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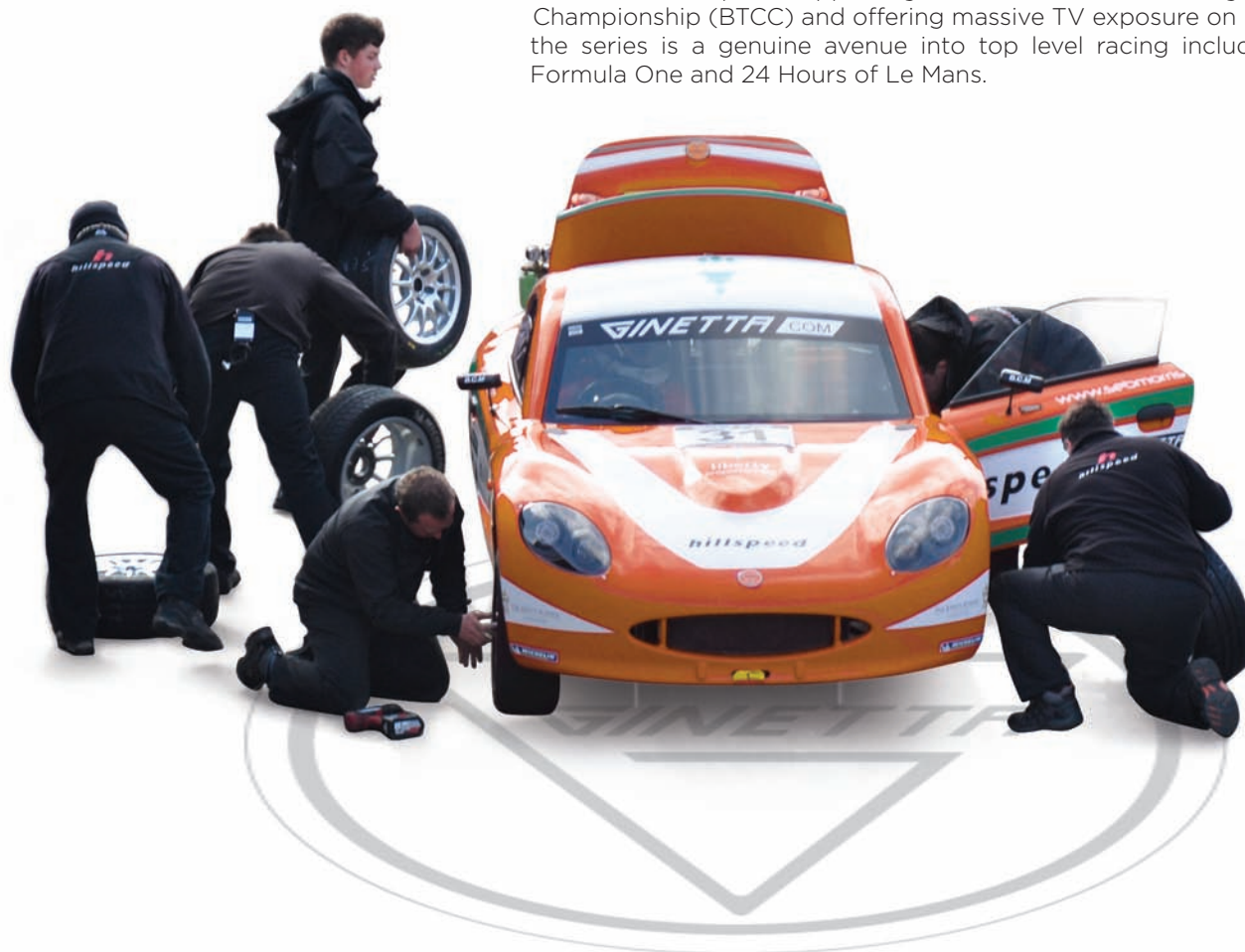
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**“The LMP drivers are very aggressive. Sometimes it seems we’re invisible to them. They drive as if we weren’t there”**

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# Hallo Fabia!

See the Škoda Fabia S2000 compete in the Geko Ypres Rally-Belgium.





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## POLE POSITION

# Montreal and Le Mans: a weekend of drama



## THIS SEASON OF MOTORSPORT

just gets better and better. Two weeks ago, I was extolling the virtues of a tense Monaco Grand Prix and a crazy finish to the Indianapolis 500. But last weekend topped even that for action.

The Canadian Grand Prix packed its own last-lap drama, as Jenson Button pressured Sebastian Vettel into a costly error just a handful of corners from home.

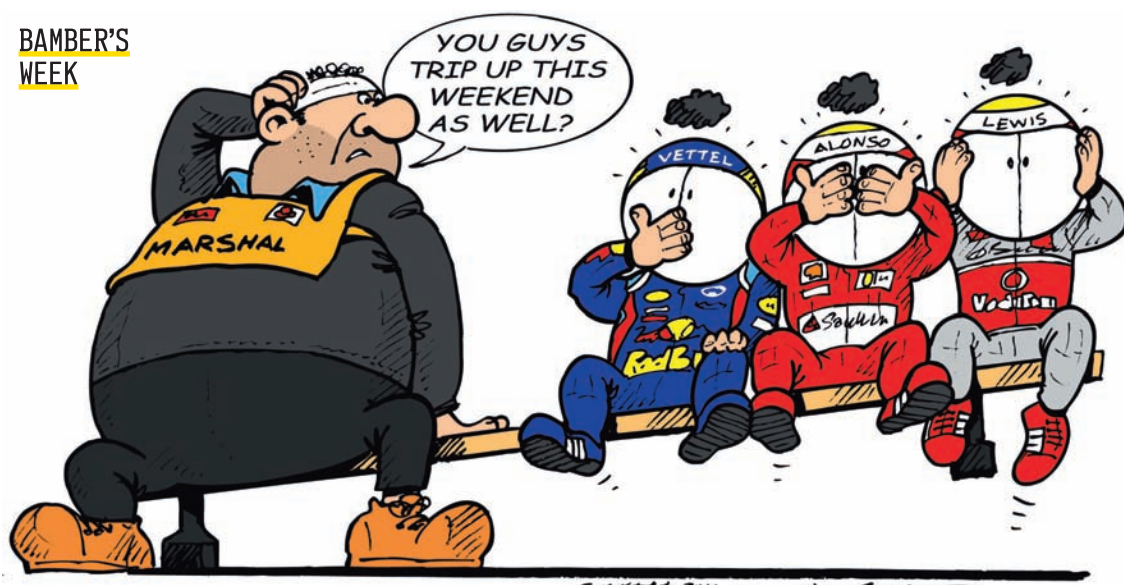
That Jenson had been running last – with over half the race distance completed – after colliding both with his team-mate and Ferrari's team leader, serving a penalty and suffering a puncture was beyond remarkable.

Over at Le Mans, Audi prevailed in one of the most dramatic 24 Hours for decades. What an amazing contrast its post-race scenes of celebration were to earlier hours, when it feared the worst of fates for Allan McNish and Mike Rockenfeller.

We're all fortunate to be living through such exciting times. Also perhaps a smidgen charmed that a couple of Audi drivers, Le Mans photographers and a Montreal marshal are still with us to enjoy it.

**Charles Bradley, deputy editor**

## BAMBER'S WEEK





LE MANS

## McNish survives horrific crash

A remarkable shot of Allan McNish's scary accident, which happened at the end of the opening hour of the Le Mans 24 Hours as the Scot took the lead into the Esses but clipped a GTE Ferrari. The Audi R18 TDI was wrecked, as was the sister car of Mike Rockenfeller several hours later, although the surviving machine won the race.

Picture: Denis Lambert/EPA











COVER  
STORY

# Frustrated Hamilton sounds out Red Bull

Under-siege former champion considers switch if McLaren can't deliver him a winner. By EDD STRAW

**M**cLaren faces having to make Lewis Hamilton the highest-paid driver in Formula 1 to keep him beyond 2012 amid his growing frustrations at Red Bull's dominance.

The 2008 world champion is out of contract at the end of next season. In the wake of a disappointing qualifying performance for last weekend's Canadian Grand Prix, he hit out at McLaren for making its cars "just very slow" by misjudging the gear ratios and the downforce package required for Montreal.

Hamilton's retainer is believed to be around £15 million per season, as part of the five-year deal that he signed at the end of his mercurial rookie season in 2007. Simon

Fuller's XIX Entertainment, which took over management of his career in March, is believed to be looking for a sum that would top Fernando Alonso's salary. The Spaniard is reportedly on around £30 million per year, although that is paid by a combination of Ferrari and major sponsor Santander.

With Alonso committing the rest of his F1 career to Ferrari, Hamilton's only realistic destination for 2013 other than McLaren is Red Bull. Hamilton met privately with Red Bull team principal Christian Horner on Saturday night in Canada, which led to a XIX issuing a denial that Lewis nor his management team "have had any discussions with regard to moving team".

Mercedes is also believed to be interested, but is unlikely to deliver the required pay, or the guarantee of competitive machinery. Red Bull is set to retain Mark Webber next season, but it is likely to have a slot

**"Hamilton goes beyond all boundaries. You cannot drive like this as someone will be killed"**

**NIKI LAUDA**

alongside Sebastian Vettel for 2013.

Hamilton, 26, has given mixed messages in recent months. Prior to the season-opener in Australia, he stressed that he was determined to win multiple world championships,

piling the pressure on McLaren to turn around its disastrous pre-season. At April's Chinese GP, he warned that he would not automatically continue with McLaren — part of a series of comments interpreted as positioning himself for a new deal.

"I've always enjoyed racing here and would like to continue," he said at the time. "But you have to assess what position you are in and what happened."

He later stressed that "there is no question of my loyalty to the team", but his frustration has been accentuated in the past two races, where a series of on-track clashes have led to him slipping 76 points behind runaway championship leader Sebastian Vettel.



## THE TOP SIX... Last-lap wonders

Only 12 times has a driver led over the line just once – on the final lap – in a world championship GP. Here are the most dramatic...

### 1 MONACO 1970

Jochen Rindt reeled in Jack Brabham in the closing laps. The Australian (right) lost it on the dust after running wide at the last corner, sliding into the straw bales but finishing second.



### 2 JAPAN 2005

After a rain-hit qualifying session, Kimi Raikkonen started 17th but by the start of the last lap was on the tail of Giancarlo Fisichella. He ambushed the Italian at Turn 1 to take an incredible win.



### 3 CANADA 2011

After dropping to last on lap 37, Jenson Button was up to second with six laps to go. On the final lap, Sebastian Vettel slid off the track while trying to extend his lead in preparation for the DRS zone.



### 4 ITALY 1967

In the new 'Hondola', John Surtees led on the run to the Parabolica but was passed by Jack Brabham under braking. The Australian ran wide and Surtees repassed him to win by just 0.2 seconds.



### 5 SOUTH AFRICA 1978

Ronnie Peterson closed on Patrick Depailler, who was trailing smoke, on the final lap. After a dramatic battle, the Swede took the win by half a second.



### 6 HUNGARY 1997

Damon Hill had led most of the race for Arrows after overtaking Michael Schumacher, but his pace dropped in the closing stages with a hydraulic problem. He was powerless to hold Jacques Villeneuve behind him on the final lap.



## BUTTON WIN HELPS PREVENT McLAREN ROW



Clash delayed Button's progress

**JENSON BUTTON'S SENSATIONAL CHARGE FROM** last place to win the Canadian Grand Prix prevented any serious fallout from his collision with Lewis Hamilton.

Button was unaware that Hamilton was pulling alongside him as he took the natural line down the kinked pit straight at the end of lap seven. The contact put Hamilton out of the race with suspension damage and forced Button into the pits.

Button shouted "what's he doing?" over the radio after the clash, but his last-lap victory ensured that he was in a conciliatory mood after the race. "We spoke about it and both agreed that it was one of those things," said the 2009 world champion. "I didn't know he was on that side of me and I took my racing line."

"As we have proved in the past, we are very good team-mates when fighting. It's horrible when you crash with your team-mate, but we both agree it was one of those things."

The stewards, including two-time world champion Emerson Fittipaldi, deemed it to be a racing accident. They found that although Hamilton had the right to attack, he was in Button's blind spot.

"I felt that I was at least halfway alongside him," said Hamilton. "Jenson made a mistake going into the final corner so I was able to get a better exit and was coming down the outside of him. He just kept moving across and then I was in the wall." He later added: "I don't think it was intentional."

Although Hamilton escaped any action by the stewards in Canada following his clashes with Mark Webber at the first corner and then team-mate Jenson Button (see panel, above), he is being urged to curb his aggression.

Three-time world champion Niki Lauda lambasted Hamilton after his performance in Canada. "What Hamilton does goes beyond all boundaries," he said. "You cannot drive like this as it will result in someone being killed."

While the Austrian's comments can be interpreted as extreme, Hamilton has retired from four out of the past 13 F1 races after clashes with rivals. Two-time world champion Emerson Fittipaldi said "sometimes he is too aggressive

while trying to overtake".

McLaren boss Martin Whitmarsh backed Hamilton's approach.

"If he holds back for fear of having contact he will not be the great racer he is," said Whitmarsh. "He has had an unfortunate run."

It is not clear what Hamilton's plans are, although a competitive car is likely to be his priority ahead of the financial package.

With XIX looking to complement this with a major deal, it is unlikely that a contract for 2013 will be concluded in the next few months.

McLaren's performance relative to Red Bull in the coming races could be the deciding factor, as well as Hamilton's relationship with the team in the wake of recent controversies.







# Rule change opens up title fight

Tweaks to diffuser regulations for the second half of the season are expected to close up the competition

**T**he upcoming ban on off-throttle blowing of an F1 car's rear diffuser could turn the world championship fight on its head, with rival teams hoping that it will bring an end to Red Bull's dominance in qualifying.

The FIA technical working group was due to meet today (Thursday) to discuss the ban on the method of limiting the opening of the throttle to 10 per cent when the driver lifts off the pedal. The teams were notified of this by Charlie Whiting on Saturday morning of the Canadian GP meeting. Although there will be strong objections to the move, the FIA is determined that it should go through in time for the British Grand Prix and plans only to discuss the details of the rule clarification.

Ferrari team principal Stefano Domenicali described the 10 races from Silverstone onwards as "the

second championship" in reference to how it could transform the competitive order. Although Red Bull has won five of the seven races and led 80 per cent of the racing laps so far this year, its qualifying dominance has not been reflected in race pace. This is likely down to the fact that off-throttle blowing can be used to maximum effect on a Saturday afternoon without the fuel-usage concerns that prevent it being used in the same way during the race. Opinions differ as to the lap-time advantage of such a system, with estimates ranging from a few tenths to one second.

McLaren sources are hopeful that it will allow the team to close the gap to Red Bull, but team principal Martin Whitmarsh was cautious.

"I don't think it will be a fundamental change to the picture," he said. "But it will hurt some more than others."



Ferrari boss: rule-change key

**"We need to see at Silverstone what the real effect of the change is"**

**STEFANO DOMENICALI**

Fernando Alonso trails Sebastian Vettel by 92 points in the championship, meaning that even if the Ferrari driver won all 12 of the remaining races this season, Vettel

would still be champion if he was second every time. Among the top teams, Ferrari has the most to gain from banning off-throttle blowing, even though it will also have to make changes to comply with the new rules. It could prove to be the final throw of the dice for the team before switching its focus onto its 2012 car.

"We need to see at Silverstone what the real effect of the change in regulations is," said Domenicali. "Then we will see where the level of performance is on higher-downforce tracks. After Silverstone, we can make a judgement."

It's likely that all the top teams will be affected by the rule change to a similar degree, but the real benefit could be to the teams in the midfield that are only relying on 'cold blowing', achieved by leaving a degree of throttle open when the driver is off the pedal.



## EXPERT VIEW

**MARK HUGHES** GRAND PRIX EDITOR



The McLaren drivers believe that the ban on off-throttle blown diffusers will work in their favour. Red Bull's

Christian Horner thinks, if anything, it will work in his team's favour. Both sides clearly feel that the other holds an advantage in this technology, in typical F1 competitive paranoia. The likelihood is that they are roughly equivalent.

Mercedes pioneered off-throttle blowing of the diffuser last year, whereas Renault pioneered the

hot-blown diffuser in the off-season. The combined effect is reckoned to be up to 1s per lap in qualifying, with hot-blowing believed to account for half of that.

The technology works best on the outer-blown diffusers, as used on the Red Bull RB7 and subsequently copied by McLaren. It remains to be seen if the ban will more adversely affect the Renault team's unique forward-blowing exhaust, as the R31 design is believed to currently use a greater throttle opening with the driver off the pedal than any other.



Rule change could hurt Renault badly

Rivals hope change will halt Red Bull

Mark Webber predicted last weekend that the decision "will close the spread between the front and back" of the grid. Those likely to benefit include Williams, whose engine supplier Cosworth has not developed advanced engine mapping required to match the systems used by the top teams. Sauber is also behind in this area, and its technical director James Key expects the rule change to allow the midfield to close up to the front.

"It's really difficult to tell," Key admitted. "You hear all sorts of numbers about what people are getting from this and they are all quite big. But we will have to see how big it is and whether it is a qualifying effect or an overall effect."

"But it definitely won't affect us as much as some. I imagine that we are talking a few tenths at least, but it depends entirely on the power of diffusers."

"We support the principle. We are not at a point where we are exploiting it and it's a cost to find a chunk of laptime. It's sensible to nip it in the bud. But I expect it to be quite a long discussion [on Thursday]."

## MORE TWEAKS FOR 2012 REGS

**THE EFFECTIVENESS OF THE** exhaust-blown diffuser concept will be restricted for the 2012, season with exhaust systems having to exit at least 330mm behind the rear-wheel centreline next year.

FIA technical delegate Charlie Whiting revealed the rule change to teams on the Saturday morning of the Canadian Grand Prix. It has been conceived to prevent exhaust gases being used to drive diffusers and force teams to abandon exotic exhaust configurations such as the one used by Renault this year.

The regulation is expected to be signed off at today's meeting of the technical working group prior to being approved by the F1 Commission and then the FIA World Motor Sport Council.

AUTOSPORT technical editor



Exhaust exits will move backwards

Gary Anderson warns that although the new regulation would be a step towards stopping teams using the blown-diffuser effect, it is likely that teams will still find ways to exploit it.

"Once you have learned something, you don't forget it," says Anderson. "There's a chance that we will see some kind of duct work from the high-pressure rear and they will find a way to negate half of the loss. Then you would see another \$10 million of research coming up."

## AUTOSPORT SAYS...

**EDD STRAW**  
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**F**ormula 1 in the 21st century is all about the tensions between technology and economics. For its first 100 years, grand prix racing was about pushing the limits of what was possible. But recently the regulations have become more and more proscriptive. Once, the question was 'what can you do?' Now it is 'what are we allowed to do?'

The purist in me is frustrated every time some new technology is outlawed. Innovations like Renault's remarkable exhaust configuration, conceived to maximise the aerodynamic effect of exhaust gases, is a work of art. But as the concepts are explored to their limit, things get very expensive indeed. That is what Charlie Whiting is trying to nip in the bud and it's a responsible position to take for the financial health of the sport. But there are legitimate fears that innovation is being stymied.

It is also worrying when changes are made mid-season. Granted, 'hot blowing' is a new arrival, but off-throttle blowing was already happening last year. Maybe the time to outlaw it was over the winter? After all, the argument that it is illegal based on the current technical regulations is not crystal clear.

But if off-throttle blowing is banned ahead of the British Grand Prix, it will be fascinating to see how the teams respond. Solving problems is what engineers do. And it's what they will always do, no matter how tight the rules get.



Expect more clever ideas after British GP

## REMEMBER WHEN...



MAY 15 1983

...The exhaust-blown diffuser concept was first raced at the 1983 Monaco Grand Prix, where Alain Prost finished third in the Renault RE40. Jean-Claude Migeot, then a young aerodynamicist at the French team, was the brains behind the idea.



# LE MANS 24 HOURS. THE LESS YOU CHANGE YOUR TYRES, THE MORE YOU CAN WIN THE RACE.



Congratulations to team Audi, winner of the 2011 Le Mans 24 Hours. For the 14th year running, the winners chose MICHELIN.

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They won't be back in Bahrain this year

# Bahrain off again – but is it on in 2012?

Teams fear repeat of fiasco, while citing 'logistical' reasons for objection

**F**ormula 1 teams fear a repeat of the Bahrain Grand Prix farrago next season after the 2011 race was called off once again, only eight days after it returned to the calendar.

The Bahrain International Circuit issued a statement late last Saturday night saying that the race would not happen – a move believed to have been triggered by advice from F1 commercial supremo Bernie Ecclestone.

Two weeks ago the FIA World Motor Sport Council voted through a calendar submitted by Ecclestone, featuring the Bahrain race on October 30 and pushing the inaugural Indian Grand Prix back to December 11.

Bahrain's cancellation statement came after Ecclestone, according to the FIA, submitted a request earlier that day to switch Bahrain to December 11 and return India to its original date as he exhausted all avenues to show that the race was untenable.

With the controversy over this year's race resolved, team sources are concerned that a repeat of the civil unrest in Bahrain could force the sport to go through a similar process next year. F1 has already been cast in a negative light by its indecision over the race, and there was pressure to switch Bahrain to the end of the 2012 season to give the Gulf kingdom as much time as possible to prove its long-term stability.

Although many of the teams privately believe that

competing in Bahrain this year would have been ethically wrong – with reports of human rights violations continuing to emerge from the country – they cited logistical concerns as the main reason for the 2011 race not going ahead in October.

In a letter dated June 7, they wrote: "Whilst we support the idea of racing in Bahrain – a country that has always hosted us with enthusiasm and warmth – once the security conditions have been fully reestablished, we feel that there are fundamental issues linked to the logistics of reintroducing such a race as proposed that have to be considered."

The decision over Bahrain was muddled by the political situation surrounding the sport.

Ecclestone had anticipated that the WMSC would not vote through the race, despite its place on the calendar he submitted. But the WMSC voted for the race "unanimously". It is understood Force India team principal Vijay Mallya, who sits on the WMSC in his capacity as head of the Indian ASN, did not participate in the vote. But Ferrari's Stefano Domenicali did in his capacity as representative of the Formula One Commission.

Red Bull team boss Christian Horner said: "Nobody foresaw the problems that happened in Bahrain but these things do happen. F1 is a sport and that is what we sign up to."

The Indian GP is now expected to return to its original date of October 30.

## THIS WEEK IN F1



**RED BULL** Further tweaks to its KERS is due imminently, possibly as early as next week's European Grand Prix in Valencia, after Mark Webber was left without the hybrid boost during qualifying and parts of the race. Team boss Christian Horner said: "We have significant fixes coming up for the next grands prix."



**McLAREN** Canadian GP winner Jenson Button escaped censure for his clash with Fernando Alonso at Turn 3 during the race. The pair collided while Button was attempting to pass the Spaniard, with the resulting spin putting the Ferrari driver out of the race.



**FERRARI** Director of chassis Pat Fry has ruled out the Scuderia switching its focus to its 2012 car in the immediate future. "While we continue in the development of this year's car, it actually helps us for next year's," he said.



**MERCEDES** Sporting boss Norbert Haug insists that it will not be able to supply more teams with engines amid concerns about the number of manufacturers committing to the new rules for 2013. "Capacity-wise, we are on the limit with three teams," he said.



**RENAULT** Sporting director Steve Nielsen will leave the team later this year in response to a restructure. Nielsen is set to remain on board until the Singapore GP, but opted to leave following the commissioning of former A1GP technical boss John Wickham to conduct an efficiency study into the team.



**WILLIAMS** Pastor Maldonado is impressing in his rookie season, according to technical director Sam Michael. "I'm very pleased with his progress," said Michael. "Next year he is going to be really strong because he'll know all of the circuits. He's doing really well."



**FORCE INDIA** Progress is being made with the team's major aerodynamic upgrade, first run at last month's Spanish GP, with Paul di Resta acknowledging the improvement in its exhaust-blown diffuser. "It has definitely worked better," he said in Canada. "But we are unsure how much performance it's giving us."



**LOTUS** Plans to run a new power-steering system at the Canadian GP were abandoned by the team. Jarno Trulli told AUTOSPORT: "It was tested on the rig and it is very bad. Now they are redesigning a new one."



**HRT** The team ran a major exhaust-blown diffuser package for the first time in Canada. It was given the green light for use after practice after some problems with burning were solved, and helped Tonio Liuzzi to match the team's best-ever result in 13th.



**VIRGIN** Virgin has dropped plans to set up its design-and-development base at the ex-Arrows/Super Aguri facility in Leafeld, one of the sites it was evaluating. It is exploring other options, including creating a base near Silverstone.





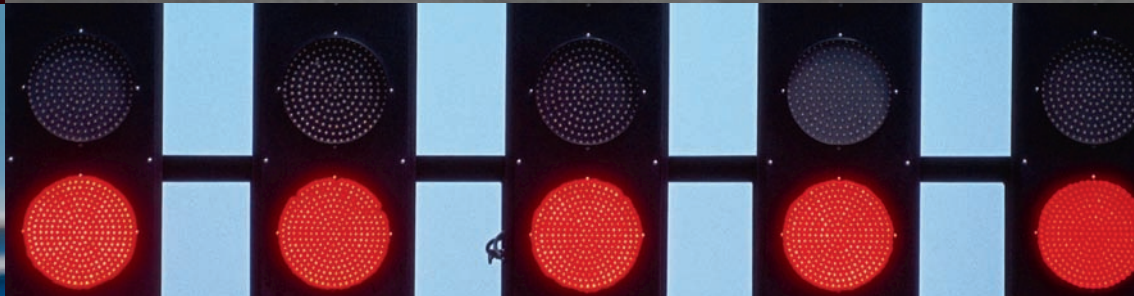
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# De la Rosa in Valencia frame

Forty-year-old Spaniard on standby for European Grand Prix after impressive F1 race comeback in Canada

**P**edro de la Rosa is on standby to race for Sauber in the European Grand Prix at Valencia next week despite the team expecting Sergio Perez to be fit enough to race.

Perez was passed fit for the Canadian Grand Prix both by the FIA and by the team, which had been closely monitoring his condition since his major crash during qualifying for the Monaco Grand Prix. But after-effects from such a large accident, which peaked at over 80g, can manifest themselves when under major stress, such as driving a grand prix car, and Perez was forced to withdraw when he felt sick

after Friday-morning practice. The Mexican returned to his home country, where it is hoped that rest and regular medical checks will ensure his fitness for Valencia.

Former Sauber driver de la Rosa, 40, was called up to drive just 10 minutes before Friday afternoon's practice session. Sauber had asked McLaren in the build-up to Canada as a contingency plan because it was felt that reserve driver Esteban Gutierrez, currently racing in GP2 and rated as a future F1 prospect by the team, was not experienced enough to substitute in a car that he had never previously tried. De la Rosa finished 12th after qualifying only



Perez went back to Mexico

three-tenths of a second behind team-mate Kamui Kobayashi.

Sauber technical director James Key told AUTOSPORT: "To do what [Pedro] did was really good and he got straight back into it. It was no

problem to put him in the car. He started ninth after the restart but got some front-wing damage, which dropped him back. But he kept it together and his lap times were okay in what was a pretty tricky race.

"We hope Sergio will be fit, but if not we will be happy to have Pedro back. He has done a great job for us."

De la Rosa was happy with his performance over the weekend despite not having raced since last September's Italian GP.

"A few more hours in the car in a testing environment would have helped," he said. "But I am not going to complain because I am extremely happy with how it went."

## Virgin changes interest Glock

**VIRGIN'S HOPES OF** retaining star driver Timo Glock's services next year have been boosted by the major technical changes made in the wake of the Monaco Grand Prix.

Glock has an option to remain with the team in 2012, but AUTOSPORT understands he had informed its management that he was unwilling to continue if there was no reason to expect an upturn in performance. But Virgin has now parted company with technical director Nick Wirth and is



Glock may stay at Virgin

establishing a new design and development base under engineering consultant Pat Symonds.

"It's still a long-term project and it's definitely becoming a very interesting one," Glock told AUTOSPORT. "My target is to move on with the team and hopefully we can enjoy the good times together after the rough start we had. There is an option – although I cannot say on which side – and we are talking about it to see what we can sort out for the future."

## Ferrari aims to be innovative

### THE RESTRUCTURING OF FERRARI

following the sacking of Aldo Costa as technical director will allow the team to be more innovative, according to its new director of chassis Pat Fry.

Fry joined Ferrari from McLaren last year and explained that the organisation of the technical department is designed to allow more ideas to be generated. This will include implementing practices adapted from the McLaren model.

"It's interesting seeing how two main F1 teams work," said Fry when asked by AUTOSPORT about whether innovation is an area Ferrari needs to address.



Fry: innovation is required

"Ferrari is quite different [to McLaren], particularly on the aerodynamic side. In April, we changed the way we organised that department to try to give people more time to think.

"We put [chief designer] Nicolas Tombazis more hands-on managing that group of engineers, which has paid off."



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The official fuel consumption figures in mpg (l/100km) for the Mégane 1.6 110 are: Urban: 29.1 (9.7), Extra Urban: 50.4 (5.6), Combined: 39.8 (7.1). The official CO<sub>2</sub> emission figure is 163g/km. \*Payment stated is for Renault Lease. Renault Selections PCP finance product also available. If you choose Renault Lease then you will not own the car. If you choose to pay off the final payment at the end of the contract you can keep using the car and pay an annual rental equivalent to the monthly rental. Typical example for Mégane Dynamique TomTom 1.6 110: initial deposit £2,500 followed by 42 monthly payments of £199, Final Payment £4,845. Guarantees and Indemnities may be required. You must be at least 18 and a UK resident (excluding Isle of Man and Channel Islands) to apply for finance. Finance provided by RCI Financial Services Limited. A Finance Facility Fee of £149 will be payable with the first payment. Renault Finance is a trading style of RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Not available in conjunction with any schemes or other offers, see participating dealer for details. Authorised and regulated by the Financial Services Authority. Offer available at participating dealers applies to new cars when ordered by 30th June 2011 and is subject to vehicle availability. Separate offers apply in Northern Ireland. Car shown with optional metallic paint available at an additional £435 (£505 for Cayenne Orange i.d. paint). †17" alloy wheels shown available as a No Cost option. All figures correct at time of going to press. We reserve the right to withdraw offers without prior notice.







# MPH Mark Hughes

AUTOSPORT grand prix editor

The difference in outcome of Sergio Perez's Monaco crash and Karl Wendlinger's similar accident in 1994 spotlights the massive steps taken in F1 safety

**S**ergio Perez didn't quite make it back to full action two weeks after being slumped immobile in the Sauber's cockpit at the Monaco harbour chicane. His black box recorded that he took 80g of lateral force — and for a critically long time. A concussion and light leg injury must be considered an excellent outcome under the circumstances, and just over a week later he was back home in Mexico and racing a kart.

"It's important after a big accident to get back in something," he said in Montreal, "and it felt perfectly normal straight away, so no worries coming here." But the bumps and forces of an F1 car around Montreal induced nausea and as a precaution he stood down.

Seventeen years ago Karl Wendlinger had an uncannily similar accident at the same place, ironically also in a Sauber. The FIA is currently compiling a report comparing the accidents, plus that of Jenson Button there in 2003. As yet there is no directly comparable data available, but as an order of magnitude all three accidents

were of a similar scale. The outcome for Wendlinger was very different from that for Perez and Button: his life hung in the balance for several days and the accident effectively ended his F1 career. He did return afterwards but, as he says, "It was never the same."

The differences in outcomes reflect the huge safety advances made in the intervening years. Side impact testing in 1994 was primitive, almost cursory, compared to today. When Wendlinger hit the tyre barrier, the cockpit sides were not required to be built up and his helmet hit the tyres directly. By the time of Button's accident the side impact structures were substantially better, the cockpit sides were built up and there was padding. Side impact protection was yet better as Perez crashed and the thickness of the padding had been increased by 50 per cent — and all of it was used up. Perez hit TecPro barrier rather than tyres, "but in a side impact tyres are arguably better," says the FIA's Charlie Whiting. "For a frontal impact — which Rosberg almost had the day before — Tec-Pro would be better."

As Perez sat in the Montreal press conference, bright, lucid and raring to go, Wendlinger, now a TV journalist and GT racer, sat listening. It was here in 1992 that he had taken the ludicrously underfinanced March, bedecked with stickers of local restaurants, to a terrific fourth place. It had seemed just another step on a sure-fire great F1 career. A few days after coming out of his coma, his doctor was telling his family he would be fortunate indeed if he could ever

tie his own shoelaces again. Forget any idea of a return to racing.

Yet in December of that year he was back in the Sauber's cockpit for a two-day test at Barcelona. "They told me I must do the same times as Frenzen otherwise no contract," he recalls. "I said that might be tough. They said F1 is a tough business. So I tested and, no problem, I was quick. Heinz-Harald had to use two or three sets of new tyres to beat my time. I went back home and told my girlfriend, 'If anything good has come out of this, it's that I'm better than before.' It seemed easy.

"But then into the first test with the '95 car — and the whole performance was gone. I couldn't concentrate any more, I couldn't come to the limit... it was just not possible any more. My doctor said the injury was too heavy, be happy that you can live a normal life. In a way, it was OK because I had tried and had proved that it was not possible. I think if I hadn't been able to try, it could have led to problems, mentally. But this way I could move on."

So why had he been so quick in the first test, what had happened in between? "I don't know. Maybe because I came [to the first test] with no expectations. I just had to try to the max. Maybe my head said, 'Ah, in '95 I can do good performance' and relaxed too much when I needed to be stretching, I don't know.

"It's strange to explain. For my feeling in the racing car, to feel the same like before when I put the visor down, that attitude — it took three years." By which time F1 had itself moved on. ❧

PIC: LAT ARCHIVE



Wendlinger's crash in '94 uncannily similar to Perez's

**“Wendlinger returned to F1 but admits: ‘It was never the same’”**



## IN BRIEF



## CAPELLO COULD LEAVE AUDI

Three-time Le Mans 24 Hours winner Rinaldo Capello (above) has admitted that he may not be part of long-time employer Audi's prototype squad for next season. "There are discussions about whether this is my last Le Mans," said the 46-year-old last weekend, "but everything is open at the moment."

## CHEVY LOOKS AT WEC

Chevrolet is evaluating taking part in the new World Endurance Championship next season. Company vice-president Jim Campbell said that a decision would be made on "marketing considerations".

## GOOD GRID FOR SPA 24

More than 60 entries have been received for next month's Spa 24 Hours, the blue-riband round of the Blancpain Endurance Series. The organisers are expecting the entry for the race on July 30/31 to top 70 cars.

## McLAREN TO TEST AGAIN

The McLaren MP4-12C GT3 will undergo a 24-hour test at the Algarve circuit this month. McLaren and the CRS squad, which is developing the car, will then decide whether or not to field the car in the 24 Hours at Spa.

