primary factory based technical contact for our Track Support Team and is responsible for overseeing all aspects of reliability engineering relating to the engine, its operation & installation. Degree qualified, with a background in race engine design and installation the successful candidate will lead a dedicated team driving through improvements in line with the demanding engine build schedule. This diverse, rewarding role demands exacting standards from a self motivated, driven, dedicated individual.

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- Degree qualified in a suitable engineering discipline (2:1 or better)
- 5+ years experience in racing engine mechanical design/development
- Proven man-management experience
- 3D solid modelling (Unigraphics) & SAP knowledge would be advantageous

## F1 Programme Engineer

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- Degree qualified in a suitable engineering discipline (2:1 or better)
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Roadsport A gets the boot, **p84**



New car will form basis of series next season

## Mazda MX5 series adds new spaceframe category

Ma5da launches 1800cc sportscar to join its popular Mk1 and Mk3 series

» **ORGANISERS OF THE** successful Ma5da championship have announced a new spaceframe category based on the Mazda MX5, set to launch next season.

The new MX150R utilises kit car manufacturer MEV's Exocet, which runs the 1800cc MX5 engine, tuned to produce 150bhp. Ma5da boss Jonathan Blake, who gave the car its race debut in the Nippon Challenge at Castle Combe last month, described the car as a "cross between a Caterham, a Westfield, and an Ariel Atom".

The plan is that the 850kg car will provide a quicker alternative to the Mk1 (which uses the 1600cc engine) and Mk3 (two-litre) MX5 races Blake already runs.

"We don't use the 1800cc MX5 engine but there are a lot of donor cars out there," said Blake, who confirmed the basic kit will cost around £3000 +VAT. Including the donor car, the final cost could be around £6000, and the series will use the same control parts as the Mk1 MX5 series.

"There was an opportunity to produce a spaceframe car, which is lighter and faster, and you don't have to find an MX5 body," added Blake. "There's a big market out there for spaceframe cars and it fits the economic climate."

Blake believes the series will provide a

home for MX5 Mk1 competitors, particularly when parts become scarce for the Japanese sportscar. "We thought Mk1 entries had peaked last year, but it's just growing and growing in popularity and we have 120 registered competitors this year," said Blake.

"Eventually there will be a shortage of Mk1s – I think in the next five or six years. If that's going to deplete and you haven't got something to take its place you've missed the boat."

"Everything is expanding. You can't just rest on your laurels and I think there's room for a third series, something a bit different. We have 25 people keen and interested, some of whom are Mk1 racers."

Blake will continue to race and develop

the car in the Nippon Challenge this year, and MX5 frontrunners Tom Roche and Rob Boston are likely to drive too. Blake also plans to run two examples in the 12-hour enduro at Snetterton in November "to demonstrate its reliability".

Having raced the car, Blake believes the MX150R will provide good competition. "It drives exactly like an MX5 Mk1, but faster," he said. "It'll be very close racing. It's very easy to control and to work on."

Because Ma5da already has championship status for its MX5 series, the MX150Rs could be run as a sub-class, with separate grids, to enable drivers to compete for points straight away.

Blake believes 20-25 entries is a reasonable goal for the field next season.



Ma5da's MX5 Mk1s have been very successful

### AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

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### THE MOTOR SPORTS COUNCIL

decision to uphold Fortec's appeal to its Donington Park Formula Renault UK exclusion is disappointing (see page 85). Not because the cars might or might not have been illegal, but because of the reason the appeal was successful.

Instead of looking closely into the suspension regulations and the way Fortec interpreted them, the court found the clerk of the course's report and series scrutineer's information proved insufficient for a definitive judgement. There was, it argued, not enough clarity for illegality (or otherwise) to be determined.

Winning cases on a technicality is nothing new, of course, but one would hope it'd be a little more difficult in a national-level championship.

I'm not trying to single out Formula Renault's methods specifically, more point out the problems caused when officials, often volunteers working under pressure, come up against professional racing teams whose livelihoods depend on the sport.

Even at club level, it is in the sport's best interest for methodical and accurate scrutineering. It's hard enough to prove that someone is cheating (or for them to show they are not), without the added ambiguity of insufficient information being recorded. And people prefer to talk about racing, not rules.

### Extra contact details

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Caterhams

# Roadsport A canned

Caterham to replace ageing category with new series in 2012



## SPORTSCAR CONSTRUCTOR

Caterham will introduce a new category onto its motorsport ladder next season to replace the outgoing Roadsport A series.

Numbers in the K-Series Rover-engined Roadsport A championship dwindled significantly following the introduction of the new Ford Sigma-powered Supersport series last year. This

season's grids have struggled to get into double figures and Caterham has decided to phase out Roadsport A now that its Academy and Roadsport B championships have followed Supersport and switched to Sigma engines.

Remaining Roadsport A racers had been sharing a grid with Supersport, but the series has now been canned. For 2012 Caterham will introduce the provisionally

titled 'Supersport +' series for race versions of its new Supersport road car.

The cars will feature upgraded engines and differentials. Series bosses hope the new series will relieve pressure on existing grids and plan to offer tests in the new car at Donington later this year.

Caterham motorsport manager Simon Lambert said: "Supersport picked up where Roadsport A left off. It's the same



New 'Supersport +' will replace Roadsport A

formula just with the Ford Sigma engine. As such it should be no surprise that it's full of cars. That's why we're introducing a new series above it next year.

"The aim is to provide progression for drivers coming up from Academy through additional grid capacity. As such, it may only be open to drivers that have done a year of Supersport (or Roadsport A), depending on take-up."

## Formula Renault

# InterSteps trio to go Renault

## LEADING JUNIOR SINGLE-SEATER

squad Fortec Motorsport looks set to graduate its trio of InterSteps drivers into Formula Renault this season.

Racing Steps Foundation-backed Jake Dennis, plus team-mates Alex Walker and Ed Jones, all look likely to compete in the Winter Cup.

Both Walker and Jones will get an earlier induction as they are set to contest the Snetterton, Brands Hatch and Silverstone National FRUK rounds, along with the team's Eurocup regular Felix Serralles.

Dubai-based Jones will also contest Eurocup rounds at Silverstone, Paul Ricard and Barcelona as he weighs up

which series to contest in 2012.

Fortec had also hoped to run its FRenault BARC points leader Josh Webster in last weekend's Oulton Park FR UK round, but was scuppered by a BARC-series rule that precludes drivers from also competing in FRUK.

The rule was introduced in 2005, but FR UK series boss Lisa Crampton claims that it should be revoked now that her series is running a different chassis to that used in FR BARC.



Dennis has been the form man in InterSteps

## SEMSEC

# Better turnout boosts SEMSEC

**AN INJECTION OF CASH AND A better turnout for last Saturday's race meeting at Lydden have removed the immediate existential threat to the South Eastern Motor Sports Enthusiasts' Club.**

Organisers were set to cancel the June event and warned the future of SEMSEC at Lydden was in doubt unless support picked up (see AUTOSPORT, May 19).

A few extra drivers helped to swell the grids slightly and make the meeting viable. Londoner John Aitkenhead was one of those who turned up with his 2.1 VW Beetle to support the event. He said: "I first competed at Lydden in 1970 but I

haven't raced here for a while. I thought I'd try and help to keep things going."

SEMSEC chairman Ken Greenfield added: "We've found some extra backing and we had 46 entries for the morning's sprint event, so we won't lose money on this meeting. That means we should be OK for the rest of this season and now we're making plans for next year as well."

Long-time Lydden stalwart and regular winner, Bill Richards welcomed the upturn in fortunes.

"Lydden is the backbone of grassroots motorsport in this country," he said. "We can't afford to lose it."

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## Formula Renault UK

## Lynn and Rowland re-instated as Fortec wins its exclusion appeal

## TOP FORMULA RENAULT UK TEAM

Fortec Motorsport has won its appeal against the exclusions of Alex Lynn and Oliver Rowland from the second race of the Donington Park round in April.

Series leader Lynn and rookie team-mate Rowland finished second and third respectively, but were thrown out for suspension irregularities.

The National Court of the Motor Sports Council upheld Fortec's appeal last Thursday. AUTOSPORT understands that the vagueness of the

scrutineer's report and means of measurement could not provide satisfactory proof of ineligibility.

The decision restored Lynn's championship lead, and he added two more wins at Oulton Park last weekend to take his victory tally from five to seven and increase his points lead to 48 over nearest rival Tio Ellinas.

Team boss Richard Dutton said: "We felt exclusion, and the fact that you have to count that score among your best 18, was very harsh.

"The way it was measured was incorrect. We didn't feel we were outside the rules and that's why we appealed it [the decision]."

Lynn added: "I don't feel it's really affected me. It's just a team matter and I'm just concentrating on my driving, but it's made my life easier!"

Lynn continues to dominate FRenault



## FF1600

## Engine woes stall Comtec debut

ENGINE PROBLEMS PREVENTED Mike Gardner from giving his Australian-built GTM-Comtec FF1600 car its race debut in the Champion of Brands event last weekend.

The car is based on the Duratec-engined design run by Jonathan Lewis in British Formula Ford in 2008. Gardner's newly formed GT Motorsport UK business, based in Newark, Notts, is the official UK importer for the marque.

Having tested at Mallory Park and Brands, Gardner plans to run the car in some future CoB races. He previously traded as Mick Gardner Racing, but has sold the Ohlins dampers part of the business.



New Comtec yet to race in UK

## Ginetta GT Supercup

## Skinner quits Ginetta Supercup

## AUSTRALIAN RACER

Jordan Skinner has withdrawn from the Ginetta GT Supercup due to a lack of funding.

The FF1600 race winner moved into the BTCC-support category this season and recorded four non-finishes and a best result of 12th from the first two meetings at Brands Hatch and Donington Park, before skipping Thruxton.

He also missed last weekend's races at Oulton Park and instead

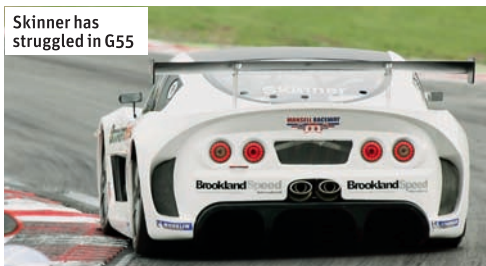
made a winning return to FF1600 in the latest round of the Champion of Brands series.

Skinner said: "I thought it would be easier to find sponsors

for the BTCC package.

"I'm not sure that I'll be out again this year. I'm still keen to go the sportscar route and we are looking at the SPEED series for next year."

Skinner has struggled in G55



## MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Monza entry was down on 2010

Monza's Autodromo Nazionale has always been a special place for genuine racing people; those with a soul and respect for motorsport's history. Regrettably, I'd not been for more than a decade, so the 59th Coppa Intereuropa event (the old staple run in 'Storica' guise for many years now) was a treat; despite grotty weather, (when ironically my family was basking on the beach at home) which hit spectator attendance.

More galling against a backdrop of rising costs for promoter/racer Jason Wright (an expatriate American long domiciled in Italy) was thin support for several races. The entry was around 60 cars down on 2010. It's a trend we've observed elsewhere this season, but not about the place. Monza is a favourite among drivers, but the economics of competing and overcrowded calendars are biting.

As I've written repeatedly for more than 20 years, fewer and better events are the key, and Monza deserves to be among the premier European fixtures on every level. I'm discounting the theatrical Goodwood Revival here, as it's so much more than a race meeting, but it should sit alongside the Silverstone Classic, Nurburgring's Oldtimer GP and the wonderful Spa Six Hours.

This year's Coppa Intereuropa was drama-filled, with torrential rain and thunder and lightning wheeling overhead, but it also had pathos in abundance. Fifty years after Phil Hill won the Formula 1 World

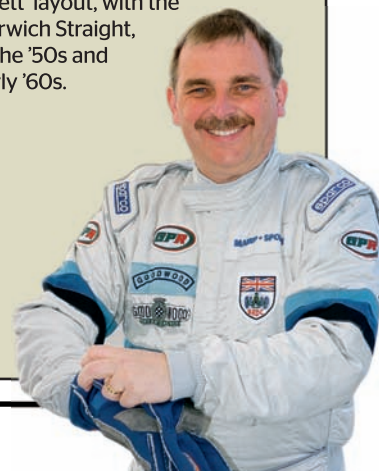
Championship for Ferrari, on home soil, his widow Alma and racer son Derek were there. With the original shark-nosed 156s wrecked or cut up in period, the Hills marvelled at Belgian-based Dutchman Jan Biekens wonderful recreation, and Hill Jr took part in a photoshoot on the scary banking.