## WESTBROOK AT MANTHEY

Nissan and Chevrolet GT driver Richard Westbrook will race a Manthey Porsche 911 GT3-R at Spa. The Briton, a race winner in the VLN on the Nurburgring-Nordschleife last year, will share his car with Christian Menzel and two amateurs.

## DTM STARS FOR SPA

Two-time DTM champions Matthias Ekstrom and Timo Scheider (below) will team up in one of Vincent Vosse's Team WRT Audi R8s in the Spa enduro. They will share with team regular Greg Franchi.



## P46 LE MANS REPORT

LMP1

# Toyota tests new LMP1

Hybrid tested ahead of possible future Le Mans entry. By GARY WATKINS

**T**oyota has been testing an all-new LMP1 hybrid designed to the 2011 Le Mans 24 Hours rulebook since last year.

The car giant, which last raced at Le Mans in 1999, commissioned the car from Japanese constructor Dome. Few details are known except that it incorporates energy-retrieval technology, that it has run in secret on more than one occasion and has been inspected by the Automobile Club de l'Ouest.

The commissioning of the new car followed tests with a Dome S101 modified to accept a version of the super-capacitor hybrid system that won the Tokachi 24

Hours in a Super GT-based Supra in 2007. The open-top Dome is known to have tested at the end of 2008 with a twin-turbo V8 powerplant.

It is unclear which engine the new Dome uses, but some sources suggest it is not related to the 3.4-litre Toyota V8 supplied to

the customer Rebellion LMP1 team. One possibility is that it is powered by an all-new, two-litre turbocharged engine.

Toyota is known to have been evaluating a Le Mans return for some time and monitored Dome's 2008 entry at the 24 Hours with the Judd-powered S102 coupe.

Sources suggest that it was gearing up for an entry based out of the ex-Formula 1 Toyota Motorsport facility in Cologne as early as 2012 until the earthquake that hit Japan in March. The resulting economic uncertainty led to a delay in the decision on Toyota's long-term motorsport future that

Dome ran S102 at Le Mans in 2008



WORLD ENDURANCE

## Sebring or Petit off WEC calendar

## THE NEW FIA WORLD ENDURANCE

Championship appears unlikely to take in either the Sebring 12 Hours or the Petit Le Mans enduro at Road Atlanta in 2012.

The American Le Mans Series blue-ribands are both rounds of this year's Intercontinental Le Mans Cup, which has gained world status for next season. But

the ACO, which will promote the series, says it is looking beyond the USA for one of its events on the American continent.

ILMC general manager Frederic Henry-Biabaud said: "It makes sense to go into new markets and expand into South America. Brazil is one option, but it has to make business sense."

ALMS boss Scott Atherton said he was unsure of what was going to happen.

"There are lots of questions right now but not so many answers," he said.

There will only be two rather than three races (excluding Le Mans) in Europe.

Instead, there will be two in Asia, and fixtures in Japan, India and a second round in China are all possibilities.

More details of the WEC were announced last weekend. World titles will be awarded on the basis of the overall drivers' and manufacturers' classifications, which effectively means they will go to LMP1 competitors.

Manufacturers in the GTE Pro class will compete for a World Cup and teams in LMP2 and GTE Am for FIA Trophies. There will also be an FIA Trophy for the best private team across all the categories.



**SPORTSCARS**

# More races for DeltaWing in 2012

**THE DELTAWING SPORTSCAR AND THE**

other experimental projects it beat to claim an entry for next year's Le Mans 24 Hours will be allowed to compete in other races next year.

Vincent Beaumesnil, sporting manager at Le Mans organiser the Automobile Club de l'Ouest, has revealed that the DeltaWing, the hydrogen-powered GreenGT LMP H2 from Switzerland and long-time sportscar entrant Yves Courage's electric Courage Ø.12 will be invited to World Endurance Championship events next year. He said that it had yet to be decided if this will happen before or after the 24 Hours in June.

He explained that each project would be invited to take part in the Le Mans Test Day,

which has yet to be 100 per cent confirmed, and that the GreenGT and Courage projects would be regarded as reserves for the 24 Hours should the DeltaWing not meet the ACO's requirements.

"We will have to see the level of performance, see that the car complies with all our safety regulations and see that it is reliable," Beaumesnil said.

"The Test Day, should it happen, will be the final deadline."

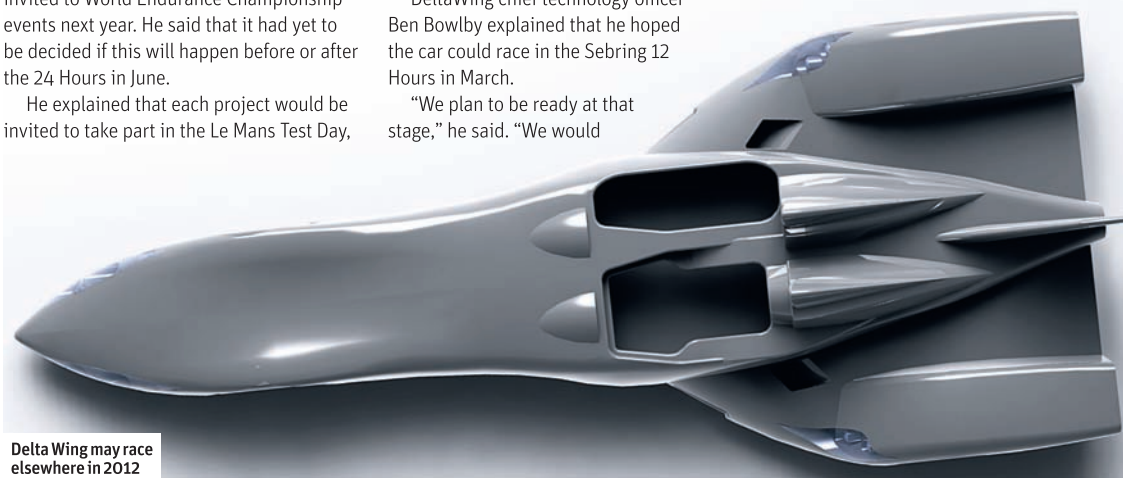
DeltaWing chief technology officer Ben Bowlby explained that he hoped the car could race in the Sebring 12 Hours in March.

"We plan to be ready at that stage," he said. "We would

learn an awful lot by going to Sebring."

The Swiss GreenGT group has been testing its hydrogen fuel-cell technology in a Group CN ATR chassis for the past 18 months with former Sebring winner Christian Pescatori. It plans to install an updated version of its powerplant in an undisclosed customer chassis this autumn.

Courage's car, which aims achieve LMP2 performance using only batteries, has been in the planning stage for 18 months.



Delta Wing may race elsewhere in 2012

**LMS**

## LMS to go it alone

**THE LE MANS SERIES WILL RUN independently of the new FIA World Endurance Championship next season.**

Three of this year's five LMS races are also rounds of the Intercontinental Le Mans Cup, which will become the WEC in 2012. Problems accommodating the LMS field and an expanded world-series entry on the same grid means the races will not dovetail in the future.

LMS boss Patrick Peter said: "We have a big problem this year because we have had to refuse some competitors at some of the races."

Peter explained that the series would still retain Le Mans branding and act as a feeder to the 24 Hours, but said that the rules and format could be altered.

"I am not sure if we will have LMP1 cars and maybe we can have a class for small [Group CN] prototypes from the VdV and SPEED series," he said. "The races will be shorter, maybe four hours."

**LMP1**

## Aston puts troubled AMR-One racer on ice

**ASTON MARTIN RACING COULD DECIDE**

not to race again with its problematic AMR-One design until September.

Aston chairman David Richards admitted that concentrating on development away from the heat of competition was one option after another disappointing race appearance at the Le Mans 24 Hours last weekend. That would mean the AMR-Ones, which were 13s off the petrol pace and retired early, would not race again until the AUTOSPORT 6 Hours

at Silverstone in September.

"My preferred route is to hang out for Silverstone," he said. "Next week we will have the chance to sit down and analyse where we are."

One AMR-One is entered for the next round of the Intercontinental Le Mans Cup at Imola on July 3. The Aston team had also been scheduled to undertake a programme of American Le Mans Series events, starting as early as Lime Rock on July 9.

Aston AMR-One may be put on ice



Toyota's last works effort came in 1999

had been set for the spring.

One source at the ACO has stated that the organisation is expecting Toyota to be on the grid within the next two years, though officially it is more circumspect on the Japanese manufacturer's plans.

ACO sporting manager Vincent Beaumesnil said: "We are in contact with many manufacturers who are interested in LMP1, not just Toyota. I would say there are four, including some big ones and some small ones."

Toyota has also been looking at producing a customer GT car, most likely aimed at the GTE class (see AUTOSPORT, September 30, 2010). That project took a step closer to reality when a mule car developed in Cologne and based on the Lexus LFA tested at Valencia in the past month.



Sebring may not get WEC date





INDY 500

# Wheldon could race in NASCAR

British Indy hero weighs up chance to keep his hand in, but is reluctant to shift focus from single-seaters

**T**wo-time Indianapolis 500 winner Dan Wheldon is weighing up an offer to make his NASCAR debut as he bids to return to full-time racing.

The former IndyCar champion is set to sit out the rest of the season despite his shock victory as a one-off entry for Bryan Herta Autosport in last month's 500. Herta is actively working on putting together a deal for Wheldon to race full-time in 2012, but the Briton has nothing on the horizon.

"In my situation right now I have no guarantees for the future,"

32-year-old Wheldon told local media near his home in Florida.

"We've won the biggest race in the world, so hopefully that momentum will propel me into something. But right now I really do have to keep my options open. I've had an enquiry from a NASCAR team; it would certainly be something I would consider."

Wheldon said the team in question was offering him a drive in NASCAR's second-tier Nationwide Series. But he stressed that securing a future in IndyCar remains his priority.

"It's important for me not to get frustrated; it's about being patient," he added. "I got the taste of being back in a race car [at Indy], and I want that. I love driving Indycars, but now I've got the ability to do some other stuff that will keep me fresh and keep my name about."

"Then, when that right opportunity comes, hopefully we'll start up and continue where we left off at Indy."

Wheldon remains convinced that his second Indy success will lead to something that will progress his

career. He hinted that he was not keen on making a full-time commitment to a stock-car switch.

"I think this momentum is fantastic to take my career to the next level," he added. "It's been a whirlwind since Indy, but it's been very positive for me. It's important for me to be selective."

"I would certainly consider a competitive programme that I feel I'm going to enjoy, but you're not going to see me leave to live in Charlotte. That would be difficult, because that's what a lot of NASCAR team owners push for."

Petty chief wants this in the Big Apple



NASCAR

## New York race on Sprint Cup radar

**RICHARD PETTY MOTORSPORTS** co-owner Andrew Murstein is working to create a NASCAR Sprint Cup race in New York City.

Previous plans by NASCAR to establish a presence in New York, including attempts to build a circuit on a former industrial site in Staten Island,

were unsuccessful. Murstein admits that his proposal is still in the embryonic stage, but believes that the idea could be made to work.

"It's been nothing more than one or two phone calls," he said. "But I'd like to try to facilitate it for the sport. I think it would be great for the sport. I've been

pushing it a bit and looking at sites."

The closest track to New York on the current schedule, Pocono, is a two-hour drive away.

"Pocono is a terrific track, but there's no mass transport here," Murstein said. "They pull 70,000 fans. A race in New York City would pull 150,000."



WTCC

# Mass engine switch for Brno



Dahlgren will use new 1.6 mill in Volvo

**SEAT DUO GABRIELE TARQUINI** and Tiago Monteiro will race the SUNRED team's new 1.6-litre turbo engine for the first time in the World Touring Car Championship at Brno this weekend.

Team-mates Fredy Barth and Michel Nykjaer were the SEAT guinea pigs for the new powerplant at the Hungaroring, while Tarquini and Monteiro retained the older 2.0 TDI as development work continued on the 1.6 unit.

Former champion Tarquini said there was no point delaying the new engine any further.

"We are late compared to the others, and to fill the gap we must develop the engine at the race weekends," he said. "The TDI has no margin left for improvements, while the 1.6 has good potential and can improve a lot."

The team's fifth driver, Aleksei Dudukalo, will continue to use the older-spec TDI for the time being.

Volvo team Polestar Racing has also chosen Brno to introduce its new engine after reaching the conclusion that it needs to be developed in race conditions.

Team principal Christian Dahl said: "We have done only four track days and reliability testing is far from completed. We are also not fully satisfied with driveability yet. However, we have come so far that we will learn more from now on if we start racing."



Busch finished third in illegal Toyota

NASCAR

## Busch gets penalised

**KYLE BUSCH AND JOE GIBBS**

Racing were docked six points each after Busch's Toyota was found to be too low at the front in a post-race inspection at last weekend's Pocono NASCAR Sprint Cup round.

Busch, who finished third, took a 25-point penalty for a similar infraction at New Hampshire in 2009, and the six points amounts to a similar sanction under the new-for-2011 points system.

A JGR statement said: "We have identified the problem which caused us to measure low at the post-race inspection in Pocono. We have made NASCAR aware of our findings."

Busch's crew chief Dave Rogers was also fined \$25,000.

DTM

## Paffett secures long-term Merc deal

**GARY PAFFETT HAS LANDED A** long-term contract extension with Mercedes, making the Briton the first driver confirmed for the marque's 2012 DTM line-up.

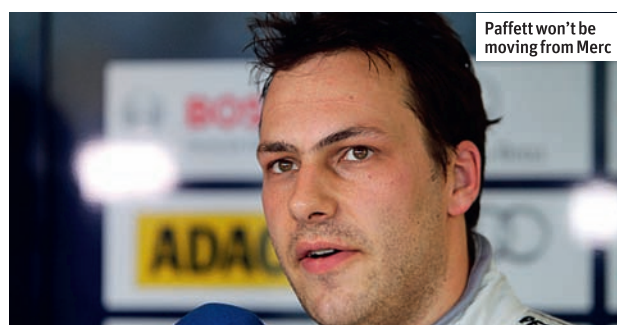
The 30-year-old is the most successful active driver in the German series with 16 championship race victories to his name. He has finished second in the standings for the past two years, and won the 2005 title.

Competition in the DTM is set to increase from next year as BMW and potentially more manufacturers join, prompting Mercedes to commit to re-signing

Paffett at an early stage.

"I'm very excited to be part of this new era of the DTM," said Paffett. "We have enjoyed a lot of success in the past, but next year the competition will be even tougher and it will be a big challenge to try and make our future as successful as the past."

Mercedes motorsport boss Norbert Haug added: "This new contract will take us into a second decade together. Gary is a racer in the purest form, and on behalf of Mercedes-Benz I would like to thank him for all his hard work and success until now."



Paffett won't be moving from Merc

## AUTOSPORT SAYS...

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**D**an Wheldon's admission that he's considering an offer from a NASCAR team is an all-too-familiar theme for the IndyCar Series in recent years: driver has success in US single-seaters; driver looks to NASCAR. But this time it's a little different.

Unlike those who have gone before him, Wheldon isn't doing this because he has ambitions away from the arena in which he has made his name. It's not that he desperately wants to chase the stock car dream, it's that he doesn't have anything else on the table at the moment.

In a way, the circumstances make taking a look at NASCAR a far less risky option for Wheldon than it was for the likes of fellow Indy kings Dario Franchitti and Sam Hornish Jr in the past.

If Wheldon can get a few starts in the second-tier Nationwide series this year, he can find out if he's any good in a stock car, and if he enjoys it at all. In the meantime, he can keep working towards his main goal of returning to the IndyCar grid full-time in 2012. That is surely a more likely outcome than him ever embarking on a 36-race NASCAR schedule.



Wheldon wants to be back in one of these

## QUOTE OF THE WEEK



I won the first race, but my emotion right now is pissed off at the hand we were dealt"



Dario Franchitti was not a fan of the random grid draw in Texas after being consigned to the back of the field



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Fuel Consumption figures for JUKE 1.6 MANUAL: CO<sub>2</sub> 147g/km – URBAN 34.9mpg/8.1L/100km – EXTRA URBAN 53.3mpg/5.3L/100km – COMBINED 44.8mpg/6.3L/100km.



## IN BRIEF



## DANICA VAGUE ON FUTURE

IndyCar poster girl Danica Patrick (above) has distanced herself from comments by sponsor Bob Parsons of GoDaddy.com, indicating a move to NASCAR full-time in 2012. "We don't have those conversations," she said at Texas Motor Speedway. "He doesn't tell me what to do or where to go."

## ABT LEADS EURO TESTING

Formula 3 Euro Series rookie Daniel Abt led the way in last week's Lausitz test. The Signature driver set the best time of the two-day test on the second day, pipping day-one pacesetter Nigel Melker.

## NASCAR QUIET ON NEWMAN

NASCAR officials have refused to comment on reports that Ryan Newman was fined \$50,000 for punching Juan Pablo Montoya in the NASCAR hauler at Kansas Speedway recently. Neither driver has ever confirmed the incident, which is said to have taken place when the pair were summoned to discuss an on-track incident at Richmond a week earlier.

## STEWART TEAM RESHUFFLE

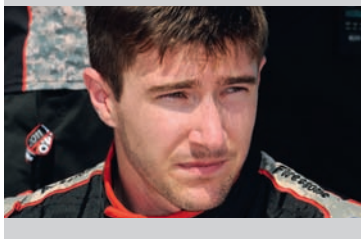
NASCAR owner-driver Tony Stewart has confirmed the departure of Stewart-Haas competitions director Bobby Hutchens. "We just weren't going in the direction we wanted to go," said Stewart.

## CUNNINGHAM RACES INDYCAR

Wade Cunningham, the 2005 Indy Lights champion, finally made his IndyCar debut last weekend in Texas, driving the Sam Schmidt Motorsports car Dan Wheldon took to victory in the Indy 500. The New Zealander showed solid place in the first race before crashing with Charlie Kimball.

## HILDEBRAND RACES WITH INJURY

Indy 500 runner-up JR Hildebrand managed to take part in last weekend's Texas round despite sustaining a knee injury in a promotional event prior to the race. The Panther Racing driver (below) suffered reported torn ligaments, after tripping over on an obstacle course.



INDYCAR

DOUBLE INDY  
FIREPOWER

The IndyCar Series held its first double-header event since 1981 in Texas on Saturday night, with Dario Franchitti and Will Power claiming the wins. It was Power's first career victory on an oval

 **P62 TEXAS INDYCAR**

INDYCAR

## Grid lottery set to be dropped

Driver criticism prompts likely switch to reversed grid for Texas in 2012

**I**ndyCar is likely to accede to drivers' calls to drop the random grid lottery used at Texas Motor Speedway last weekend in favour of a fully-reversed grid in 2012.

Reigning champion Dario Franchitti won the first race last Saturday, but was then forced to start from 28th for race two. With main title rival Will Power drawing third, the Scot was fiercely critical of the system being applied to points-paying races.

"Drawing the grid out of a hat is a joke," said Franchitti. "There's enough variables out there. We don't need to be throwing dice to be deciding grid positions."

"They have to balance sport and entertainment — trust me, it would have been entertaining if [all the frontrunners] started at the back. We might as well have rolled a dice to see who won tonight."

Franchitti's stance was met with widespread support from other drivers, including Power, who went on to win the race.



Franchitti won, then was furious

"It was definitely unfair to Dario," said Power. "You don't have control of your own destiny basically. It was going to be unfair to someone. In a tightly-fought championship, you just can't have that."

Series CEO Randy Bernard told AUTOSPORT that the drivers' concerns had merit, and indicated that there would be changes in the future.

"I tend to agree with what Dario said after the race for two reasons,"

said Bernard. "We don't want the credibility of the championship to be determined by draw, and I think an inverted field will offer the same added excitement."

"Second, 70 minutes between races is way too long for our fans. We need to be no more than 30 if possible. [TV figures] were up 12 per cent on last year, and I believe we would have been up much more if it hadn't been for the 70-minute intermission."



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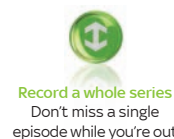


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FORMULA 3

# Lola evaluating new F3 attack

British constructor eyes rematch with Dallara under next-generation rules

**B**ritish racing car constructor Lola is evaluating a return to Formula 3 with an all-new design for 2013.

Lola boss Martin Birrane has revealed that a re-entry into the formula, for which it last built cars in 2006, was already in the planning stage. It is looking to rejoin the category in 2013, the year after the next generation of rules comes into force.

Birrane said: "We are considering it seriously, but next year is too soon. We would like to do it but we are looking more towards 2013."

Asked if it was possible for Lola to take on Dallara's near-monopoly of the formula, Birrane said: "We did it before and built a car that could beat everyone, and we'd like to see if we could do it again."

"Technically it is not a problem; we have proved that. The problems are more commercial. To make it work commercially you need a couple of the big teams."

A Lola spokesman added that the



Steven Kane was F3 winner in Lola

F3 return is one of two major projects under consideration.

Lola's last stint in F3 began in 2003 with a joint venture with Japanese constructor Dome, ending an absence of more than 20 years from the category. The Lola-Dome was subsequently replaced by a new design bearing only Lola badges when the next-generation

of chassis was introduced in 2005.

The Lola-Dome was a race winner in the British, Italian and Japanese series. The Lola chassis won in Britain in 2005 and captured the top two positions in the German F3 Cup in '06. The last Lolas to run in Britain were fielded by Fluid Motorsport in '07, mostly in the National Class.

## IN BRIEF



### DTM GOES OLYMPIC

DTM manufacturers tested in the Munich Olympic stadium for the first time last week. Audi's Filipe Albuquerque and Mercedes driver Bruno Spengler were on hand to check the venue ahead of its inaugural event next month.

### AUDI CONFIRMS A5 FOR DTM

Audi has revealed that its next-generation DTM car for 2012 will be based on the marque's A5 model. The Ingolstadt squad has raced with the A4 since it became a factory entry in the series in 2004.

### BMW HIT WITH WTCC BALLAST

The BMW 320TC has been hit with 30kg extra ballast for this weekend's World Touring Car Championship round at Brno. The SEAT Leon TDI has gone up 20kg, with the series' other models unchanged.

### BIMMER BOYS TO SURFERS V8

More international drivers are lining up for this year's V8 Supercar event at Surfers Paradise. Le Mans GTE podium finisher Andy Priaulx will reprise his role with Triple 8, while BMW stablemates Augusto Farfus (Garry Rogers Motorsport) plus Dirk Muller and Joey Hand (both at Dick Johnson Racing) are making the trip too.

### NEW FORMAT FOR QUEENSLAND

V8 Supercar will introduce a three-race format at Queensland Raceway in August. The original Saturday race will now be split in two, with a 15-minute break in between.

### INGALL LOOKS TO NASCAR

Former V8 Supercar champion Russell Ingall is planning to enter a NASCAR Nationwide Series road-course event. Ingall (below), a former team-mate to NASCAR racer Marcos Ambrose in V8s, told Australia's *Motorsport eNews* that he hoped to contest a couple of ARCA races before attempting NASCAR's second tier.



INDYCAR

## NASCAR target for IndyCar

**INDYCAR CEO RANDY BERNARD** remains confident that the series will attract a NASCAR Sprint Cup driver to compete for the \$5 million bonus on offer at the Las Vegas season finale.

The series is opening the race to five guest drivers from other series to compete for the huge bonus, which is only available if one of the 'outsiders' is able to win, and has made no secret of its desire to entice a NASCAR driver into the field.

Several, including former series champion Tony Stewart, have ruled themselves out due to the Cup race taking place on the other side of the country in Charlotte the day before.

But Bernard is optimistic that at least one will make the trip.

"I really think we'll get a NASCAR driver," he told AUTOSPORT. "There are some drivers who have a significant interest in it. The drivers who said it would be too hard, they didn't realise... they're going to qualify Thursday, we're going to qualify Friday, they're going to race Saturday, we're going to race on Sunday. With a jet, it's a four-hour flight."

Red Bull Toyota Cup driver Kasey Kahne was recently touted as a possible Vegas entrant. The final list of guest drivers is expected to be released in August.



Kahne could race IndyCar in Vegas

INDYCAR

Penske won't get hands on engine yet



## Chevy to run own chassis

### CHEVROLET WILL BEGIN TESTING

its 2012 IndyCar engine with its own Dallara chassis rather than Penske's.

The General Motors brand will take delivery of one of the first batch of new Dallaras in August and expects to start testing with the 2.2-litre V6 in September. It had been expected that Team Penske, which was the first team to sign up with Chevrolet, would undertake initial testing.

GM Racing boss Mark Kent said: "The plan is that all the teams committed to us, Penske included, will take part. When we hit the track, we expect the Chevrolet team line-up to be fairly set."



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# PIT BITS

Facts and stats plus a readers' poll

## Flashback

Stirling Moss, 1948

### THE START OF SOMETHING BIG

Stirling Moss announced his decision to retire from competition at Le Mans last week (see p87). Here he is 63 years ago, drifting to a class win at the Shelsley Walsh hillclimb course in a Cooper-JAP.



## TOP FIVE

Stirling Moss moments

### 1 1955 MILLE MIGLIA

Epic 10-hour record run with Denis Jenkinson in Merc 300SLR.

### 2 1961 MONACO GP

One of his great underdog wins in Walker Lotus against the Ferraris.

### 3 1955 NURBURGRING 1000

Great recovery drive after off by co-driver Jack Fairman to win in sole Aston DBR1.



### 4 1958 ARGENTINIAN GP

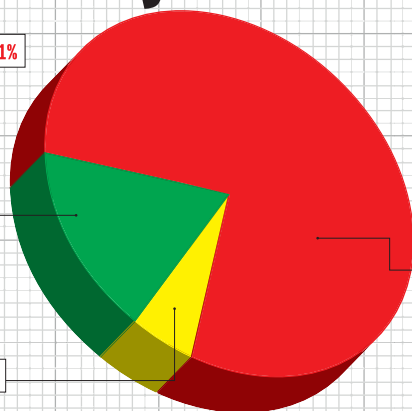
Clever tyre tactics in Cooper earn first F1 points-race win (above) for mid-engined car.

### 5 1950 TT

Used Tommy Wisdom's XK120 to thrash the factory Jag team at Dundrod.

## Are safety cars overused?

Yes 16.1%



We asked AUTOSPORT forum users whether safety cars are used too often in the wet during Formula 1 races

Occasionally 78.8%

## top tweets



@dariofranchitti

Monty and I about to do a little demo in boston. I hope we don't wreck each other!!!



@keselowski

Hanging with Jacques villeneuve today Real down to earth guy, can't wait to see him race my Nationwide car



@Tom Coronel

@ Adria Circuit but big problem. Roberto Ravaglia forgot to wash my racing suit was 2 weeks in trailer smelly



@alex\_lloyd

Went through Bear Crossing and never once did I see a bear crossing. #falseadvertising



@KevinHarvick

Ground hogs are back!! Screw dinner I am going hunting!



@AussieGrit (Mark Webber)

Back home, police cars and cop chopper blasting around/above the village.good luck boys hope you nail them.

## NEXT WEEK



### FERRARI'S SUCCESS DROUGHT

Does the Prancing Horse's make-up allow it to challenge for honours? Mark Hughes assesses

### LIFE SWAP

F1 star Lewis 'Bobby' Hamilton trades cars with NASCAR's Tony 'Jackie' Stewart



## PLUS

BTCC boys trek north to Croft and who can beat Loeb on the Acropolis? British F3, DTM, WTCC and more

ON SALE  
JUNE 23





WRC

# Africa eyeing return to the WRC

Top level rallying comeback is on the cards for the 'rainbow continent' after two South African contenders emerge

**T**he World Rally Championship is on course to return to Africa for the first time since 2002 after plans for a new multi-country event surfaced earlier this week.

The WRC hasn't visited Africa since Colin McRae won the Safari Rally nine years ago, after which the event hit financial trouble. The Safari Rally continues to run – with this year's event taking place this weekend, but given the lack of funding for the event, it appears a WRC return remains a long way off. There are, however, two strong contenders in South Africa to return rallying to the highest level.

South Africa has been in a position to fight for a WRC place before, with a Candidate event – the 2007 Durban-based Zulu Rally South Africa – falling down after

its backer withdrew funding a week prior to the start.

A source in South Africa said: "Things are looking much stronger than they have for some time now. We have two good rallies, which would offer a lot to the world championship. What happened in 2007 set us back quite a long way, but we're very close to seeing the best in the world back in Africa."

One event is based in Cape Town, while the other – the potentially stronger bid – is said to be the Sasol Rally, one of the longest-standing and highest quality rallies in South Africa. Based in Mpumalanga, close to the Kruger National Park in the country's north-west, the Sasol Rally celebrated its 20th successive year in April. Another benefit for the

Sasol Rally is its close proximity to the borders with Swaziland, Mozambique and Zimbabwe.

Markko Martin's former manager Paul Turner has invested in the Sasol Rally Team and he admitted the time is right for a WRC return.

"The quality of the rallies and the roads is really good," said Turner. "I certainly believe South Africa could deliver an exciting and challenging event to the championship."

WRC promoter Simon Long said Africa is high on the list of areas into which the WRC is looking to move before 2015.

"Africa is one of the hot ones for us," he said. "We're looking at two options, but it would be very exciting to get back there."

Long also denied that a lack of organisational experience – due

to the nine-year absence – would be a problem.

"If we get the right people in place, these things can be fast-tracked," he added.

The other countries chasing WRC inclusion are Brazil – which could run as part of a South American double-header with Argentina – plus Russia, China and the United States.



McRae won the final WRC Safari in 2002



Young guns will get Skoda tryout

IRC

## Brits land Skoda IRC test chance

### THE THREE TEAM UK RALLY DRIVERS

have been offered a test in Skoda UK's Fabia S2000 – with coaching from Intercontinental Rally Challenge frontrunner Andreas Mikkelsen.

Harry Hunt, John MacCrone and Elfyn

Evans will drive the car at the forest rally stage at Goodwood the day after next month's Festival of Speed. In addition to the driving, they will also be given a behind-the-scenes look at the Skoda UK Motorsport squad.

Skoda UK's Cathie Sleigh said: "This came about because we signed Andreas [Mikkelsen] and not a British driver for our IRC programme. We were talking to the MSA to see what we could do to help British talent and came up with this idea."





Block hopes to drive like this at Goodwood

GOODWOOD

## Block's Gymkhana Fiesta for Goodwood

**KEN BLOCK WILL BRING HIS** Gymkhana 3 Ford Fiesta to this year's Goodwood Festival of Speed – and the American star has promised fans a wilder-than-ever performance at the July event.

Block has endeared himself to motorsport fans across the world with the kind of flat-out approach he took to last month's Rally Argentina and he's aiming for more of the same on Lord March's driveway at the Festival. The July 1-3 event will be the first time Block's 600bhp Gymkhana car has been driven in public in Europe. "I love Goodwood," said

Block. "It's one of the most unique motorsport events in the world. It's completely different from anything we have here in America. It's posh, focused on motorsport and is hosted by royalty. Lord March throws an incredible event and is an awesome host who actually encourages me to hoon as much as I can."

"In fact, I take great pride in the award he gave me in 2010 for hooning on the hill and I expect to return this year to defend last year's award in earnest."

● Block will drive Pirelli's F1 test car for the first time at Monza in Italy on August 5.

## AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

david.evans  
@haymarket.com



**T**his week's Acropolis Rally will be a true test of Malcolm Wilson's words. For ages now, the former British Rally Champion-turned Ford rally boss has maintained that current regulations take rallying back to the people. With parity in cars, local aces can win.

Step forward Lambros Athanassoulas.

Two years ago, this 34-year-old caught everybody, apart from his Athens faithful, on the hop when he won the PWRC round of the Acropolis Rally. And now he's put together a budget to test Wilson's theory in one of the Cumbrian's cars. Starting well down the order, Athanassoulas will benefit from well-swept roads and will be a genuine threat to the established order at the end of Friday.

Another emerging talent to be recognised is Cameron Davies. The Llandovery lad is 18 years younger than Athanassoulas, but Chevrolet UK has given the 16-year-old a rally-prepared Spark to contest the remainder of this year's Formula 1000 Junior Rally Championship. Davies is the defending champion of this exceptional series and will start his first event in his new car at Caerwent next Saturday (June 24). The Welshman's career has been boosted thanks to Chevrolet's much-welcomed grass-roots involvement.

Finally, before you venture further into this issue, I'd like to point out that my feature about long-distance rallies and the comparison with endurance racing (page 70) was written before last weekend's Le Mans thriller.



Davies makes Chevy debut in Caerwent

## IN BRIEF



### CATALUNYA ROUTE BOOST

October's Catalunya Rally will run an extended route with new stages – including an all-gravel test run in the dark – on the opening day. The gravel content of the event will, like last year (above), run on Friday, with the weekend running all-asphalt.

### MINI ENTERS ESTONIA

Kris Meeke and the Mini World Rally Team have entered July's Rally Estonia. The event is being used as a warm-up for Rally Finland, which starts a fortnight later.

### NEW CARS FOR FERM

Ferm Powertools World Rally Team will be the first squad to run its own Ford Fiesta RS WRC on this week's Acropolis Rally. Before now, all new Fords have been run by M-Sport.

### SCOTLAND TICKET SWAP

Tickets for the Rally of Scotland (October 7-9), the penultimate round of the Intercontinental Rally Challenge, will be sold on the gate rather than in advance this season. Advance-ticket sales for Scotland and Rally GB have come in for criticism from fans in recent years,

so the Perth-based event will charge £20 per car on double-run stages and £10 per car for the single run through the Carron Valley test on Sunday morning.

### LIU CHAO DONG DIES

Chinese rally driver Liu Chao Dong died from alcohol poisoning last week. The 26-year-old was his country's best-known rally driver and he had contested last year's Rally GB with the Stobart M-Sport team in a Ford Focus RS WRC.

### HIGGINS FASTER ON IoM

Not content with lapping the Isle of Man TT course in a standard Subaru Impreza at an average of 113mph, Mark Higgins bettered his own record last Friday, when he pushed the mark to 115mph.

### BRACK IS TOP OF CLASS

Former Indy 500 winner Kenny Brack made a class-winning debut in his Ford Escort Mk2 on Saturday's Dukeries Rally (below). The Swede collected the class H2 award on the Sherwood forest event driving his Historic RallySport car.



WRC

## Vettel: I'd like to try rallying

Vettel (l) met fellow Red Bull man Loeb in 2009



### REIGNING FORMULA 1 WORLD

Champion Sebastian Vettel has admitted he would like to try rallying at some stage in his career.

Speaking on the BBC's coverage of Sunday's Canadian Grand Prix, the Red Bull Racing driver said he was impressed by his rallying colleagues.

Vettel said: "Most impressive is the rally. It's a bit crazy, but it's very nice. I would like to try it myself one day, but I think Christian [Horner, Red Bull team principal] wouldn't be too happy."