There was also a moving tribute to Italian Elio de Angelis, 25 years after his death following a testing accident at Paul Ricard. The 1982 Austrian and '85 San Marino GP winner's mother, sister and brother attended, together with Modenese racing priest Don Sergio Mantovani, who famously took the place of de Angelis' father when he was callously kidnapped in the wake of Elio's tragedy.

When Emanuele Pirro (who remains besotted with the sport) and Beppe Gabbiani took to the track in tribute to their friend and rival, waving from Classic Team Lotus-run JPS 91 and Essex 81 respectively, many onlookers choked back tears.

This weekend's historic action is closer to home, with the annual HSCC AUTOSPORT Three Hours on the new Snetterton 300 circuit for the first time. I've not seen it yet, thus am intrigued as to whether Jonathan Palmer's initiative alters the dynamic of the competition, a retrospective glimpse into the enduro staged on the original 'Snett' layout, with the Norwich Straight, in the '50s and early '60s.

“This year's Coppa Intereuropa was drama-filled, but it also had pathos in abundance”





# GO MAT!

**A massive well done to Mat Jackson for his thrilling-to-the-end WIN at Oulton Park!**

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## IN BRIEF



### CONSTRUCTOR JOHN CROSSLE

celebrated his 80th birthday by performing the ceremonial opening run of the Cultra Hillclimb Event last Saturday in his restored 1960 Mk3/No1 (above). Seamus Morris pipped Graham Thompson to take victory in his Pilbeam MP62.

### PORSCHE SCHOLAR KIERAN

Vernon took two 11ths in the Porsche Carrera Cup races at Oulton Park last weekend, his first appearance in the series since replacing Tim Harvey at Motorbase Performance. The squad showed improved pace, Michael Caine taking two fourths, after two-time Porsche Supercup champion Richard Westbrook tested with the team.

### CRAIG DENMAN

won both Lotus Elise Trophy races at Zandvoort last weekend (right), despite being forced to start from the back in both events thanks to clutch failure in practice.



### MA5DA ROOKIE MARK LITHERLAND

will miss races after crashing his MX5 at Oulton Park last week and suffering five breaks to his wrist. XO team-mate and title leader Tom Roche, who was instructing Litherland, escaped injury.

### CHAMPION OF BRANDS FF1600

debutant Ian Jeary qualified and raced his 1973 Dulon MP15 in different liveries last weekend. The paint shop owner, who races in Classic FF1600, earned his grid position in Walter Wolf livery, but switched to Yardley-liveried panels for the race (above). He



plans to appear in F1 liveries of the 1970s, including JPS, Surtees, Hesketh and Martini, over the course of the year.

### REIGNING RADICAL UK CUP CHAMP

Ross Allen made a one-off return to the category at Brands Hatch last weekend with his SR3. He led race one, but finished 11th and 16th in the two events.

### RADICAL ACE ROSS KAISER WAS

reunited with 360 Racing boss Terrence Woodward in the Radical Masters/UK Cup at Brands, following Derek Johnston's amicable split with the team. They took third in the second race and hope to share an SR8 for the rest of the season.



Shaw/Oliver BMW 1800 Ti defeated strong U2TC field

### Coppa Intereuropa Storica

# Brits storm Monza historics

## UK racers steal the show as bad weather strikes annual Coppa Intereuropa

### THUNDER STORMS AND

storming drives coloured the Coppa Intereuropa Storica at Monza last weekend, where Jaguar E-type duo Jon Minshaw and Martin Stretton's victory in the GT & Sports Car Cup encounter was the highlight.

Minshaw started the 90-minute enduro as a sprint, chased by the AC Cobra of Rob Hall and Derek Hill. But Hall clobbered Keith Ahlers' class-leading Morgan SLR at the Lesmos and pulled off after a stop to check frontal damage, while the Morgan raced on.

Scots John Clark and Andrew Smith

earned second, but an E-type 1-2-3 was derailed when Emanuele Benedini (partnered by Emanuele Pirro) was penalised two laps for exceeding the maximum time for a single stint. Cobra squad Grant Tromans/Andrea Lupo' thus took third.

Stretton was leading Saturday's leg of the 1000km retro series by 25 seconds when the engine in Steve Tandy's Lola T70 Mk3B/C blew. Simon Hadfield/Leo Voyazides claimed victory from Stefano Rosina and Michael Gans/Jason Wright (all in T70 Mk3Bs) and doubled-up on Sunday.

Thrashed by the Lotus Cortina of Voyazides/Hadfield in Donington's dry U2TC season-opener, Richard Shaw and Jackie Oliver (BMW 1800 Ti) gained revenge in the wet of Monza.

John Harper (Brabham BT4) won the HGPCA final from Enrico Spaggiari (Cooper T53), while Patrick d'Aubrey (Tyrrell 012) took the thin Historic F1 round after pacesetter Steve Hartley (Arrows A4) punctured. Hans Peter (Ralt RT1) and Matthew Watts (March 772) won the HSCC F2 races although Stretton (March 742) was clear on Saturday when a plug lead detached.

### AUTOSPORT Three Hours

## Butler-Henderson to return to single-seaters

### FORMER BTCC RACER

Charlie Butler-Henderson will contest the Formula Junior races at Snetterton this weekend.

The 32-year-old will drive Jeremy Deeley's Cooper T56 and plans to appear at next month's Silverstone Classic.

"I'm very excited to be involved with the historics,"

said Butler-Henderson, who has not raced a single-seater since the 1996 Formula Vauxhall Junior series. "We are using the weekend as a test for the Silverstone Classic, which is always a fantastic event."

Butler-Henderson had been hoping to contest the main AUTOSPORT Three

Hours event with Deeley in a Rawlson CR6, but a testing crash forced the unusual car to be withdrawn.

Twenty-five 1960s sports-racers and GTs are

entered. Among the leading entries are the Chevron B8s of Ed Lovett/Simon Hadfield and Nick Fleming/Luke Stevens, and the Crossle 9S of Jon Shipman/Mark Hales.



CB-H will race Cooper T56

### British Historic Rally

## Onions takes closest ever win on Severn Rally



Ford of Onions/Williams won by just 0.3 seconds

### WILL ONIONS AND DAVID

Williams scored the narrowest victory in the history of the British Historic Rally Championship by winning the Severn Valley Rally by just three-tenths of a second in their Ford Escort Mk2.

In a grandstand finish after eight hot and dusty gravel stages in the Epynt region, Onions fended off the closing Escort of Julian Reynolds and

Ian Oakey by the tiny margin.

Category Two pacesetters David Stokes/Guy Weaver, Stefan Stouff/Joris Erard and Rupert Lomax/Dave Allcock all hit mechanical dramas in their Escort Mk1s, so a delighted Chris Browne and Liz Jordan won in their example.

In Category One, Graham Waite and Gill Cotton took another win in their sideways Volvo Amazon.





**RADICAL UK & MASTERS BRANDS HATCH, JUNE 4-5**

## Brundles take centre stage for some Radical theatre

### VARIABLE WEATHER

and four races produced four winners, many safety-car periods and a fairytale outcome in the later SR8 race, with father-and-son pairing Martin and Alex Brundle bagging the spoils.

The SR8s were out first on Sunday, the race starting with a bang that sent John Stanley into a 720-degree spin before the first corner! A later safety-car period bunched the top eight, but Per Staaf Jr soon dropped his pursuers.

Drive of the race was by Shaun Balfe, who came from an impossible position to take second after co-driver Roger Bromiley was forced to make an early stop to replace bodywork damaged in the clash with Stanley.

Making amends for a first race spin and retirement, Alex Brundle built on the

solid foundations laid by his father Martin to bring the Radical Works Team car home to a solid victory in the later race.

The Chris Hyman/Alex Mortimer and Terence Woodward/Ross Kaiser pairings made it an all-UK Cup podium, while Greg Hart's fourth place was richly deserved, having been punted off while laying second in the earlier race.

The first SR3 race featured three safety-car periods inside the first dozen laps! Ex-Indy Lights race winner Junior Strous dominated for two thirds of the race, but was then dumped to fourth as Pete Osborne/Alex Kapadia took the spoils.

Alex Brundle (paired with James Abbott) and Kapadia battled hard in race two, but Dutchman Strous flew late



'Team Brundle' took race two SR8 spoils

on to turn a near 10s deficit into a 7.5s winning margin.  
● Dud Candler

### RESULTS – SR8 RACE 1 (26 LAPS)

**1 Per Staaf Jr;** 2 Roger Bromiley/Shawn Balfe +7.171s; 3 Robert Enestedt; 4 Chris Hyman/Alex Mortimer; 5 Tony Brewer/Ryan Hooker; 6 Marco Cencetti/Ronnie Valori. **Fastest lap** Martin Brundle 1m22.572s (106.08mph).

### RACE 2 (23 LAPS) 1 Alex Brundle/

**M Brundle;** 2 Hyman/Mortimer +15.434s; 3 Terence Woodward/Ross Kaiser; 4 Greg Hart; 5 Christian Kronegard/William Vermont; 6 Cencetti/Valori. **FL** A Brundle 1m33.751s (93.43mph).

### SR3 RACE 1 (23 LAPS) 1 Pete

**Osborne/Alex Kapadia;** 2 Rob Wheldon/Phil Abbott +0.554s; 3 Andy Cummings/Bradley Ellis; 4 Junior Strous; 5 Bertus Sanders/

Marc Koster; 6 Mark Smithson/Stuart Moseley. **Class winner** Ernesta Globyte/Igor Urien (SR5). **FL** Abbott/Wheldon 1m26.383s (101.40mph).

### RACE 2 (22 LAPS)

**1 Strous;** 2 James Abbott/A Brundle +7.520s; 3 Osborne/Kapadia; 4 Richard Carver; 5 Tony Wells/James Littlejohn; 6 Sanders/Koster. **CW** Globyte/Urien. **FL** Abbott/Brundle 1m35.623s (91.60mph).



Novice Wells scored impressive results

**RADICAL CLUBMANS CUP BRANDS HATCH, JUNE 4-5**

## Wells and Carver come to the fore in Clubmans Cup

**HEADING TO BRANDS,** neither Richard Carver nor Tony Wells featured in the top three of the Radical Clubmans Cup table, but they bagged the lion's share of points by each claiming a win and a second.

In race one, slow starts a few rows back led to contact on the run to Paddock. Mayhem ensued as David Soderlund's PR6 had its oil cooler torn off, with inevitable results. Unaware

of the damage, Soderlund drove off, but his engine quickly ventilated its block.

Front-row man Mark Smithson led but, not content with just one off, he performed close-up inspections of the gravel traps at Paddock and Clark Curve. His drive to eighth was entertaining indeed.

His first mishap handed the initiative to Carver, who kept impressive novice Wells at bay. Quite how it

might have ended (Carver beat Wells by just 0.83s) we shall never know, for the race was halted early after Paul Marsham dumped his SR3 in a notably precarious spot broadside to the traffic.

Wells exacted his revenge on Carter in a rather-less-eventful race two. These two were clear of David Jacobs, who just edged out James Abbott in a photo finish, which would have been thrilling but for Abbott earning himself a 10s penalty for a jumped start.

Mattias Moberg and Darron Anley thus jumped Abbott in the results.

● Dud Candler

### RESULTS – RACE 1 (9 LAPS)

**1 Richard Carver (SR3);** 2 Tony Wells (SR3) +0.834s; 3 James Abbott (SR3); 4 Mattias Moberg (PR6); 5 Darron Anley (SR3); 6 Mark Abbott (PR6). **CW** Moberg; Jenifer Ridgway (Clubsport). **FL** Wells 1m29.240s (98.16mph).