Vettel would be the latest in a long line of F1 drivers to try rallying. Kimi Raikkonen switched to the WRC last year and Robert Kubica was injured when he crashed a rally car in February.

● Having missed the last two WRC rounds, Raikkonen returns to his Citroen DS3 WRC in Greece this week. The Finn tested for one day in France last week.

## WRC PREVIEW

<b>Event</b>	Acropolis Rally
<b>Round</b>	7/13
<b>Based</b>	Loutraki
<b>Date</b>	June 16-19
<b>Stages</b>	18
<b>Mileage</b>	216.74
<b>Surface</b>	Gravel
<b>Last winner ('09)</b>	Mikko Hirvonen
<b>Championship leader</b>	Sebastian Loeb







## CANADIAN GP

Montreal, June 12

**ROUND** 7/19

**LAPS** 70

## WINNER

Jenson Button  
4h04m39.537s

## POLE POSITION

Sebastian Vettel  
1m13.014s

## FASTEST LAP

Jenson Button  
1m16.956s

## RACE RATING

★★★★★

From a Turn 1 clash to a last lap leader change, this race had it all. Fantastic!

## DRIVERS STANDINGS

Vettel	161pts
Button	101pts
Webber	94pts

## MILESTONES

- McLaren has now scored more than 4000 points (4021.5)
- Button is the 32nd driver to get to 10 race wins in the F1 World Championship





# BUTTON BUMPS, THEN GRINDS VETTEL DOWN

Torrential rain ensured an unpredictable race, but talent - and a massive amount of pressure - got him the result. By MARK HUGHES



# QUALIFYING

Vettel sticks it in the wall, then on pole. Ferraris fly but McLaren is disappointed

There was a lot that was different about this event to those preceding it: a unique combination of long straights and slow corners, a notoriously difficult surface for the tyres, a key engine mode development from Ferrari. Yet at the end of qualifying, it was the same outcome as ever – Sebastian Vettel's Red Bull on pole. It was only by 0.185s – the RB7 not seen to best effect on these short, slow turns, perfect Ferrari territory – but in securing his 21st pole, Sebastian had recovered, just as in Turkey, from a significant practice accident, bouncing right back as if it had never happened. Team personnel are saying he's moved to a different level even compared to last year and certainly this performance had a supreme confidence about it. The accident had occurred, appropriately, at champions' wall about half-way through FP1 and took off the right-front after he'd hit the final chicane kerb at just the wrong angle. "It had looked like I wouldn't be getting out for FP2," said Seb after securing pole, "but the boys managed to fix it in time and that was important because this is a place where you really need to get into the rhythm, to understand coming from high speeds into hard braking areas and it's very tricky to squeeze everything from the car. But I'd rather not be making a habit of crashing on Friday." The pole lap came on his first run of Q3 on a fresh set of the super-softs.

With these tyres having proved durable in practice, teams were not as paranoid as usual about keeping new sets for the race and everyone apart from the Mercedes drivers did two super-soft Q3 runs.

It was only on Fernando Alonso's final effort that he bested team-mate Felipe Massa and stuck the number five Ferrari on the front row. "It's a good combination for us," said Fernando, "with the super-soft tyres and corners that don't demand high-speed downforce." The hot-blown



diffuser mapping had been developed further and Alonso was particularly adept at using the extra grip, especially in any bumpy corner approaches, notably turn six. But Massa's was the quicker Ferrari both in Q2 and after their first Q3 runs.

Mark Webber was forced to sit out Saturday practice after the inevitable KERS problem was discovered on the eve of the session. The Red Bull was ready in time for Q1 but even as Mark was exiting the pits they were telling him the KERS was still not functioning. Given the lack of both track time and KERS, Webber did well to get within 0.4s of Vettel, good for fourth fastest. Around here even the low-capacity (40kw) Red Bull KERS was reckoned to be worth between 0.3-0.4s.

The qualifying form of the McLarens was disappointing, with Lewis Hamilton and Jenson Button lining up fifth and

seventh respectively, split by Nico Rosberg's Mercedes. Anticipating the Pirellis to be as delicate on the abrasive surface as the Bridgestones were, the team had chosen to bring a relatively high-downforce rear wing in order to protect the rears; turned out that the tyres were just fine, thereby leaving the MP4-26 over-winged and struggling for end-of-straight speeds. In addition, both cars were geared for tucks down the long back straight on race day, meaning their seventh gears were way too long. The 0.273s Button trailed Hamilton by was the closest any team-mate has ever qualified to Hamilton around here, Lewis in his usual wall-skimming dramatic form.

Mercedes spent almost all of its practice time doing long runs, trying to ensure there was no repeat of the chronic rear tyre degradation issues of Monaco. Consequently there was not much time devoted to one-lap set up and under the circumstances the team was quite encouraged with Rosberg's sixth and Michael Schumacher's eighth fastest times, separated by just half a tenth. Doing just one Q3 run apiece ensured they saved a set of new super-softs for the race.

Track temperatures were around 20C lower on Saturday and this revealed an unwelcome trait on the Renaults which couldn't even get the super-softs up to temperature. Nick Heidfeld and Vitaly Petrov scraped into Q3 though and qualified ninth and 10th, with the former using a higher downforce set up, thinking ahead to the forecast rain of Sunday.

On his first time at Montreal Paul di Resta just failed to squeeze the Force

India through to Q3 after a small moment at the second chicane on his final Q2 run. The car had excellent straightline speed, but was perhaps a reflection of being light on downforce. Adrian Sutil was generally struggling to keep pace with di Resta, hitting the wall in practice and locking up at the hairpin on his final Q2 run, leaving him 14th, 0.5s away from his team-mate.

Like Renault, Williams discarded its specific Montreal wing for a more conventional one and Pastor Maldonado, on his first appearance here, squeezed a good Q2 lap out to go 12th. Unfortunately a problem with a front disc on the car of Rubens Barrichello caused the brake to grab, sending him off the circuit at one point and leaving him back in 16th. The car was finally using the upgraded floor tried in various practices since China.

Sauber endured a busier time than expected, as Pedro de la Rosa was drafted in at 10-minutes notice to replace the unwell Sergio Perez, and both Pedro and Kamui Kobayashi hit the wall in practice. Kobayashi was spectacular but not that quick and lined up 13th, four places and 0.5s ahead of his temporary team-mate.

The Toro Rossos struggled with brake balance and only Sebastien Buemi made it through to Q2 where he qualified 15th.



**P44 RESULTS**  
Montreal: you'd need an umbrella







Alonso beached after tangle with Jenson into Turn 3, lap 37



17C

**RACE CONDITIONS**

The race was held in wet conditions, although it did dry out in closing stages.

**T**he Ferrari's undertray pivoted on the Turn 4 exit kerb – and so did the whole outcome of the race. Fernando

Alonso had just left the pits in this crazy delayed event and it was crucial that he keep the advancing Jenson Button – inters now up to temperature, having stopped the lap before – behind. So they accelerated up to Turn 3 together, the red car and the silver one, neither man prepared to give way. As they touched in the no-man's land where Alonso's outside line for Turn 3 would have become the inside of Turn 4, Ferrari right-rear against McLaren left-front, their destinies diverged.

Had the Ferrari merely spun rather than getting itself beached, there would have been no safety car – and Button's long, slow crawl back to the pits on his punctured tyre and damaged nose while everyone else remained flat-out would have left him a lap down and that would have been that; a plucky drive back into the points if he was lucky, an awkward explanation of his earlier coming together with team-mate Lewis Hamilton. But out came safety car number three and so the pieces of Button's miraculous

drive began to lock into place: two collisions, a puncture, five pitstops, a drive-through penalty and rejoining dead last with half of the race gone: unlikely circumstances for a victory, you'd have to say. But that one piece of luck combined with Button's magical touch in these changeable conditions, his calm head, that he was the only man able to get the slicks up to temperature on the menacingly narrow dry line, the McLaren's excellent mechanical grip, DRS; all these things conspired and Sebastian Vettel became, for once, a victim.

We had to wait for this treat. Wait a very long time, a two hour gap after 45 minutes of interrupted running. Standing water, heavy spray and concrete walls meant the first start came under the safety car, racing underway at the end of the fourth lap, Vettel sprinting off the way he does, a couple of Ferraris in his wake. Immediately behind, on the run down to Turn 1 Hamilton's impatience drew him into an implausible attempt inside of Red Bull's Mark Webber who tried to give him room, but that space funnelled them rapidly down to contact, spinning both, as Nico Rosberg's Mercedes, Button and Michael Schumacher's Merc passed by. That adventurous spirit of Lewis' seemed over-centre again, as though he were carrying on from where he left off in Monaco. He was at least facing the right way and able to get going again in sixth. But Webber

needed to spin turn and completed the lap in 13th. "Jeez, I think he thought the chequered flag was at Turn 3 on lap one," he said later.

Button got wide into Turn 3 and was zapped one either side by Schumacher and Hamilton. Next lap Hamilton tried for the outside of Schumacher into the hairpin, Michael seemed surprised to see him there, Lewis taking to the grass to avoid contact, getting onto the run-off, allowing Button to re-pass. Next lap Vettel skated across the grass at the Turn 7/8 chicane, but because he was already almost 5s clear of Alonso the error went

unpunished. Felipe Massa, in third, looked for all the world as if he was being held up by Fernando but reluctant to do anything more than bob around in his mirrors.

Hamilton was less reluctant to put a move on his team-mate. At the end of the seventh lap Jenson got a bit tweaked up into the chicane and slalom-slid the exit, making him very slow onto the straight and Lewis was upon him, catching, catching, trying to second-guess as he was sucked up to the other McLaren's rear wing. He opted for the surprise move to the left – which certainly seemed to surprise ▶

But for the safety car, Button's race would have been ruined





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◀ Jensen as he eased the same way to take up the normal line for the approaching right-hand kink. Hamilton was pincered between pitwall and Button's left-rear. Lewis' left-rear hit the wall hard and ricocheted him into Button who corrected a violent twitch. "What was he doing?" shouted Button over the radio. Lewis limped on until being told by the team to retire it as they could see suspension damage.

Could Button have seen him? He was looking in his mirrors as Hamilton was catching him, but not necessarily at the moment that it was clear Hamilton was moving to the left. If it had been a deliberate strong-arm defensive move from Button, it would have been understandable. Hamilton had ambushed him at China, forcing a 'move aside or we crash' move upon him. Was Button determined not to allow that to be repeated?

In the elation of victory many hours later, he said: "I couldn't see in my mirrors. It was one of those things and I have apologised to him," but Button's every move on Sunday carried with it a ruthless purpose. Hamilton's abandoned car triggered a safety car and Button used that as an opportunity to pit immediately for a punt on the intermediate tyres. Further rain was holding off and a thin ribbon of a line beginning to form. This was the first time the Pirelli wets had been raced, yet they seemed quite durable in such conditions but the track did now appear to be moving towards inters – which would potentially be whole chunks faster. Besides, stopping now enabled a damage check to be made to the car. Behind the safety car for four laps, Button circulated in 12th place and as racing got underway again, with Vettel sprinting away from the Ferraris – Alonso getting alongside

**"Everyone was watching Button's times very closely. He began to fly on those inters. Both Ferrari and Mercedes responded"**

into the chicane braking area but on the outside – everyone was watching Button's times very closely. But that information was delayed as Jensen had been called into the pits for a drive-through for exceeding the target speed during the safety car period. With the field still so bunched and the pit entry road before the speed limit line so fast, it only cost him two places. Once past a couple of slower cars, Button began to fly on those inters.

Both Ferrari and Mercedes responded, bringing Alonso and Rosberg in from second and fourth

respectively at the end of the 16th lap. Next time through Button was over 1s faster than leader Vettel – who had the gap to Massa out at over 6s already. But there was a twist: the rain was beginning to fall again. Red Bull and Ferrari realised it was better to keep Vettel and Massa out there still on their wets, but Mercedes stuck to the plan and brought Schumacher in for inters.

With Alonso, Rosberg and Schumacher apparently out of the immediate picture, the yet-to-stop upper-midfield bunch leapfrogged past them: Kamui Kobayashi's Sauber was up to third from the recovering Webber behind whom Alonso had rejoined, then the non-stopping Renaults of Nick Heidfeld and Vitaly Petrov and the Force India of Paul di Resta. The latter might have remained ahead of Kobayashi had he not had a sideways moment on the sixth lap, but was now going well. ▶

McLaren team-mates got far too close for comfort



Lewis and Webber clash at first turn



Hamilton bails out due to broken suspension

## DRIVER BY DRIVER by Edd Straw

**1**  **8/10**  
Event rating

**SEBASTIAN VETTEL**  
Red Bull-Renault RB7-3  
Start: 1st. Finish: 2nd  
Shunted during FP1, but still went on to take pole. SC start ensured he led early, but its reappearance meant he couldn't consolidate. Surprised by Button's pace late on, he pushed too hard, too late and locked the rears on the last lap, sliding wide and letting the McLaren past.

**2**  **7/10**  
Event rating

**MARK WEBBER**  
Red Bull-Renault RB7-4  
Start: 4th. Finish: 3rd  
Still wouldn't have toppled Vettel even if KERS had worked in qualifying. First corner clash with Hamilton dropped him to 14th, but recovered to seventh by red flag. Struggled to overtake even with DRS, but passed Schumacher on lap 67 to take a hard-fought podium.

**3**  **4/10**  
Event rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-26-01  
Start: 5th. Finish: DNF  
"Just very slow" in qualifying after team misjudged gear ratios and wing package. Clashed with Webber at Turn 1 after the safety car pulled in, went off at the hairpin trying to pass Schumacher. Clashed with Button on start/finish at the end of lap seven, out with suspension damage.

**4**  **9/10**  
Event rating

**JENSON BUTTON**  
McLaren-Mercedes MP4-26-02  
Start: 7th. Finish: 1st  
Button was last on lap 37. He had clashed with Hamilton on the start/finish, Alonso at Turn 3 and pitted three times for punctures and a speeding penalty. Well-timed stops allowed him to take second from Schumacher with six laps to go and reel in Vettel, who cracked on the final lap.

**5**  **7/10**  
Event rating

**FERNANDO ALONSO**  
Ferrari 150° Italia-288  
Start: 2nd. Finish: DNF  
Thrived here where aero efficiency trumps outright downforce, but couldn't beat Vettel in qualify and had to dig deep to eclipse Massa. Kept it clean until Button dived up the inside into Turn 3 on lap 37, the resulting contact leaving his spun Ferrari beached on a kerb.

**6**  **7/10**  
Event rating

**FELIPE MASSA**  
Ferrari 150° Italia-289  
Start: 3rd. Finish: 6th  
Recaptured his China form by showing Alonso-troubling pace. Settled into third early on, but after switching to slicks he had to go off-line to lap an HRT into Turn 3 and spun into the barrier. Limped back to pits and got back up to sixth, pipping Kobayashi on the line by 0.045s.



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Vettel gets set for the long-awaited restart

Appalling visibility in these conditions



Water clearing, Canadian-style

◀ At some time on the 19th lap the heavens opened. Perhaps aided by Vettel saying how impossible the conditions had become the race went under the safety car, during which time the inters-shod Alonso, Rosberg, Schumacher and Button made corrective stops for wets, dropping them yet further down the order. Vettel, Massa and Webber stopped at this time too, changing their existing wets for new ones. After six laps under the safety car the deluge became yet heavier and the race was red-flagged. They lined up on the grid: Vettel, Kobayashi, Massa, Heidfeld, Petrov, di Resta, Webber, Alonso, de la Rosa, Button, Rosberg, Schumacher. A two-hour wait ensued as the storm passed and quite a few bedraggled souls headed home – or for the casino. Those who stayed were to be rewarded.

Nine laps behind the safety car – and with everyone therefore on full wets – laid the introduction for the spectacular second instalment of this race. As Bernd Maylander set the pack free at the end of the 34th lap, Vettel was again master of the restart and his advantage quickly ballooned as Kobayashi tenaciously fended off Massa and Heidfeld. Just behind, di Resta shielded from Webber while further back Rosberg took a hit from Adrian Sutil at turn three, damaging the rear of the Mercedes. His team-mate Schumacher had peeled off into the pitlane as soon as the safety car came in, changing immediately onto intermediates. It was an inspired call, made by Michael himself. Button and Heidfeld followed suit on the next lap but everyone else was rather more cautious, with Kobayashi, Massa, Petrov, Webber, Alonso and Rosberg staying out until the end of 36. Vettel's leading margin and strong pace encouraged Red Bull to keep him out for yet another lap.

Schumacher's early stop had jumped him up to seventh, leapfrogging him past Petrov and Rosberg. Alonso had dropped behind Rosberg at the stops and now, as he accelerated back into the fray, he was being caught by Button on inters that were fully up to temperature and set on scything past. That's when they touched – leaving Alonso fatefully beached upon the kerb. Yet another safety car – its fifth appearance – allowed Button with his punctured tyre to get back without being lapped. Vettel took the opportunity of pitting for his inters and got underway again without losing his lead. Three laps later the race was back on and Vettel was comfortably away from the squabbling Kobayashi and Massa, then a great line of a scrap comprising Heidfeld, di Resta, Webber, Schumacher and Petrov. Button at this point was a solid last, having not even quite caught the tail of the pack as the safety car came in.

So with 57 per cent of the race done, Vettel led and Button was last. The various safety cars had repeatedly trimmed back Vettel's lead, which he would confidently pull out, only to have it wiped. This had kept him within Button's reach, unlikely though that looked at this stage. Button was on inspired form too and soon scything through backmarkers still closely-packed from the safety car. "This was 90 per cent Jensen and 10 per cent car," said Martin Whitmarsh. "He had the confidence in these conditions to push and that got heat into the tyres that was elusive to others and it was just a sort of virtuous circle. His skill, calm, confidence and smartness today was just fantastic."

Meanwhile Vettel was doing the perfect job too, pulling away from Kobayashi at around 0.5s per lap, ensuring he was looking after his tyres. Massa was becoming ▶

**7**  **9/10**  
Event rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W02-09  
Start: 8th. Finish: 4th  
Best weekend of season, qualifying only 0.05s off Rosberg and flying in wet. Climbed to fifth once race underway, and later second with brilliant moves on Massa and Kobayashi on lap 51. Car wasn't so strong in the dry, but held on for fourth.

**8**  **6/10**  
Event rating

**NICO ROSBERG**  
Mercedes MGP W02-07  
Start: 6th. Finish: 11th  
One of those races where it all goes wrong after a good qualifying. Was one of those who pitted for inters just before the first downpour but recovered to challenge for sixth late on. Contact late with Kobayashi ultimately cost him points, his front wing gave out on last lap.

**9**  **7/10**  
Event rating

**NICK HEIDFELD**  
Renault R31-04  
Start: 9th. Finish: DNF  
Pressured to raise his game in qualify, he outpaced Petrov despite running more wing in anticipation of a wet race. Turned in a typical showing and was sixth when he hit the back of Kobayashi on the run out of Turn 2. This damaged his front wing, putting him into the wall.

**10**  **8/10**  
Event rating

**VITALY PETROV**  
Renault R31-05  
Start: 10th. Finish: 5th  
Reckoned could have been a few grid places higher, but opted not to pit for inters during the first part of the race, leaving him fifth at the red flag. And that's where he finished after a rock-solid run that, without the safety cars late on, could have netted a podium.

**11**  **7/10**  
Event rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW33-03  
Start: 16th. Finish: 9th  
Brake problems held him back in qualifying, but he climbed from 16th at the red flag to within a few laps of a top six finish. But at the final restart, he had to take to the grass to avoid Kobayashi, dropping him down to ninth after a typically effective run in a chaotic race.

**12**  **5/10**  
Event rating

**PASTOR MALDONADO**  
Williams-Cosworth FW33-02  
Start: 12th. DNF  
A badly-timed stop for inters cast him down to 20th position at the red flag, but was back up to 10th when the final safety car was deployed. Hit Rosberg, who checked up to avoid Kobayashi at the restart, and went off on his out lap after pitting for a new front wing.



“Schumacher had taken advantage of Webber getting on the power too early and was now using the narrow dry line”

◀ frustrated in trying to find a way by the Sauber. With a dry line becoming well defined, it was still treacherous off-line and Felipe could get alongside but Kamui took care to always force Massa to take the slippery line. It was a challenge that tripped up di Resta as he tried to take fourth place from Heidfeld at the final chicane, locked up, hit the Renault and destroyed his front wing. The subsequent stop and further incidents dropped him out of contention but it had been a performance of great promise up to that point. Schumacher had taken advantage of Webber getting on the power a little too early out of the hairpin and was now using the narrow dry line to cannily keep the faster Red Bull behind. A couple of laps later Heidfeld repeated Webber's error – and Schumacher was past him too, now up to fourth and quickly catching Massa, who was still being held back to Kobayashi's pace.

On the 46th lap race control allowed DRS to be enabled, judging that visibility was no longer an issue. Button was by now up to 12th and only 20s off the lead because of the safety car and the relatively gentle pace that Kobayashi's Sauber was effectively imposing on everyone else, as Vettel just gauged the gap back to him. Jensen quickly picked off the likes of Maldonado and Alguersuari while Schumacher hunted down the Kobayashi/Massa knot. As Kamui oversteered wide out of turn eight, Massa went to his



Jubilant Jensen drove a blinder



Intense race between Massa and Kobayashi



Only DRS got Webber past feisty Schumacher

## DRIVER BY DRIVER by Edd Straw

**14**  **4/10**  
Event rating

### ADRIAN SUTIL

Force India-Merc VJM04-04  
Start: 14th. Finish: DNF  
Again outqualified by di Resta after a mistake in Q2. Flirted with the top 10, but had to pit for a new nose when he hit the back of Rosberg at the hairpin under the safety car. Early switch to slicks backfired as he lost it and clipped the wall, breaking his suspension.

**15**  **6/10**  
Event rating

### PAUL DI RESTA

Force India VJM04-02  
Start: 11th. Finish: 18th  
Climbed to sixth by red flag and was fifth when he tried to pass Heidfeld at the final chicane, earning a penalty after hitting the Renault that he reckoned was harsh. Race ended when he suffered a puncture after shaving the wall trying to get past Barrichello.

**16**  **8/10**  
Event rating

### KAMUI KOBAYASHI

Sauber-Ferrari C30-01  
Start: 13th. Finish: 7th  
Damaged chassis with Friday crash and tyre troubles meant he couldn't challenge for Q3. Stayed on wets in first part of race, climbing to second which he consolidated at restart. Safety cars backed him into the pack, and he slipped back to seventh.

**17**  **9/A**  
Event rating

### PEDRO DE LA ROSA

Sauber-Ferrari C30-02  
Start: 17th. Finish: 12th  
Called up just 10m before FP2, Perez too unwell in wake of Monaco accident. Did great job to qualify 0.3s off Kobayashi despite DRS and KERS buttons being the other way round to those on the McLaren! Kept it clean in challenging conditions to take a solid 12th.

**18**  **6/10**  
Event rating

### SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-04  
Start: 15th. Finish: 10th  
Was one of the last to switch to inters before the race was suspended, leaving him 18th when the race got underway again. From there, did a workmanlike job to edge up the order, inheriting a point on the last lap when Rosberg's front wing gave out.

**19**  **8/10**  
Event rating

### JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-01  
Start: PITS. Finish: 8th  
Desperately needing a good showing, failing to make Q2 was potentially disastrous. Re-started 14th after red flag, well-timed stops kept him competitive in midfield. Eighth at the final restart, he was passed by Massa but picked up a position when Rosberg had wing problem.

PICT: ETHERINGTON, FERRARIO, DUNBAR & TEE/LAT





right but was baulked and Michael went to the left, passing them both in one move, now up to second. Massa was able to use his DRS to then finally get past the Sauber on the back straight.

Just as this was happening, Webber, unable to find a way by Heidfeld, made a decision. "I rolled the dice and decided to come in for dries [super-softs]. It was a bit on the edge because the track was still very tricky at that stage." But it worked. On his second flying lap he was in the 1m 24s, 3s faster than the leader, by which time Button had stopped and made the change too. Schumacher, Massa and Heidfeld followed him in a lap later, and Webber was finally past the Renault. He was soon past Massa too as Felipe had hit the Turn 7 wall on his out-lap, smacking the nose a hard glancing blow after being wrong-footed when lapping Narain Karthikeyan's HRT. The Ferrari was in the pits for a replacement, any chance of the podium now gone. This brought Webber back onto the tail of Schumacher. Vettel, Kobayashi and the rest pitted for their super-softs on the 53rd lap. Vettel still led courtesy of his earlier margin, from Schumacher and Webber, with a sensationally fast Button — who'd leapfrogged Kobayashi and Heidfeld by his



**"I was probably too conservative after the last safety car, didn't open the gap enough, then I saw Jensen go through"**

earlier stop — catching the top three at a huge rate. With 15 laps to go he was now just 9s off the lead. On lap 55 Heidfeld was up with Kobayashi and looking for a way by. What happened next was a stark illustration of the difference in off-throttle grip between a hot-blown diffuser car (Renault) and a car without that feature (Sauber).

Into Turn 2 Nick had hugely more speed and closed down a five-metre gap to almost nothing. He was then instantly onto the throttle, feeling that grip beneath him and mistakenly anticipating Kobayashi to be doing the same. The Renault hit the Sauber hard, folding its front wing beneath as Nick headed up to Turn 3. The nose briefly went skywards before Nick wrestled it to a stop in the Turn 3 escape road. With carbon debris from the Renault all over the track, the sixth safety car of the day was deployed — probably just the last little bit of fortune for Button, wiping out much of his deficit.

Marshals ran onto the track to retrieve the debris even as cars were still cresting the rise and there were some heart-in-the-mouth moments, especially as one of them fell over just as Petrov was arriving, the Renault's brakes briefly locked. It took five laps for the mess to be cleared and upon the restart Vettel was again up and away as Schumacher and Webber squabbled. Four laps into this restart Webber tried yet again down the inside into the chicane, locked up and had to go

straight-on. He came out ahead but was of course obliged to give the place back — which he did between Turns 2 and 3, having to be very firm in preventing Button coming by too. Webber tried again on the next lap and again slid straight on, but at an awkward enough angle to make him slow coming back onto the pit straight — allowing Michael to stay ahead and Button to pass him. Now Button was all over the Merc and on the following lap used his DRS, KERS and long seventh gear to simply drive by Schumacher long before they reached the braking zone.

There were five laps left and Vettel was just 3.1s ahead of the flying McLaren. "I was probably too conservative after that last safety car," said Vettel, "and didn't open the gap enough when I could. I was just trying to hold the gap to the cars behind — but then I saw Jensen come through." Too late. Seb realised he could not afford to let the McLaren get within the 1s DRS trigger zone and so began to turn on the pace. He was suddenly lapping 2s faster than before — and yet still Jensen was closing him down as the race built to a stunning crescendo. Webber meanwhile used his DRS to finally nail Schumacher into the chicane for third.

Still Button came. On the penultimate lap he was close enough for the DRS to trigger, allowing him to have a look into the chicane but Vettel held his line. That's how they headed into the last lap, prey and hunter. Into Turn 6, the pressure finally told as Seb's left rear slipped onto the damp line and in an instant was oversteering at around 40 degrees. He gathered it up with an angel's hands, but Jensen was through and gone. "That will go down as one of the all-time great grand prix wins," said Whitmarsh and it was impossible to disagree. ☑

**20**  **6/10**  
Event rating

**HEIKKI KOVALAINEN**  
Lotus-Renault T128-04  
Start: 20th. Finish: DNF  
Did a solid job in qualifying, but after edging up the order slipped back to 21st at the red flag after pitting for inters relatively late, just as the rain tipped down again. Had no time to recover at restart as he suffered a driveshaft failure under the safety car on lap 29.

**21**  **6/10**  
Event rating

**JARNO TRULLI**  
Lotus-Renault T128-01  
Start: 19th. Finish: 16th  
Still complaining of a lack of feedback in power steering, was surprised to outqualify Kovalainen for first time in 2011. Braking problems after discs glazed under first SC, possibly to do with not running braking material more suited to wet in qualify, had tough run to 16th.

**22**  **7/10**  
Event rating

**NARAIN KARTHIKEYAN**  
HRT-Cosworth F111-03  
Start: 23rd. Finish: 17th  
Had potential to outqualify Liuzzi, but overdid it on best Q1 lap and ended up 0.15s behind. Turned in good performance, passing Liuzzi, and also both Virgins, but after finishing 14th was busted back to 17th for straightlining a chicane when passing Glock.

**23**  **9/10**  
Event rating

**VITANTONIO LIUZZI**  
HRT-Cosworth F111-02  
Start: 19th. Finish: 13th  
Found team's major exhaust blown diffuser upgrade very much to his liking, beating both Virgins in qualify for second time this year. Ran in top 10 during first part of race, uncharted territory for an HRT, and an error-free run netted a relatively strong finish.

**24**  **7/10**  
Event rating

**TIMO GLOCK**  
Virgin-Cosworth MVR-02  
Start: 22nd. Finish: 15th  
Threw Virgin around with gusto in qualifying, splitting the improved Hispanias despite gambling with wing levels for wet conditions. After passing Trulli earlier in the race, slipped behind Liuzzi and d'Ambrosio in the closing stages, but struggled with flatspotted front tyres.

**25**  **5/10**  
Event rating

**JEROME D'AMBROSIO**  
Virgin-Cosworth MVR-03  
Start: 24th. Finish: 14th  
Crashed at Turn 4 during FP2. Team built new car around spare chassis overnight, but he wasn't comfortable and missed the 107pc cut-off by 0.425s. Survived a drive-through for fitting inters under the safety car before the restart to pass Glock late on.



**FREEZE  
FRAME**

# Shaving the wall

The pace and sweeping nature of Montreal provide an amazing 'off-track' line through the final chicane

## TAKING IT RIGHT TO THE LIMIT

Lewis Hamilton literally shaves the paint from champions' wall with the McLaren's right rear, a risk taken here every lap by sweeping wide and entirely leaving the track. He explains the challenge of this turn: "You are so, so close to putting it in that wall when you are pushing things. Many times I've thought, 'Oh no, I'm going in' but that's what it's all about, that's how you are fast around this place. Coming off the brakes while you're still going at what feels almost too fast, you just have to judge it in advance. Taking the speed in there buys you a whole chunk of lap time and it's calling you – you cannot ignore it. But I guess the wall's calling you too."









# Drawing board



**Gary Anderson, Mark Hughes and Giorgio Piola run us through the main changes we saw in Montreal to wings, brake ducts and rear suspension layouts**

## FERRARI & McLAREN BRAKE DUCTS

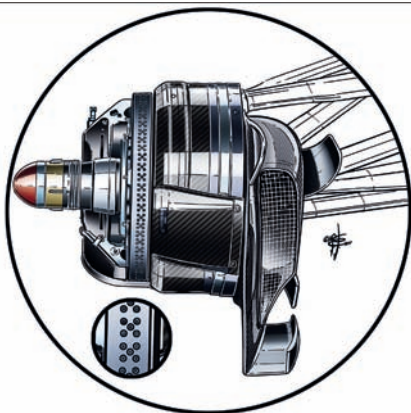
➔ For Montreal Ferrari took a leaf from McLaren's book in cutting away the drum before the disc to help not only with brake cooling but also to transfer more heat from the brakes through the wheel rim and into the tyre. McLaren has used such a solution in wet or cool conditions for several years. Here can be seen the similarity of solutions between the two cars.

**GARY ANDERSON:** McLaren's duct has the customary shield coming forward to reduce the affect the airflow spillage coming off the front tyre would have on the under floor. They also use a wire gauze on the duct inlet to reduce the chances of tyre marbles going into the duct. The horizontal fin on the bottom of the brake duct is there to help manage the air flow that

is forced around the tyre where it meets the ground. If this air flow is not managed correctly it will reduce the performance of the under floor losing overall downforce. In the days of Bridgestone tyres, the brake duct encompassed the disc to reduce the effect the hot air exiting the disc would have on the wheel rim, and in turn the tyre pressure, but now with

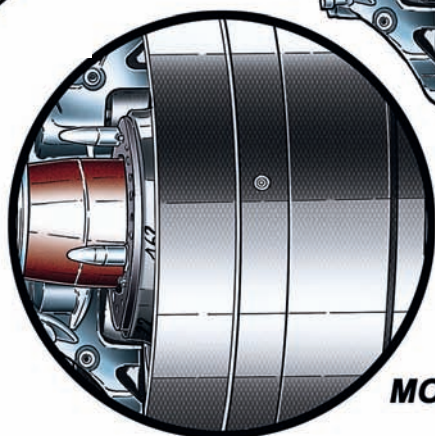
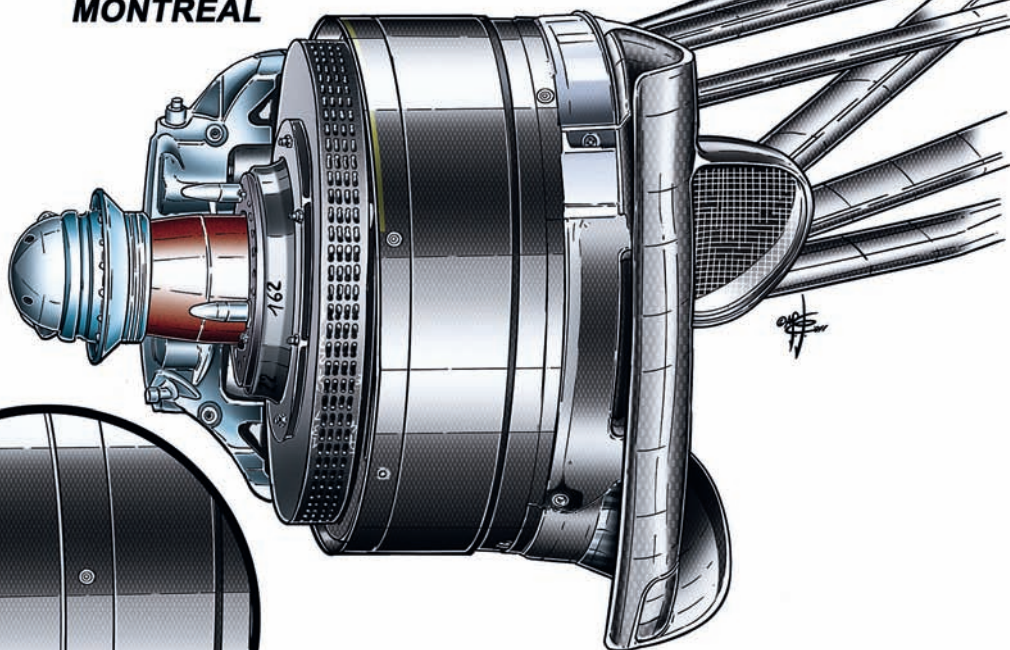
Pirellis most teams are finding it very hard to get the tyres working quickly enough for the qualifying lap. Ferrari has taken a leaf out of McLaren's front brake duct technology and trimmed the barrel part of the duct to allow this hot air to help to increase the temperature of the rim which in turn will get the tyre working earlier.

### McLAREN

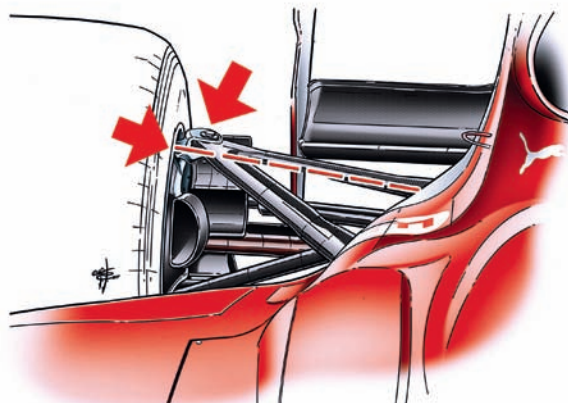


### FERRARI

### MONTREAL



### MONACO



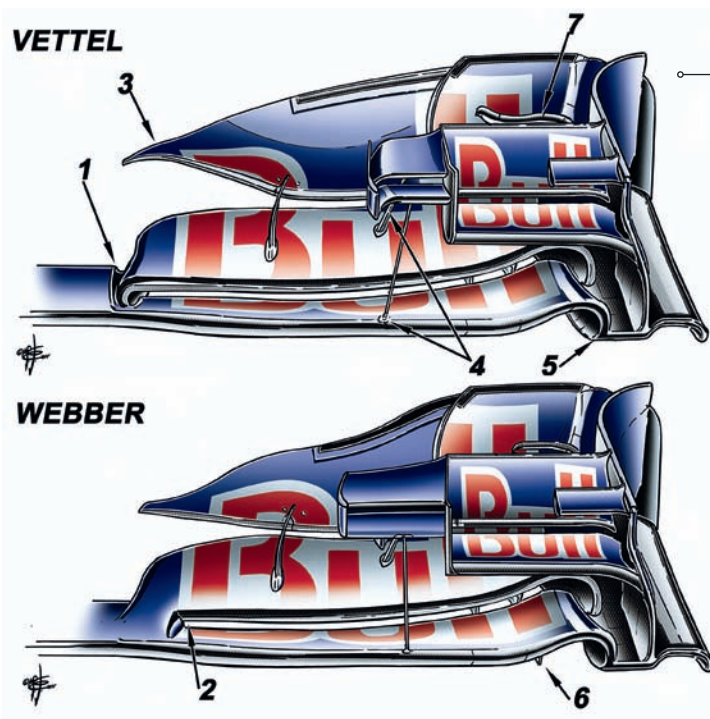
## FERRARI REAR SUSPENSION

➔ Ferrari experimented on Friday with a revised rear suspension layout on Alonso's car. This required different pick-up points on the gearbox casing and it's likely to be used fully at Valencia. The dotted red line shows the normal route of the upper wishbone, the newer one stops shorter at the wheel and is higher. This will give very different camber change and roll centre.

**GARY ANDERSON:** We know aerodynamics are responsible for 90 per cent of a racing car's out and out performance but when it comes to tyre management, suspension

geometry still plays a vital part. Ferrari is playing around with some slightly revised rear geometries in an effort to increase the longevity of the rear tyre. In Montreal they tried the system with a higher gearbox pick-up point. Without knowing all the details of this modification, it would probably raise the rear roll centres slightly but more importantly would increase the anti-lift on the rear suspension. By doing this it would help keep the rear of the car lower during the braking episodes, which would induce a more stable aerodynamic platform.

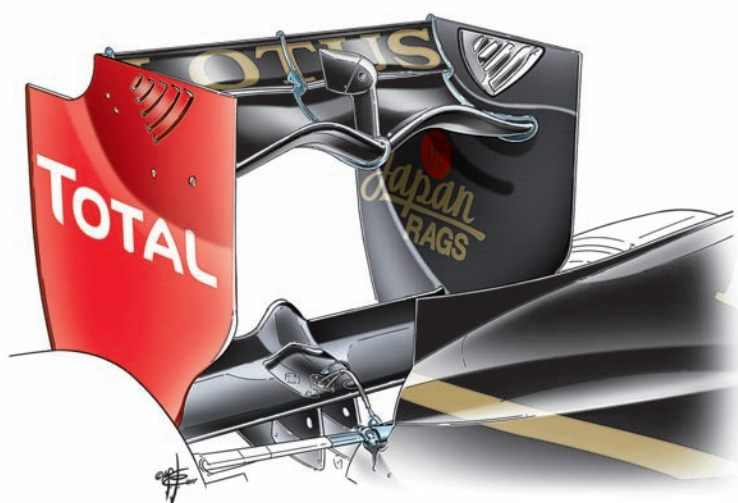




## RED BULL FRONT WING

➔ Red Bull brought a further revised and highly complex front wing (the Vettel version shown here). Compared to the standard version (as shown by Webber's wing here) its main profile is more neutral (1) and its slot shape (2) is different. The second flap (3) is shaped like the Monaco version while the standard version is more cut-away and has an entirely different shape. The middle upper deck (4) features a more curved flap and there a support has been added. The main profile attaches to the endplate differently (5). The middle plate (6) is longer and there is a more twisted slot (7). Vettel damaged this wing with his crash on Friday.

**GARY ANDERSON:** Optimising the front wing set-up for the lower downforce levels required for Montreal is a real head scratcher for the teams. The rest of the car is conceived to work at its best with a certain airflow coming off the trailing edge of the front wing, so it's not just as easy as changing the front wing flap angle; if you do this the complete car will lose downforce, not only the front wing. There will be certain areas where a change of trim line or small detail change will actually reduce the front downforce and the rear downforce will increase because of the change to the airflow. This is the area that the aerodynamic engineers will be searching for.



## RENAULT & WILLIAMS REAR WINGS

➔ Renault and Williams tried specific Montreal low-downforce wings with highly twisted wing spans but both were discarded after Friday when the teams decided to optimise around conventional wings in the expectation of rain on Sunday.

**GARY ANDERSON:** Renault is the only team using anything extreme as far as a three-dimensional concept rear wing. The idea is to optimise the load distribution across the span and with that the drag distribution. We've seen

variations over the years, but Renault has always kept the 'W' concept. The airflow on the inside of the wing endplates is slowed by the surface drag of the endplate itself so it would take a big reduction in wing camber in this area to get much of a drag reduction. The central section of the wing is similar, so again reducing the angle of the wing here gives a minimal return on drag reduction. The sections between these two have a cleaner flow so they work fairly efficiently. Any

reduction in angle will reduce drag but unfortunately downforce too at a ratio of about 3 to 1 (downforce to drag). However, as the overall car efficiency is around 3.5 to 1 this reduction will give a reasonable bang for your buck.

Looking at the Williams, we are now starting to see a family of rear wings designed solely to optimise the use of DRS, so when the slot gap is opened to the maximum of 50mm the teams now want the maximum drag reduction possible. This example of the Williams

rear wing shows this with its very high leading edge, long cord main plane and short cord flap. By using this concept the flap is the critical component in keeping the airflow attached and when the slot gap is opened the complete main plane under-surface will stall. This is slightly one-way thinking; Red Bull has shown it is better to have it all working well rather than focusing all your engineering efforts on the performance of any one feature.



# CANADIAN GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	ROSBERG	1m15.591s
2	ALONSO	1m16.139s
3	SCHUMACHER	1m16.549s
4	MASSA	1m16.658s
5	BUTTON	1m16.676s
6	HAMILTON	1m16.842s
7	BARRICHELLO	1m16.990s
8	DI RESTA	1m17.294s
9	HEIDFELD	1m17.445s
10	HULKENBERG	1m17.549s
11	PEREZ	1m17.662s
12	WEBBER	1m17.820s
13	ALGUERSUARI	1m18.458s
14	PETROV	1m18.506s
15	RICCIARDO	1m18.648s
16	VETTEL	1m18.852s
17	MALDONADO	1m18.932s
18	TRULLI	1m19.274s
19	KOVALAINEN	1m19.422s
20	KOBAYASHI	1m19.577s
21	D'AMBROSIO	1m19.838s
22	LIUZZI	1m19.960s
23	GLOCK	1m20.520s
24	KARTHIKEYAN	1m20.839s

Weather: dry

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	ALONSO	1m15.107s
2	VETTEL	1m15.476s
3	MASSA	1m15.601s
4	HAMILTON	1m15.977s
5	BUTTON	1m15.989s
6	DI RESTA	1m16.089s
7	WEBBER	1m16.102s
8	PETROV	1m16.324s
9	HEIDFELD	1m16.422s
10	BARRICHELLO	1m16.687s
11	SUTIL	1m16.905s
12	MALDONADO	1m16.941s
13	BUEMI	1m17.051s
14	ALGUERSUARI	1m17.684s
15	KOBAYASHI	1m17.757s
16	TRULLI	1m18.470s
17	KOVALAINEN	1m18.482s
18	DE LA ROSA	1m18.536s
19	ROSBERG	1m18.601s
20	SCHUMACHER	1m19.209s
21	GLOCK	1m19.810s
22	LIUZZI	1m20.284s
23	KARTHIKEYAN	1m20.311s
24	D'AMBROSIO	1m20.922s

Weather: dry

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m13.381s
2	ALONSO	1m13.701s
3	ROSBERG	1m13.919s
4	MASSA	1m13.956s
5	BUTTON	1m14.335s
6	HAMILTON	1m14.469s
7	SCHUMACHER	1m14.488s
8	PETROV	1m14.917s
9	SUTIL	1m15.217s
10	DI RESTA	1m15.243s
11	MALDONADO	1m15.312s
12	HEIDFELD	1m15.350s
13	BUEMI	1m16.138s
14	ALGUERSUARI	1m16.145s
15	KOBAYASHI	1m16.236s
16	BARRICHELLO	1m16.438s
17	DE LA ROSA	1m16.706s
18	KOVALAINEN	1m17.093s
19	TRULLI	1m17.523s
20	LIUZZI	1m18.910s
21	GLOCK	1m19.073s
22	KARTHIKEYAN	1m19.213s
23	D'AMBROSIO	1m20.475s
24	WEBBER	no time

Weather: dry

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m14.011s	1m13.486s	1m13.014s
2	ALONSO	1m13.822s	1m13.672s	1m13.199s
3	MASSA	1m14.026s	1m13.431s	1m13.217s
4	WEBBER	1m14.375s	1m13.654s	1m13.429s
5	HAMILTON	1m14.114s	1m13.926s	1m13.565s
6	ROSBERG	1m14.920s	1m13.950s	1m13.814s
7	BUTTON	1m14.374s	1m13.955s	1m13.838s
8	SCHUMACHER	1m14.970s	1m14.242s	1m13.864s
9	HEIDFELD	1m15.096s	1m14.467s	1m14.062s
10	PETROV	1m14.699s	1m14.354s	1m14.085s
11	DI RESTA	1m14.874s	1m14.752s	-
12	MALDONADO	1m15.585s	1m15.043s	-
13	KOBAYASHI	1m15.694s	1m15.285s	-
14	SUTIL	1m14.931s	1m15.287s	-
15	BUEMI	1m15.901s	1m15.334s	-
16	BARRICHELLO	1m15.331s	1m15.361s	-
17	DE LA ROSA	1m16.229s	1m15.587s	-
18	ALGUERSUARI	1m16.294s	-	-
19	TRULLI	1m16.745s	-	-
20	KOVALAINEN	1m16.786s	-	-
21	LIUZZI	1m18.424s	-	-
22	GLOCK	1m18.537s	-	-
23	KARTHIKEYAN	1m18.574s	-	-
24	D'AMBROSIO	1m19.414s	-	-

Weather: dry

## QUALIFYING

Head to head		
VETTEL	6	1
HAMILTON	5	2
ALONSO	7	0
SCHUMACHER	1	6
HEIDFELD	2	5
BARRICHELLO	4	3
SUTIL	1	6
KOBAYASHI	3	4
BUEMI	6	1
KOVALAINEN	6	1
KARTHIKEYAN	0	7
GLOCK	5	2



## THE GRID

2 ALONSO FERRARI 1m13.199s Wet	1 VETTEL RED BULL 1m13.014s Wet
4 WEBBER RED BULL 1m13.429s Wet	3 MASSA FERRARI 1m13.217s Wet
6 ROSBERG MERCEDES 1m13.814s Wet	5 HAMILTON McLAREN 1m13.565s Wet
8 SCHUMACHER MERCEDES 1m13.864s Wet	7 BUTTON McLAREN 1m13.838s Wet
10 PETROV RENAULT 1m14.085s Wet	9 HEIDFELD RENAULT 1m14.062s Wet
12 MALDONADO WILLIAMS 1m15.043s Wet	11 DI RESTA FORCE INDIA 1m14.752s Wet
14 SUTIL FORCE INDIA 1m15.287s Wet	13 KOBAYASHI SAUBER 1m15.285s Wet
16 BARRICHELLO WILLIAMS 1m15.361s Wet	15 BUEMI TORO ROSSO 1m15.334s Wet
18 ALGUERSUARI TORO ROSSO 1m16.294s Wet	17 DE LA ROSA SAUBER 1m15.587s Wet
20 KOVALAINEN LOTUS 1m16.786s Wet	19 TRULLI LOTUS 1m16.745s Wet
22 GLOCK VIRGIN 1m18.537s Wet	21 LIUZZI HRT 1m18.424s Wet
24 D'AMBROSIO VIRGIN 1m19.414s Wet	23 KARTHIKEYAN HRT 1m18.574s Wet



## THE RACE: 70 LAPS, 189.691 MILES

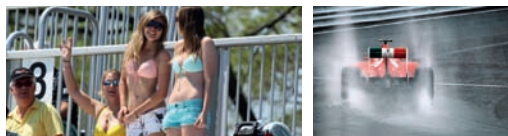
DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	FASTEST STOP	STINT 1	ST 2	ST 3	ST 4	ST 5	ST 6	ST 7
1	BUTTON	McLAREN-MERCEDES	70	4h04m39.537s	1m16.956s	6	23.58s	Wet	Int	Wet	Wet	Int	S-s
2	VETTEL	RED BULL-RENAULT	70	+2.709s	1m17.217s	3	22.53s	Wet	Wet	Wet	Int	S-s	
3	WEBBER	RED BULL-RENAULT	70	+13.828s	1m19.572s	3	22.40s	Wet	Wet	Wet	Int	S-s	
4	SCHUMACHER	MERCEDES	70	+14.219s	1m19.138s	4	22.83s	Wet	Int	Wet	Wet	Int	S-s
5	PETROV	RENAULT	70	+20.395s	1m19.054s	2	23.82s	Wet	Wet	Int	S-s		
6	MASSA	FERRARI	70	+33.225s	1m19.148s	4	22.56s	Wet	Wet	Wet	Int	S-s	S-s
7	KOBAYASHI	SAUBER-FERRARI	70	+33.270s	1m20.213s	2	23.68s	Wet	Wet	Int	S-s		
8	ALGUERSUARI	TORO ROSSO-FERRARI	70	+35.964s	1m20.371s	3	23.34s	Wet	Wet	Wet	Int	S-s	
9	BARRICHELLO	WILLIAMS-COSWORTH	70	+45.117s	1m20.316s	4	23.06s	Wet	Int	Wet	Wet	Int	S-s
10	BUEMI	TORO ROSSO-FERRARI	70	+47.056s	1m19.371s	4	23.95s	Wet	Int	Wet	Wet	Int	S-s
11	ROSBERG	MERCEDES	70	+50.454s	1m20.371s	4	22.70s	Wet	Int	Wet	Wet	Int	S-s
12	DE LA ROSA	SAUBER-FERRARI	70	+1m03.607s	1m20.369s	2	24.04s	Wet	Wet	Int	S-s		
13	LIUZZI	HRT-COSWORTH	69	-1 lap	1m23.419s	3	27.20s	Wet	Wet	Wet	Int	S-s	
14	D'AMBROSIO	VIRGIN-COSWORTH	69	-1 lap	1m22.495s	5	24.14s	Wet	Int	Wet	Wet	Int	S-s
15	GLOCK	VIRGIN-COSWORTH	69	-1 lap	1m24.590s	2	24.43s	Wet	Wet	Int	S-s		
16	TRULLI	LOTUS-RENAULT	69	-1 lap	1m22.233s	4	23.33s	Wet	Wet	Wet	Int	S-s	S-s
17	KARTHIKEYAN	HRT-COSWORTH	69	-1 lap	1m23.116s	2	29.11s	Wet	Wet	Int	S-s		
18	DI RESTA	FORCE INDIA-MERCEDES	67	accident	1m19.395s	4	22.48s	Wet	Wet	Int	Int	Int	S-s
R	MALDONADO	WILLIAMS-COSWORTH	61	accident	1m24.265s	5	23.57s	Wet	Int	Wet	Wet	Int	S-s S-s
R	HEIDFELD	RENAULT	55	accident	1m25.135s	2	22.11s	Wet	Wet	Int	S-s		
R	SUTIL	FORCE INDIA-MERCEDES	49	suspension	1m30.171s	4	22.92s	Wet	Int	Wet	Int	Int	
R	ALONSO	FERRARI	36	accident	1m34.223s	3	23.89s	Wet	Int	Wet	Wet	Int	
R	KOVALAINEN	LOTUS-RENAULT	28	driveshaft	1m38.460s	1	44.04s	Wet	Wet	Wet			
R	HAMILTON	McLAREN-MERCEDES	7	acc damage	1m37.761s	0	-	Wet					
NS	PEREZ	SAUBER-FERRARI	-	unwell	-	-	-						

Weather: wet then drying. Fastest lap: Jenson BUTTON 1m16.956s (126.767mph) on lap 69. Lap leaders: 1-19 Vettel; 20 Massa; 21-69 Vettel; 70 Button.

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

## SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	VETTEL	161	1st	1st	2nd	1st	1st	1st	2nd												
2	BUTTON	101	6th	2nd	4th	6th	3rd	3rd	1st												
3	WEBBER	94	5th	4th	3rd	2nd	4th	4th	3rd												
4	HAMILTON	85	2nd	8th	1st	4th	2nd	6th	ret												
5	ALONSO	69	4th	6th	7th	3rd	5th	2nd	ret												
6	MASSA	32	7th	5th	6th	11th	ret	ret	6th												
7	PETROV	31	3rd	17th	9th	8th	11th	ret	5th												
8	HEIDFELD	29	12th	3rd	12th	7th	8th	8th	ret												
9	SCHUMACHER	26	ret	9th	8th	12th	6th	ret	4th												
10	ROSBERG	26	ret	12th	5th	5th	7th	11th	11th												
11	KOBAYASHI	25	dsq	7th	10th	10th	10th	5th	7th												
12	SUTIL	8	9th	11th	15th	13th	13th	7th	ret												
13	BUEMI	8	8th	13th	14th	9th	14th	10th	10th												
14	ALGUERSUARI	4	11th	11th	ret	16th	16th	ret	8th												
15	BARRICHELLO	4	ret	ret	13th	15th	17th	9th	9th												
16	PEREZ	2	dsq	ret	17th	14th	9th	ns	ns												
17	DI RESTA	2	10th	10th	11th	ret	12th	12th	ret												
18	DE LA ROSA	0	-	-	-	-	-	-	12th												
19	TRULLI	0	13th	ret	19th	18th	18th	13th	16th												
20	LIUZZI	0	dnq	ret	22nd	22nd	ret	16th	13th												
21	D'AMBROSIO	0	14th	ret	20th	20th	20th	15th	14th												
22	KOVALAINEN	0	ret	15th	16th	19th	ret	14th	ret												
23	KARTHIKEYAN	0	dnq	ret	23rd	21st	21st	17th	17th												
24	MALDONADO	0	ret	ret	18th	17th	15th	18th	ret												
25	GLOCK	0	nc	16th	21st	dns	19th	ret	15th												



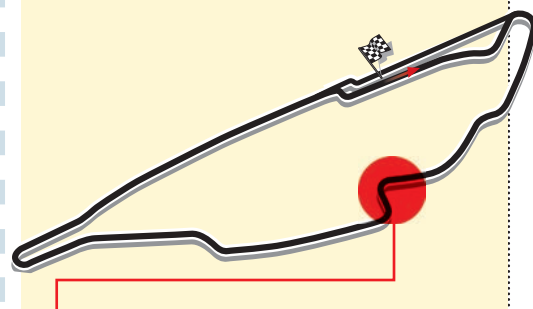
## SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	255	35	37	33	43	37	37	33												
2	McLAREN	186	26	22	37	20	33	23	25												
3	FERRARI	101	18	18	14	15	10	18	8												
4	RENAULT	60	15	15	2	10	4	4	10												
5	MERCEDES	52	0	2	14	10	14	0	12												
6	SAUBER	27	0	6	1	1	3	10	6												
7	TORO ROSSO	12	4	0	0	2	0	1	5												
8	FORCE INDIA	10	3	1	0	0	0	6	0												
9	WILLIAMS	4	0	0	0	0	0	2	2												
10	LOTUS	0	0	0	0	0	0	0	0												
11	HRT	0	-	0	0	0	0	0	0												
12	VIRGIN	0	0	0	0	0	0	0	0												



## TRACKSIDE VIEW

Mark Hughes  
Grand prix editor



A rough gurgling stutter bounces off the walls and trees, heralding Fernando Alonso's arrival at the Turn 6/7 chicane. He's got the Ferrari by the scruff of the neck and that hot-blown diffuser mapping that's responsible for all the noise is also helping him access parts of the track out of reach to those cars not running the technology. There's an awkward small crown in the road just as the first kerb is approached hard on the brakes and for the likes of the Saubers and Toro Rossos (cold blown-only), it necessitates the drivers wait until they've traversed it before then applying more lock to complete the left-handed turn. But the extra off-throttle grip of the Ferrari is allowing Alonso to just apply all the lock before the crown and then simply wrestle it through. It's way more spectacular than the conventional cars and before the session's much older his technique is being mirrored by both Mercedes drivers and Nick Heidfeld's Renault

**"Alonso's got the Ferrari by the scruff of its neck, wrestling it"**

(which, off throttle, sounds like a machine gun). The Red Bulls at this early stage of the weekend sound not to be running the hot-blown mapping and are far less dramatic in both sound and body language than those cars igniting fuel in their exhausts.







**LE MANS 24 HOURS**  
Circuit de la Sarthe  
June 8-12



#### WINNERS

Benoit Treluyer/Andre Lotterer/Romain Dumas  
355 laps

#### POLE POSITION

Benoit Treluyer  
3m25.738s

#### FASTEST LAP

Andre Lotterer  
3m25.289s

#### RACE RATING

★★★★★

This was a thriller that had twists and turns all the way

#### MILESTONES

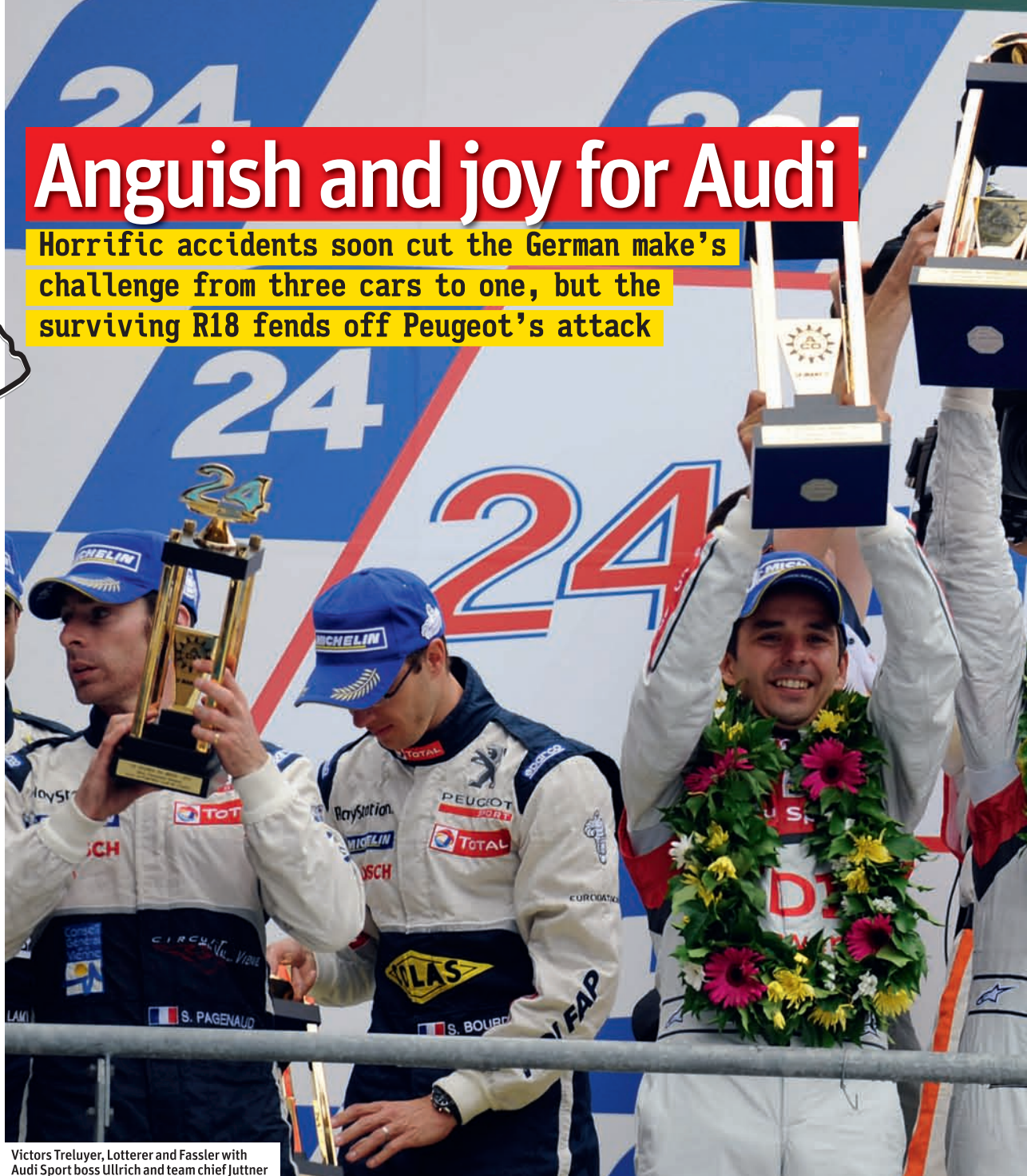
- Fourth closest finish in Le Mans history after 1933, '66 and '69
- Marcel Fassler became the first Swiss driver to win the 24 Hours

**GARY WATKINS**  
reports



# Anguish and joy for Audi

Horrific accidents soon cut the German make's challenge from three cars to one, but the surviving R18 fends off Peugeot's attack



Victors Treluyer, Lotterer and Fassler with Audi Sport boss Ullrich and team chief Juttner

**THERE HAVE BEEN CLOSER** finishes at the Le Mans 24 Hours, but never has an edition of the French endurance classic been so close for so long. Audi notched up its 10th victory at the Circuit de la Sarthe last weekend, but Peugeot always had at least one car on the lead lap in a thrilling race that went down to the wire. A final margin of victory of just 13 seconds for Benoit Treluyer, Andre Lotterer and Marcel Fassler was only fitting for the kind of classic race that both sides had been predicting.

This race was always going to be close: the previous meetings between the new Audi R18 TDI and the Peugeot 908 at the

Le Mans Test Day and then the six-hour race at Spa had offered nothing to suggest otherwise. An amazing final qualifying session threw up more such evidence: the six factory turbodiesels from the Joest-run Audi and Peugeot Sport teams were separated by just over half a second, on a track measuring 8.47 miles.

Yet the race didn't play out as expected. The Audi coupe had the edge on performance, the opposite of Spa. Ditto, the German car looked after its Michelin tyres better than the Peugeot. The French machine, however, had the better fuel mileage, contrary to expectations based on the evidence of

the Belgian event in May.

It made for an intriguing battle, all the more so because it was three against one for two thirds of the distance, after Audi lost two of its R18s in giant accidents from which the drivers walked away.

Allan McNish had just taken the lead of the race from team-mate Timo Bernhard at the end of the opening hour when he tangled with the Luxury Racing Ferrari 458 Italia driven by Anthony Beltoise in the 'new' Esses. Bernhard had got a poor exit out of the Dunlop Chicane and lifted to let his team-mate through. McNish tried to pass the Audi and the Ferrari in a single move,

but Beltoise, who had no obligation to be looking in his mirrors as he turned into the high-speed right hander, had believed that there was only one Audi behind him.

McNish, who was sharing as usual with Tom Kristensen and Rinaldo Capello, put it to down as "one of those racing incidents", but a minor misjudgement had massive ramifications. The Audi spun around the front of the Ferrari, skated across the gravel and pirouetted on top of the tyre barriers before coming to rest on its side.

McNish's shunt was spectacular enough to make the Sunday papers all around the world, but it was a minor

ding in comparison to the accident that befell second-placed Mike Rockenfeller shortly before 11pm.

The German went up the inside of another Ferrari 458, this time the AF Corse-run car driven by Rob Kauffman, through the second kink on the 200mph blast between Mulsanne and Indianapolis corners. The American amateur, racing at Le Mans for the first time, wandered into the path of the Audi, clipped its rear and sent it head-on into the barriers.

It was a plane crash of a shunt, so much so that what was left of the R18 was barely recognisable as a racing car. Remarkably, 'Rocky' extracted himself





from the wreck unaided and, after a night in hospital, briefly returned to the track before the end of the race.

"I've never had such an accident and hope that I'll never have one again," said Rockenfeller, who insisted he would "go for the gap again" in similar circumstances.

Rockenfeller's accident resulted in a protracted safety-car period while the barriers were replaced. The race was yellow for nearly two and a half hours, after which Treluyer found himself with a lead of more than two minutes over Franck Montagny in the #8 Peugeot, while the other two Pugs were within 10s of their team-mate.

On the evidence of the first third of the race, Peugeot was out of it. The 908 wasn't a match for the R18 over one lap, nor over a stint, and the Audi could routinely manage four of them – and occasionally five – on a single set ofMichelins to the Peugeot's regular three.

The French manufacturer didn't quite hook up its all-new 908 last weekend, according to technical director Bruno Famin.

"We've seen in other races that it is very difficult to find the right set-up. The window is much narrower than before," he explained, adding that the cool

temperatures last weekend may have been a contributing factor.

As night fell, the Peugeots were nowhere. "They were so slow," reckoned Audi driver Timo Bernhard, who drove the Rockenfeller car along with Romain Dumas.

The complexion of the race changed, paradoxically,

as a result of a drop in temperatures. Peugeot hit a purple patch during the night when it swapped to the soft-compound Michelin as planned. On the new tyre and a rubbered-in track surface, the 908 came alive. Audi, on the other hand, struggled with this tyre and quickly went back to the medium.

"The grip was better," explained Joest technical director Ralf Juttner, "but the drivers didn't have the confidence in the car."

The end result was that there was little to choose between the remaining R18 and the three 908s for a few hours, so much so that the Audi's advantage at the front of the field ▶





**“We thought we’d need a clean run to beat Audi. We did that and still didn’t beat them”**  
**Nicolas Minassian**

## FAST FACTS

- Eighteen former grand prix drivers took part in the 2011 running of the Le Mans 24 Hours
- Lola’s position as high-volume LMP builder was equalled by Pescarolo, each with five on the grid



McNish had terrifying accident early in race

◀ completely disappeared.

Important seconds were lost when Treluyer handed over to Fassler and the wheelnuts were replaced as scheduled.

“We have had a strict agenda on the wheel-tightening system since 2007 [when Capello lost a wheel at the Indianapolis left-hander],” explained Juttner. “It’s a bit of a pain because we have to change the retaining system and we lose quite a few seconds.”

Sebastien Bourdais and then Simon Pagnaud aboard the #9 car made inroads into the lead enjoyed by Fassler, so much so that the Peugeot was able to take the lead during the 14th hour. A third safety-car period of the race brought the top three cars together, and Anthony Davidson, who shared the #7 Peugeot with Alex Wurz and Marc Gene,

briefly overtook Fassler for the lead before locking up and going straight on at the first chicane on the Mulsanne Straight.

“We don’t have the speed to race them on outright pace,” said Davidson, “but if we drive right on the edge we can be a thorn in their side.”

The #9 and #7 cars were still in the hunt as dawn broke over the Circuit de la Sarthe, the lead swapping between these two Peugeots and the Audi on pitstops, but the balance of the race was changing again. The 908s remained on soft tyres, but the mediums on the Audi started to come into their own as temperatures came up along with the sun.

An impressive quintuple stint from Treluyer did much to seal the race for Audi. The local boy, born up the road from Le Mans in

Alencon, effectively gained back a pitstop’s worth of time over the course of a marathon stint lasting three hours and 20 minutes.

Team-mate Lotterer rejoined only seconds behind Bourdais and moved into a lead of more than two minutes when the Peugeot came in for a driver and tyre change 20 minutes later.

The battle for the Le Mans honours had now become a two-horse race. Wurz had

crashed at Indianapolis shortly before 10am, with the loss of four laps.

The race at the front was far from over, however; there were still a couple of twists and turns to come.

A rain shower at lunchtime brought Peugeot briefly back into the picture. The French manufacturer’s decision to stick with soft tyres allowed Pagnaud to start taking giant-sized chunks of time over

Lotterer. The gap came down from over a minute to 24s in three laps.

“I knew he was on the mediums, so I was as pushing as hard as I could,” said Pagnaud. “I like that kind of situation.”

Pagnaud’s charge was interrupted by a scheduled pitstop. That coincided with an easing of the rain, which meant Lotterer was able to stabilise the gap and then eke it out.



Ullrich and Joest with Le Mans rules consultant Norbert Singer





## MILESTONE

Audi's 10th win moves it past Ferrari as the second-most-successful marque in the history of the 24 Hours

## REPORT LE MANS 24 HOURS



This Peugeot lost out on win by 13 seconds...



...while this one took a delayed fourth



Rebellion Lola beat Pescarolo to petrol 'class'

The race appeared to be over, although Peugeot wasn't giving up. Some gamesmanship on the part of its lapped drivers, who made life difficult for the Audi, showed that it wasn't about to roll over. There was still a chance, because Peugeot's engineers knew that the Audi would have to stop twice in the final hour and their car only once.

Lotterer pitted on the 55-minute mark, meaning he would have to stop again for a short splash-and-dash for fuel. Pagnaud was only 25 seconds behind, but would need a full load of fuel when he was due to stop six laps later. The race was over, or was it?