### RACE 2 (14 LAPS) 1 Wells;

2 Carver +2.035s; 3 David Jacobs (SR3); 4 Moberg; 5 Anley; 6 J Abbott. **CW** Moberg; Ridgway. **FL** Carver 1m27.928s (99.62mph).

**CHAMPION OF BRANDS FF1600 BRANDS HATCH, JUNE 4-5**

## CoB scalp for Skinner

**JORDAN SKINNER** guided the Van Diemen RF91 of Mike Gardner's new GT Motorsport outfit to a hard-earned victory at Brands.

Starting from pole, the young Australian didn't put a wheel wrong as he kept British Formula Ford Championship runner Nick McBride (Spectrum 011B) at bay. Skinner won by just over a second.

Initially there were five in it, but such was the intensity of the battle between Cormac O'Neill, Josh Barnett and

Jonathan Hoad that the front two drew away.

These three went at it hammer and tongs to the extent that timekeepers were forced to check their equipment closely before issuing a verdict.

● Dud Candler

### RESULTS (10 LAPS) 1 Jordan

**Skinner (Van Diemen RF91);** 2 Nick McBride (Spectrum 011C) +1.011s; 3 Cormac O'Neill (Ray GRS09); 4 Josh Barnett (Van Diemen BR001); 5 Jonathan Hoad (Van Diemen RF91); 6 Jonny McMullan (Mondiale M89S). **FL** Skinner 1m36.735s (90.55mph).



Skinner led tight FF1600 contest



BRITISH HILLCLIMB CHAMPIONSHIP SHELSLEY WALSH, JUNE 4-5

## A bright Summers day for DJ Racecars duo

DJ RACECARS AND TWO of its drivers scored maiden British Hillclimb Championship run-off wins at Shelsley Walsh last weekend.

While the second run-off provided a long-overdue success for Wallace Menzies in the Firestorm, the shock winner of the first was 20-year-old student Alex Summers from nearby Tenbury Wells.

With rain affecting the first set of class runs, the young driver qualified third. Not expected to feature strongly in the run-off, Summers nevertheless put together a superb shot that none of the other top-10 qualifiers could match for a stunning first victory.

He followed that by qualifying third in the

still-damp afternoon, before taking sixth in the run-off against some much-more-seasoned hillclimb campaigners.

“My great-grandfather first competed here in 1923 and my parents also compete. This has still not sunk in,” said Summers. “Unfortunately my studies and a work placement will prevent me competing outside the Midlands, but I’ll be at Loton Park next week.”

Menzies, a proud Scot, added: “This is the result of the thick end of three years of effort by Del Quigley, Andy Smith and the small team at DJ. I just need to capitalise on this and be more consistent.”

Overall, the current top five in the standings maintained their positions,

with the leader Scott Moran drawing further away from the ever-consistent Trevor Willis.

Moran continues to display the same steely determination of his own father Roger, and of his late advisor, the legendary champion Roy Lane.

● Eddie Walder

Summers gets sideways in DJ



**ROUND 9** 1 Alex Summers (1.4t DJ-Suzuki) 29.20s; 2 Scott Moran (3.5 Gould-NME GR61X) 29.30s; 3 Roger Moran (3.5 Gould-NME GR61X) 29.77s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 29.98s; 5 Lee Adams (1.6 GWR-Suzuki Raptor) 29.99s; 6 Will Hall (1.6 Force-Suzuki PC) & Trevor Willis (3.2 OMS-Powertec) 30.27s; 8 Chris Merrick (3.5 Gould-Judd GR55) 30.80s; 9 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 30.93s; 10 David Uren (1.1 Force-Suzuki HC) 31.32s; 11 Richard Spedding (1.6 Force-Suzuki PC) 32.11s; 12 Lee Griffiths (1.6 OMS-Suzuki 25) 35.13s.

**ROUND 10** 1 Menzies 27.67s BT.D; 2 Willis 27.79s; 3 S Moran 27.86s; 4 Hall 27.94s; 5 Merrick 28.20s; 6 Summers 28.35s; 7 Turnbull 28.37s; 8 Eynon Price (1.6 Force-Suzuki PC) 28.38s; 9 Adams 28.82s; 10 R Moran 29.03s; 11 Spedding 29.39s; 12 John Chalmers (2.0 Ralt-Cosworth BDG F302) 29.47s.  
**POINTS** 1 S Moran, 90; 2 Willis, 72; 3 R Moran, 62; 4 Adams, 52; 5 Merrick, 45; 6 Menzies, 39; 7 Hall, 33; 8 Tom New (3.5 Gould-Judd GR55), 29; 9 Price, 26; 10 Spedding, 25.  
**Class winners** Phil Oram (2.0t Nissan Pulsar

GT1R) 37.47s; Allan Warburton (1.8 Caterham-Vauxhall) 35.30s; Steve Mogg (5.0 TVR Griffith) 38.89s; Phillip Dallow (1.6 Peugeot 106) 37.34s; Martyn Silcox (2.0t Subaru Impreza) 36.05s; Mick Harriman (2.1t Audi Quattro Sport) 35.56s; Les Mutch (2.5 Dax Rush) 33.08s; George Emmerson (1.7 Mallock Mk2) 35.99s; Mark Dempster (2.0 Imagination-Vauxhall PH1) 32.15s; Mike Manning (2.0t Ford Puma 4WD) 31.67s; Brodie Branch (0.6 Marengo) 31.72s; Uren 29.35s; Hall 29.19s; Summers 28.89s; S Moran 28.66s.

GT CUP BRANDS HATCH, JUNE 4-5

## Winstanley and Seldon share the GT Cup spoils

DANNY WINSTANLEY (TVR Sagaris) and Matt Seldon (BMW M3 GTR) took a win apiece in the GT Cup races at Brands Hatch last weekend, Seldon's the harder earned as he saw off Michael Saunders and then Gary Eastwood before reaching the chequered flag.

Worsening rain made things difficult in race one and, following a second safety-car period, it boiled down to a two-and-a-half-

minute sprint. Winstanley was in pole position and headed the dash from Eastwood (Ferrari 430GTC), while first-lap spinner and series leader Andy Ruhan (Porsche 997) stormed back to shade third in a close finish with Michael Symons (BMW GTR E46).

Ex-British GT racer Benjamin Harvey's Group 2 KTM X-Bow impressed onlookers, the basic-looking car managing to lead a field

of exotica before eventually slipping back to a class-winning sixth overall.

Seldon outdragged polesitter Saunders's TVR at the start of race two and somehow stayed ahead despite enormous pressure. Saunders came so close to ousting him and was alongside his rival as he spun down to fourth at Graham Hill Bend.

His mishap promoted Eastwood, who just couldn't

peace Seldon's defences.

Race-one winner Winstanley had to settle for third, just ahead of Saunders, while Ruhan, who had run fourth, eventually finished 10th after spinning at Clearways following a safety-car period and rejoining in 16th place.

● Dud Candler

### RESULTS – RACE 1 (13 LAPS)

**1 Danny Winstanley (TVR Sagaris);** 2 Gary Eastwood (Ferrari F430GTC) +2.096s; 3 Andy Ruhan (Porsche 997 GT3); 4 Michael Symons (BMW GTR E46); 5 David Tomlin (Ferrari F430GTC); 6 Benjamin Harvey (KTM X Bow). **CW** Harvey; Mark Radcliffe (BMW M3); Wayne Gibson (BMW E92 M3). **FL** Winstanley 1m33.973s (93.21mph). **RACE 2 (12 LAPS)** **1 Matt Seldon (BMW GTR E46);** 2 Eastwood +0.472s; 3 Winstanley; 4 Michael Saunders (TVR Sagaris); 5 Stephen Ritchie (Porsche 997 GT3); 6 Tomlin. **CW** Harvey; Adam Hayes (BMW M3 E46). **FL** Saunders 1m42.550s (85.42mph).

Seldon's tidy-looking GTR E46 won race two



## BRANDS IN BRIEF



### MINI CHALLENGE

Chris Knox was unstoppable at Brands Hatch, the Scot (above) winning all three races in a manner that left his rivals breathless. While fellow title contenders Lee Allen (two fourths and a second) and Luke Caudle (two seconds and a third) stacked up points, series leader Jason Richardson endured a wretched time. Spins (aided and unaided) didn't help his cause and, having qualified second behind Knox, results of fifth, sixth and 11th dented his hopes.



### PRODUCTION BMW

Fortunately for the regulars, Ben Winrow doesn't contest every round, for the 2008 Renault Clio Cup champion was a class apart. A safety-car period eroded his 11.6s advantage in race one, but he restored it to 8.67s over the remaining two laps. Race one runner-up Tim Wilson survived a monster broadside in race two, as Winrow (above) cruised it from Liam Crilly, Alan Wileman, Stuart Waite and Mike Tovey.



### RACING SALOONS

A multiple collision in race one left the top of Paddock looking like an NCP car park, with around 20 cars delayed and eight of them sidelined. Colin Tester's Sierra Cosworth (above) headed Adam Sharpe (BMW M3) but understeered through the Clark Curve gravel trap at the end of a safety-car period. He resumed fifth but fought back to second. Sharpe later doubled his haul while Tester's car failed.





FORMULA JEDI CADWELL PARK, JUNE 4-5

## Fletcher wins as Mitcham stars once again in Jedi

**JAMES FLETCHER**

took victory on his maiden appearance at Cadwell Park, before Richard Mitcham added another win to his lengthening CV in race two.

Mitcham had dominated this year's championship prior to Cadwell, winning all four rounds as well as the last eight races of last season. But university exam commitments forced him to miss Saturday's qualifying session. In Mitcham's absence, Scott Stevens, Fletcher, Paul Butcher and Daniel Cook all qualified within a second of each other and lined up at the front of the grid, with Mitcham at the back.

Fletcher made the best start to take an early lead ahead of Cook and Stevens,

but Mitcham was a man on a mission. As the front men circulated, Mitcham, on his home track, started to climb through the 15-car field, dispatching seven cars on the opening lap.

He reached the final podium position by the sixth lap of 14, before Cook became his next victim.

Mitcham's Mk6 was flying, if not quite on the pace of his Cadwell circuit outright lap record, and was soon right with the leading Fletcher. But then an oil-pipe failure brought an abrupt end to Mitcham's race on Park Straight, leaving Fletcher to claim the spoils and take his first win of the season.

"That guy is just ridiculously quick," said



Fletcher took Jedi win as Mitcham faltered

Fletcher of Mitcham's run.

After overnight repairs, Mitcham unsurprisingly claimed pole for the second race with a time less than one tenth of a second off his lap record. When the red lights went out he took an early lead, but any hopes of lowering his mark were

dashed by two separate safety-car periods.

The first was as a result of Fletcher's off at the Mountain and, with Mitcham's victory never in doubt, it was left to Mark Gellatly to emerge as the best of the rest.

● Graham Read

### RESULTS – RACE 1 (14 LAPS)

**1 James Fletcher;** 2 Daniel Cook +12.494s; 3 Paul Butcher; 4 Barry Armstrong; 5 Matthew Bett; 6 Martin Boakes. **Fastest lap** Richard Mitcham 1m21.815s (95.62mph).

**RACE 2 (8 LAPS) 1 Mitcham;** 2 Mark Gellatly +3.478s; 3 Bett; 4 Dan Clowes; 5 Armstrong; 6 Adam Walker. **FL** Mitcham 1m22.842s (94.43mph).



Smith's Morgan was unstoppable

SCOTTISH CLASSIC SPORTS & SALOONS CADWELL PARK, JUNE 4-5

## Smith's Morgan dominates on Scottish trip to Cadwell

**ANDREW SMITH HAD**

little serious opposition in either race and comfortably took his Morgan +8 to a pair of victories as the Scottish Classic Sports & Saloons made a visit to Cadwell.

The grid for both races was truly eclectic. In the opening encounter, behind the winning Morgan and John Marshall's second-placed Ford Escort, was the Porsche 911 of Stan Bernard.

Roy Smith looked set to complete the leading quartet in his Ford Capri, after holding the place from

the start to the final lap, but the pursuing Raymond Boyd had other ideas and his 911 was able to usurp the Ford on the last lap.