Before Pagnaud could dive into the pits, Lotterer was in as well. A left-rear puncture had forced him to pit early and on the same lap as the Peugeot. The

battle for the 79th Le Mans 24 Hours now turned into a pitstop competition.

Audi took the risk to change all four three-stint-old tyres and got its man out of the pits with half a dozen seconds in hand. The high fives in the Joest pit box as the car roared away indicated that the race had just been won.

Lotterer, on new tyres in the faster car, was always going to have the measure of Pagnaud on old rubber, and the gap quickly went up to 14 seconds. The race was finally over with just five of the eventual 355 laps of the 2011 Le Mans 24 Hours to go.

So intense was the fight at the front that Audi and Peugeot both 'rested' their weaker drivers over the second half of the race. Pedro Lamy only drove one triple, while Fassler was dropped

from the rotation after two quadruples. It was, as Famin succinctly put it, "all about maximising resources."

Pagnaud was disappointed not to win, but he realised he had been part of something special.

"It was a titanic battle; we didn't think it would be as tight as that," he said, "but we lacked that little bit extra. Audi won and had two more stops, so the difference was on the track."

Wurz's mistake meant his 908 dropped behind the Peugeot Montagny shared with Stephane Sarrazin and Nicolas Minassian. This car had a lion's share of the French manufacturer's problems, from a broken brake-balance problem to a rogue set of Michelins and a stop-go, and ended up two laps off the lead in third.

There was a race behind the factory turbodiesels,

but it will be remembered in the history books as little more than a footnote. The year-old ORECA Peugeot didn't have the pace of the new turbodiesels and finished fifth after two accidents that required repairs in the garage and a starter issue in the final stages.

Loic Duval, who shared with Nicolas Lapierre and Olivier Panis, was the culprit both times, the accidents resulting from gravel thrown onto the track by a spinning car and then the rain. Team boss Hugues de Chaunac wasn't too disappointed, however.

"We were too slow to fight with the factory cars and we could only have a strong result on reliability," said the Frenchman. "One Audi and three Peugeots had not major problems, so fifth is the

best possible result."

There was a great sense of elation down at the Rebellion Racing pit. The Anglo-Swiss team finished sixth as best petrol-powered car, only a lap behind the delayed ORECA Peugeot, with the best of its Toyota-powered Lola coupes.

For team boss Bart Hayden it was a case of mission accomplished. "First petrol feels like a class win," he said.

The team's lead entry, in which Neel Jani had claimed the petrol 'pole', was evenly matched with its big rival for non-diesel honours, the Judd-powered entry from Le Mans legend Henri Pescarolo's reformed squad. Rebellion's advantage was that it could quadruple-stint its tyres, which kept it ahead until the 11th hour.

A puncture cost the car ▶





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# LMP1

CONTINUED

"When we became the only Audi on the track, the only thing to do was to push as hard as we could"

Andre Lotterer



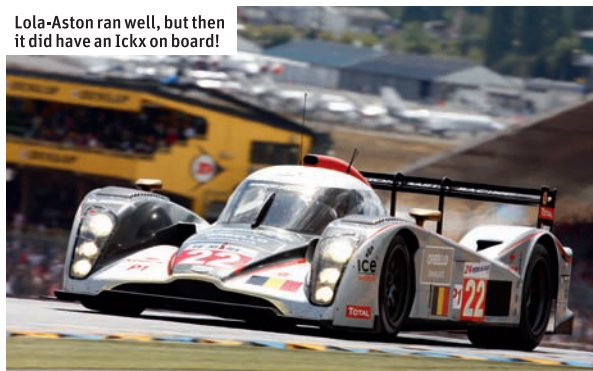
Lotterer's first Le Mans win

## REPORT LE MANS 24 HOURS

Obligatory ferris-wheel-at-night shot



Lola-Aston ran well, but then it did have an Ickx on board!



◀ that Jani shared with Nicolas Prost and Jeroen Bleekemolen the better part of two laps. Problems keeping the front tyres up to temperature behind the safety car, and a loose door, meant the Pescarolo was still ahead, despite an electrical problem costing time in the garage.

Pescarolo's dream of adding to his team's tally of top-six finishes at Le Mans

disappeared in the lunchtime rain when Emmanuel Collard skated off the circuit on the entry to the Porsche Curves.

The Marc VDS-run Kronos Lola-Aston Martin didn't have the pace of the Rebellion cars or the Pescarolo, but a clean run was interrupted only by the loss a wheel and a spin for Maxime Martin. It was a decent result for the Belgian

team, which was only promoted from the reserve list in May.

Promotion is something Treluyer and Lotterer must be up for at Audi right now. The least experienced, in Le Mans terms, of the German manufacturer's line-up drove the race of their lives. They did have the fastest car, but their mistake-free drive under intense pressure helped make a classic. ❧

## Aston fix turns into a disaster

**ASTON MARTIN WAS BITTEN** by its own work ethic and resourcefulness on its return to the Le Mans 24 Hours with its first ground-up prototype design in 20 years. The AMR squad re-engineered an engine-ancillary component after discovering a problem on Friday, which resulted in its two AMR-Ones completing six laps between them in the 24 Hours.

The team that claimed to have made giant strides since its last public appearance at the Le Mans Test Day in April discovered cracks in an aluminium

pulley in the drive system for the alternator and water pump. Its solution was to get the part remade in steel in time for the race, and the new parts were rushed out from AMR headquarters in Banbury in time to be fitted to the cars *after* the raceday warm-up.

What happened next was the kind of disaster AMR had been keen to avoid after its very public teething problem with its new LMP1 in the Paul Ricard Le Mans Series event and the Test Day. The new, stronger component had a knock-on

effect, causing both AMR-Ones to grind to a halt on the third lap of the race.

Adrian Fernandez retired out on the circuit, but Darren Turner managed to get back to the pits, whereupon AMR set about replacing the new pulley with the old. Team-mate Stefan Mücke briefly returned to the circuit after a couple of hours, but the engine was found to have been damaged on Turner's way back to the pits.

"We tried to fix the problem, but it made it worse," said AMR team



Very rare shot of Aston leading Peugeot

principal George Howard-Chappell. "We could have done the half the race with the aluminium component and then changed it."

The AMR-Ones weren't on the pace when they were running, but there were signs of encouragement.

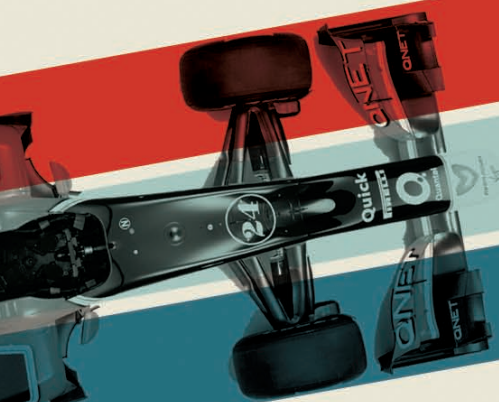
Most of the car's 13-second deficit to its petrol rivals was down the straight, and Howard-Chappell's claim that the car was "in the ballpark in the corners" was echoed by both experienced onlookers and rivals out on the track.



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# LMP2

## AT A GLANCE

- Winners Kimber-Smith/Ojje/Lombard
- Pole position Ayari
- Fastest lap Kraihamer

"In LMP2 you don't have to be the quickest - you have to keep going"  
Tom Kimber-Smith

## REPORT LE MANS 24 HOURS

**GARY WATKINS**  
reports



# Greaves on top in a sporting triangle

**British team's Zytek isn't as quick as duo of French-run ORECA chassis, but hits the back of the net on reliability**



Kimber-Smith was fast man in winning team

TO SUGGEST THAT LMP2 HAD reverted to type and become a class won by the last man standing wasn't exactly true. The British Greaves Motorsport team's Nissan-engined Zytek wasn't the fastest combination in the junior prototype category at this year's Le Mans 24 Hours, but it was one of the fastest, and a clean run with only a couple of minor delays ensured that Tom Kimber-Smith, Olivier Lombard and Karim Ojje won by six laps.

The British squad, which we used to know as Team Bruichladdich, couldn't match the two ORECA-Nissans in the field, but when they encountered problems its Zytek Z11SN moved into contention. Greaves first moved to the head of the P2 field in the 11th hour, took control in the 16th and came away with the kudos of a top-10 overall Le Mans finish.

Car owner Ojje wasn't afraid to admit that the Nissan-engined ORECA 03s



Signatech ORECA took a delayed second

fielded by the works team and Signatech were faster.

"We knew it would be tough to beat them," said the Saudi Arabian, "but we stayed on the track and the car ran like clockwork."

The only technical problem for a team that had been chasing an electronic problem in the gearshift through practice and qualifying was a relatively minor issue with the steering wheel. The detent - or return - spring on the paddleshift failed, but Ojje was wise enough to

recognise the problem and get through his stint without an unscheduled stop.

The lunchtime rain caught out Kimber-Smith, who lost time when he parked the car in the gravel, but that was it as far as delays went for Greaves.

Formula Le Mans graduate Lombard, whose experience of the Zytek stretched to 15 shakedown laps at Rockingham the week before Le Mans, was hailed as a star of the race by his new team after the event.

"Tom delivered as

expected, but Olivier is a real find," said Greaves engineer Paul Thomas, a veteran of Bentley's campaigns in the early noughties. "He really impressed us."

The pair of ORECA-Nissan 03s fielded by the works team and the French Signatech squad were the fastest LMP2 cars, but both hit problems.

The Signatech car that Soheil Ayari had qualified on the class pole lost time with a puncture when Franck Mailleux was at the wheel after barely half an hour and lost a lap. Gearbox selector and brake problems stymied its fightback, but it was still within sniffing distance of the lead when another puncture struck just as it was passing the pits late in the race.

Mailleux was briefly stranded out on track when the Nissan's engine temperatures went off the scale, but he managed to haul the car back to the pits. Second place, albeit a

distant one, was the reward for Ayari, Mailleux and Lucas Ordenez.

The works-run car, in which Alexandre Premat was joined by Dominik Kraihamer and David Hallyday, led the first 11 hours before electrical problems struck. The car was fighting with the Greaves entry for the class lead when Hallyday crashed behind the safety car as he tried to keep his tyres warm.

Third place went to the American Level 5 squad. Its HPD-engined Lola B11/60 coupe - the car it has run in the American Le Mans Series rather than the one damaged in the six-hour race at Spa - was another to endure a troubled practice. But the fuel-pressure issues were solved in time for the race, and Christophe Bouchut, Joao Barbosa and team owner Scott Tucker enjoyed a trouble-free run, apart from the loss of two laps when Barbosa spun. ☒



## GTE PRO AT A GLANCE

- **Winners** Beretta/  
Garcia/Milner
- **Pole position** Farfus
- **Fastest lap** Dirk Muller

## FAST FACTS

- BMW's Augusto Farfus broke the old GT2 qualifying record by over 0.5s with his effort
- GTE Am winner Julien Canal has topped his class on both his appearances at the Le Mans 24 Hours

# Corvette keeps going as rivals fall

**Ferrari, Porsche and BMW could not keep going strong - and nor could the other 'Vette - in a GTE race of attrition**



Garcia and Milner won with unwell Beretta

## ANY ONE OF FOUR MARQUES

could have won the new GTE Pro class at Le Mans last weekend. BMW and Ferrari had the fastest cars, and Porsche had several strong line-ups, but it was the works Chevrolet squad that took a dramatic late victory with Antonio Garcia, Tommy Milner and Olivier Beretta.

In its centenary year, Chevrolet didn't look like the favourite on the run-up to the event. After the double-retirement disaster of 2010, the revised Corvette C6.Rs were outpaced in qualifying by the works BMW M3s and the lead

AF Corse Ferrari 458.

The BMW, an evolution of the car that received various performance breaks last year, was particularly quick over a single lap. Augusto Farfus took pole and only a great effort by Gianmaria Bruni in the AF Corse Ferrari prevented a BMW one-two.

Come the race, things were more evenly matched, but Chevrolet's first break came courtesy of the safety car. Oliver Gavin joined Bruni and Farfus in an early break from the pack and had already made his first scheduled stop in the #74 Corvette when Allan

McNish's huge accident neutralised the race.

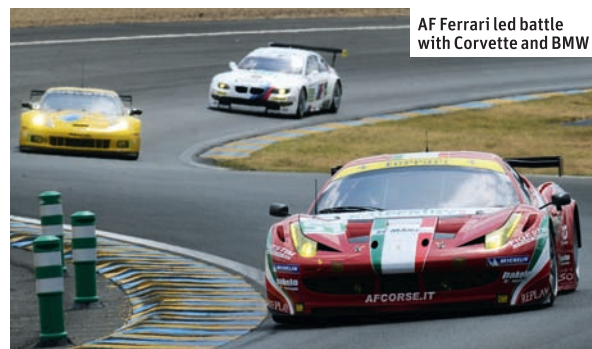
After most GT runners stopped in response, Gavin found himself behind one safety car, with the rest of the GTE Pro field stuck behind another. It meant he had an advantage of a minute and a half at the restart, and the rest of the pack spent the next few hours trying to bridge the gap.

The chances of the BMWs doing so soon took a hit. They reached second and third rapidly, but the #55 machine of Farfus/Jorg Muller/Dirk Werner fell back again with a right-rear puncture in the fourth hour.

The trio dropped to 13th and would suffer a number of other punctures – and a radiator problem – over the next few hours. They gamely fought back into the top five, only to finally retire

with driveshaft failure late on Sunday morning.

The other car, driven by Andy Priaulx, Dirk Muller and Joey Hand, led the chase of Chevrolet until just before one-third distance, ▶



AF Ferrari led battle with Corvette and BMW



# Rain causes chaos



[www.sunocodaytonachallenge.com](http://www.sunocodaytonachallenge.com)

British F3 star Felipe Nasr has had his lead extended after a wet weekend at Thruxton for Britcar. Javier Morcillo's unfortunate weekend has seen him drop down to third position and British GT's Matt Bell and Michael Guasch are now in joint second.

#### Driver standings – average per race\*

1	Felipe Nasr	F3	95.00
2	Matthew Bell	British GT3	76.67
3	Michael Guasch	British GT3	76.67
4	Javier Morcillo	Britcar Class 1 & 2	72.50
5	Lucas Foresti	F3	55.83

## 12th June race report

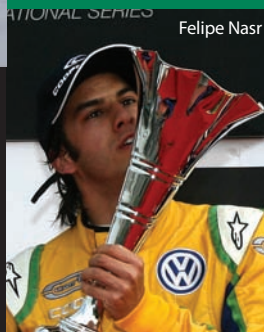
Torrential rain caused the Britcar MSA British Endurance Championship round at Thruxton to be cut short 50 minutes early after 3 safety cars periods.

However the wet conditions proved perfect for Paul White and Calum Lockie with their Mosler MT900R who took their first win of the season closely followed by Paul Bailey and Andy Schultz in their Ferrari 430.

In Britcar Production the win went to Atkins and Allpass in their Ginetta G50 ahead the Cox BMW M3 CSL and 3rd placed Lunn/Bennett Baggs.



Sunoco is the official fuel of



Felipe Nasr



Aaron Steele



[www.grand-am.com](http://www.grand-am.com)

Adrian Churchill in Dunlop Production Touring Car Trophy remains on top in the standings; however after a fantastic weekend at Spa Aaron Steele from MSV F3 Cup is closing in on the leader. With less than 3 points separating them both it could be all change very soon!

#### Driver standings – average per race\*

1	Adrian Churchill	PTC	110.71
2	Aaron Steele	MSV F3	108.63
3	Stephen Treherne	Legends	85.00
4	Kevin Clarke	Britcar Production	67.50
5	Andy Ruhan	GT Cup class 1	65.79

\* points correct at time of print

# Anglo American Oil Company

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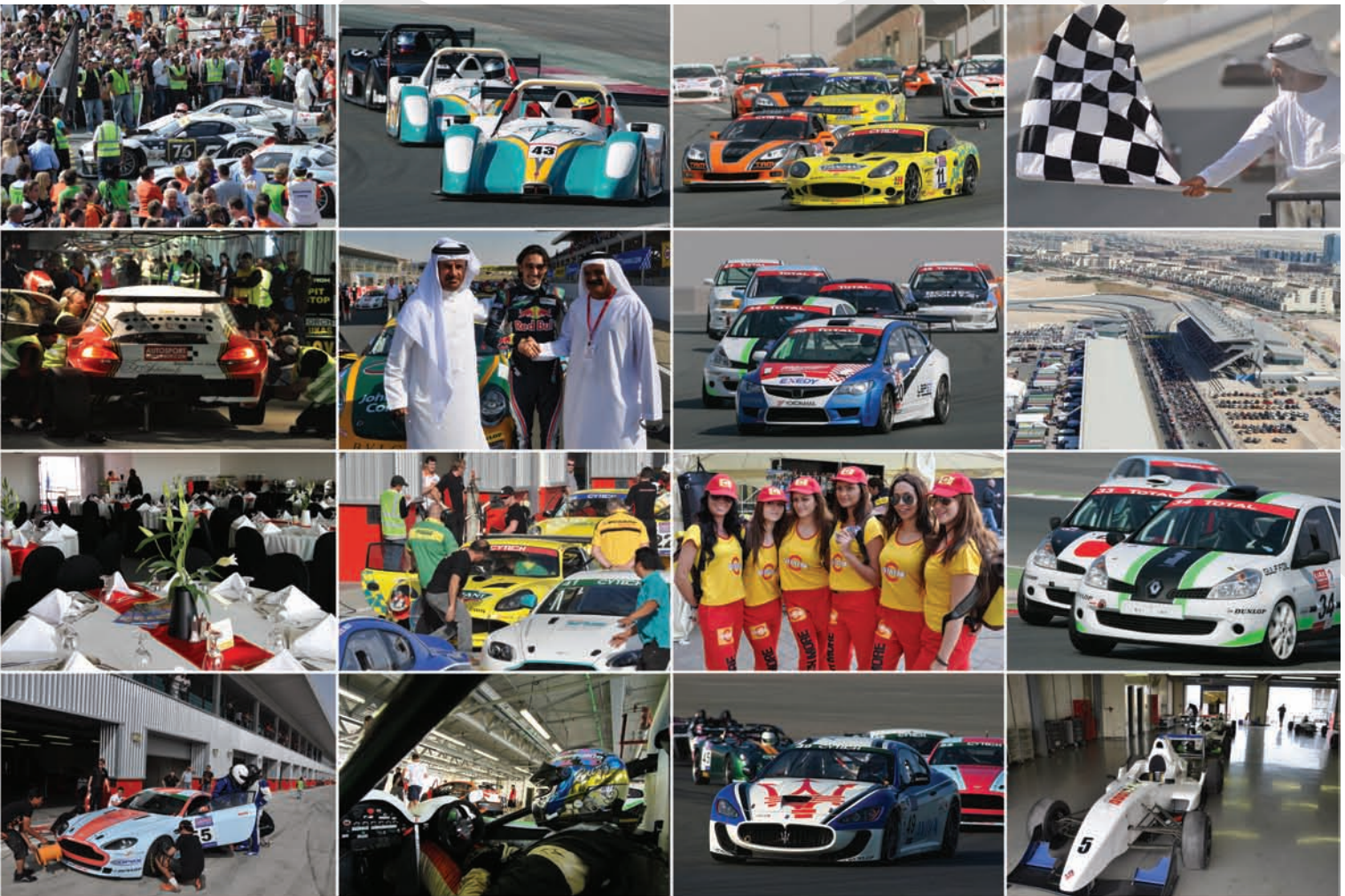
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## 24-HOUR PEOPLE

The Le Mans 24 Hours caused movement in the Castrol EDGE Rankings, with Audi's race winners Andre Lotterer, Benoit Treluyer and Marcel Fassler rising to 79th, 99th and 170th respectively. Mike Rockenfeller's crash meant that he, Timo Bernhard and Romain Dumas drop to 52nd, 163rd and 171st. Rockenfeller was also overtaken by Simon Pagenaud, who is now the top Le Mans 24 Hours competitor in the Castrol EDGE Rankings, moving up six places to 44th.

# HAMILTON, WEBBER SLIP UP IN CANADA

## F1 stars slide down the Rankings after rain-affected race

The Canadian Grand Prix provided a thrilling spectacle on a rain-soaked track in Montreal, but also some significant moves for the F1 drivers in the Castrol EDGE Rankings table.

Although Mark Webber took third place in Canada, under the 12-month rollover system he dropped his third place and pole position from last year's Turkish GP, and lost second place to WRC leader Sebastian Loeb. Meanwhile, Lewis Hamilton's early exit

caused him to fall to fifth in the Rankings behind Ferrari's Fernando Alonso, who also crashed out in Montreal but had a smaller score to drop from Turkey 2010.

Despite losing the lead of the Canadian GP on the final lap to McLaren's Jenson Button, Red Bull's Sebastian Vettel stretched his advantage at the top of the Rankings table to over 8,000 points and moved further ahead in the EDGE Race for 2011.

### CURRENT STANDINGS

1	◀▶	Sebastian Vettel	F1	28,711
2	▲	Sébastien Loeb	WRC	20,623
3	▼	Mark Webber	F1	20,593
4	▲	Fernando Alonso	F1	19,837
5	▼	Lewis Hamilton	F1	19,263
6	◀▶	Will Power	IndyCar	18,721
7	◀▶	Jenson Button	F1	18,007
8	◀▶	Dario Franchitti	IndyCar	16,485
9	◀▶	Carl Edwards	Sprint Cup	16,326
10	◀▶	Jimmie Johnson	Sprint Cup	15,956

DATA CORRECT AS OF 13 JUNE 2011

## MONTREAL RAIN THROWS GRAND PRIX PREDICTOR



Sebastian Vettel's last-lap error not only cost him victory at the Canadian Grand Prix, it also changed the course of the Castrol EDGE Grand Prix Predictor.

On a low-scoring week, the Predictor scored just 15 points, correctly placing Mark Webber and being one out for Vettel. But the Predictor still scored higher than former Grand Prix winner Johnny Herbert, who had a wooden-spoon winning total of 14 points.

Top scorer at Montreal was 'Stibbs F1', whose 80 point-total included five of the top 10 finishers in the right places and a podium bonus. Despite only scoring 20 points in Montreal, 'Eddie' leads the overall rankings with a 42-point advantage over 'H&K Motorsport' in second place. To view the full leaderboard, the Predictor's picks and the expert panel's choices, go to:


<http://predictor.castroledgerankings.com>

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Farfus Bimmer took pole

## MILESTONE

First running of the GTE Pro and GTE Am classes at Le Mans; Lotus returns

## REPORT LE MANS 24 HOURS

KEVIN TURNER  
reports



Garcia most half-hearted in irritating 'Vettel-point' ritual



Felbermayr entry was fastest Porsche



French-run Corvette there when it mattered

## Larbre duo are at the top of the tree

**LARBRE COMPETITION** managed something that no other team did at Le Mans last weekend: score a one-two. And its GTE Am success was achieved with two different marques.

The new category for older GT2-style cars and amateur drivers suffered incredible attrition, with only four of the 10 starters making it home, and the experienced French squad managed a level of consistency and reliability its rivals couldn't approach.

Last year, Gabriele Gardel and Julien Canal topped a depleted GT1 field in Larbre's Saleen. In 2011, driving with Patrick Bornhauser, they did it again in GTE Am.

The class was competitive early on and Larbre was happy to let others set the pace. But as the race wore on, the team's ex-works Chevrolet Corvette and its Porsche 911 – driven by Jean-Philippe Belloc, Pascal Gibon and Christophe Bourret – marched up the timing screens.

Several offs for the Porsche – not when Belloc was driving – and a cooling-system leak helped the Corvette, and Gardel took the flag to win the class by a lap in 20th overall.

"We didn't make one mistake, have a puncture, or have an error in the pits," the Swiss said of a success that gave Chevy a GT clean sweep.

The unreliability of the class was demonstrated by the fact that the final podium place went to the Ford GT of David Murry, plus David and Andrea Robertson. The husband-and-wife team were not on the frontrunning pace, but their eponymous team kept the car going to take the flag, while the JMB Racing Ferrari 430 crawled home as the other finisher.

The early pacesetters had been polesitter Marco Cioci in AF Corse's 430 and the Gulf AMR Middle East Aston Martin Vantage of Fabien Giroix. The Aston went out when Michael Wainwright crashed, breaking ribs and puncturing a lung (which also got an air bubble), while the Ferrari also fell victim to an accident.

The experienced Krohn Racing and Flying Lizard teams proved capable of challenging for victory. But the Krohn Ferrari 430 of Tracy Krohn/Niclas Jonsson/Michele Rugolo went out with engine failure, as did the Seth Neiman/Darren Law/Spencer Pumpelly Lizards Porsche.

◀ when a misfire set in and cost nine minutes. The issue returned later in the race and that, combined with another puncture for the team, meant the drivers had to start a long haul through the field once again.

The top Porsche also hit problems early on. The 911 was closer to the pace in the race, and the consistency and quality of its top crews meant that the German marque still looked like a podium contender. But the 2010 GT2-winning Felbermayr line-up of Marc Lieb, Richard Lietz and Wolf Henzler was one of the first of many runners to pick up a puncture and lost over six minutes in the fourth hour, after climbing into the top five. A pit-entry off for Henzler and various minor issues delayed their recovery and the trio seemed out of contention.

All this left AF Corse chasing the relentless Gavin/Jan Magnussen/Richard Westbrook Corvette. Bruni, Giancarlo Fisichella and Toni Vilander all proved

rapid (although Vilander did lose some time with an off at Arnage), but the Corvette always seemed capable of staying just out of reach.

"We could keep it covered," said Westbrook. "It felt like the pressure was on everybody else to close the gap. We weren't the quickest over a lap, but over a stint we seemed to pull out."

That was until the 17th hour. Magnussen tried to lap Horst Felbermayr Sr, and things went wrong just before the Ford chicane. The Corvette ended up tank-slapping into the Porsche and causing a big accident that put both cars out.

Magnussen wasn't sure if he'd been thrown by a kerb, or suffered a suspension failure after hitting one.

"I was coming out of the Porsche Curves behind a Porsche, and it looked like he was going to make room for me," he said. "I went in there, he turned in on me, and instead of just hitting him I tried to take some of the kerb and straight-line the grass. The kerb just

kicked the rear out."

For the second time in as many years, Chevy had lost a car to an accident in traffic.

AF Corse finally moved into the lead, chased by the Garcia/Milner/Beretta Corvette. The second Chevy had struggled to match the pace of the sister car, its cause not aided by a slow puncture. Beretta also became ill due to fumes behind the safety car and, after a disappointing morning stint, in which he went off at Arnage, Beretta left Garcia and Milner to take the fight to Ferrari.

After some great battling in the hard-fought class, the Corvette established itself in second. With less than a quarter of the race to go, AF Corse was nevertheless around a lap ahead and the 458 looked set for a win on its Le Mans debut.

But then an electronic engine issue struck the Ferrari, sapping it of power, and the Corvette closed in. Milner finally overcame Vilander with just two hours to go to snatch ▶



# GTE

CONTINUED

## GTE AM AT A GLANCE

- Winners **Gardel/Canal/Bornhauser**
- Pole position **Cioci**
- Fastest lap **Ried**



AF 430 took pole in GTE Am



Priaux leads Gavin and Farnbacher early on

◀ victory and give Chevrolet its seventh class win at Le Mans in 10 years.

Garcia reckoned the #73 crew deserved a change of luck. "In the early hours it seemed like everything was against us and the leading cars were getting further and further away," he said. "The only way to move up was to go 100 per cent."

Fischella brought the Ferrari home two and a half minutes behind after a fine effort, but Vilander felt it was a missed opportunity.

"I think BMW had something special in qualifying," said the Finn. "We were worried, but we

were confident of our pace."

With all the problems afflicting the faster runners, several cars could have completed the podium, only for them to be struck by late problems. The Flying Lizard Motorsports Porsche of Jorg Bergmeister/Patrick Long/Lucas Luhr dropped back just before three-quarters distance with an injector wire problem, while the ProSpeed Competition example driven by Marc Goossens, Marco Holzer and Jaap van Lagen, which had been having a very clean run, hit late transmission woes and needed repairs for a fluid leak. They would end

up sixth and eighth in the reckoning respectively.

The other leading contender was the Luxury Racing Ferrari of Jaime Melo, Stephane Ortelli and Frederic Makowiecki. It sometimes proved capable of matching AF Corse's pace and was an early top-five threat, aided by some of the Risi Competizione team members that have proved so successful in the past. It finally succumbed to electrical problems – possibly the result of the fire extinguisher accidentally going off during qualifying – on Sunday morning.

Recovering cars therefore followed AF Corse home. The sole remaining BMW took third, while Lieb/Lietz/Henzler finished fourth and were the top Porsche runners. "The race pace was a lot closer than in qualifying; we just couldn't stay there," reckoned Lieb. "We'd have been right there without problems, but it was just one of those races where lots of people had a

lot of issues and we did too."

By contrast, the IMSA Performance Porsche of Raymond Narac, Patrick Pilet and Le Mans rookie Nicolas Armino had one of the cleanest runs on its way to fifth. It was fine reward for the team's mechanics, who had to work hard after Narac crashed in practice.

Behind the Flying Lizard Porsche came the new Lotus Evora. The works-assisted Jetalliance team lost one car, but was pleased to bring the Johnny Mowlem/James Rossiter/Jonathan Hirschi example home seventh, albeit some way off the pace.

JMW Motorsport was the only other team to get a 458 (of the six entered) home. Rob Bell, Tim Sugden and Xavier Maassen, who struggled a little with the car's brakes, were hobbled by clutch failure and a fuel-system problem. They staggered home ninth, last of the 18-strong GTE Pro entry to finish.

Of the other runners, the competitive Farnbacher

Ferrari hit various problems before retiring with engine failure, while former double Daytona 500 winner Michael Waltrip's 458 – which he shared with fellow Le Mans rookies Rui Aguas and Robert Kauffman – went out with a failed differential.

Porsche Supercup star Nick Tandy impressed on his Le Mans debut. A fortuitous break behind the safety car and an opportunistic pass on Beretta allowed the Felbermayr Porsche driver to run as high as second early on. Co-drivers Bryce Miller and Abdulaziz Al Faisal were never going to match his pace, however, and the car was withdrawn after an off by Al Faisal.

The quality and flat-out racing in GTE Pro underlined the wisdom of the ACO's decision to make it the main GT class, and Chevrolet took its opportunity. It's the sort of mix that would be worthy of a world championship... ☒

Austrian-run Lotus made it to the finish





## GT RACE RATING

★★★★★

Fantastic entry and hard-fought, with some star performances



## MILESTONE

The Audi R18 TDI became the second V6-engined car to win Le Mans, after the Alpine-Renault A442B in 1978

REPORT  
LE MANS 24 HOURS

## RESULTS

Le Mans 24 Hours, Le Mans (F), June 8-12, Intercontinental Le Mans Cup, round 3 of 7

GRID		355 LAPS, 3006.371 MILES									
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Benoit Treluyer (F)/Marcel Fassler (CH)/Andre Lotterer (D)	1	2	Sebastien Bourdais (F)/Pedro Lamy (P)/Simon Pagnaud (F)	3	3	Franch Montagny (F)/Stephane Sarrazin (F)/Nicolas Minassian (F)	4	4	Alex Wurz (A)/Marc Gene (E)/Anthony Davidson (GB)	6
5	Nicolas Lapierre (F)/Loic Duval (F)/Olivier Panis (F)	7	6	Jeroen Bleekemolen (NL)/Neel Jani (CH)/Nicolas Prost (F)	8	7	Vanina Ickx (B)/Maxime Martin (B)/Bas Leinders (B)	12	8	Tommy Erdos (GB)/Mike Newton (GB)/Ben Collins (GB)	20
9	Christophe Bouchut (F)/Scott Tucker (USA)/Joao Barbosa (P)	14	10	Christophe Bouchut (F)/Scott Tucker (USA)/Joao Barbosa (P)	28	11	Olivier Beretta (MC)/Antonio Garcia (E)/Tommy Milner (USA)	34	12	Tommy Erdos (GB)/Mike Newton (GB)/Ben Collins (GB)	23
13	Gianmaria Bruni (I)/Giancarlo Fisichella (I)/Toni Vilander (FIN)	30	14	Jan Charouz (CZ)/Shinji Nakano (J)/Nicolas de Crem (B)	19	15	Andy Priaulx (GB)/Dirk Muller (D)/Joey Hand (USA)	31	16	Karl Lieb (D)/Richard Lietz (A)/Wolf Henzler (D)	35
17	Patrick Pilet (F)/Raymond Narac (F)/Nicolas Armindo (F)	45	18	Jorg Bergmeister (D)/Patrick Long (USA)/Lucas Luhr (D)	40	19	Ralph Meichtry (CH)/Michel Frey (CH)/Marc Rostan (F)	21	20	Gabriele Gardel (CH)/Patrick Bornhauser (F)/Julien Canal (F)	52
21	Jean-Philippe Belloc (F)/Christophe Bourret (F)/Pascal Gibon (F)	48	22	Johnny Mowlem (GB)/James Rossiter (GB)/Jonathan Hirschi (CH)	54	23	Marc Goossens (B)/Marco Holzer (D)/Jaap van Lagen (NL)	37	24	Rob Bell (GB)/Tim Sugden (GB)/Xavier Maassen (NL)	39
25	Patrice Lafargue (F)/Andrea Barlesi (B)/Frederic da Rocha (F)	27	26	David Murry (USA)/David Robertson (USA)/Andrea Robertson (USA)	55	27	Nicolas Marroc (F)/Manuel Rodrigues (F)/Jean-Marc Menahem (F)	49	NC	Philippe Haezebrouck (F)/Fabien Rosier (F)/Jean-Rene de Fournoux (F)	26
R	Christophe Tineau (F)/Emmanuel Collard (F)/Julien Jousse (F)	29	R	Augusto Farbermayr Jr (A)/Jorg Muller (D)/Dirk Werner (D)	32	R	Oliver Gavin (GB)/Jan Magnussen (DK)/Richard Westbrook (GB)	47	R	Alexandre Premat (F)/David Hallyday (F)/Dominik Kraihamer (A)	17
R	Horst Felbermayr Sr (A)/Christian Ried (D)/Horst Felbermayr Sr (A)	46	R	Andrea Belicchi (I)/Jean-Christophe Boullion (F)/Guy Smith (GB)	10	R	Marco Cioci (I)/Piergiuseppe Perazzini (I)/Sean Breslin (IRL)	42	R	Jaime Melo (BR)/Stephane Ortelli (MC)/Frederic Makowiecki (F)	36
R	Rui Aguas (P)/Robert Kauffman (USA)/Michael Waltrip (USA)	44	R	Nick Tandy (GB)/Bryce Miller (USA)/Abdulaziz Al Faisal (SA)	43	R	Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB)	16	R	Fabien Giroix (F)/Roald Goethe (CH)/Michael Wainwright (GB)	50
R	Pierre Kaffer (D)/Luis Perez Compan (RA)/Matias Russo (RA)	18	R	Dominik Farnbacher (D)/Allan Simonsen (DK)/Leh Keen (USA)	33	R	Anthony Beltoise (F)/Francois Jakubowski (F)/Pierre Thiriet (F)	41	R	Martin Rich (GB)/Oskar Slingerland (NL)/John Hartshorne (GB)	56
R	Tracy Krohn (USA)/Nic Jonsson (S)/Michele Rugolo (I)	51	R	Jean-Francois Yvon (F)/Jacques Nicolet (F)/Richard Hein (MC)	15	R	1 Timo Bernhard (D)/Romain Dumas (F)/Mike Rockenfeller (D)	2	R	5 Jan Lammers (NL)/Steve Zacchia (CH)/Casper Elgaard (DK)	24
R	62 Shaun Lynn (GB)/Pierre Ehret (D)/Roger Wills (NZ)	53	R	15 Pierre Ragues (F)/Tiago Monteiro (P)/Guillaume Moreau (F)	11	R	79 Sam Hancock (GB)/Simon Dolan (GB)/Chris Buncombe (GB)	38	R	20 Olivier Pla (F)/Miguel Amaral (P)/Warren Hughes (GB)	13
R	3 Allan McNish (GB)/Rinaldo Capello (I)/Tom Kristensen (DK)	5	R	007 Darren Turner (GB)/Christian Klien (A)/Stefan Mucke (D)	22	R	009 Adrian Fernandez (MEX)/Andy Meyrick (GB)/Harold Primat (CH)	25			

Winners' average speed: 125.061mph. Fastest lap Lotterer, 3m25.289s, 148.508mph. LMP2 Kraihamer, 3m41.536s, 137.617mph. GTE Pro D Muller, 3m58.876s, 127.627mph. GTE Am Ried, 4m03.613s, 125.146mph. In each car, first-named driver started race. On grid, named driver set qualifying time.