Robert Marshall had an eventful race in his Escort RS, holding sixth place for much of the race, but after his second spin at Charlies he handed the position to Barry Riddell's TR8.

John Marshall briefly led the second race before Andrew Smith asserted his authority again on lap two, with Roy Smith's mighty five-litre Capri behind.

A brief safety-car period ensued to enable the removal of Tim Reid's stranded Marcos GT from the foot of the Mountain. When racing resumed John Marshall's Escort was no match for the leading Morgan as they circulated towards the chequered flag.

Roy Smith dropped to fifth late on as Bernard moved forward. Boyd's blue 911 was running fourth, but a moment for him with three laps remaining dropped him down the order, allowing Smith's Capri back into fourth.

● Graham Read

### RESULTS (BOTH 12 LAPS)

**1 Andrew Smith (Morgan +8);** 2 John Marshall (Ford Escort) +7.773s; 3 Stan Bernard (Porsche 911); 4 Raymond Boyd (911); 5 Roy Smith (Ford Capri Pirana); 6 Barry Riddell (Triumph TR8). **Class winners** Marshall; Bernard; Nic Boyes (Mini Cooper). **FL** Smith 1m43.012s (75.94mph).

**RACE 2 1 A Smith;** 2 J Marshall +5.114s; 3 Bernard; 4 R Smith; 5 Robert Marshall (Ford Escort RS); 6 Richard Merrell (Alfa Giulia GT). **CW** J Marshall; Bernard; Ian Daltrey (Alfasud Ti). **FL** A Smith 1m41.530s (77.05mph) **record**.

SCOTTISH MINI COOPER CADWELL PARK, JUNE 4-5

## Sleigh bells ring

**DAVID SLEIGH TOOK** a Scottish Mini Cooper double at Cadwell, but he had to work for it.

He made the most of his pole to lead into Coppice for the first time, but a big moment at the Gooseneck dropped him to third behind championship leader Vic Covey Jr and Chris Smiley.

A thrilling three-way battle for the lead then ensued for lap after lap, and their squabbling allowed fourth-placed Kyle Reid to close in too.

With two laps remaining Sleigh hit the front, with Covey his closest threat and brother Tim Sleigh next. To their rear, Smiley pressed Reid hard for fourth place and claimed the position as they swept into Coppice for the final time.

Smiley was subsequently excluded for driving-standards

transgressions.

David Sleigh held off Covey and his sibling to the chequered flag. "I think my cardiac system must be out of kilter after that one," said the winner.

The second race was a typically close fought affair as the Sleigh brothers shared the lead. Covey tracked them in third place and got the better of Tim Sleigh on the penultimate tour down Park Straight, but he couldn't prevent the other brother from taking a second win.

● Graham Read

### RESULTS – (BOTH 11 LAPS)

**1 David Sleigh;** 2 Vic Covey Jr +2.397s; 3 Tim Sleigh; 4 Alan Waugh; 5 Kyle Reid; 6 Hamish Brandon. **FL** D Sleigh 1m47.242s (72.945mph).

**RACE 2 1 D Sleigh;** 2 Covey +1.096s; 3 Chris Smiley; 4 T Sleigh; 5 Waugh; 6 Brandon. **FL** Covey 1m47.202s (72.973mph) **record**.





David Sleight topped Minis at Cadwell

LEGENDS CADWELL PARK, JUNE 4-5

# Fitzpatrick and Marshall top Legends



Fitzpatrick was on form in Scottish Legends visit

**LEE FITZPATRICK AND** John Marshall shared the spoils in the brace of finals after some highly entertaining racing in the preceding heats of the Scottish Legends.

Jon Higgins and Fitzpatrick dominated the first heat, enjoying a close battle for the lead, and victory went to Fitzpatrick

after sweeping up the inside of his rival at Coppice.

Dean Brace, starting from the front row of the grid, simply obliterated the opposition in the following heat. The Bracknell-based driver extended his lead to over six seconds over Ross Mickel by the flag.

The first final was interrupted by an early

safety-car period after Mickel's off approaching the Hall Bends. Following the restart the Brace brothers, Nick and Dean, had to settle for the lesser podium positions after being unable to usurp Fitzpatrick.

Higgins was untouchable in Sunday's opening heat, but returning ex-champ Carol Brown had to work hard to hold off Mickel for second. In the restarted second heat, following an off at Coppice for Higgins and Mickel, the Braces led Robbie Burgoyne home.

The second final also had to be restarted after various offs and it was Marshall who dominated. Dean Brace closed late on after starting 14th on the grid, but ran out of laps before being able to challenge the winner.

● Graham Read

## RESULTS – SATURDAY HEAT 1

**(5 LAPS)** 1 Lee Fitzpatrick; 2 Jon Higgins +1.721s; 3 Ross Mickel; 4 Gerard McCosh; 5 David Hunter; 6 Ross Marshall. **FL** Fitzpatrick 1m44.316s (74.99mph) **establishes record.** **HEAT 2 (5 LAPS)** 1 Dean Brace; 2 Mickel +6.616s; 3 Robbie Burgoyne; 4 Higgins; 5 Glenn Burtenshaw; 6 R Marshall.

**FL** Mickel 1m45.608s (74.07mph).

## FINAL (6 LAPS)

1 Fitzpatrick; 2 Nick Brace +0.854s; 3 D Brace; 4 Higgins; 5 R Marshall; 6 Hunter.

**FL** Higgins 1m44.508s (74.85mph).

## SUNDAY HEAT 1 (5 LAPS)

1 Higgins; 2 Carol Brown +1.790s; 3 Mickel; 4 R Marshall; 5 Fitzpatrick; 6 N Brace.

**FL** Mickel 1m44.522s (74.84mph).

## HEAT 2 (5 LAPS)

1 N Brace; 2 D Brace +0.519s; 3 Burgoyne; 4 McCosh; 5 Brown; 6 Burtenshaw.

**FL** D Brace 1m45.273s (74.31mph).

## FINAL (5 LAPS)

1 John Marshall; 2 D Brace +0.990s; 3 Scott Hynde; 4 Burtenshaw; 5 N Brace; 6 Burgoyne.

**FL** D Brace 1m45.778s (73.96mph).

SEMSEC SPORTS RACING & KIT CARS, AND SE CHALLENGE LYDDEN, JUNE 4

# Burton takes another three victories despite penalty

**MARK BURTON** notched up another hat-trick in the Sports Racing events after just four laps of qualifying.

His Vauxhall-powered Jade Trackstar led the two championship rounds from start to finish, even though he was saving his tyres for later. The two runners-up were David Watson and Charles Harvey-Kelly. Paul Gibb was the best of the Caterham runners.

The SE Challenge had to be restarted after a chaotic first effort. The second was no better, and Burton and Harvey-Kelly were given 10s jumped-start penalties.

Nevertheless, Burton romped away, lapped all his

rivals and set a best lap only 0.015s shy of his long-standing 40s target lap time.  
● Kerry Dunlop

## RESULTS – RACE 1 (12 LAPS)

1 Mark Burton (Jade Trackstar); 2 David Watson (Radical PR6) +5.912s; 3 Charles Harvey-Kelly (Radical SR4); 4 Paul Gibb (Caterham 7HPC); 5 Bruce Wilson (Caterham CSR Superlight); 6 Aaron Bailey (SR4). **FL** Burton 41.575s (86.58mph). **RACE 2 (15 LAPS)**

1 Burton; 2 Harvey-Kelly +3.234s; 3 Watson; 4 Gibb; 5 Wilson; 6 Andy Bourn (Caterham C400).

**FL** Burton 41.022s (87.75mph).

## SE CHALLENGE (15 LAPS)

1 Burton; 2 John Powis (PR6) –1 lap; 3 Harvey-Kelly; 4 Gibb; 5 Wilson; 6 Clive Gibbs (Westfield SE).

**FL** Burton 40.015s (89.98mph).



Richards and Craig took a win apiece

SEMSEC SALOONS & SPORTS CARS LYDDEN, JUNE 4

# Richards and Craig win

**HONOURS WERE** shared between Bill Richards and Nigel Craig, who fought ferociously for the lead throughout two thrilling rounds of the SEMSEC Saloons and Sports Cars Championship.

First time out, Craig led the Mini of Richards until he got caught behind a tail-end. Then the Subaru suddenly slowed as its engine defaulted to limp mode.

So Richards won the first round from Nigel Pratt and Mary Grinham, while Craig could only salvage fourth.

The second round was even better as the two friends and rivals swapped places at the front, flat-out

all the way, until Craig just pipped Richards to victory.

Richards said: "I pushed too hard too early – my tyres were finished. I thought I'd done enough but he did me on the last lap."

● Kerry Dunlop

## RESULTS (BOTH 15 LAPS)

1 Bill Richards (Rover Mini Clubman); 2 Nigel Pratt (MG Midget) +25.263s; 3 Mary Grinham (Maguire Mini); 4 Nigel Craig (Subaru Impreza); 5 Peter Osborne (Renault Clio); 6 Barrie Cope (Ford Fiesta XR2). **CW** Pratt; Grinham; Craig; Neil Gardiner (Rover Metro). **FL** Richards 46.248s (77.83mph).

**RACE 2** 1 Craig; 2 Richards +0.348s; 3 Grinham; 4 Cope; 5 Pratt; 6 Osborne. **CW** Richards; Grinham; Pratt. **FL** Craig 47.031s (76.54mph).



Burton almost broke 40s barrier

## IN BRIEF



## BRSCC PORSCHES

David Clark continued his 2011 100 per cent victory record with wins in the two championship races at Cadwell, ahead of Richard Sykes. Adam Croft claimed a brace of 924 class wins despite pressure from Alfred Piesinger. John Bearman (above) took the non-championship race from Gerry Taylor by a mere 0.008 seconds.

## XR CHALLENGE

Brothers Mark and Simon Robinson shared the lead in the opening Cadwell encounter, with Simon just edging it in their near-identical XR2s. Later Mark got his own back, leaving Simon a close second ahead of the pursuing Peter Lancaster.

## MG METRO CUP

Mike Williams held an early lead following a restart, but poleman Andrew Ashton got the better of him on the second lap and retained the position to the close at Cadwell. To their rear Mark Bellamy resisted pressure from James Dunkley until lap eight, when they traded places.

## SEMSEC SINGLE-SEATERS

Eddie McLurg romped away from his rivals in both single-seater races at Lydden. But his potent F2 March-BMW 822 lost a silencer during race one and he was excluded from the results. Chris Kite and Chris Mabey were next up in the pecking order.

## MG MIDGET CHALLENGE

Paul Sibley certainly had the measure of his rivals in the MG Midget Challenge races at Lydden. In the first race he pulled away to win from Martin Morris and Edward Reeve, and in the second Sibley (below, left) overhauled Morris to win.





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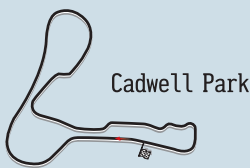
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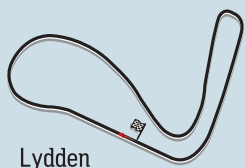
# SPORTS EXTRA RESULTS ROUND-UP



Brands Hatch GP



Cadwell Park



Lydden



Mark Robinson (69) leads brother Simon

## CADWELL PARK BRSCC, JUNE 4-5

### FORD XR CHALLENGE (11 LAPS)

1 Simon Robinson (XR2); 2 Mark Robinson (XR2) +0.053s; 3 Simon Sheridan (XR2); 4 Peter Lancaster (XR2); 5 John Ifan-Jones (XR3i); 6 Danny Leigh (XR3i). **CW** Jones. **FL** M Robinson 1m47.052s (73.08mph).

### RACE 2 (11 LAPS) 1 M Robinson:

2 S Robinson +0.299s; 3 Lancaster; 4 Sheridan; 5 Steve Poole (XR2); 6 Ifan-Jones. **CW** Ifan-Jones. **FL** S Robinson 1m46.469s (73.47mph) **record**.

### PORSCHE (11 LAPS) 1 David Clark

(Boxster); 2 Richard Sykes (Boxster) +2.027s; 3 John Bearman (Boxster); 4 Richard Styryn (Boxster); 5 Gerry Taylor (Boxster); 6 Steven Boyles (Boxster). **CW** Adam Croft (924). **FL** Clark 1m41.186s (77.31mph).

**RACE 2 (12 LAPS) 1 Clark:** 2 Sykes +1.805s; 3 Taylor; 4 J Bearman; 5 Styryn; 6 Boyles.

**CW** Croft. **FL** Sykes 1m39.708s (78.46mph). **RACE 3 (NON-**

(71.04mph).

**RACE 2 (7 LAPS) 1 Winrow:** 2 Crilly +8.673s; 3 Alan Wileman; 4 Waite; 5 Tovey; 6 Wilson. **FL** Winrow 2m02.638s (71.42mph).

### RACING SALOONS (8 LAPS)

1 Adam Sharpe (BMW M3 E36); 2 Colin Tester (Ford Sierra Cosworth) +5.405s; 3 Peter Seldon (BMW M3 E36); 4 Roger Kneebone (BMW M5); 5 Tom Murphy (Ford Sierra Cosworth); 6 George Haynes (BMW M3 E36). **CW** Robert Sadler (BMW 325i E30); Ben Winrow (BMW 320i E30); James Carpenter (Honda Civic); David Ball (Jaguar XJS). **FL** Sharpe 1m43.053s (85.00mph).

**RACE 2 (9 LAPS) 1 Sharpe:** 2 Kneebone +18.624s; 3 Seldon; 4 Haynes; 5 Murphy; 6 Julian Newman (BMW M5). **CW** Don Hughes (Peugeot 306 S16); Carpenter; Ball; Alan Wileman (BMW 320i E30). **FL** Sharpe 1m42.516s (85.44mph).

## A typically frantic start for MG Metros at Cadwell



McLurg's F2 March set the pace at Lydden

## CHAMPIONSHIP (12 LAPS)

1 J Bearman; 2 Taylor +0.008s; 3 Sykes; 4 David Bearman (Boxster); 5 Boyles; 6 Arjo Ghosh (Boxster). **CW** Jayson Flegg (924). **FL** Taylor 1m40.688s (77.69mph).

**MG METRO CUP (9 LAPS) 1 Andrew Ashton (GTi):** 2 Mike Williams +2.690s;

3 James Dunkley; 4 Mark Bellamy; 5 Dick Trevett (Turbo); 6 Lee McNamara.

**CW** McNamara; Jonathan Agar (ZR). **FL** Ashton 1m46.849s (73.21mph) **record**.

## LYDDEN SEMSEC, JUNE 4

### MG MIDGET CHALLENGE (20 LAPS)

1 Paul Sibley; 2 Martin Morris +5.631s; 3 Edward Reeve; 4 Danny Ruta; 5 Nigel Pratt; 6 Andrew Actman. **CW** Pratt. **FL** Sibley 46.091s (78.10mph).

**RACE 2 (13 LAPS) 1 Sibley:** 2 Morris +1.063s; 3 Reeve; 4 Pratt; 5 Richard Bridge; no other finishers. **CW** Pratt. **FL** Sibley 46.615s (77.22mph).

### SEMSEC OPEN SINGLE SEATERS (15 LAPS) 1 Chris Kite (Dallara-Zetec 393):

2 Chris Mabey (Jedi Mk6); 3 Steve Gardiner (Reynard SF80); 4 Mary Whittaker (Van Diemen RF82); 5 Prajesh Shah (Van Diemen RF98); no other finishers. **CW** Mabey; Gardiner; Shah. **FL** Eddie McLurg (March-BMW 822) 41.540s (86.66mph).

**RACE 2 (15 LAPS) 1 McLurg:** 2 Kite +21.136s; 3 Mabey; 4 Christopher Chandler (Tatuus RC97); 5 Matt Hayes (Jamun M97); 6 Whittaker. **CW** Mabey; Chandler; Hayes. **FL** McLurg 41.496s (86.75mph).

## Knox (77) took a clean sweep of three Mini Challenge races





# GT's NEW WAVE OF WINNERS

Two young teams are making an impact on British GT this season. KEVIN TURNER takes a closer look

**N**ew teams don't often succeed straight away – just ask Team Lotus, Virgin and HRT in Formula 1. But in British GT this season there are two fresh squads who already look like serious title contenders.

United Autosports only made its race debut at Oulton Park's British GT round last year, yet the team's lead duo Matt Bell and Michael Guasch currently head the title race after their first win at Snetterton. Not bad for the Audi team's inaugural full assault on the series.

Scuderia Vittoria's arrival has been

even more sudden. It didn't exist in December, but took a victory at the Oulton opener in April with single-seater convert Michael Lyons and ex-Porsche Carrera Cup racer Charles Bateman in a new Ferrari 458.

Both teams are giving established title-winning outfits CRS Racing, Team Pyro and Trackspeed real trouble.

UA's rapid rise is perhaps less surprising, given it is a joint venture between marketing guru Zak Brown and experienced team manager and former GT2 Le Mans winner Richard Dean.

"Zak and I have known each other a long time," says Dean. "While I was at Ginetta he opened his [marketing firm] JMI London office and he said he wanted to do some races. He asked me what would be good and we looked at GT3."

With a little help from one of Dean's old mates, Le Mans legend Tom Kristensen, UA became one of the three official Audi representatives in the 2010 FIA GT3 Championship. There were flashes of pace, but the Audi R8's success in 2009 meant it was heavily penalised in the 'equalisation' category.

"The FIA tried to respond to the Audi winning in its first year and they probably overcompensated in 2010," recalls Dean.



SV was on pace straight away at Oulton Park





This year, however, the R8s look competitive. That's just as well given that UA is also running in both the FIA GT3 and the new Blancpain Endurance series. "The pace of development has helped the car to be more competitive," confirms Dean. "We try to play to its strengths – for me it's the best car on the grid on its tyres. It's well-balanced and doesn't force mistakes from drivers."

Central to the car's competitiveness has been the people Dean and Brown were able to bring on board straight away, including Paul Haigh (who engineered Dean in British F3 back in 1989) and former Zytek managing director Trevor Foster (who has F1 experience with Jordan).

"The core of the team has come from my previous [British Formula Ford] team JLR, and there are some guys who won Le Mans with the LNT Panoz in 2006," says Dean. "We're very busy with the different series, so the challenge is to manage everything so there's nothing detrimental to any one programme. We've got the people and systems in place to do that."

SV's Piers Masarati, who formed the team with former Renault Clio Cup

Guasch (left) and Bell celebrate Snett win



champion Danny Buxton and GT ace Tom Ferrier, agrees that getting the right people in place is crucial.

"Getting drivers is not a black art or secret, they go to teams because of the people you have," he says. "We worked with good people [running other teams] but you want control."

"I've taken guys that have always come with me to different squads – Tech 9, Trackspeed and Chad, people from when I did A1GP – but now we have our own team," adds Masarati, whose Clio squad has also recruited title-winning engineer Kevin Whittaker.

## How to build on a good start

**AS WELL AS BEING IMMEDIATE** frontrunners, United Autosports and Scuderia Vittoria have another thing in common. Both are being circumspect when it comes to future plans.

For the time being, Masarati has no intention of doing any more than building on the one Ferrari and one Ginetta G50 he currently has in Brit GT.

"Next year will probably be similar to this," he says. "We want to run customer cars and customer drivers."

"We'd love to move up the ladder, but we want to make sure we can walk before we try to run."

UA's plans are a little more extensive – it already has a historic racing arm in the American Legends of Motorsport series – but Dean is in no rush.

"We want to establish ourselves in GT3 and that means winning more races than we lose," he says. "We don't want to move on too quickly without being proven and quick."

"We're looking outside GT3 – LMP2 is a possibility for the future – but we'll be around in GT3 for a few years yet."



"We've brought in the best we can and it's paid dividends. We're a 'new' team, but we're not new to the game."

That said, even he has been surprised with the strength of Bateman and Lyons in the squad's Ferrari: without a race-ruining clash with Bell at Snetterton the duo would be a lot higher than 11th in the standings.

"It's gone a little better than expected," admits Masarati. "The 458 is a better car than the old 430 and we get good support from [Ferrari tuner] Michelotto."

"We knew Michael and Charles would be good, it's the first time I've not had an amateur and a pro. They're not as quick as Allan Simonsen or Matt Griffin, but they're a good pairing."

So, can either of the new teams go on and take the title?

"As long as we can avoid mistakes we have a good chance of the championship, but UA is very strong," reckons Masarati. "Matt Bell is very good and Michael Guasch is the revelation of the year."

Dean, who also runs an R8 for ex-BTCC racer John Bintcliffe and club driver Jay Palmer, agrees that Bell (brother of international GT ace Rob) and Guasch (53-year-old former Star Mazda racer) are in a good position.

"We've come in at the perfect time because British GT has got good cars with strong teams, and quick drivers," he says. "We want to be in a serious championship and this season British GT looks like a serious championship."

"I believe we've got a chance to win it. Leading is a nice place to be and our drivers are going to get stronger." ❧



## YOUR SAY

What you think of the motorsport news of the past week



Bahrain's return to the calendar has stirred up a hornets' nest

### F1 must think again over Bahrain

What appalling news about the proposed reinstatement of the Bahrain GP. If the race does take place, F1 will be sinking to new depths, allowing itself to be used as a political tool by the Bahraini rulers in order to give the regime the appearance of normality.

As F1 journalist Paul Weaver said, "The old notion that sport and politics should exist independently has been a laughing stock of an argument since as long ago as 1936 in Berlin."

This race is just plain wrong.

**David Goddard** Hove

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**For the first** time in recent memory, I find myself in full agreement with Max Mosley. F1 has made a huge mistake in reinstating this year's Bahrain GP.

The costs to F1 down the road will be far higher than any money lost by cancelling the race. I am ashamed of F1 for making this decision.

How sad as well that the clear expression from the teams that a December 11 finish to the season is unacceptable was completely ignored by the powers that be.

**Peter Dick**  
By email

**I thoroughly agree** with Mark Webber's comments about Bahrain. It's time someone spoke up for common sense.

Sport should never be used as a tool by a country to show all is OK, when obviously it is not. Even Max Mosley agrees...

I accept that it is difficult to know where to draw the line (for instance, China) but in this case Bahrain hasn't done enough yet to earn its place on the world sporting stage.

**Christopher Gavin**  
By email

**Like everyone**, I only wish for the people in Bahrain that the troubles gripping their country are resolved quickly and peacefully.

However, the amount of focus given to the morals of racing in Bahrain are being blown out of proportion when you consider other human rights violators on the F1 calendar.

Yes, Bahrain has its troubles, but safety should be the only reason not to race there. If F1 doesn't go on moral grounds, half the calendar can be wiped out using the same criteria.

**Ben Halls**  
Stoke Poges

**I have just** returned from watching the new *Senna* film at the cinema. What a fantastic piece of work. A real insight into such a determined character who helped shape the sport into what it is today.

The audience I watched with left the cinema in complete silence. They, as I, totally moved by this man's incredible journey through Formula 1 and his sudden passing.

**Kim Wilson**  
Kent

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **STEWART CRITICISES HAMILTON'S OUTBURST**
2. **VIRGIN PARTS COMPANY WITH WIRTH**
3. **BOULLIER SAYS HEIDFELD MUST IMPROVE**
4. **PIRELLI EYES RED FLAG TYRE RULE CHANGE**
5. **DECEMBER 11 FINALE 'TOTALLY UNACCEPTABLE'**

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**HOW GP2 WAS MADE A MOCKERY IN MONACO**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://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](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

**CORRECTIONS AND CLARIFICATIONS**

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](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



## FERRARI RACING POSTERS

£395 each  
[pullmaneditions.com](http://pullmaneditions.com)

Celebrating the 'Legends of Road and Track 1949-1974', these Ferrari posters will no doubt be snapped up by fans of the Prancing Horse and its decades of racing activities.

The limited-to-280-per-print set comprises 24 newly commissioned posters by Charles Avalon, Dexter Brown and Emilio Saluzzi. Thanks to a lack of Ferrari-themed posters from the period, these new works of art, all measuring 97x63.5cm, will plug that gap.