**NEXT ILMC ROUND**  
Imola, July 3



ILMC MANUFACTURERS: LMP1			ILMC MANUFACTURERS: GTE			ILMC TEAMS: LMP1			ILMC TEAMS: LMP2			ILMC TEAMS: GTE PRO			ILMC TEAMS: GTE AM		
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Peugeot	103	1	Corvette	84	1	Audi Sport Team Joest	50	1	Signatech Nissan	49	1	AF Corse	53	1	Larbre Competition	41
2	Audi	69	2	Ferrari	72	2	Peugeot Sport Total	49	2	Level 5 Motorsports	31	2	BMW Motorsport	49	2	Proton Competition	24
			3	BMW	72	3	Team ORECA Matmut	34	3	OAK Racing	30	3	Lotus Jetalliance	16	3	Krohn Racing	21
			4	Porsche	46	4	Rebellion Racing	26				4	Luxury Racing	5	4	AF Corse	16
			5	Lotus	13										5	CRS Racing	8



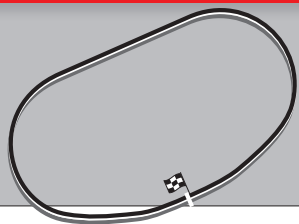
## TEXAS

USA

June 11

IndyCar Series

Round 6/17



### AT A GLANCE

- Race 1 winner **Dario Franchitti**
- Race 2 winner **Will Power**
- Race 1 pole **Alex Tagliani**
- Race 2 pole **Tony Kanaan**



Grid lottery: Kanaan gets lucky



Power overjoyed with first oval victory

# Power hits lottery jackpot to leave Dario playing catch-up

**Was the grid draw for race two really fair on title rivals?**

**WILL POWER'S LEAP INTO THE** air, fists pumping, told the story of the Twin 275s at Texas Motor Speedway last weekend. Which was weird, because at that moment, the evening was only half over. And he hadn't even won the first race.

Nevertheless, when the Australian climbed onto a makeshift stage on the front straight and spun a tyre around, gameshow-style, to reveal a hidden number, his joy was palpable, and with

good reason. "I thought, 'the Ganassi boys are screwed,'" he said later.

The running of a twin-race format for the first time in American single-seater racing since 1981 was a natural — and from the series' point of view, calculated — talking point in the build-up to the weekend, but the twist lay in the qualifying format. Or more accurately, the lack of one for the second race, which instead featured a

grid decided by random draw. Drivers qualified for the first part as normal, ran the race, and then drew their grid slots in reverse of the order in which they'd just crossed the finish line.

When Power walked up onto the stage to take his turn, there were just three tyres left to choose from. Pole was gone — Tony Kanaan had lucked into that — so with his two main rivals Dario Franchitti and Scott Dixon still waiting to

pick, and the potentially disastrous starting slots of 18 and 28 waiting to snare the unfortunate, the simple act of spinning around a numbered tyre stood to have huge ramifications. When the Australian decided upon his tyre and swung it around to reveal the number three, his delight was plain to see.

Dixon went next and was dealt grid 18, meaning that race one winner Franchitti didn't even need to turn his tyre to know he'd be starting

21 grid places behind his main championship rival.

"I won the first race," the Scot said. "But my main emotion right now is pissed off at the hand we've been dealt. There's enough variables out there. We don't need to be throwing dice to decide grid positions."

That this dampened Franchitti's earlier triumph was a shame, because his opening race performance was outstanding. Alex Tagliani had taken his second pole on the trot for Sam Schmidt Motorsports, but Franchitti was right alongside him on the front row. The first start was aborted when Tagliani charged off too early, but the second was successful and Franchitti neatly relieved the Canadian of first at Turn 1.

In clear air Franchitti's car was unmatched, and with



## RACE RATING

★★★★☆

Split format got the thumbs-up, but race two grid lottery was way too gimmicky

## MILESTONE

Davey Hamilton returned to Texas for the first time since the 2001 crash that nearly ended his career



## REPORT INDYCAR TEXAS

**MARK GLENDENNING**  
reports



the help of a slick pitstop, he extended his lead to around four seconds before time lost in traffic allowed his pursuers to close the gap slightly. He later said his car was less compliant in traffic, which no doubt added an extra sting to his misfortune in the grid draw later on.

His lead was eroded altogether when Charlie

Kimball's car pushed up at Turn 4 with 21 laps to go and was unable to avoid Wade Cunningham, who was making his debut in the car that took Dan Wheldon to his Indy 500 win last month. Both were spat into the wall, bringing out the only caution of the race and closing the field up again.

Ten laps remained for the

restart. Dixon, who'd earlier triumphed in a lengthy battle for second with Power, moved up to the outside of his team-mate, but the Kiwi was aware that any attempt to pass Dario for the lead would expose him to an attack from Power, who was still lurking behind him. Discretion initially overrode valour although the fighting

between the lead trio and Tagliani continued right to the flag, culminating in Franchitti surviving a late challenge from his colleague to win by 0.05s.

Veteran Kanaan's race two was a decent feel-good story, but it was overshadowed by Cunningham going from zero to hero by drawing grid spot two. His first car having been damaged in his earlier crash, the Sam Schmidt team had scrambled the spare – which was set up for Milwaukee. Not surprisingly, the New Zealander's stint at the front of the field was a short one.

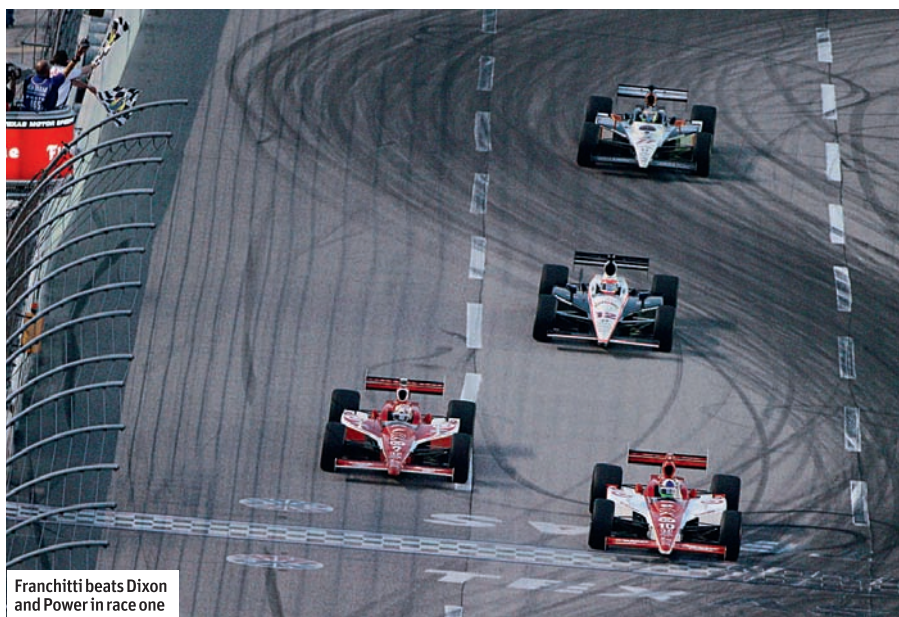
Power, meanwhile, had a tougher time than he might have expected in passing Kanaan, but once he did, the result seemed a foregone conclusion. Ganassi had other ideas though. In a superb display of damage limitation, Dixon picked his way past 16 cars to get himself just within striking range of the Penske towards the finish. Franchitti did even better, moulding his 28th into a seventh.

"I was just trying to make places wherever I could," he said. "A yellow would have been good."

You'd have forgiven him for counting on a couple too, considering the combination of Texas's reputation for high attrition and the mixed-up grid. But perversely, the field chose this second race to have its first caution-free run in two years – an outcome met with widespread bafflement.

But Power had enough in the end, and claimed the chequered flag 0.9s clear of Dixon to finally secure the first oval victory of his IndyCar career.

Defending Texas winner Briscoe finished third after an extended scrap with Penske stablemate Helio Castroneves. Other stars of the evening included the entire KV Racing squad, with Takuma Sato getting a fifth and 12th, EJ Viso finishing seventh and 10th, and Kanaan 11th and fifth, and Paul Tracy, whose second of a scheduled five outings with Dragon earned him 12th and 13th. ❧



Franchitti beats Dixon and Power in race one

## RESULTS

IndyCar Series, Texas (USA), June 11, round 6 of 17

GRID						114 LAPS, 171 MILES						114 LAPS, 171 MILES						CHAMPIONSHIP TABLE																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	POS	DRIVER	PTS					
TAGLIANI 215.186mph	FRANCHITTI 214.801mph	POWER 214.716mph	SATO 214.470mph	CARPENTER 214.373mph	KANAAN 214.252mph	DIXON 214.021mph	CUNNINGHAM 214.013mph	BRISCOE 213.891mph	PATRICK 213.850mph	HILDEBRAND 213.458mph	NEIRA 213.429mph	CASTRONEVES 213.232mph	SERVIA 213.023mph	HINCHCLIFFE 212.970mph	HUNTER-REAY 212.938mph	KIMBALL 212.797mph	HAMILTON 212.555mph	VISO 212.494mph	RAHAL 212.404mph	TRACY 212.305mph	CONWAY 212.260mph	ANDRETTI 212.223mph	BEATRIZ 212.221mph	LYOYD 212.091mph	SAAVEDRA 212.033mph	WILSON 211.762mph	HOWARD 211.691mph	DE SILVESTRO 210.855mph	JAKES DNQ	1	Power	239					
						1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	54m47.2787	2	2	Dixon	+0.0527s	7	2	Franchitti	218							2	Franchitti	218										
						2	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+0.0527s	7	3	Wills Power (AUS)	+0.2064s	3	3	Briscoe	+4.6524	12	3	Dixon	169							3	Dixon	169						
						3	Alex Tagliani (CDN)	Sam Schmidt Motorsports	Dallara-Honda	+0.4109s	1	4	Castroneves	+9.5738s	6	4	Servia	165							4	Servia	165										
						4	Takuma Sato (JJ)	KV Racing Technology-Lotus	Dallara-Honda	+1.4174s	4	5	Kanaan	+14.3723s	1	5	Kanaan	159							5	Kanaan	159										
						5	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+1.4337s	9	6	Andretti	+16.9488s	27	6	Briscoe	146							6	Briscoe	146										
						6	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+2.1127s	19	7	Franchitti	+18.4374s	28	7	Rahal	136							7	Rahal	136										
						7	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+2.5355s	12	8	Patrick	+18.5558s	20	8	Tagliani	135							8	Tagliani	135										
						8	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+2.8146s	20	9	Hunter-Reay	+21.7976s	5	9	Hildebrand	125							9	Hildebrand	125										
						9	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+4.3388s	13	10	Viso	+24.0923s	29	10	Sato	118							10	Sato	118										
						10	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	+4.7842s	6	11	Meira	+24.6136s	7	Race 1 winner's average speed: 181.649mph																					
						11	Paul Tracy (CDN)	Dragon Racing	Dallara-Honda	+7.0114s	21	12	Sato	-1 lap	25	Race 2 winner's average speed: 206.693mph																					
						12	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	-1 lap	23	13	Tracy	-1 lap	14	Race 1 fastest lap: Viso, 24.2205s, 216.263mph																					
						13	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-1 lap	25	14	Tagliani	-1 lap	16	Race 2 fastest lap: Dixon, 24.2894s, 215.650mph																					
						14	Jay Howard (GB)	Dale Coyne Racing	Dallara-Honda	-1 lap	28	15	Servia	-1 lap	17	Race 1 qualifying: decided by combined average speed over two flying laps.																					
						15	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-1 lap	10	16	Carpenter	-1 lap	10	Race 2 qualifying: decided by random draw.																					
						16	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	27	17	Conway	-1 lap	26																						
						17	Ed Carpenter (USA)	Sarah Fisher Motorsport	Dallara-Honda	-1 lap	5	18	Hildebrand	-1 lap	21																						
						18	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	-1 lap	16	19	Hinchcliffe	-1 lap	9																						
						19	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	-1 lap	15	20	Howard	-1 lap	13																						
						20	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	-2 laps	14	21	Wilson	-1 lap	30																						
						21	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	-2 laps	24	22	Beatriz	-1 lap	15																						
						22	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	-2 laps	11	23	Kimball	-2 laps	8																						
						23	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	-2 laps	22	24	Lloyd	-2 laps	19																						
						24	James Jakes (GB)	Dale Coyne Motorsport	Dallara-Honda	-2 laps	30	25	Hamilton	-2 laps	24																						
						25	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	-3 laps	29	26	Cunningham	-2 laps	2																						
						26	Davey Hamilton (USA)	Dreyer & Reinbold	Dallara-Honda	-5 laps	18	27	de Silvestro	-3 laps	22																						
						27	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	-17 laps	26	28	Jakes	-3 laps	23																						
						28	Wade Cunningham (NZ)	Sam Schmidt Motorsports	Dallara-Honda	90 laps-accident	8	29	Saavedra	-3 laps	11																						
						29	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	91 laps-accident	17	30	Rahal	-10 laps	4																						

Next Round

Milwaukee Mile, June 19

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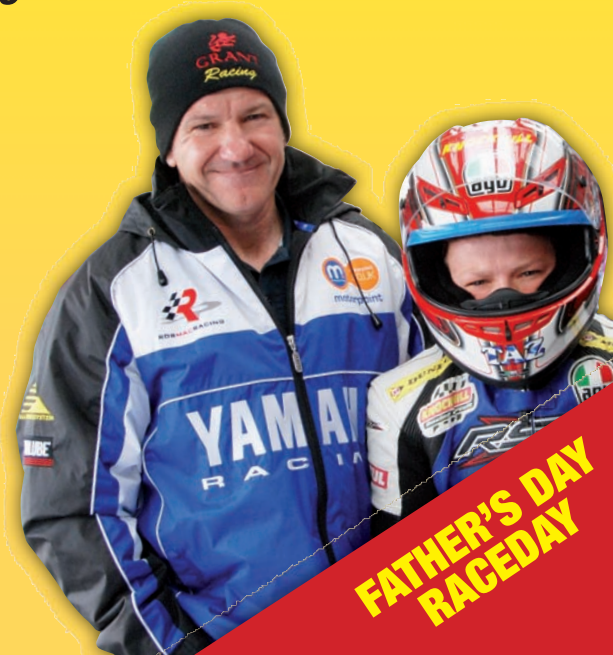
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## INTERNATIONAL RACES & RESULTS

### NASCAR SPRINT CUP

Pocono (USA)  
Rd 14/36

## QUICK RESULTS

- Winner **Jeff Gordon**
- Pole **Kurt Busch**
- Most laps led **Denny Hamlin**

**RACE RATING** Great drive by Gordon, but not much racing

★★★★☆

## REPORT

### WORLD OF SPORT



Gordon takes his fifth Pocono win

NASCAR SPRINT CUP POCONO (USA), JUNE 12, RD 14/36

# Gordon cooks up another winner

**JEFF GORDON EQUALLED BILL Elliott's** record of five wins at Pocono's 'tricky triangle'.

Gordon's Hendrick Motorsports crew moved him into a frontrunning position with a series of quick pitstops, and it was another team member, Jimmie Johnson, who helped him into the lead with a kindly bump following the final restart.

Gordon was chased all the way to the flag by the Penske Dodge of poleman Kurt Busch, but despite all of his best efforts Busch couldn't get close enough to put a move on Gordon's Chevrolet Impala.

It was Gordon's second win of the season and the 84th of his career, which ties him with Bobby Allison and Darrell Waltrip for third in

the all-time standings.

"I can't even express in words what it means to tie with Bobby and Darrell, because I didn't even think that it would ever happen when I came into racing," he said. "These days you never

know if it's your last win or when the next one's coming. As you get older you become more conservative and I feel that maybe there are some things I don't do as well now as I used to. But there are some things that



Punctured left-rear ruined Hamlin's day

I know I do better now and I still feel I have a lot to offer as a driver."

Although Kurt Busch led the opening lap from pole, he was quickly overhauled by Denny Hamlin. The Joe Gibbs Racing Toyota driver is a Pocono specialist and he soon opened up a strong lead. Any hope of breaking his 2011 duck ended when he picked up a flat tyre during a late caution, which forced him to pit again, dropping him to the tail of the field. As he sought to fight back he picked up some damage to his left-rear bodywork, which upset the handling and restricted him to a 19th-place finish.

Hamlin's closest challenger during the middle of the race was Ganassi-run Juan Pablo Montoya. A great call for two tyres moved the Chevy driver to the front, but a repeat of the gamble under caution — when all his closest challengers took

four — left him with a performance deficit he couldn't overcome. Nevertheless, he remained a top-10 contender, eventually coming home in seventh.

After starting way back in 34th, Kyle Busch steadily worked his way up the order in his Joe Gibbs Toyota, taking third at the flag. Reigning champion Johnson was fourth, while Kevin Harvick was the top Richard Childress Racing Chevrolet man in fifth. Dale Earnhardt Jr made it three Hendrick cars in the top six with another strong run to sixth. He and Johnson carved into Carl Edwards's points lead.

Edwards set the pace in practice in his Roush Ford and was expecting a strong race, but a broken valve forced him to take the car behind the wall for repairs, limiting him to a lowly 37th.

A change of gear ratios meant the drivers had the option of shifting down from fourth to third at Turns 1 and 3, and over the 500 miles this took its toll on some of the equipment, with Tony Stewart among those to suffer with gearbox problems during the race.

● Andrew van de Burgt

## RESULTS

### 1 Jeff Gordon (Chevrolet Impala),

200 laps in 3h26m21s; 2 Kurt Busch (Dodge Charger), +2.965s; 3 Kyle Busch (Toyota Camry); 4 Jimmie Johnson (Chevy); 5 Kevin Harvick (Chevy); 6 Dale Earnhardt Jr (Chevy); 7 Juan Pablo Montoya (Chevy); 8 Matt Kenseth (Ford Fusion); 9 Ryan Newman (Chevy); 10 Martin Truex Jr (Toyota). **Points** 1 Carl Edwards, 492; 2 Johnson, 486; 3 Earnhardt, 482; 4 Harvick, 481; 5 Kyle Busch, 467; 6 Kurt Busch, 457; 7 Kenseth, 448; 8 Clint Bowyer, 419, 9 Tony Stewart, 417; 10 Newman, 417.

Castrol **EDGE** Rankings

- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 28,711 |
| 2 | Sebastien Loeb   | ▲ | 20,623 |
| 3 | Mark Webber      | ▼ | 20,593 |
| 4 | Fernando Alonso  | ▲ | 19,837 |
| 5 | Lewis Hamilton   | ▼ | 19,263 |

## Ranking the world's best drivers

### WHAT HAPPENED THIS WEEK

There wasn't much movement among the NASCAR brigade this week, although Pocono winner Jeff Gordon is up four at 22. In German F3 at Zolder, race victors Richie Stanaway and Tom Blomqvist are up to 596 and 786 respectively.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)



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**KENT FERRARI**

AN AREA GROUP OF THE FERRARI OWNERS' CLUB OF GREAT BRITAIN

Kent Ferrari, an area group of the Ferrari Owners Club of Great Britain, is celebrating its 21st Anniversary at a Charity Summer Ball on Saturday 18th June at Brands Hatch's Thistle Hotel.

We will be raising funds for both the Henry Surtees Foundation and Cheryl Baker's Headfirst charity by auctioning a glittering array of 'money can't buy' Lots – and Autosport readers can join in on the Auction fun.

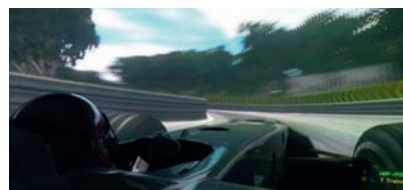
### THE LOTS INCLUDE:

#### Mercedes GP Petronas HQ Tour

Ross Brawn – team principal of Mercedes GP Petronas and the genius behind eight World Championship victories – has very generously donated an opportunity for the winning bidder to get inside the world of Formula One at the Mercedes GP Petronas team headquarters in Brackley, Northants.

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- sit in the same seat as Michael Schumacher and Nico Rosberg
- experience the unique sensation of the team's state-of-the-art Grand Prix 'Driver-in-the-Loop' simulator
- join Ross Brawn for lunch



Bid on these and many other "Money-can't-buy" opportunities by emailing [peter@kentferrari.co.uk](mailto:peter@kentferrari.co.uk)

### Exclusive Track Day at Rockingham circuit

An opportunity to bid on an exclusive track day at the incredible Rockingham circuit in Northants, for a maximum of just 10 cars. We can take individual bids or an outright bid for the whole experience. Participants can take their own cars and spend the day at the circuit, receiving driving tips from an instructor/celebrity driver.

### Hong Kong long weekend

Your chance to bid on a fantastic weekend break with Virgin Atlantic return flights for two and a stay at the exclusive Langham Hotel in the heart of Tsimshatsui, Kowloon – one of the liveliest and most popular areas of this fascinating city, offering an outstanding choice of shopping and entertainment.

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

### NASCAR TRUCKS

Texas (USA), Rd 9/25

#### QUICK RESULTS

- Winner **Ron Hornaday**
- Pole position **James Buescher**
- Most laps led **Johnny Sauter**

#### RACE RATING

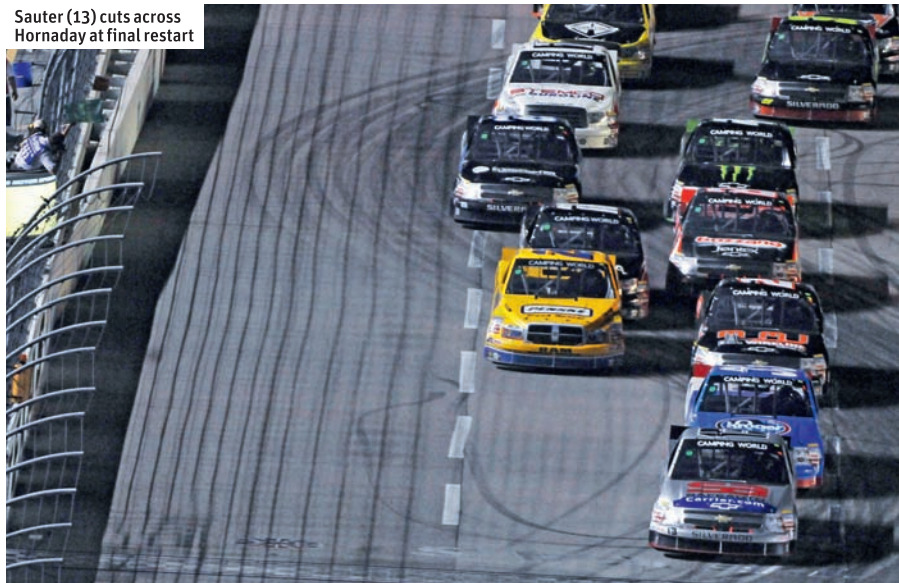
★★★★☆

A wild race that rewrote the record books for the series at Texas

## REPORTS

### WORLD OF SPORT

Sauter (13) cuts across Hornaday at final restart



NASCAR TRUCKS TEXAS MOTOR SPEEDWAY (USA), JUNE 10, RD 9/25

# Hornaday wins at Sauter's expense

#### A MOMENT OF IMPATIENCE

came at a high cost for Johnny Sauter in Friday's Truck Series race at Texas Motor Speedway when he was penalised on a last-lap restart, handing victory to veteran Ron Hornaday.

Sauter passed Hornaday entering the late stages of the race and looked set for the win, but he dropped

out of his lane and into Hornaday's before the field had crossed the line on a green-and-white chequered restart. He crossed the finish line in first place, but the premature move had already ensured a penalty that relegated him to 22nd, and gave victory to his rival.

"Good way to steal one," said Hornaday. "We had a

third or fifth-placed truck, but it worked out for us. On that restart he was the leader, but he blocked, basically."

It was an appropriately eventful end to a bizarre race. The tone was set when the start was briefly delayed when a demonstration drift car set itself on fire on the main

straight, and by the time the chequered flag had fallen the race had delivered track records for most leaders, most lead changes and most cautions.

The fastest truck in the race belonged to early pacesetter Austin Dillon, who dominated the early stages before being knocked out of contention by two separate accidents and a string of visits to the pits for repairs.

Nelson Piquet Jr also starred, leading a lap for the first time in his career. The Brazilian looked good for a podium but the ex-Renault F1 racer hit the wall at Turn 2 while running third with a lap remaining.

● Mark Glendenning

#### RESULTS

**1 Ron Hornaday (Chevrolet Silverado)**, 168 laps in 2h15m18s; 2 Parker Kligerman (Dodge Ram), +0.926s; 3 David Mayhew (Chevy); 4 Brian Ickler (Toyota Tundra); 5 Joey Coulter (Chevy); 6 Ricky Carmichael (Chevy); 7 Ryan Sieg (Chevy); 8 Miguel Paludo (Toyota); 9 James Buescher (Chevy); 10 Justin Lofton (Toyota). **Points** 1 Johnny Sauter, 326; 2 Cole Whitt, 306; 3 Hornaday, 293; 4 Austin Dillon, 291; 5 Matt Crafton, 285; 6 Timothy Peters, 280.

## IN BRIEF



#### FRENAULT ALPS

Anglo-Singaporean Melville McKee (above) took another win, this time at Spielberg, after leading Frenchman Paul-Loup Chatin all the way in his ARTA Engineering car. McKee dropped out of race two with mechanical problems. In this one, Swede Timmy Hansen passed Javier Tarancon to win in his Interwetten car. Yann Zimmer also barged past Tarancon, infuriating the Spaniard.

#### ARCA

Richard Childress Racing development driver Tim George Jr won a rain-interrupted ARCA race at Pocono. The Chevy driver fought off a strong challenge from the Ford of Chris Buescher to win by under 0.5s. Points leader Ty Dillon was fourth in his RCR Chevrolet.

#### JAPANESE F3

Yuhi Sekiguchi (Dallara-Toyota), Hironobu Yasuda (Dallara-Nissan) and Naoya Gamou on (Dallara-Toyota) won the three races at Fuji. Britain's Richard Bradley struggled in the damp during the opener, failing to finish, but recovered his pace and finished fifth and fourth in the other races.

#### GERMAN GT MASTERS

Lamborghini-driving brothers Ferdinand and Johannes Stuck won the first race at Zolder from Engstler BMW pairing Alexandros Margaritis and Dino Lunardi. Franco-Greek combo Lunardi and Margaritis then went on to win the second race from Lamborghini pair Philip Geipel/Albert Thurn und Taxis.

#### GERMAN FMASTERS

Sixteen-year-old Pascal Wehrlein enjoyed a clean sweep by winning all three races at Zolder to extend his points lead. Russian Artem Markelov came home second each time.

GERMAN F3 CUP ZOLDER (B), JUNE 11-12, RD 5/9

# Blomqvist bags first win

**ONLY ONE WEEK AFTER ITS** pair of races at Assen, the German Formula 3 Cup continued its Benelux foray at Zolder in Belgium.

Van Amersfoort Racing's New Zealand talent Richie Stanaway scored his seventh win of the season in race one, followed by Klaus Bachler for URD and Brandl Racing's Marco Sorensen.

Tom Blomqvist retired, but the son of Stig made up for it with a lights-to-flag victory from pole in the second encounter, his maiden F3 win. Sorensen was second this time, while Hannes van

Asseldonk scored his first podium finish. Stanaway could only manage fifth.

● Rene de Boer

#### RESULTS

**Race 1 1 Richie Stanaway (Dallara-Volkswagen)**, 18 laps in 30m06.937s; 2 Klaus Bachler (Dallara-Mercedes), +13.179s; 3 Marco Sorensen (DM); 4 Hannes van Asseldonk (DV); 5 Markus Pommer (DM); 6 Alon Day (DV).

**Race 2 1 Tom Blomqvist (DV)**, 21 laps in 30m23.849s; 2 Sorensen, +2.792s; 3 van Asseldonk; 4 Pommer; 5 Stanaway; 6 Day. **Points** 1 Stanaway, 94; 2 Sorensen, 76; 3 Bachler, 50; 4 Blomqvist, 46; 5 Day, 37; 6 van Asseldonk, 21.

VLN NURBURGRING (D), JUNE 11, RD 5/10

# Audi stars go pot hunting

**IN THE ABSENCE OF VARIOUS** drivers and teams who were competing at Le Mans, Audi made it five different brands to win the first five VLN rounds at the Nurburgring as DTM ace Mattias Ekstrom and Timo Scheider, with Frank Stippler, drove Phoenix Racing's Audi R8 LMS to victory in the 51st ADAC Reinoldusrennen.

Polesitters Sabine Schmitz and Klaus Abbelen crossed the finish line second in their Porsche 911 GT3 R. Wolfgang Kohler, Frank Kraling and Christian Menzel claimed third with Manthey Racing's GT3 Cup version in a race that was red-flagged with 12 minutes remaining due to rain and

hail at Flugplatz.

Many Porsche Supercup drivers used the event to practice for the upcoming Carrera World Cup. The best-placed of them were fourth-placed Stefan Rosina and Kuba Giermaziak.

● Jurgen Stiftschraube

#### RESULTS

**1 Mattias Ekstrom/Timo Scheider/Frank Stippler (Audi R8 LMS)**, 24 laps in 3h30m49.154s; 2 Klaus Abbelen/Sabine Schmitz (Porsche 911 GT3 R), +1m31.954s; 3 Wolfgang Kohler/Frank Kraling/Christian Menzel (Porsche GT3 Cup); 4 Stefan Rosina/Kuba Giermaziak (Porsche GT3 Cup); 5 Akira Iida/Kazuya Oshima/Hiroaki Ishiura (Lexus LF-A); 6 Martin Ragginger/Stefan Wendt (Porsche GT3 Cup).





# Enhanced Dynamics of Civic duties

The works Hondas of Team Dynamics are the cars to beat in the BTCC this year.  
*KEVIN TURNER*  
finds out why

Shedden won once at Oulton 11 days ago



Shedden (left) and Neal: strong line-up



The dominance of the Team Dynamics Honda Integras in the 2005 and 2006 British Touring Car Championships seems a long time ago now. Since the switch from the coupe to the new-shape Civic in 2007 there have been flashes of success, but the team has never quite been able to carry one of its drivers to the title.

That's despite a cast list including former champions James Thompson and Matt Neal, plus established frontrunner Gordon Shedden, sitting in the driving seat.

That could change this year. After finishing second and third respectively with the normally-aspirated version of the car in 2010, Neal and Shedden – the longest-established and strongest line-up in the series – currently stand one-two in the standings with the new turbo version. They've been on pole at every round and won five of the 12 races so far. But for contact, most embarrassingly the last-corner clash between them at Oulton Park earlier this month, the tally could be closer to eight.

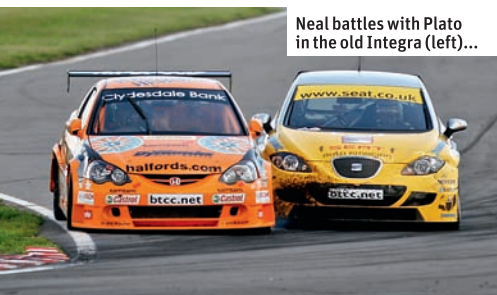
The pace of the turbo-engined cars generally, and the Civics in particular, has been a major talking point of the year so far. That's certainly helped them against the works RML-run Chevrolet team, but the fact that the Hondas have led the turbo charge despite running 0.1 bar less boost than the others, and were quick in the damp at Oulton, shows that there's a lot more to the package than the Neil Brown-prepared engines.

Team boss Steve Neal confirms that a lot of work went into the car ahead of 2011, although he concedes that it probably lacked some straight-line performance last year. "The turbo is the final ingredient to turn the car into a title-winner, but to be fair we also made many aero improvements over the winter," he says.

"It's a totally different car to the Integra. The beam axle was the biggest problem. We've invented our own self-adjusting beam axle, which is brilliant, and allows the rear-steer to improve the balance."

There have been suspension improvements too. "Ohlins use RML





to develop their suspension, so we're always been one version behind," reckons Neal. "But as the technology gets better the improvements get smaller so we're closer. We're now on better Ohlins than we've ever been on before."

The installation of the turbo engine itself provided its own challenges, but Neal Sr believes the team has been able to turn it into an advantage. "Packaging it was extremely difficult, but we can pull negative pressure under the bonnet now, which gives a few kilos of downforce," he says.

Honda's increased support since the start of 2010, which turned Dynamics from a quasi-works outfit to a factory-supported one, has undoubtedly been an asset. It has allowed Dynamics to move clear of the leading independent teams and take on RML.

"They restructured Honda UK about 18 months ago and the new MD, David Hodgetts, likes touring cars," confirms Neal. "We'd had help before – we'd had sums of money – and David said he'd like to be more involved."

"After the loss of the F1 team he felt the bond between Honda's different products had gone and he wanted the BTCC team to provide that."