Our favourites cover the four big international period sportscar races – the Sebring 12 Hours, Daytona and Le Mans 24 Hours and the Nurburgring 1000km. Visit the Pullman Editions website for the other 20 masterpieces.



## VIRGIN F1 T-SHIRT

£29.99  
[autosport.com/shop](http://autosport.com/shop)

Marussia Virgin Racing might not be up the front in Formula 1 just yet, but the British squad still commands a fanbase.

And, in keeping with F1 tradition, the team has a full range of merchandise, including this T-shirt adorned with team colours and all the current sponsors' logos.



## NURBURGRING BOOK

£29.90 (978 3 7688 3274 8)  
[delius-klasing.de](http://delius-klasing.de)

The 'Grüne Hölle', or 'Green Hell', as the Nurburgring Nordschleife is known has always been a unique challenge, as this book of sensational images attests.

The text is in German, but the rare pictures of flying Ferrari 312s, powersliding Porsche 910s and bouncing BMW are reason enough to buy it.



## COLIN McRAE R4 MODEL

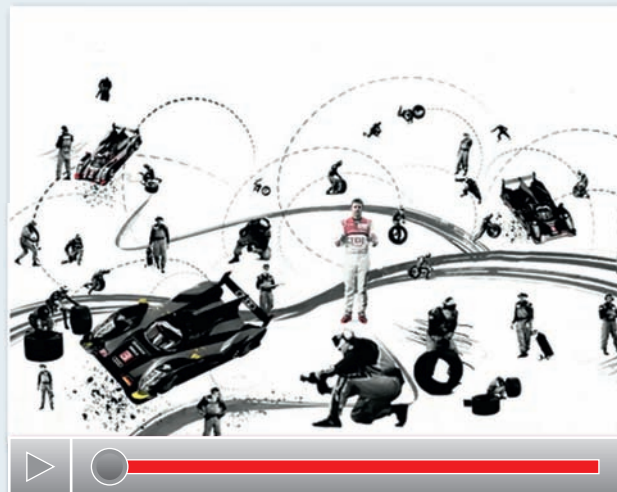
£49.99  
[thejimbamcollection.com](http://thejimbamcollection.com)

Limited to just 224 pieces, the number Colin McRae carried on the car's only public appearance at the 2007 Goodwood Festival of Speed, this model – by AUTOSPORT cartoonist Jim Bamber – is of a car designed by McRae himself.

Sadly, he never got the chance to compete in this unique machine.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: ALLAN McNISH'S LE MANS PREVIEW**



**SEARCH FOR:** A Day in The Life of an Audi Driver (2:35)

Audi sportscar star Allan McNish explains what's involved in prepping his R18 TDi for Le Mans and, with the aid of some funky graphics, what kind of forces and pressure he'll be under in this weekend's big race.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Keep apart two Chevrons: B8 battle

## SNETTERTON

HSCC

June 11-12

Admission £13 each day; £16 weekend (online only)

Tel: 01953 887303

Can anyone defeat the Chevrons in the fifth AUTOSPORT Three Hours this weekend? Whatever the result, the sportscars and GTs of the Historic Sports Car Club's Guards Trophy field should provide some great racing around the Snetterton 300 circuit on Saturday. There's a bumper support bill as well, including Historic and 70s Road Sports, Historic Touring Cars, Historic FF1600 and FF2000, Formula Junior, Classic Racing Cars, 500cc F3 and Classic F3.

## CADWELL PARK

VSCC

June 11

Admission £16

Tel: 01507 343248

The Vintage Sports-Car Club's Cadwell Park meeting is always well supported and is one of the picturesque Lincolnshire circuit's most popular car events. This year's nine-race offering includes contests for standard and modified pre-war sportscars, and front-engined pre-1961 racing cars.

## THRUXTON

BARC

June 11-12

Admission £10 Saturday;

£21 Sunday

Tel: 01264 882200

## BRANDS HATCH

BRSCC

June 11-12

Admission £13 each day;

£16 weekend

(online only)

Tel: 01474 872331

## CADWELL PARK

BARC

June 12

Admission £13

Tel: 01507 343248

## MALLORY PARK

750MC

June 12

Admission £11 (online)

Tel: 01455 842931

## MONDELLO PARK

British Rallycross

June 12

Tel: +353 (0)45 860 200

rallycrossuk.com

## LOTON PARK

British Hillclimb

June 11-12

Admission £10 Saturday;

£12.50 Sunday

Tel: 01384 877502

top12runoff.co.uk

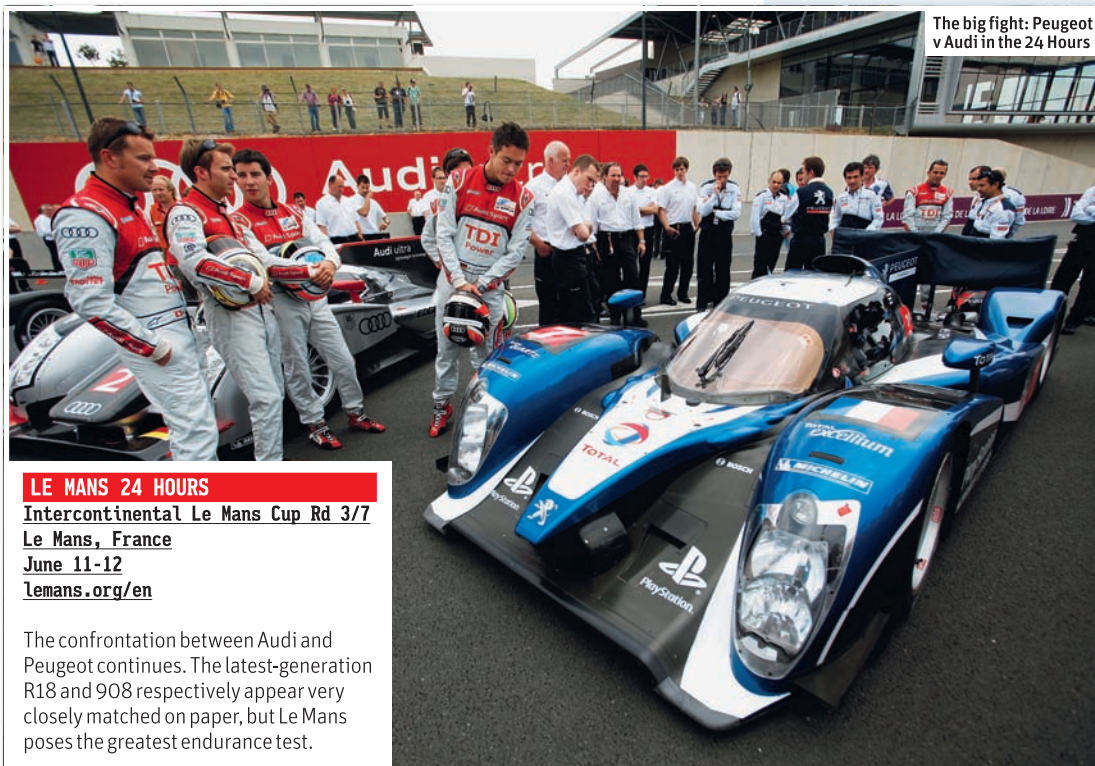
## SPA

CSCC Summer Classic

June 10-12

classicsportscarclub.co.uk

Historics move north to Cadwell



The big fight: Peugeot v Audi in the 24 Hours

## LE MANS 24 HOURS

Intercontinental Le Mans Cup Rd 3/7

Le Mans, France

June 11-12

lemans.org/en

The confrontation between Audi and Peugeot continues. The latest-generation R18 and 908 respectively appear very closely matched on paper, but Le Mans poses the greatest endurance test.

## FORMULA 1 WORLD CHAMPIONSHIP

Rd 7/19

Canadian Grand Prix, Montreal

June 12

formula1.com

## INDYCAR SERIES

Rd 6/17

Texas Motor Speedway, USA

June 11

indyracing.com

## GERMAN FORMULA 3 CUP

Rd 5/9

Zolder, Belgium

June 11-12

formel3.de

## NASCAR SPRINT CUP

Rd 14/36

Pocono, Pennsylvania, USA

June 12

nascar.com

## NASCAR TRUCK SERIES

Rd 9/25

Texas Motor Speedway, USA

June 10

nascar.com



## Television

### THURSDAY JUNE 9

**1830-1900 Eurosport LIVE**

Le Mans 24 Minutes

**1900-2000 Eurosport LIVE**

Le Mans 24 Hours qualifying

**2100-2300 Eurosport LIVE**

Le Mans 24 Hours qualifying

If pole position hasn't been put out of sight already, expect some super-quick times.

### FRIDAY JUNE 10

**1455-1635 BBCi LIVE**

F1: Canadian GP first practice

**1830-1900 Eurosport 2 LIVE**

Le Mans 24 Minutes

**1855-2035 BBCi LIVE**

F1: Canadian GP second practice

### SATURDAY JUNE 11

**0800-0900 Eurosport LIVE**

Le Mans 24 Hours warm-up

**0855-1035 BBCi LIVE**

F1: Canadian GP third practice

**0900-1000 Eurosport LIVE**

Le Mans 24 Hours: Legends race

This year it's for sportscars from the 1949-65 period, so think Ferrari 250LMs and Jags.

**1315-1345 Eurosport LIVE**

Le Mans 24 Minutes

**1345-1515 Eurosport LIVE**

Le Mans 24 Hours

Catch the start and the early exchanges in the French endurance classic.

**1515-1930 Eurosport 2 LIVE**

Le Mans 24 Hours

**1715-1915 BBCi LIVE**

F1: Canadian GP qualifying

**1900-1930 Eurosport LIVE**

Le Mans 24 Minutes

**1930-0830 (Sunday) Eurosport LIVE**

Le Mans 24 Hours

This is a long haul of continuous coverage throughout the night and into Sunday.

### SUNDAY JUNE 12

**0130-0430 Sky Sports 4 LIVE**

IndyCar Series: Texas

If you're staying up for Le Mans, why not add variety with the twin-format Texas races?

**0830-0900 Eurosport 2 LIVE**

Le Mans 24 Hours

**0830-0900 Eurosport LIVE**

Le Mans 24 Minutes

**0900-1415 Eurosport LIVE**

Le Mans 24 Hours

The conclusion of the twice-around-the-clock classic.

**1000-1200, 1800-2000 Sky Sports 4**

IndyCar Series: Texas highlights

**1415-1430 Eurosport LIVE**

Le Mans 24 Minutes

**1700-2015 BBCi LIVE**

F1: Canadian Grand Prix

**1700-2100 Premier Sports LIVE**

NASCAR Sprint Cup: Pocono

**2015-2115 BBCi LIVE**

F1: Canadian GP post-race forum

### MONDAY JUNE 13

**0110-0210 BBC3**

F1: Canadian GP highlights

**1600-1800 Sky Sports 3**

IndyCar Series: Texas highlights

**2130-2230 Sky Sports 3**

NASCAR Sprint Cup: Pocono highlights

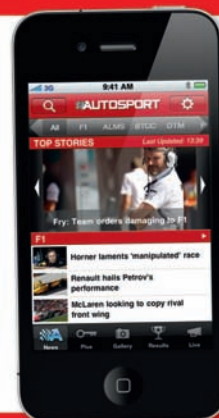
## Online

# AUTOSPORT.COM

Coming up on the web this week

### LE MANS & CANADIAN GP

The AUTOSPORT.com team will be out in force at the Le Mans 24 Hours to bring you live round-the-clock coverage of the world's greatest endurance race, with all the latest news from the drivers and teams that matter plus an exclusive video diary from Audi ace Allan McNish. Formula 1 doesn't sleep either, and we'll bring you all the latest session reports, news and features from the Canadian Grand Prix at Montreal too.



Read AUTOSPORT.com on your phone to keep up to date...

### AUTOSPORT.COM ANDROID APP OUT NOW

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](http://www.autosport.com/app)

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the movie that everyone is talking about



TV footage from the day makes compelling movie

MOTOR RACING and the movies traditionally mix about as well as peanuts and chewing gum. For each Frankenheimer's *Grand Prix* – "Pete, do you ever get tired, of the driving?" – there's Stallone's *Driven*.