Hodgetts helped arrange a substantial increase in funding, through Honda and some of the Japanese car company's suppliers, and Neal hopes the relationship will grow, particularly with a new Civic set to launch later this year.

"When we get that, we can build it to whichever spec we want with them – NGTC, UK S2000, or FIA," he says. "We'd like to push for Honda to appoint us as their tuner for FIA – like RML is for Chevrolet."

Before that, though, there's the small matter of making sure that the current Civic signs off in style. Shedden's Oulton victory means that the car has now scored the same number of wins – 26 – as Team Dynamics took with the Integra in its two-year purple patch, and both drivers look ready to fight for the title.

"As long as we're not continually dumped on rules-wise we've got the drivers to do it," reckons Neal Sr.

Double champion Neal Jr agrees that Shedden could be his biggest threat, although there is no problem between them after their Oulton clash, for which Neal takes full responsibility.

"Our orders are to race each other full-on, but not hit each other," confirms Matt, who leads Shedden by just two points. "Flash' is there now."

He's also keen to point out that the Civic is suited to the British tracks, so doesn't believe it should be pulled back too far against the Chevy of his old rival and reigning champion Plato.

"We've done a lot of work – what has RML done?" he asks. "The Chevy was developed for WTCC circuits, so I think the others need to look inwardly."

Despite his vocal criticism of the turbo-restricting measures, Plato concedes the Hondas look strong anyway. "They've got a brilliant base engine, a good chassis, and two strong drivers," he says. "I don't have any issue with what they've done – they've done a great job."

Whether that's enough remains to be seen. BTCC boss Alan Gow's engine-parity tweaks will undoubtedly play a major part in the destiny of this year's title, but Dynamics has put itself in the best position. So long as Neal and Shedden can avoid hitting each other. ❧

## CIVIC TIMELINE

**2007**  
3rd  
Gordon Shedden  
(4 wins)  
4th Matt Neal  
(1 win)



**2008**  
7th  
Gordon Shedden  
(2 wins)  
10th  
Tom Chilton  
(1 win)



**2009**  
9th  
James Thompson  
(3 wins)  
17th  
David Pinkney  
(0 wins)



**2010**  
2nd  
Matt Neal  
(5 wins)  
3rd  
Gordon Shedden  
(5 wins)



## 2011 DRIVERS' POINTS AFTER FOUR ROUNDS

**1 Matt Neal**  
(Dynamics Honda) 103



**2 Gordon Shedden**  
(Dynamics Honda) 101



**3 Mat Jackson**  
(Motorbase Ford) 96



**4 James Nash**  
(Triple 8 Vauxhall) 95



**5 Jason Plato**  
(RML Chevrolet) 91



**6 Andrew Jordan**  
(Eurotech Vauxhall) 88



**NEXT ROUND**  
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The homogeneity has gone too far, says Jean Todt. Now, writes *DAVID EVANS*, organisers will be free to plot a return to the week-long gruelathons of old, as...

# RALLYING RED SENSE OF A

**I**t's little wonder that FIA president Jean Todt likes endurance rallies – he never really encountered anything else in his career as a co-driver. But are they the future of the World Rally Championship? Or are they an unnecessary nod to the sport's colourful history, with about as much relevance to the here and now as the twin-Weber-tuned soundtrack which accompanied rallying in those days.

The penultimate rally of Todt's time at Peugeot alongside Guy Frequelin was a special one. The 1981 Ivory Coast Rally was, essentially, an open-road race for more than 3000 miles across Africa. The Frenchmen arrived at the finish, having hustled their Peugeot 504 for 56 hours.

Todt's difficulty in comprehending the current format – his countryman Sebastian Loeb took four hours to win the most recent

round of the World Rally Championship in Argentina – is understandable. Talking to Todt about the WRC of today, he finds it hard to hide his surprise at what he sees as the dilution of the sport.

"This is not rallying," he says. "Getting up in the morning, going out after breakfast and doing a loop of stages before coming back for lunch and then finishing at five in the afternoon; this is not rallying. While I hate saying, 'In the past it was better,' in the case of the WRC I feel in some ways it was better. We need the challenge again – rallying is about endurance. It's about adventure."

The president is quick to point out that he's not advocating wholesale change; he's not expecting every event to rip up the three-day format and start tearing around the country for at least a week. But he wants to see some variety in the championship. And

that can't be a bad thing.

When Prodrive boss David Richards took over the media rights to the WRC in 2000, he tidied everything up. Every event conformed to a television-driven, centrally-served cloverleaf format that was done and dusted by lunchtime Sunday – and included no more than around 200 miles. The ultimate goal was live TV, with the format geared specifically towards facilitating regular slots on networks across the world. But it never happened. For a while Richards appeared to be working the miracle: World Rally really looked like it might trouble Formula 1. But it never happened.

Rally folk are funny folk. The formulaic timetabling of rallies is not for them. Rally folk, be they organisers or fans, want to express themselves, not be constricted by a Formula 1-style universal approach.

And the future certainly allows rallies the





# DISCOVERS ITS ADVENTURE

opportunity to express themselves. The new regime is happy to see events running as many as 500 competitive miles in six-day events that cross international boundaries. Argentina is one such event seriously considering this format for next season, with potential for a trip into neighbouring Uruguay. The organiser's primary concern in staging such an event is the cost involved. In South America, the police are deployed to keep the fans in check and those police have to be paid for. On top of that, there's the question of the real appetite for week-long events.

Ford's Malcolm Wilson has talked to his customers about the new format and the news isn't good. "Obviously, we would have the two factory cars on such an event," says Wilson, "but the seven or eight other customers we run in Fiesta RS WRCs wouldn't compete; there's simply not the budget to do an event that



would cost twice what a regular event would."

The drivers have mixed views. Seven-time world champion Sebastien Loeb only ever contested one watered-down Safari in his career, but he enjoyed it and, tentatively, he's up for more time in the car. But that's tempered by his enjoyment of life at home.

"I'm quite lazy," smiles Loeb. "I like to be at home with my family. Maybe some rallies with

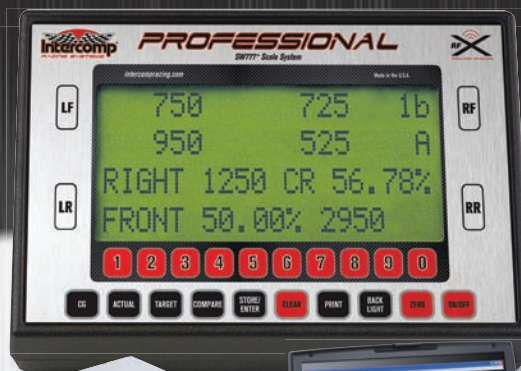
longer stages and more endurance could be interesting, but not all the time."

Ford's Mikko Hirvonen is much more up for it. "I would like to go back to some of those events," he says. "Running through the night and longer days is part of the challenge. I think it would make for a really interesting event."

The problem the sport faces is twofold. Health and safety, certainly in Europe, will not tolerate the kind of fabulous craziness that went on in the past, with drivers charging through the woods for days on end, with only enough time to slosh another jerry can's worth of fuel in and sink a Lucozade, Wagon Wheel and fag (for some drivers this was a simultaneous operation). And secondly, the audience for World Rally is becoming younger and younger and more digitally driven. Ken Block knows plenty about the audience for World Rally and all things sideways. At the ►



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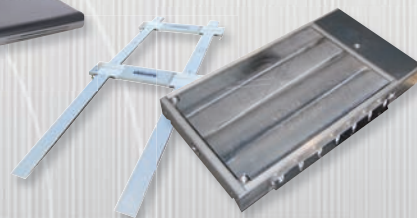
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Hint of adventure on modern Rally Jordan

◀ time of writing, close to 32 million people have watched Gymkhana 3 on YouTube. He's done his research, so the American is well worth listening to.

"It won't work," he argues. "People want up-to-the-second results, they want everything here and now. We would not compete on an endurance event because our audience wouldn't get it, they wouldn't want to follow something that went on for a week."

Courtesy of Richards' early noughties infrastructure, filming the WRC has become a straightforward task, with all the footage coming back to a central point for editing. A linear rally, starting from one end of a country and finishing at the other, would not be nearly so simple. But the nightly footage of Dakar or the Tour de France proves it's absolutely possible.

Such a shift would, however, render the team's hospitality-hosting, paddockesque structures redundant, depriving them of another revenue stream from those who pay to watch a stage, then be wined and dined as the world's fastest rally cars are fixed before them.

Moving to endurance rallies would, undoubtedly, make everybody's job harder. As a journalist, feeding autosport.com's voracious appetite for information from an event where you're racing from stage end to service to stage end would be near impossible to do to the same standard you've come to expect. But, from a personal perspective, I'd love it. When I started this job, the right OS map was as necessary as a notepad and pen. And when a

night's route-planning came off, sourcing the perfect place to watch and plenty of talking time with the drivers, the job was truly well done – a much more fulfilling feeling than walking from hotel to service park and back.

We've got to face facts, though. The one thing that is near-certain is that the competition will not be as close as we've come to expect. Look at the first six rallies this year: only two of them have been decided by a margin bigger than half a minute. The other four have been split by 0.2 seconds,

**"We would not compete on an endurance event because our audience wouldn't get it, or follow something for a week"**

**Ken Block**

2.4s, 6.5s and 11.2s. In 1981, when endurance rallies were de rigueur, the smallest gap in the first six events was 1m53s. The biggest was the Tour de Corse at 16 minutes, and Todt will well remember that result – it was he and Frequelín who were on the wrong end of that quarter-hour-plus deficit to Bernard Darniche's Lancia Stratos.

It's obvious that over a longer distance the competition is going to be strung out. Look at Le Mans compared with Formula 1: how often do you see the two lead cars finish on the same lap at the Circuit de la Sarthe? Rarely. Yet in a race 22 hours shorter, there's rarely

more than a handful of seconds between Sebastian Vettel and whoever's second.

As with most things, compromise is the best course. That, and redefining what people consider as endurance: last year's Rally Finland only ran for two days, but those two days were harder and tougher than the Friday-Saturday of any other event last year. Look at events such as the IRC-qualifying Rally Islas Canarias or Ypres Rally, which take just over 24 hours to complete, but not many of those 24 hours are spent sleeping. That's endurance, but in a different form.

Endurance and adventure are different things. This year's Rally GB will be an adventure, starting at the top of Wales and ending at the bottom four days later. And a six-day bash across South America would be a fantastic adventure. And both will, for this writer, add entertainment value to the series.

But, right now, the WRC is getting back on its feet; the television is coming, the powerstage concept is working brilliantly, and manufacturers are voting positively with their feet with the arrival of Mini and Volkswagen. An increased sense of adventure and an endurance element would complement the terrific competition we currently enjoy.

Todt is right: the WRC has been too straitjacketed in its approach, and offering organisers the freedom to break out of the cloverleaf can only be a good thing. But with the WRC only just walking again, it's best not to try to run too soon. ☒



Just 0.2s separated Latvala and Ogier in Jordan



Loeb with FIA chief Todt



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Applicants for this role should be degree qualified or equivalent in an Electronics discipline and ideally have experience in the use of CAD Harness and PCB design packages. Candidates should be able to demonstrate a high level of self-motivation, good communications skills and be able to work within a high-pressure, time critical environment.

### HR837 – ELECTRICAL TECHNICIAN (12 MONTH FIXED TERM CONTRACT)

We currently have an Electrical Technician 12 month fixed term contract vacancy. This exciting role will involve helping to maintain and support our on and off car wiring systems and assemblies. As a requirement for this position you will need to have experience within a Motorsport or Aerospace environment, with a minimum qualification of BTEC NC in Electrical or Electronic Engineering.

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Moss will no longer race in historic

## Sir Stirling Moss decides to hang up his helmet at 81

Racing legend steps out of Porsche at Le Mans and vows not to race again



**SIR STIRLING MOSS WILL** not race again after deciding to retire at the Le Mans Legends event last weekend.

Moss had planned to race his Porsche RS61 for the first time on the support programme of the 24 Hours, sharing with Ian Nuthall. But the 81-year-old withdrew after struggling in qualifying.

"It was easy going round, but I realised I was scared and I've never been scared before," Moss told AUTOSPORT.

"To go anywhere near the speed I wanted to I would be scared."

The four-time Formula 1 World Championship runner-up confirmed the change in how he felt about competing had been sudden. "The last couple of races I hadn't enjoyed as much as I did before, but it just happened," he added. "It's quite extraordinary."

"I've frightened myself before, but I've never been scared to race, so it's an easy decision. My threshold of fear has come much closer. And I thought, 'I don't need this.' I do it for fun and that's not fun."

"Once you lose that you don't get it back. I could see I wouldn't be competitive."

"I've had a good innings – over 600 races and 108 different types of car – which is more than most."

The 16-time grand prix winner confirmed he would continue to appear in classic rallies with wife Susie, and attend events like the Goodwood Revival.

Moss's racing career began at Brough in 1948. His first world championship GP victory came in the British GP in 1955 for Mercedes-Benz and he went on to win GPs for Maserati, Cooper, Vanwall and Lotus. He also won 12 world sportscar championship events (including the 1955 Mille Miglia and four Nurburgring 1000Km), plus seven Tourist Trophies.

After the Goodwood crash that ended

his frontline career on April 23 1962, Moss started racing historic in the 1970s. He contested the British Touring Car Championship with Audi in 1980 and 1981 before returning to historic events for the past 30 years.

"Historic racing is great fun," he added. "It's a very social thing, much more so than the cut and thrust of F1."

"I've been very lucky to enjoy my motor racing throughout my career."

Nuthall drove the Porsche in the Legends race, coming home 23rd, and could race the car again in future.



Moss was "scared" during Le Mans Legends practice

### AUTOSPORT SAYS...

**KEVIN TURNER**  
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### I HAD MIXED EMOTIONS AFTER

talking to Sir Stirling Moss at Le Mans last week, just minutes after the legend decided to retire from racing.

The sudden realisation that he wasn't prepared to do it any more was quite sad, though he dealt with it with the sort of dignity you would expect from a man who has been one of the sport's best ambassadors for over half a century. As he said, he's not had a bad run!

From a competitive point of view of course, his retirement from historic is nowhere near as significant as his decision to leave contemporary motorsport after his Goodwood crash in 1962. But the point is that this is someone for whom motorsport has been an integral part of life for so long: he did his first trial when he was 17. And he has been an important part of the sport itself.

Moss says we'll still see him at events in the future, but Le Mans last weekend marked the end of an era.

On the plus side, Moss survived a dangerous period and there must be a sense of relief that he will no longer be risking himself in a racing car.

Like many who missed his main career, I feel privileged to have had the chance to see him on track, and wish him all the best for his new life outside the cockpit.

### Extra contact details

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

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RESULTS ROUND-UP





Ginetta GT Supercup

# Harvey to race Ginetta G55

Ex-Porsche Carrera Cup champion set to tackle GT Supercup round at Croft

**TWO-TIME PORSCHE** Carrera Cup champion Tim Harvey will contest the next round of the Ginetta GT Supercup at Croft this weekend.

The 2008 and '10 Carrera king and 1992 British Touring Car champion stood down from the single-make Porsche series before the most recent round at Oulton Park following an uncompetitive start to the season.

Harvey, a co-commentator for ITV4's BTCC TV coverage, will now take up the chance to race a Ginetta G55 as he evaluates his options for 2012. He will race for frontrunning squad TCR, alongside title contender Carl Breeze.

Harvey said: "I've been talking to Lawrence [Tomlinson, Ginetta boss] about racing Ginettas and this seemed like a good opportunity to evaluate the championship for next year as a

possible place to race.

"The cars look fast and exciting and if I'm there anyway, I might as well drive. I'm grateful to Lawrence, and Lee Brookes at TCR, for the chance and I hope to be competitive."

Harvey, 49, does not consider racing in Ginetta's fledgling category as a step down from competing in the more established Carrera Cup.

"At the end of the day it's a car to

race and I love racing," Harvey added.

"It's a growing championship, the cars are certainly quick and powerful – and rear-wheel drive – which suits me.

"Obviously it's a different type of car [to the Porsche], but it's still on the TOCA programme and it's something I could consider doing again, depending on how it goes.

"Anything I can race and be competitive in, I'll be happy."

Rallycross

## Hirvonen ready for rallycross

**WORLD RALLY STAR MIKKO**

Hirvonen will contest his first rallycross event next month and hopes to follow former team-mate Marcus Gronholm into the European championship.

Hirvonen will tackle the fourth round of the Finnish national championship at Kauhaja on July 17, in a Ford Fiesta.

"I don't know if it's a four-wheel-drive turbo car or a rear-drive Fiesta," he said. "I'm happy with rear-wheel drive, but I don't think there's a man alive who would say no to something with 600 horsepower and four-wheel drive!"

Hirvonen contested an autocross event in Finland two years ago and says it taught him plenty about racecraft.

"I'm sure I'm going to learn quickly," he said. "And if I get some practice, I don't see why I can't win."

Having watched double WRC champion and fellow Finn Gronholm win on his ERC debut at Holjes in Sweden in 2008, Hirvonen fancies a shot at the sport's highest level.

"I need to work out what I can do with the dates," he added. "But if I could

find the time then I would definitely be interested in competing at ERC level."

Gronholm will contest the final round of the Global Rallycross series in America this weekend. Rally America series leader David Higgins will face Gronholm at the Pikes Peak track.

Higgins said: "If it was on a stage in Finland, I'd be worried, but there are so many other variables in rallycross."



Hirvonen lies second in WRC

Britcar

## Production pair in BMW drama

**REIGNING BRITCAR**

Production champions Kevin Clarke and Wayne Gibson raced a GT Cup BMW at Thruxton last weekend after blowing their M3 E36's engine in the warm-up.

The pair sought permission to race the second car, but the rival Mazda UK/Jota outfit refused.

Then it was found that Britcar rules do not require unanimous competitor agreement, and so the pair raced on. Gibson eventually joined the race six laps down, but retired with a misting screen in the bad weather.

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British GT

## RPM to return to British GT as bumper entry gears up for Brands

### FORMER TOP BRITISH GT SQUAD

RPM will return to the series at Brands Hatch this weekend with a Ford GT.

RPM took Alex Mortimer and Bradley Ellis to the crown in 2007. It has raced in mainland Europe recently, but will field the American supercar for ex-European GT3 race winner Thomas Mutsch and Peter Bamford at Brands.

Team boss Alex Mortimer, who will race for rival squad CRS, said: "It'll be Thomas's first time at Brands, but I think

he'll be quick. It's great the car will be out in British GT again."

Bamford, racing in International GT Open with RPM this year, added: "It's an opportunity to put a toe back in the water and I like Brands. I've seen how far British GT has come this year."

Three extra Aston Martins are part of the 31-car Brands entry. The 22 GT Racing DBRS9 returns, driven by Tom Alexander and Adrian Willmott, while there are two GT4 Vantages.

Barwell runs Peter Erceg and ex-F4 racer Chris Holmes, while Aston Martin Belgium has a car for Arnold Herreman/Jean-Paul Herreman.

There will also be a second GT3B MTECH Ferrari 430, entered for James Pickford and Paul Hogarth.

Ford GT finished on the podium in 2009



British Endurance Championship

## Engine woe hits MJC title defence

### REIGNING BRITCAR CHAMPIONS

Keith Robinson and Witt Gamski will not defend their crown in the renamed British Endurance Championship this season.

The MJC Ferrari drivers took the Britcar GT crown in 2009 and '10, and scored a first and a second in the first

two rounds of 2011, but an engine failure in round three at Donington Park curtailed their challenge.

They have now decided to focus on the Silverstone 24 Hours at the end of the year, but have not ruled out further BEC outings.

Robinson, who won the 24-hour race with Gamski, John Gaw and Phil Dryburgh last year, said: "The Donington failure has put us on the back foot. We've got a lot to do on the car and it costs a lot money.

"You get more recognition from winning the 24 than the Britcar title."



MJC Ferrari will miss BEC rounds

Renault Clio Cup

## £10,000 'money' race for Clios

### RENAULT CLIO CUP UK

racers are to be invited to a non-championship £10,000 'money' race at the Silverstone World Series by Renault meeting in August.

The event was one of two trimmed from the calendar for 2011 as organisers sought to cut costs and boost grids.

UK drivers will 'piggyback' a round of the Dutch Clio series, although the Dutch competitors will not be eligible for the cash.

Plans are still in the early stages, but Clio Cup UK series boss Lisa Crampton hopes to offer around £3000 to the race winner, plus various contingency prizes rounding up to £10,000.

Team Pyro boss Mark

Hunt said: "No one's told us any details yet. It sounds like it wouldn't be a bad thing but it would have been nicer to do the Eurocup - that's the pinnacle of Clio racing, but the first three rounds clashed with UK races."



UK Clios will get invite to Silverstone

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Butler-Henderson is a fan of new Snett 300

My first experience of Snetterton's new 300 circuit was shared with many competitors at last weekend's HSCC's Autosport Three Hours event. Everybody is resistant to change, but while I had heard differing opinions of the most significant development in the venue's 60-year history, I wanted to see it for myself. At several levels.

From the spectator's viewpoint it's a triumph - the poppy-lined bank overlooking both the old Senna Straight and busy infield sector is apparently Norfolk's second-highest point - with cars charging hither and thither through a range of demanding turns. At some points there was almost too much going on!

As a commentator there is more to talk about, though the view from the Norman Greenway Room (celebrating the late voice of Snetterton, whose family presented a trophy to FF1600 winner Benn Simms) is not as strong when low-slung single-seaters are out. A bank of monitors covers some blind spots, but if the box was higher - perhaps atop the office suite for a better view of Murrays and the pitlane? - we'd be in heaven.

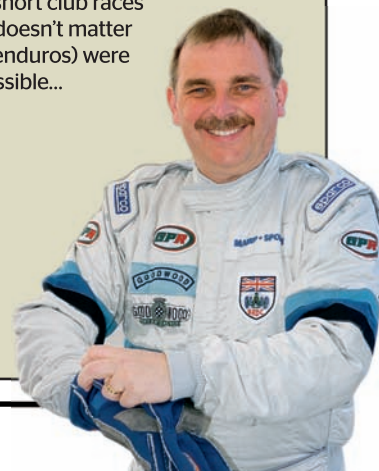
But it was from a driver's eyeline that I most wanted to see the track. Having failed to cadge a course car ride between talking and reporting duties on Saturday, I was chatting to circuit owner Jonathan Palmer, who had dropped in to oversee

proceedings. "You need to drive it," said JP, who promptly commandeered the keys to the BMW M3 rapid-response car, thrust them into my hand and whirled away in his helicopter.

Apart from being blown away by the dynamics of the 420bhp V8 'Beemer' (a dream machine, which I could afford to run for about a fortnight), the flow of the track and the challenges it offered impressed me. While I can appreciate that its appeal may vary according to the agility of the car under you, it's a place where I'd love to race an accelerative car with a supple chassis for direction changes.

Only a couple of historic racers said they preferred the old track, but my bet is that they will quickly come round, for it is a challenge that rewards seat time and deeper thought. Judging by the overwhelmingly positive reaction (BTCC racer turned Formula Junior newbie Charlie Butler-Henderson, who is also a PalmerSport driving instructor, described it as "wicked"), it will soon become a favourite. Alongside Brands Hatch, Oulton Park and Cadwell Park, MotorSport Vision now has a complete set of drivers' circuits - or will have, once the run-off areas turn green. If only recovering cars from the new loop without long caution periods in short club races (it doesn't matter in enduros) were possible...

“It's a place where I'd love to race an accelerative car with a supple chassis for direction changes”





Formula Ford

## Euro Ford racers join Brands entry

**FOREIGN RACERS WILL** boost the British Formula Ford field at Brands Hatch this weekend to around 30.

The event is the first meeting for the Formula Ford EuroCup, as well as a British series round, and a number of Dutch racers will join the grid.

Crack squad Geva Racing has entered two Mygales for Jelle Beelen and Steijn Schothorst, who won a Dutch round at Zandvoort in the wet last weekend.

Provi Racing brings four Mygales, including those for Michel Florie and Bas Schouten, who have also taken race wins in the Dutch series this season.

British series regular Fluid Motorsport will also run a second works Van

Diemen for newcomer Matt Rao.

Although the EuroCup is not a championship – a winner will be awarded at each of the weekends at Brands, Spa, Zolder and Zandvoort – promoter Sam Roach believes the concept has helped boost the category.

“We’re really pleased to see people coming over from other championships,” he said. “We hope when we get to mainland Europe the grid will be even bigger.

“There’s a bit of a Formula Ford Festival mentality and it’s a good start. We hope to develop the concept in future.”

● American Cliff Dempsey Ray driver and British series regular Neil Alberico could miss the round due to visa issues.

Dutch racers will join Brands grid



Lister duo lead Bryant's Cobra and eventual winner

Le Mans Legend

## Le Mans win to Ferrari

**Carlos Monteverde takes another Legend victory at La Sarthe in his 250LM after a tough fight at the front of 1949-1965 field**

**FERRARI 250LM DRIVER CARLOS** Monteverde won the Le Mans 24 Hours historic support race for the second time in three years last weekend.

Monteverde qualified only fourth for the Le Mans Legend event, for cars of the 1949-1965 era, and played himself in gently in the early stages.

The Listers of polesitter Alex Buncombe and Jon Minshaw led the 60-car field initially, but were soon under pressure from the fastest of the GT cars.

Roger Wills, getting some mileage before his 24 Hours debut, was first to break through in his Bizzarini and built a lead while Oliver Bryant (AC Cobra) and Monteverde fought the Listers. Both were ahead by the

end of lap four of the 10-lapper and both closed on Wills as the pitstop window opened.

Monteverde grabbed the lead during the stops and gradually drew away from Grahame Bryant in the Cobra, while Joe Twyman fell away in the Bizzarini.

Despite oil smoke emanating from his Ferrari, Monteverde hung on to win, after setting the fastest lap at 4m40.541s.

Bryant's Cobra wilted on the penultimate tour, leaving Minshaw to take second, just 2.4s behind the Ferrari. Buncombe finished third after overcoming Twyman late on, while Ludovic Caron's Cobra Daytona Coupe completed the top five after the Emanuele Pirro/Wills Lotus 15 retired with a clogged fuel filter.

European Rallycross

## Hansen set to race new DS3

**KENNETH HANSEN, THE MOST** successful rallycross driver ever, will contest his first event of the year when he gives his team's new Citroen DS3 Supercar its debut in July.

Hansen confirmed last week that the new car should be ready for testing ahead of the fifth round of the European Rallycross Championship at Holjes in Sweden on July 1-3.

“The painted shell was back in the workshop at the end of May and now we are building the car up,” said Hansen. “I will race it at Holjes – it's our home event, but also the biggest event in the championship so it's the perfect place to take a new car.”

The DS3 will follow the ZX, Xsara and C4 as the fourth different model of Citroen to be raced in rallycross by



Rallycross DS3 is close to completion

Kenneth Hansen Motorsport since the Swede began his association with the French manufacturer in 1993.

The car will follow an emerging technical trend in the rallycross arena by featuring a transversely mounted Oreca-prepared engine and Sadev transmission system.

KHM will use the five-week break in the ERC calendar after Holjes to assess the DS3's form and decide whether British ERC driver Liam Doran will be switched from his C4 to the new car.

Aston Martin GT4 Challenge

## Mallocks to share GT4 Aston

**FAMED TEAM BOSS RAY MALLOCK** will share a car with son Michael in the St John Horsfall round of the Aston Martin GT4 Challenge at Donington on June 25-26.

The double-header round of the challenge will be the first time that Mallock Sr, whose RML organisation masterminds Chevrolet's World Touring Car Championship campaign, has driven with his son for seven years.

They last shared an RML-run Saleen S7R in the 2004 Spa 24 Hours.

Michael Mallock said: “I'm looking forward to driving with Dad again. I'm sure it's going to be a lot of fun.”

The Mallocks will drive the RS Williams-entered Vantage GT4 in which Michael finished second in last year's European GT4 Cup. It will be the first time Ray has raced a contemporary Aston since driving the AMR1 in 1989.

Mallocks will join Aston grid at Donington Park





## IN BRIEF

### AUSTRIAN PHILIPP BARON WON

the Ferrari Challenge Trofeo race supporting the Le Mans 24 Hours from row three (left). Italian Max Blacardi and Russian Alexandr Skyrabin completed the podium.



### MGB ENTRANT TEAM GREEN WON

the Peter Swinger Memorial trophy in last Saturday's AUTOSPORT Three Hours. The squad took the award - presented for showing the 'spirit of the event' - for finishing despite suffering a blown engine in practice and changing a driveshaft and throttle cable in the race.

### FORMER HSCC FF1600 CHAMPION

Nelson Rowe made his Historic FF2000 debut at Snetterton last Sunday. Rowe drove from the back of the grid to second in race two in the ex-Peter and Andy Meyrick Reynard SF79.

### FOR THE FIRST TIME IN THE 45-YEAR

history of the Historic Sports Car Club, total club membership has passed the 1000-mark. In 2010, total HSCC membership reached 940, but the 1000 barrier was topped in early June.

### FORMER BARC NORTH WEST

Sports Saloon champion Robert Spencer had to miss last weekend's round at Cadwell Park after blowing his Locosaki's engine. He hopes to be back on the grid at Anglesey next month.

### GRIDS IN THE PRODUCTION

Touring Car Trophy could swell in the next two meetings. At least five cars from the defunct Trofeo Abarth series are set to join at Rockingham in July, running in an invitation class, while three Nissan 370Zs will race at Donington Park.

### EX-BTCC RACER LIAM McMILLAN,

who returned to racing recently, was forced to miss the production Touring Car races at Thruxton last weekend having undergone ear surgery.



### REIGNING KUMHO BMW CHAMP

Des Thresh is currently having a new car built to rejoin the championship, after his previous one was destroyed in a fire.

### EUROPEAN RALLYCROSS

Touring Car champion Derek Tohill built a Hot Hatch Peugeot 106 GTi in order to take part in last Sunday's British championship event at Mondello Park. Tohill is now contemplating running the Peugeot in next month's BRC round at Maasmechelen, to learn the Belgian track's revised Joker Lap section.

## Spa Summer Classic

# Britons take Spa successes

### FORMER McLAREN AUTOSPORT

BRDC Award finalist Aaron Steele took two podiums as various British series made the trip to Spa last weekend.

MSV F3 frontrunner Steele secured a class win and third overall in the first of the F3 races, behind the Hauser Brothers from Austrian F3, but improved in race two and took a win against newer machinery.

Peter Venn's Anson (Mono Classic) and Dan Clowes' Jedi shared Mono honours, Venn having the edge in the wet, Clowes in the dry.

The Classic Sports Car Club's Swinging Sixties lined up against two MG and Triumph series from Holland, and it was British driver Graham Miller, racing in the Dutch series, who triumphed in his TR7 V8. The CSCC



CSCC runners, MGs and Triumphs get going



Steele proved rapid in F3 races

Chevrolet Camaro of Simon Lane and Raymond Barrow were half a lap behind, just ahead of Thierry De Latre's Jaguar.

Mini Miglia racer Sarah Munns converted her pole into an early lead, but was unable to hold off the challenge from Paul Thompson and Kane Astin. Paul Spark headed the Se7en class and Julian Proctor the 7S class.

Astin took the win in race two, a nose ahead of Endaf Owens and Dave Drew. Andrew Deviny (7) and Julian Affleck (7S) were class winners.

Richard Johnson powered his Van Diemen to victory in the opening Sports 2000 race, from Paul Tickner and David Houghton third. Johnson repeated the win the following day, with Craig Mitchell next and Tickner third.

## VW Racing Cup

# Golf MkVI set for Brands race debut

### THE NEW VW GOLF GTI

MkVI will finally make its UK race debut in the VW Racing Cup at Brands Hatch this weekend.

The car was supposed to take its bow at the Oulton Park season opener in April, driven by 1993 Renault 5 Turbo champion Mark Howard, but suffered engine management issues.

Now, former British Touring Car racer Nick Beaumont will race the car on the Brands Hatch GP circuit.

The car will feature a special livery to celebrate

the 35th birthday of the Golf GTI model.

Volkswagen Racing UK's Melissa Wright said: "The original Golf GTI was launched in June 1976, so our June meeting at Brands Hatch seemed the appropriate moment to [re]launch the latest racing version of the car.

"It's early days to expect the MkVI to be taking the fight to the MkV model, which has become the mainstay of the championship, but the new car has tested well and shows lots of promise."

## Monaco Historique

# Monaco Historique to grow

### THE GRAND PRIX DE

Monaco Historique will be expanded to include racing on a Saturday for the first time next season.

Organisers have secured an extended road closure for the eighth running of the event, which is scheduled to take place on May 11-13.

A race for 1000cc F3 cars

of the 1964-70 period, which appeared on the racecard of the biannual meeting for the first time in 2010, will return for 2012.

Moscow-based competitor Paul McMorran, who races a unique Crossle 17F in the class and finished third at Monaco in 2010, described the move as "fantastic news".



One-litre F3s back to the principality

## British Endurance Championship

# Awful weather causes Britcar cancellation



Britcar race only went half distance

### WORSENING WEATHER LED

officials to abandon the remainder of last weekend's BARC meeting at Thruxton, shortly after half distance in Sunday's British Endurance race.

A number of cars had gone off during the event, prompting three safety-car periods prior to the early finish. With worse weather closing in, Britcar clerk of the course David Pierre made the call to stop the race.

Pierre said: "I stopped the race on safety grounds. There was so much standing water and it just wasn't safe to continue in the conditions."

Whether the race will count for full points isn't clear, as some drivers had yet to make their mandatory pitstop.

The final race on the bill, for the Production Touring Cars, was also lost to the elements. Organisers have yet to decide on scheduling a replacement.



**QUICK RESULTS**

→ HTC R1 **Craig Dolby**  
→ HTC R2 **Mark Jones**  
→ Fastest laps **Jones x2**

**“We were sliding and touching everywhere. It was awesome!”**

Craig Dolby enjoyed his historic saloon outing



**AUTOSPORT THREE HOURS SUPPORTS** SNETTERTON, JUNE 11-12

# Dolby earns his spurs in Lotus Cortina classic



**SNETTERTON'S NEW** 300 circuit inspired HSCC competitors, but a contemporary racer – Tottenham Hotspur's Superleague Formula race winner Craig Dolby – proved the AUTOSPORT Three Hours weekend's star turn when he brilliantly won the Historic Touring Car opener in Peter Wray's two-litre Lotus Cortina.

Dolby, who drove the car for the first time in dry qualifying, fought tooth and nail with Steve Shuttleworth and 2010 Snett victor Mark Jones in 1600cc versions, as rain made the going trickier. Abreast of Shuttleworth out of Agostini on lap four, Dolby forged ahead and staved off a counter-attack into Riches. Alas it didn't go the full distance, because Colin Gunton's class-leading Imp arrived at the pit entry on fire.