The party. Downtown. The kid and the veteran. A war of words. Then they jump into cars on display, which somehow manage to fire up despite the lack of a starter motor. And then they race. Through the traffic. It's terrible.

And don't get me started on the redemptive crash at the end during which the right-rear wheel falls off on at least three different occasions!

Will Ferrell's *Talladega*

*Nights* had its moments – "shake 'n' bake baby!" – but, for all its Tim Richmond real-life influence (minus the AIDS), *Days of Thunder* was just *Top Gun* with cars, and of course, there's the bit where Tom Cruise uses a different gear on the final lap to win. God bless you Hollywood and your need to find a device to convey drama rather than rely on decent storytelling or proper acting.

Which brings me nicely to *Senna*. Thankfully not a made-for-TV biopic, but a genuine cinematic documentary, directed by Brit Asif Kapadia.

Given the source material Kapadia had to

deal with – either raw TV broadcast race footage or home video – he's done an amazing job to make a film that works on the big screen. Sure you've seen all the action sequences before. But seeing Suzuka 1990 – that crash – on a cinema screen is very different to when I saw it live on my parents' old 26-inch cathode ray box.

But it's the out-of-car footage that works best. Watching Senna fight with panto villain Jean-Marie Balestre is great. JMB is

unintentionally hilarious, forgetting the English for cone repeatedly and saying, "If I make a decision, it's the right decision" with a straight face.

There's no denying that it's biased. There's no mention of the start of Imola 1989, where Senna breached the intra-team agreement with Alain Prost, nor is there anything on him trying to run Prost into the wall in Estoril.

But that doesn't detract from its impact. A must-see. *Revved Up*

"Given the source material the director had to deal with, he's done an amazing job to make it work on the big screen"



# THE WEEK IN PICTURES

The lensmen pounding the beat from Le Mans to Yalta

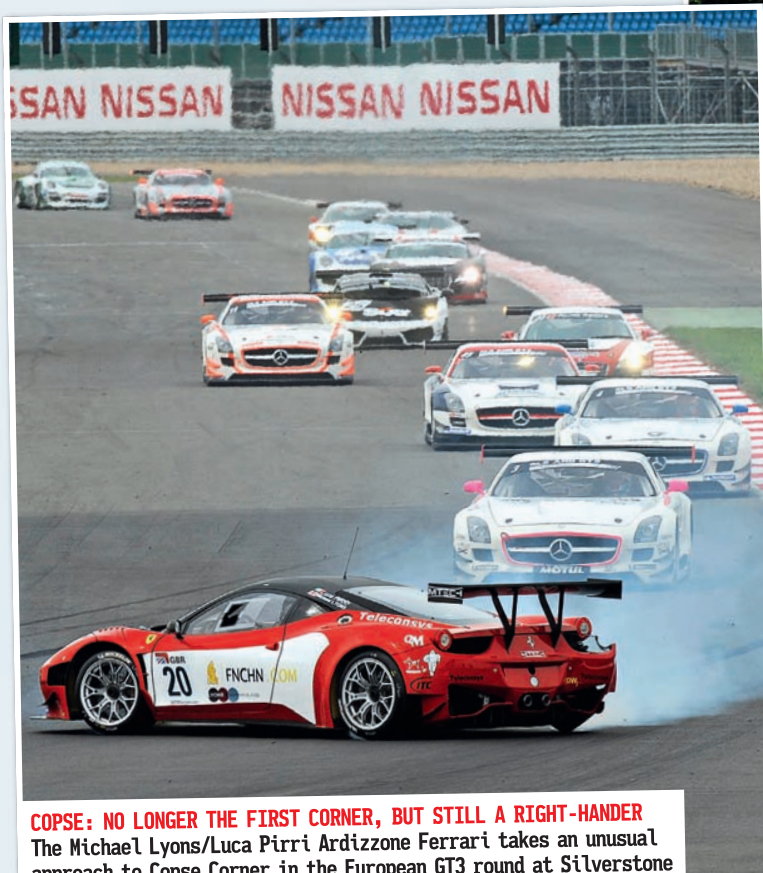


## ASTON'S PROTOTYPE GETS SET FOR ITS BIGGEST CHALLENGE YET

The new Aston Martin AMR-ONE made it through scrutineering at Le Mans on Monday, but how far will it get in this weekend's 24 Hours?

## MANXMAN HIGGINS LEAPS TO NEW TT COURSE RECORD

Multiple British Rally champion Mark Higgins posted a new four-wheeled lap record for the Isle of Man TT course, lapping its 37.73 miles in under 20 minutes



## COPSE: NO LONGER THE FIRST CORNER, BUT STILL A RIGHT-HANDER

The Michael Lyons/Luca Pirri Ardizzone Ferrari takes an unusual approach to Copse Corner in the European GT3 round at Silverstone



## NO TIME TO STOP AND ADMIRE THE SCENERY

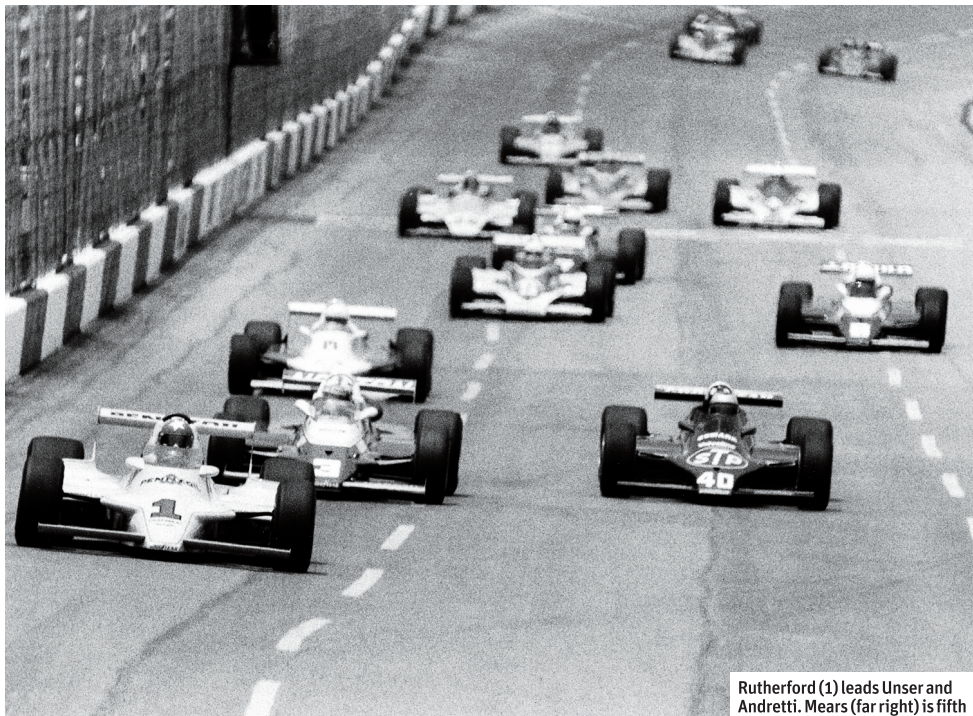
Ukraine hosted its first ever Intercontinental Rally Challenge round at the weekend. Peugeot's Guy Wilks struggled with multiple punctures





# FROM THE ARCHIVE

Rick Mears, Atlanta CART, 1981



Rutherford (1) leads Unser and Andretti. Mears (far right) is fifth

## THIS WEEKEND'S INDYCAR SERIES RACE AT TEXAS

Motor Speedway will provide something of a novelty for the series regulars as, for the first time in 30 years, a double-header format will be adopted.

The last time such an event took place was at Atlanta Motor Speedway in May 1981, when Indycar competition was run under the CART (later Champ Car) banner. The pair of 125-mile races were both won by Rick Mears, who was competing for the first time after being burned in a pit fire during the Indy 500 a month earlier.

"My style was always to start slowly and build it up to something close to the limit," recalls Mears. "That way, I always had something in reserve if I needed to push that little bit harder."

His calm and methodical approach was to pay off handsomely during his career – you don't win three Indycar crowns and four Indy 500s without doing something right – and the events at Atlanta on that late June weekend 30 years ago were a perfect illustration of it.

Having started the first race in ninth in his Penske PC9B, Mears took things gently as the race settled into its early stages, and ran in the pack with Bobby Unser, Mario Andretti and Al Unser, while Johnny Rutherford made a bolt for it from pole.

"Rutherford took off like a bullet, and some of the other guys tried to go with him at first, but

**"I couldn't believe it when Rutherford went off like a bullet again. I was laughing in my helmet"**

I knew I just had to run my pace and the race would come to me," says Mears.

"I started to move towards the front and with about 10 laps to go [aided considerably by a pair of full-course cautions], I was able to go by him and win the race."

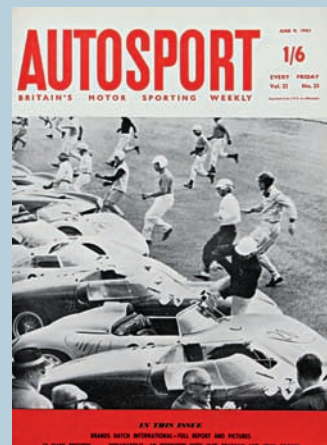
Visibly stung by how he'd managed to lose a race he had seemingly dominated, Chaparral driver Rutherford – the previous year's series champion – was determined to make amends in the second 125-miler later in the day.

"I thought he'd be tougher to beat in the next race, because he'd learnt that he didn't need to go off so quickly, and that being smooth and keeping the tyres in good condition was a better way to do it," says Mears.

"I couldn't believe it when he went off like a bullet again. I remember laughing in my helmet and thinking 'great'. Sure enough, he starts getting bigger and bigger and I went by him and won again."

"I learned so much from everything I raced, from dirt bikes to dune buggies, and one of the main things was to listen to what the car's telling you and switching your driving by it. I can't tell you how important that was – not just that day, but for my entire career." ❧

## THIS WEEK IN...



**JUNE 9 1961**

### WITH THE PREVIOUS WEEK'S

Nurburgring 1000km start on our cover, we previewed the forthcoming Le Mans 24 Hours, and picked Ferrari and Maserati as the favourites.

Stirling Moss followed up his great Monaco GP win with a fine performance in the non-championship Silver City Trophy Formula 1 race at Brands Hatch (below). The Yeoman Credit Cooper of John Surtees held the early advantage before Jim Clark (Lotus) took the lead and Surtees went off. Moss's UDT-Laystall Lotus then moved forward, eventually beating Clark by 10 seconds.

AUTOSPORT also interviewed Jack Brabham, fresh from his ninth place at the Indy 500 in a Cooper. "I don't think the Americans would think about rear-engined cars," he said. "You've got to have a big engine and the moment you have that you can't put it in the back."



PICS: LAT



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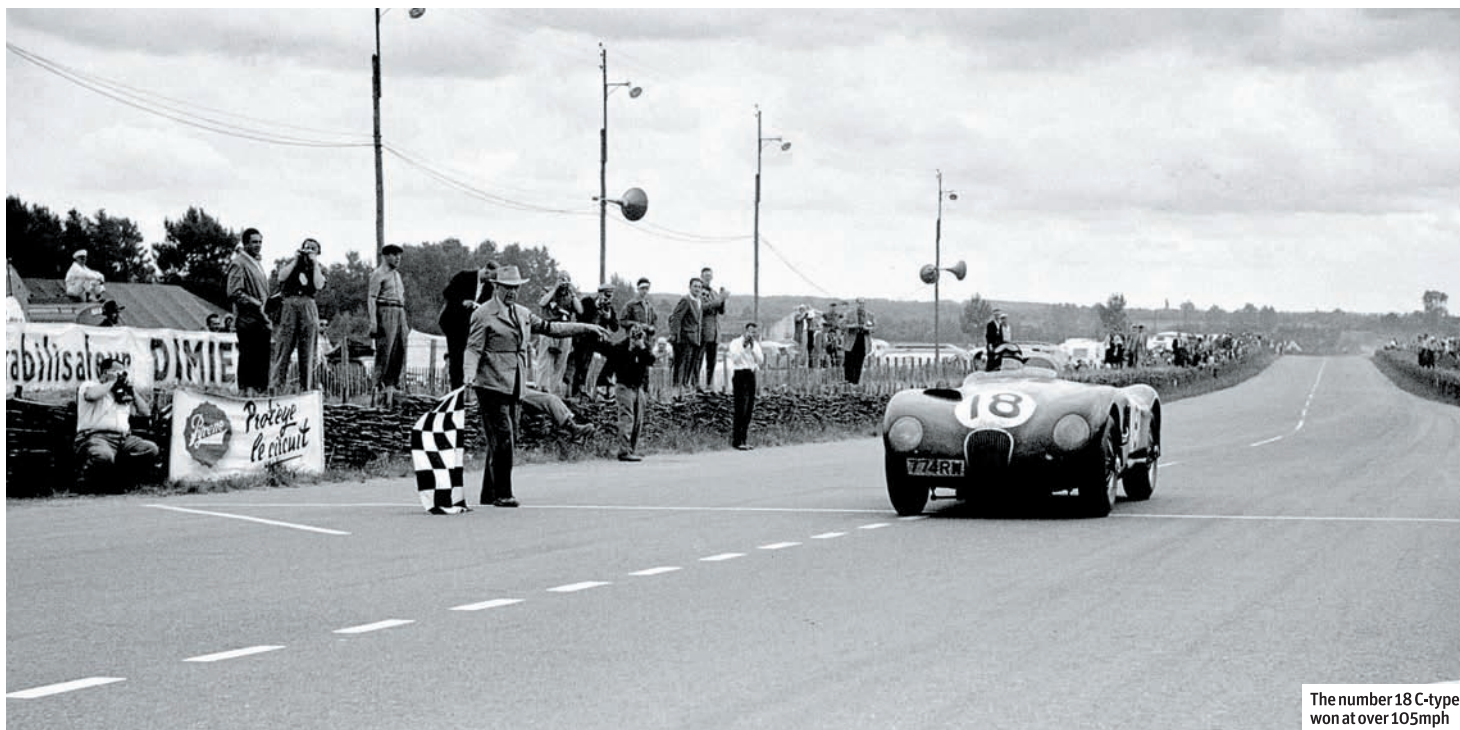
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# DUNCAN HAMILTON

■ Le Mans 24 Hours ■ June 13-14, 1953 ■ Jaguar C-type ■ Schoolboy ambition fulfilled – with a broken nose!



The number 18 C-type won at over 105mph

## WINNING LE MANS WAS

definitely the greatest race of my life. The ambition to win it started before the war and even at school I would disappear and listen to Le Mans on the radio.

During the war a petty officer called Dick Jacobs and I found ourselves together. I reached for my hipflask and gave him a drink of rum and he said, 'Your hobby is the same as mine, cars. What are you going to do after the war?' I said, 'If I survive the war I shall go flat out to win Le Mans.'

In 1953 Tony Rolt and I were in a very good position in a good car and hoped to lead it all the way, more or less. The rules for the race were a bit muddled up though and unbeknown to us we weren't allowed practice cars. But it was in small print somewhere, as usual.

I went out and got the lap record straight off. Stirling Moss was hopping up and down wanting to use my car but I said, 'No way, I'll drive yours to see if there's anything wrong with it.' There was nothing wrong and I did the same time in his car that I had done in mine.

Then [test driver] Norman Dewis got in the practice car and just drove round for one lap then brought it straight in. He wasn't on the list of drivers and was just

**"I collected a pigeon going down the Mulsanne Straight which broke my nose. I had blood down my shirt but it didn't worry me - I got shot enough times in the war"**

a reserve in case of illness. Ferrari put in a complaint that Jaguar had got practice cars so the organisers said number 18 was disqualified.

Lofty England negotiated most of the night while Tony and I went on the tiles and had a bit of a party. In the early hours of the morning we were sitting outside what used to be called Gruber's restaurant when William Lyons arrived in a MKV11 Jaguar and said, 'It's all right boys, I've paid

the fine, you're on.' Well, we hadn't been to bed!

This was race morning so we had to drink a lot of coffee, do some exercises, have a couple of hot baths and get a little bit of sleep. Then we were in fine fettle ready for 4pm. We were much younger then.

At one point I collected a pigeon going down the Mulsanne Straight which took half the windscreen off and broke my nose

which I had to put up with for most of the 24 hours. I had blood down my shirt but it didn't worry me – I got shot enough times in the war. Also, I realised that most of the blood was from the pigeon.

It was pretty rough in the fog at night-time, but on a 7.6 mile circuit I only dropped two seconds a lap by keeping on the left-hand side to avoid the slower cars. In those days we accepted the difference in speed.

The car never missed a beat, handled very well and of course we had disc brakes for the first time. Once it was daylight we were never headed and we won by 29 miles from the Moss/Peter Walker Jaguar. Our car averaged 105.85mph for 24 hours – the first time that 100mph was exceeded over the 24 hours. It was a perfect race and I achieved my greatest personal ambition. ✖  
*Originally published on June 17, 1993*

## IN PROFILE

### DISTINGUISHED FIGHTER PILOT

Duncan Hamilton took up racing in peacetime in 1946 and raced in Europe and Africa, mostly in sportscars. He is best known for his 1953 Le Mans win for Jaguar, but also raced in five GPs for Talbot-Lago and HWM between 1951 and '53. He hung up his helmet in 1958 to focus on his business interests, before retiring to Somerset in 1971. He kept a keen eye on the sport through his BRDC involvement and died, aged 74, in May 1994.



**NEXT  
WEEK**

**Klaus  
NIEDZWIEDZ**







30 JUNE – 3 JULY 2011

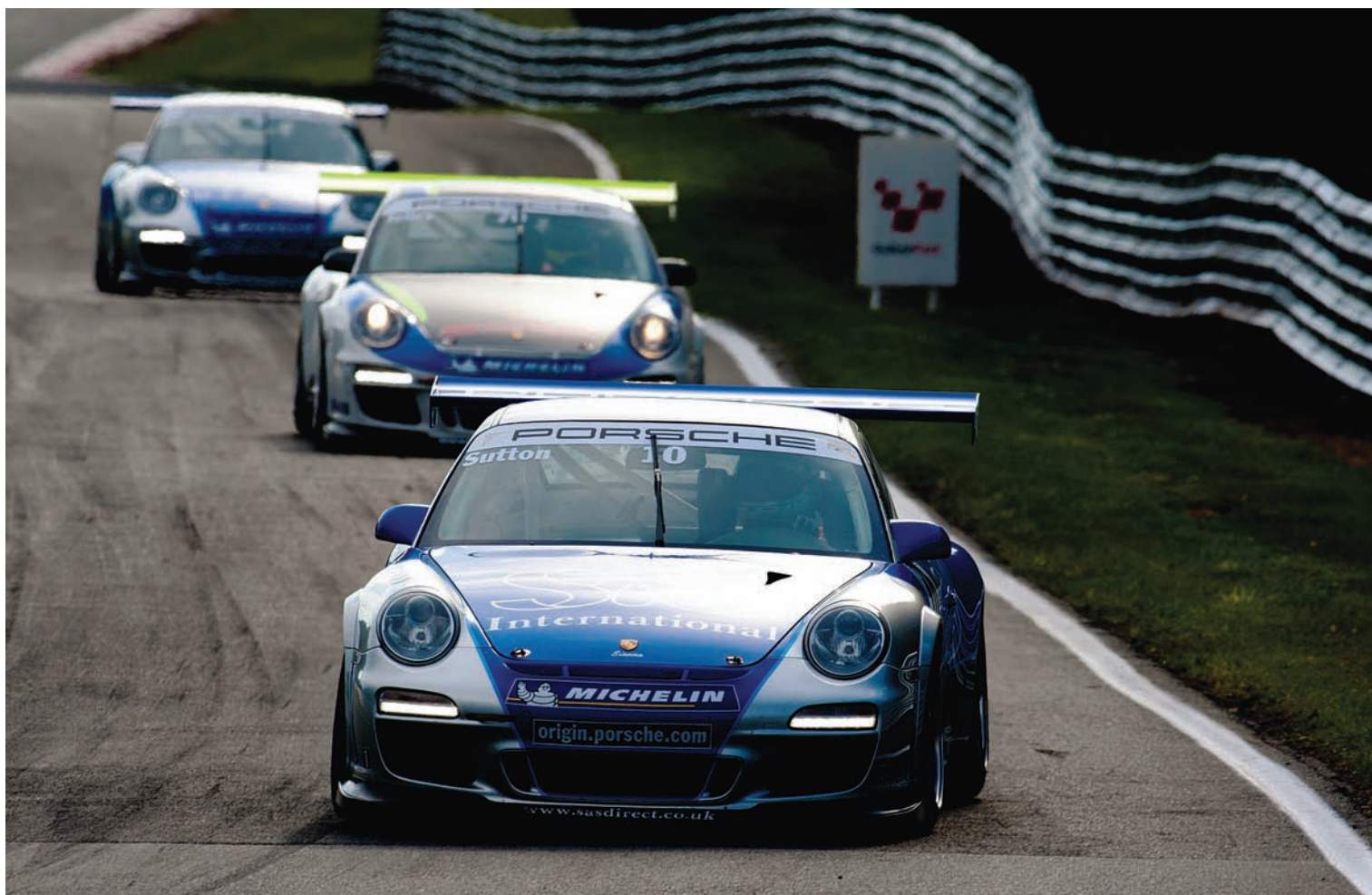


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## Porsche Carrera Cup GB

Rounds 7 and 8, Oulton Park, June 4-5

Race wins for James Sutton and Stephen Jelley  
Pro-Am1 wins for Jonas Gelzinis and Rory Butcher  
Pro-Am2 wins for Andrew Shelley and Keith Webster  
Overall podiums for Michael Meadows  
'Driver of the weekend' award for Rory Butcher  
'Team of the weekend' award for SAS/Redline

### Round 7 results

- 1 James Sutton (SAS/Redline)
- 2 Stephen Jelley (Parker with Juta)
- 3 Michael Meadows (SAS/Redline)
- 4 Michael Caine (Nationwide/Motorbase)
- 5 Jonas Gelzinis (Juta Racing)
- 6 Richard Plant (Team Parker Racing)

### Round 8 results

- 1 Stephen Jelley (Parker with Juta)
- 2 Michael Meadows (SAS/Redline)
- 3 James Sutton (SAS/Redline)
- 4 Michael Caine (Nationwide/Motorbase)
- 5 Rory Butcher (Celtic Speed)
- 6 Euan Hankey (Parker with Juta)

### Overall points' position after round 8

1	James Sutton	150
2	Michael Meadows	130
3	Stephen Jelley	126
4	Euan Hankey	112
5	Jonas Gelzinis	78
6	Richard Plant	75
7	Michael Caine	70
8	Sam Tordoff	55
9	Ben Hetherington	53
10	Rory Butcher	49
11	Tim Harvey	46
12	Ahmad Al Harthy	45
13	Derek Pierce	26
14	George Richardson	21
15	Alex Martin	15
16	Daniele Perfetti	12
17	Kieran Vernon	10
18	Andrew Shelley	7
19	Michael Leonard	6
20	George Brewster	5

### Pro-am1 category

1	Jonas Gelzinis	89
2	Rory Butcher	50
3	Ahmad Al Harthy	47
4	Derek Pierce	27
5	George Richardson	21
6	Alex Martin	15

### Pro-am2 category

1	Andrew Shelley	75
2	George Brewster	65
3	Keith Webster	55
4	Richard Denny	48
5	Tommy Dreelan	44
6	John Taylor	39

### Team championship

1	SAS/Redline	280
2	Parker with Juta	238
3	Team Parker Racing	130
4	Nationwide/Motorbase	126
5	Redline/Oman Air	98
6	Juta Racing	78
7	Celtic Speed	54
8	Dextra/J&D Pierce by Parker	41

For more information on the Porsche Carrera Cup GB visit  
[www.porsche.com](http://www.porsche.com)

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