“I didn't know how much grip there was initially, but we were sliding and touching

everywhere. It was awesome,” said Dolby, who handed the car to Nick Ledger for the second stanza. Jones won that one from Roger Godfrey (Cooper S) and Shuttleworth after Richard Dutton (Lotus Cortina) and Jimmy Fuller (Alfa Romeo) had gyrated at the first corner and split the pack. Gunton clawed his way from the back to shadow class leaders Steve Platts and Simon Benoy home.

Benn Simms and Ben Mitchell's FF1600 duel was almost as compelling. Silverstone winner Mitchell, 18, snatched the lead round the outside of Riches in race one, and resisted all attacks until he missed a gear and Simms zapped him at Williams corner on the last lap.

Simon Toyne finished third ahead of Ian Ashley, with Stu Baird, Brian Morris, Finn Pertti Kiveri and Andrew Mansell jostling behind.

With Simms clear for

a Russell Alexis rout, Toyne and Ashley dumped Mitchell to fourth at the start of the soggy second leg. He was back to second within a lap, but a massive spin at Palmer took him within inches of the barrier. Mitchell picked himself up, hounded Ashley down and dived past the '70s F1 racer into Murray's for a gutsy second place.

Already on a high, Alexis fans were ecstatic when Stuart Roach became the first driver to win a Historic Formula Junior race in a rear-engined example. The Hampshire man mastered ghastly conditions to defeat class debutant Charlie Butler-Henderson (in Jeremy Deeley's Cooper T56) and Mark Woodhouse (Lotus 20/22) home. Jon Milicevic had blitzed the opener, but his Cooper T59 conked out after a lap in the sequel. Brian Mitcham was top gun in the East Anglian front-engined war, the

Suffolk U2 driver having repassed Norfolk rival Peter St Barbe (Elva) in the afternoon.

Dry or wet, FF2000 poleman Russell Love reigned supreme. Behind the points leader, Simon Toyne passed Oliver Thorpe for a Neil Fowler Motorsport Reynard one-two in race one.

A disgruntled Thorpe did not appear later, when former FF1600 champ Nelson Rowe stormed from 18th to second, pipping veteran Colin Wright. John Hayes-

Harlow gambled on slicks and, as the track improved, almost caught up to Wright and Rowe.

Jamie Brshaw let Hugh Price (Chevron B38) probe for grip in the afternoon's Classic F3 bout, then drove past to cement a double in his ex-Kenny Acheson March 793. Geoff Hoodless drove splendidly for a pair of thirds in his ex-Bengt Tragardh March.

The Tony Brise Trophy 1600cc division was feistier than usual. Having claimed first blood in the family Brabham BT38C,

**Mitchell led Simms until missing a gear**







Roach won in rear-engined FJ Alexis



Brashaw doubled up in Classic F3



Dolby (leading) aced historic touring cars



Tooms' Elan topped Historic Road Sports

victory over Richard Kendle. Tim Kary bagged one-litre F3 honours in a fine third, after Peter Thompson tagged buddy Stuart Tizzard into the barrier on lap one.

There were only nine takers for the horrendously wet finale, which Kary led for a lap before Gray tiptoed past. Kary repelled the FF1600s of jubilant Scot Roy McGregor (Hawke DL2B) and Graham Briggs (Merlyn Mk20) as every starter finished.

Peter Thompson (Marcos) usurped Paul Tooms' Lotus Elan when he got Murray's wrong in Saturday's 40-minute Historic Road Sports mini-enduro. The timing of the mandatory stop helped Thompson, but a safety car gifted Tooms a last chance, which he seized. Larry Kennedy

(Elan) made it a clean sweep for Dorset residents.

That trend continued in '70s Road Sports, where Julian and Charles Barter topped the rostrum having suppressed Paul Anderson's beefy Porsche 928. A year on from his Mercedes-Benz 450SL's debut, Ian Jacobs had growled ahead on the first lap, only to career off at Agostini when its brake pedal sheared!

Unbelievably, the same thing happened second time out – at the same place – but this time Anderson thrust the V8 Porsche between Julian's TVR and Charles's Datsun.

A rare chink in table-topper John Thomason's sturdy armour allowed another Porsche, Brian Jarvis's 924, to beat his Triumph GT6 home.

● Marcus Pye

500cc FORMULA 3 SNETTERTON, JUNE 11

## Ashman runs riot as 500cc F3 creates buzz

THE BUZZ OF NORTON, JAP and Vincent motorcycle engines charging hither and thither around the new 300 circuit made for an evocative soundtrack as defending 500cc F3 champ Nigel Ashman dominated Saturday's race for the diminutive cars of the 1950s.

That local hero Jim Russell, 91, (the 1955, '56 and '57 AUTOSPORT national champion) presented the trophies made the occasion for Market Harborough man Ashman, whose drifting mastery was jaw-dropping to behold.

"Putting the extra corners in has made the track fantastic for us, another brilliant place to race," said Ashman, whose Cadwell Park and Donington nemesis Richard Ellingworth was hobbled when the carburettor "fell off" the engine in

his ex-Don Parker Kieft, against which Russell recalled many period dices.

David Lecoq burst his Petty through an epic scrap, which embroiled the Coopers of Nigel Challis and Neil Hodges, Darrell Woods' smart Erskine Staride and Rod Delves' sunflower yellow Kieft, which was jostled back to sixth.

As the only JAP 'Junior' interloper at the sharp end, once local man George Shackleton went out, Hodges did well in the 'Swedish Cooper' to annex fourth.

**JIM RUSSELL TROPHY FOR 500cc F3 CARS (6 LAPS)** 1 Nigel Ashman (Cooper-Norton Mk9); 2 Richard Ellingworth (Kieft-Norton) +17.330s; 3 David Lecoq (Petty-Norton); 4 Neil Hodges (Cooper-JAP); 5 Nigel Challis (Cooper-Norton Mk8); 6 Darrell Woods (Staride-Norton Mk3). **CW** Ellingworth. **FL** Ashman 2m35.630s (69.16mph) record.



Ashman drifted to 500cc spoils

### HISTORIC TOURING CARS (5 LAPS)

**1** Craig Dolby (Ford Lotus Cortina); 2 Steve Shuttleworth (Ford Lotus Cortina) +0.289s; 3 Mark Jones (Ford Lotus Cortina); 4 Jimmy Fuller (Alfa Romeo Giulia Sprint GT); 5 Richard Dutton (Ford Lotus Cortina); 6 Andy Jones (Singer Chamols). **Class winners** Shuttleworth; Dutton; A. Jones. **Fastest lap** M. Jones 2m25.778s (73.83mph) record. **RACE 2 (6 LAPS)** 1 M. Jones; 2 Roger Godfrey (Austin Cooper S) +18.071s; 3 Shuttleworth; 4 Mike Gardiner (Ford Lotus Cortina); 5 Jonathan Gomm (Ford Lotus Cortina); 6 Steve Platts (Singer Chamols). **CW** Platts; Neil Brown (Ford Lotus Cortina); Fuller. **FL** M. Jones 2m43.897s (65.67mph).

**HISTORIC FF1600 (7 LAPS)** 1 Benn Simms (Russell Alexis Mk14); 2 Ben Mitchell (Merlyn Mk20) +0.295s; 3 Simon Toyne (Lola T200); 4 Ian Ashley (Lola

T200); 5 Stuart Baird (Merlyn Mk11A); 6 Brian Morris (Macon MR7). **CW** Nick Ball (Merlyn Mk20). **FL** Simms 2m07.274s (84.57mph) record. **RACE 2 (7 LAPS)** 1 Simms; 2 Mitchell +21.641s; 3 Ashley; 4 Toyne; 5 Morris; 6 Pertti Kiveri (Kvantti Mk1). **CW** Ball. **FL** Simms 2m22.695s (75.43mph). **FORMULA JUNIOR (7 LAPS)** 1 Jon Milicevic (Cooper T59); 2 Stuart Roach (Alexis Mk4) +6.280s; 3 Nick Fennell (Lotus 27); 4 Mark Woodhouse (Lotus 20/22); 5 James Claridge (Lola Mk5A); 6 Mark Pangborn (Lotus 20B). **CW** Brian Mitcham (U2); Robert Barrie (Lotus 18); Gordon Russell (Gemini Mk2); Richard Utley (Caravelle Mk1); Gordon Wright (Stanguellini). **FL** Milicevic 2m11.097s (82.10mph) record. **RACE 2 (6 LAPS)** 1 Roach; 2 Charlie Butler-Henderson (Cooper T56) +13.374s; 3 Woodhouse; 4 Pangborn; 5 Claridge;

6 Fennell. **CW** Butler-Henderson; Mitcham; Russell; Michael Ashley-Brown (Volpini). **FL** Roach 2m38.202s (68.04mph). **HISTORIC FF2000 (6 LAPS)** 1 Russell Love (Reynard SF79); 2 Simon Toyne (Reynard SF79) +0.572s; 3 Oliver Thorpe (Royale RP27); 4 Colin Wright (Reynard SF79); 5 John Hayes-Harlow (Royale RP29); 6 Jeremy Main (Reynard SF79). **CW** Antony Raine (Merlyn Mk28); Jon Randall (Lola T324). **FL** Toyne 2m02.768s (87.67mph) record. **RACE 2 (7 LAPS)** 1 Love; 2 Nelson Rowe (Reynard SF79) +15.428s; 3 Wright; 4 Hayes-Harlow; 5 Andy Huxtable (Lola T580); 6 Main. **CW** Raine; Randall. **FL** Hayes-Harlow 2m09.403s (83.18mph). **CLASSIC F3 (7 LAPS)** 1 Jamie Brashaw (March-Toyota 793); 2 Hugh Price (Chevron-Toyota B38) +2.855s; 3 Geoff Hoodless (March-Toyota 803/813); 4 Jonathan Price (March-Toyota 783/793);

5 Mike Jones (Brabham-Lotus BT38C); 6 Chris Remers (Chevron-Toyota B43). **CW** Jones. **FL** Brashaw 2m03.716s (87.00mph) record. **RACE 2 (7 LAPS)** 1 Brashaw; 2 H Price +4.570s; 3 Hoodless; 4 Graham Kiddy (Dastle Mk10); 5 Jones; 6 J Price. **CW** Kiddy. **FL** Brashaw 2m20.804s (76.44mph). **CLASSIC RACING CARS (2 LAPS)** 1 Ian Gray (Brabham BT16); 2 Richard Kendle (Brabham BT21B) +2.193s; 3 Tim Kary (Brabham-MAE BT28); 4 Leif Bosson (Brabham-MAE BT28); 5 Graham Briggs (Merlyn Mk11A); 6 David Brown (Brabham-FVA BT23C). **CW** Kary; Briggs. **FL** Gray 3m09.397s (56.83mph). **RACE 2 (6 LAPS)** 1 Gray; 2 Kary +13.101s; 3 Roy McGregor (Hawke DL2B); 4 Briggs; 5 Bosson; 6 Martin Haines (Merlyn Mk20). **CW** Kary; McGregor. **FL** Gray 2m50.504s (63.13mph) record. **HISTORIC ROAD SPORTS (5 LAPS)**

1 Paul Tooms (Lotus Elan S1); 2 Peter Thompson (Marcos-Volvo 1800GT) +0.110s; 3 Larry Kennedy (Lotus Elan S4); 4 Andy Shepherd (Lotus 7 S2); 5 Adam Simmonds (Ford Mustang); 6 Jacques Naveau/Michael Smith (Lotus Elan). **CW** Thompson; Simmonds; Robi Bernberg (Porsche 911). **FL** Tooms 2m16.404s (78.91mph) record. **70s ROAD SPORTS (9 LAPS)** 1 Julian Barter (TVR 3000M); 2 Charles Barter (Datsun 240Z) +4.834s; 3 Paul Anderson (Porsche 928); 4 Adam Bagnall (Jaguar E-type); 5 Hugh Powell (Lotus 7 S4); 6 John Hall (Datsun 260Z). **CW** Anderson; Powell; John Thomason (Triumph GT6 MkIII). **FL** J. Barter 2m17.746s (78.14mph). **RACE 2 (9 LAPS)** 1 J. Barter; 2 Anderson +70.28s; 3 C Barter; 4 Bagnall; 5 Hall; 6 Bill Braithwaite (Lotus Elan). **CW** Anderson; Braithwaite; Brian Jarvis (Porsche 924S). **FL** J. Barter 2m16.674s (78.75mph) record.



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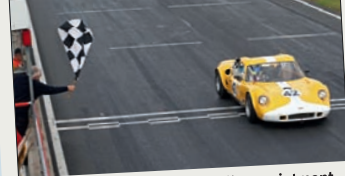


**QUICK RESULTS**

→ **Winners Fleming/Stevens**  
→ **Pole Greg Caton**  
→ **Fastest lap Simon Hadfield**

**“We were here to win it,  
not just pound around”**

Luke Stevens explains SPT's strategy



Fleming made up for 2010 disappointment



**AUTOSPORT** THREE HOURS SNETTERTON, JUNE 11

# Fleming lands the big one

Caton's Lenham set the early pace

**THAT A CHEVRON** won the AUTOSPORT Three Hours retrospective for the fifth successive year was no surprise, but the intriguing tactics behind Nick Fleming and Luke Stevens' victory in the SPT Motorsport B8 – and a slug of luck – gelled into a remarkable result on the event's 300 circuit debut.

Fleming's pace was never in doubt and the Scot's decision to team up with Stevens (the former Caterham champion twice a runner-up in the enduro) was as shrewd as 2010 driving partner Ian Jones's team management.

Although Crossle 9S stalwarts Jon Shipman and Mark Hales – robbed of top honours on a couple of previous occasions – had other ideas, seven B8s in the 25-car field looked a pretty irresistible force.

Nonetheless, Greg Caton annexed pole from Andy Newall (in Andrew Garside's Lotus 23B) with a 2m03.631s shot in Brian Casey's lighter 1600cc Lenham spyder, and scraped as the leaders

set off at sprint pace. Steve Hodges spun his B8 at Brundle and was clipped by Ed Lovett's example. Both continued, while a five-lap safety car period reunited the pack after Jan Boyes' MGB popped a halfshaft.

Lovett and Hodges changed their game plan as soon as the pit window opened at 20 minutes, installing twice winner Simon Hadfield and Andy Middlehurst respectively, while former Spa Six Hours victor Shipman stayed in the Crossle during the mandatory three-minute stop.

Caton handed Casey the lead, but the baying hounds swallowed the Lenham before a rod ventilated its Lotus twin-cam engine. Fleming and Hadfield (a lap down because of the early stop) now set the pace, with Shipman and Middlehurst chasing.

Fleming went a stout 41 laps before relaying Stevens, while the Hadfield/Lovett combo fancied its chances until the pace car went out for the same MGB, stranded

with a broken throttle cable. Stevens was completing his eighth lap when he saw the yellows and dived for the pits, returning Fleming ahead of Lovett with an hour to run.

“I'm ecstatic. The car ran beautifully and everything fell perfectly for us,” beamed Fleming.

Lovett was on the same lap at the chequer, with the Crossle a lap down, Hales having ‘stopped-and-gone’ for an earlier flag infringement by Shipman. Hodges, Charles Allison/Phillip Nelson (after a four-year hiatus for the former's B8) and George

Douglas's Ginetta G16 completed an all BMW-powered top six.

Three Lotus Elans hotly disputed GT honours. Al Fleming (Nick's father) fell when his second gearbox of the day failed, leaving John Watson/Matthew Watts to head off Bob Brooks and impressive daughter Vicky (in only her second race).

After the Lotus 23B wilted, the Drabble family Merlyn was best of the early sports racers, though Nigel Bancroft's Crossle was flying before it ran out of fuel at Coram on the final lap.

● Marcus Pye

## RESULTS

### AUTOSPORT THREE HOURS

**(78 LAPS)** 1 Nick Fleming/Luke Stevens (Chevron-BMW B8); 2 Edward Lovett/Simon Hadfield (Chevron-BMW B8) +1m38.869s; 3 Jon Shipman/Mark Hales (Crossle-BMW 9S) 77 laps; 4 Steve Hodges/Andy Middlehurst (Chevron-BMW B8) 75 laps; 5 Charles Allison/Phillip Nelson (Chevron-BMW B8) 74 laps; 6 George Douglas/Chris Fearon (Ginetta-BMW G16) 72 laps; 7 John Watson/Matthew Watts (Lotus Elan) 71 laps; 8 Nick Thompson/Barrie Woolston/Sean McClurg (Elva-BMW Mk7S) 70 laps; 9 Bob & Vicky Brooks (Lotus Elan) 70 laps; 10 Simon & Alex Drabble (Merlyn-Lotus Mk6) 69 laps. **Class winners** Shipman/Hales; Watson/Watts; Drabble/Drabble; Martin Richardson/Andy Bentley (MGB). **Fastest lap** Hadfield 2m04.808s (86.24mph) establishes record.

Lotus Elans fought for the GT honours





**QUICK RESULTS**

→ Melville Trophy **Cawley**  
→ John Holland Trophy **Cawley**  
→ Spero Trophy **Mahany**

**"I wanted to show off,  
but missed second gear"**

Dougal Cawley owns up to ego-based error



Geoghegan Trophy gets under way

VSCC CADWELL PARK, JUNE 11-12

# Piglet eats up rivals once again

**THERE WAS WHEEL-TO-WHEEL** racing in the Melville Trophy, as the VSCC made its popular visit to Cadwell Park last weekend. Dougal Cawley's GN/Ford Special 'Piglet' took the honours, after a battle with the Frazer Nash Sports of Luke Roberts.

Cawley led Roberts from the start, with the Alvis Speed 25 of Brian Maile slotting into third. The gap between the lead pair opened and closed before Roberts shot ahead on the pit straight. "I think he let me through to play," reckoned Roberts.

Into the Mountain a lap later Cawley attempted to retake the lead, but things didn't go to plan. "My family were in the grandstand and I wanted to show off, but missed second gear and ended up on the grass," he admitted.

Despite the error Cawley wasn't to be denied, and a lap later he was ahead into Barn and never looked back, taking victory by nearly four seconds from Roberts. Maile retained a solitary third, while Dudley Sterry (HRS) took fourth after Tim Kneller's Riley spun at the Mountain and was touched by the Riley Kestrel of Richard Iliffe.

Cawley was never headed in the Frazer Nash/GN race, with Roberts kept busy by Robert Carr's AC/GN Special.

Not only did Cawley then finish off his day with victory in the John Holland Trophy by a healthy margin, he then drove his GN/Ford Special home on the road.

Chris Hudson had made a good start to this one in his Bugatti, but lost second to Sue Darbyshire's Morgan Super Aero into Coppice on lap two. The Morgans of Gary Caroline and Duncan Wood followed on consecutive laps. While Darbyshire managed to consolidate

second, Caroline and Wood continued nose-to-tail to the flag.

For a while it looked as if no one would catch Steve White's Riley 12/4 in the first Handicap race. He was first away and retained the lead until the last lap, when Tim Greenhill (Wolseley Hornet) grabbed the spoils. White still held on to second from the Bugatti T35B of Michael Hudson, and went one better in the second race, ousting racelong leader David Spence's Austin 7 on the last lap. Spence took third, having also lost out to Simon Etherington (MG PB) on the run to the flag.

William Mahany was a little concerned about the damp track at the start of the Spero & Voiturette Trophy, but he needn't have worried as his HRG Le Mans led from lights to flag for its seventh successive victory in the annual event. Frank Hernandez had managed to consolidate second in his Austin 7 Blauwe Maus Special, only to peel off with a lap to go.

The Riley Brooklands of Kneller had been duelling throughout for third with Mark Groves (Austin MG LA Special), before Groves made it stick exiting Hall Bends with two laps to go. "I touched his back wheel at Charlies and spun," said Kneller



Roberts unsuccessfully tries to hold off Cawley



Lake's Aston defeated Polson's tall Talbot

after falling back. Mark Elder's Austin was a solitary fourth.

John Polson (Talbot) dominated the first Short Scratch race, but lost out to the Aston Martin Speed Model of Richard Lake on the last lap, with Julian Grimwade (Lagonda Rapier) closing in too. The second race was led by Robert Cobden and his Riley Falcon, with Stephen Shoosmith's Bugatti T51 just as alone in second.

Only nine cars made it out for the Shuttleworth, Nuffield & Len Thompson Trophy race. Cobden led from start to finish, with Pete Candy's Riley Super Rat in second until a misfire reduced his pace.

The Cooper Bristol of David White picked off the Shoosmith Bugatti and David Clewley (Cooper Alta) on consecutive laps to hold third from Coppice on lap three. But Clewley came back strongly in the

closing laps and joined Cobden and White on the podium, as Candy slipped to fifth.

It was all fairly easy for the HRG of Mahany in the Geoghegan Trophy, as he collected his second win of the day. But it was a close-run thing for second for the entire race, with Adam Painter (Maserati 4CS) just edging out Mark Brett's Ballamy Ford V8 to fill the podium.

● Peter Scherer

**MELVILLE TROPHY PRE  
WAR SPORTS CARS (7 LAPS)**

1 Dougal Cawley (GN/Ford Special 'Piglet'); 2 Luke Roberts (Frazer Nash Sports) +3.97s; 3 Brian Maile (Alvis Speed 25 Sports); 4 Dudley Sterry (HRS 2 Litre Sports); 5 Richard Iliffe (Riley Kestrel 12/4 Special); 6 Tim Hopkinson (Riley Special). **Fastest lap** Cawley 1m58.89s (65.80mph).

**FRAZER NASH & GN (6 LAPS)**

1 Cawley; 2 Roberts +15.61s; 3 Robert Carr (AC/GN Special); 4 Mark Walker (GN Thunderbug); 5 Christopher Batty (Frazer Nash TT Replica); 6 Richard Parsons (Frazer Nash Interceptor). **FL** Cawley 1m56.80s (66.98mph).

**JOHN HOLLAND TROPHY  
VINTAGE RACING (8 LAPS)**

1 Cawley; 2 Sue Darbyshire (Morgan Super Aero) +4.70s; 3 Gary Caroline (Morgan Super Aero); 4 Duncan Wood (Morgan Super Aero); 5 Robert Carr (AC/GN Special); 6 Chris Hudson (Bugatti Type 35B). **FL** Carr 1m55.76s (67.58mph).

**PRE WAR HANDICAP (5 LAPS)**

1 Tim Greenhill (Wolseley Hornet Special); 2 Steve White (Riley 12/4 Special) +6.88s; 3 Michael Hudson (Bugatti Type 35B); 4 Richard Lake (Aston Martin 15/98 Speed); 5 Wood; 6 Richard Iliffe (Riley Kestrel 12/4 Special). **FL** Hudson 1m57.84s (66.38mph).

**RACE 2 (5 LAPS)**

1 White; 2 Simon Etherington (MG PB) +9.88s; 3 David Spence (Austin 7 Special); 4 Norman Pemberton (Talbot 95/105 Sports Special); 5 Philip Bewley (Bugatti Type 35); 6 John Reeve (Riley 12/4). **FL** John Way (Austin 7 Ulster) 2m10.10s (60.13mph).

**Spero Trophy Vintage & Voiturette (6 LAPS)**

1 William Mahany (HRG Le Mans Model); 2 Mark Groves (Austin/MG LA Special) +17.80s; 3 Tim Kneller (Riley Brooklands); 4 Mark Elder (Austin Sports Special); 5 Brandon Smith-Hilliard (MG K3); 6 Way. **FL** Mahany 2m02.74s (63.73mph).

**PRE WAR SCRATCH RACE**

**(5 LAPS)**

1 Richard Lake (Aston Martin Speed Model); 2 John Polson (Talbot AV105) +1.40s; 3 Julian Grimwade (Lagonda Rapier); 4 Andrew Kellock (Fiat AC); 5 Smith-Hilliard; 6 Geoff Toms (Fiat 508S). **Class winners** Smith-Hilliard; Polson; Chris Jackson (Alvis Firefly). **FL** Lake 2m03.37s (63.41mph).

**RACE 2 (5 LAPS)**

1 Robert Cobden (Riley Falcon Special); 2 Stephen Shoosmith (Bugatti Type 51) +11.88s; 3 Greenhill; 4 Maile; 5 Sterry; 6 Iliffe. **FL** Shoosmith; Maile. **FL** Cobden 1m52.75s (69.38mph).

**SHUTTLEWORTH, NUFFIELD & LEN THOMPSON TROPHIES**

(10 LAPS) 1 Cobden; 2 David

White (Cooper Bristol) +28.06s; 3 David Clewley (Cooper Alta Special); 4 Shoosmith; 5 Pete Candy (Riley SPL Super Rat); 6 Paul Jaye (Alta 2 Litre). **FL** Cobden 1m53.04s (69.20mph).

**GEOGHEGAN TROPHY  
STANDARD & MODIFIED  
PRE WAR SPORTS (7 LAPS)**

1 Mahany; 2 Adam Painter (Maserati 4CS) +7.05s; 3 Mark Brett (Ballamy Ford V8 Special); 4 Kneller; 5 Polson; 6 Lake. **FL** Mahany 2m00.48s (64.93mph).





There was great racing in 750 Formula

FORMULA 4 MALLORY PARK, JUNE 12

# Weston-Taylor loses out to Sirrell attack

**JONATHAN WESTON-**Taylor made a fantastic start to the first of the Formula 4 encounters to grab the lead off the line, but his hopes of victory were dashed when he was punted off by an over-exuberant Oliver Sirrell.

Weston-Taylor had threaded his way between Sirrell and polesitter Robbie Watts brilliantly at the beginning. Although coming under huge pressure from the front-row men, the leader held on impressively as the top three pulled well clear of the rest in wet conditions.

It was building into a tremendously close battle, but on lap six at the Esses everything went awry when

Sirrell tried to make a late move up the inside as Weston-Taylor negotiated a backmarker. The leader ended up being tagged into a spin, resulting in an instant retirement in the tyre barrier. Red flags then flew soon after when Paul Young came to a halt on Stebbe Straight.

At the restart, Sirrell – minus his nose and front wing – led away but into the hairpin Watts nipped up the inside to move ahead. Immediately pulling clear, Watts went on to take a dominant win while Sirrell held onto second from Erwin Smiech, making it three Van Diemens on the podium.

In race two, Sirrell made



Sirrell (5) went from villain to hero in F4

amends for his earlier indiscretion by storming through from seventh on the reversed grid to lead by the exit of Gerard's in awful conditions. He then drove on to a commanding 26s victory from Watts.

● Marc Orme

## RESULTS (13 LAPS)

**1 Robbie Watts** (Van Diemen Raw 09); **2 Oliver Sirrell** (Van Diemen)

+8.14s; **3 Erwin Smiech** (Van Diemen); **4 Jennifer Scott** (Van Diemen RF99); **5 Malcolm Scott** (Van Diemen RF00); **6 Timothy Tudor** (Tatuus RC96/7).

**CW** Ashley Dibden (Ray 1997); **Scott Moakes** (Ray 89).

**FL** Watts 50.65s (95.95mph).

**RACE 2 (15 LAPS) 1 Sirrell**; **2 Watts** +26.56s; **3 J Scott**; **4 Smiech**; **5 Dibden**; **6 Tudor**. **CW** Dibden; **Moakes**. **FL** Sirrell 52.97s (91.75mph).

## MALLORY IN BRIEF



### LOCOST

Dreadful conditions set in for the Locost final, which delivered a great battle between Alex von Ehrheim (above) and Sam Bradley. The race was restarted after red flags were required on lap seven of the original run, due to a car off in the barriers along Stebbe Straight. The rain worsened, but von Ehrheim and Bradley handled the challenge brilliantly and at the flag a mere 0.04s decided it in von Ehrheim's favour. The earlier heat was dominated by Scott Mittell, who was third in the final.



Cooper heads to victory as Rowe spins

TOYOTA MR2 MALLORY PARK, JUNE 12

# Cross and Lumley win

**JAMES CROSS TOOK AN** impressive lights-to-flag victory during the first of the rain-lashed Toyota MR2 races. After grabbing the lead from polesitter Robert Wells off the line, Cross was never headed over the course of the 14 laps.

The battle among the top four was tight racelong, with plenty in the way of action. On lap four George Robinson's second place came under threat from Paul Hinson – there was contact under braking at the hairpin, but both continued without much of a delay. More drama for Hinson came three laps from home when he nearly lost the rear end exiting Devil's Elbow.

It was Robinson's turn to have a rear-end slide on the penultimate tour, out of Gerard's, but he held the wobble impressively to finish second behind the faultless Cross. Hinson's bid for the podium came to an end on the final lap when a huge spin exiting Gerard's dropped him to seventh.

Race two was red-flagged on lap five due to worsening rain – conditions that led to several cars having excursions at the exit of the first corner in particular. Stewards deliberated for around 20 minutes before an eight-lap restart.

Steve Lumley, the leader at the time of the red flags, took the win from Hinson, the top two clear of the rest.

● Marc Orme

## RESULTS – RACE 1 (14 LAPS)

**1 James Cross**; **2 George Robinson** +0.22s; **3 Steve Lumley**; **4 Roland Wilkinson**; **5 Alex Knight**; **6 Ben Rowe**. **CW** Simon Phillips.

**FL** Wilkinson 1m01.25s (79.35mph).

## RACE 2 (8 LAPS) 1 Lumley;

**2 Paul Hinson** +0.88s; **3 Wilkinson**; **4 Robinson**; **5 John Wilson**; **6 Robert Wells**. **CW** Phillips.

**FL** Hinson 1m02.26s (78.06mph).

## Hinson attacks Robinson in race one



750 FORMULA MALLORY PARK, JUNE 12

# Cooper wins as Rowe spins before Rutter tastes success

**NATHANIEL COOPER** took a great victory during the opening 750 Formula race, a dramatic encounter in which he and Roger Rowe both had a chance of success.

Davis pilot Cooper took the lead from Rowe's Centaur on lap six, but Rowe brilliantly moved back to the front on lap 13 of 15 into Gerard's. A spin at the hairpin sealed Rowe's fate and, although he caught Cooper, it was too little too late.

Bill Rutter (Darvi) drove fantastically to win race two, an excellent encounter

in which the top four were covered by just 1.6 seconds at the flag. Cooper finished second, ahead of Rowe and Mick Harris.

● Marc Orme

## RESULTS – RACE 1 (15 LAPS)

**1 Nathaniel Cooper** (Davis T7); **2 Roger Rowe** (Centaur Mk20) +0.23s; **3 Bill Rutter** (Darvi Mk5); **4 Bob Simpson** (SS/F); **5 Mick Harris** (Darvi 877); **6 Robin Gearing** (Darvi). **CW** Gearing. **FL** Rowe 55.84s (87.03mph).

## RACE 2 (14 LAPS) 1 Rutter;

**2 Cooper** +0.44s; **3 Rowe**; **4 Harris**; **5 Bill Cowley** (Cowley); **6 Peter Bove** (ADR 750F). **CW** Cowley. **FL** Rowe 56.70s (85.71mph).

## 750 TROPHY

Paul Gorolini and John Webb (above) shared the spoils in two contrasting encounters. After taking the lead of race one on lap two, Gorolini's healthy advantage expanded further on the penultimate tour when second man Ron Welsh had a spin exiting Gerard's and third-placed Webb did exactly the same. In race two, polesitter Paul Mason didn't make the start due to gearbox problems, so Gorolini led until a moment allowed Webb to take the lead.



## ALLCOMERS HANDICAP

Doug Carter utterly dominated the Allcomers race in his Radical PR6 (above), winning by over half a minute from the Mallock of Richard Gilmour. The top two lapped the remainder of the field, which was headed by Graham Woskett in his Triumph TR7 after original top-three runner Ian Wale hit problems on lap seven of 12.





BRITISH ENDURANCE CHAMPIONSHIP THRUXTON, JUNE 11-12

## Rain dampens Britcar's birthday celebrations

### ON THE WEEKEND

that Britcar celebrated its 10th anniversary, conditions proved a real dampener and forced organisers to cut short the fourth round of the 2011 championship.

Calum Lockie was leading the race in the Strata 21 Mosler, which he was due to share with Paul White, when it was chequered-flagged shortly after half-distance. The rest of the meeting was abandoned.

Conditions deteriorated throughout Sunday and were such that the race, which took place after lunch, was started behind the safety car. As the lights went green, Manuel Cintrano in the polesitting Azteca Motorsport Mosler tried to hold onto his position but spun going through Allard.

It caused chaos behind, second-row starter Nigel

Mustill (Aquila) emerging ahead at the end of the first lap. Lockie, who missed practice, had to start towards the back of the grid but was already up to 11th.

A safety-car period (the first of three) ensued, but as soon as the field was back up to pace Lockie positively flew. Fourth inside a lap, he was ahead next time around to the tune of an eye-catching 3.6 seconds.

Hard-luck story was the front-row-starting Dodge Viper, driven by Aaron Scott, which lost second place with an enforced pitstop due to a puncture as early as lap four.

The SB Engineering Ferrari 430, started by Andy Schulz, soon emerged as the leading chaser of the fleeing Lockie, who had more than 17 seconds in hand when another safety-car period interrupted the ebb and



Britcar's 10th birthday was a total washout

flow of the race.

During this period, Mustill pitted to hand over to the notably-quicker Bob Berridge but, as things panned out, time lost in the pits was to cost them dearly and they would be classified seventh, a lap behind.

No sooner was the race underway once more than the safety car was called into action yet again. This

was a longer period and it was becoming clear (or rather not clear) that conditions had become virtually undrivable.

Like several others, Lockie had yet to make his pitstop. When race officials decided to put out the chequered flag shortly after race action started for a fourth time, it was a popular decision.

● Dud Candler

**RESULTS (36 LAPS) 1** Calum Lockie/  
**Paul White (Mosler MT900R);**  
2 Paul Bailey/Andy Schulz (Ferrari F430C) +2.094s; 3 Owen O'Neill/  
Jon Harrison (Marcos Mantis); 4 Lee  
Atkins/Sam Allpass (Ginetta G50);  
5 David & Michael Cox (BMW M3 CSL);  
6 Jenson Lunn/Sarah Bennett-Baggs  
(M3 E36). **CW** Bailey/Schulz; Cox/Cox;  
Atkins/Allpass; Lunn/Bennett-Baggs;  
Dave Allan (Honda Jazz); Craig  
Wilkins/Aaron Scott (Dodge Viper).  
**FL** Lockie 1m26.710s (97.81mph).



Lambert beat Sumpter to score his first win

PORSCHE CLUB THRUXTON, JUNE 11-12

## Maiden Porsche Club wins for Lambert and Masarati

**WHEN YOU'VE BEEN** trying for years to win a race, the fast sweeps of Thruxton are a memorable place to achieve it, so Miles Masarati's joy last Saturday was merited.

He beat points leader Mark Sumpter (admittedly in a much older 911SC) but came down to earth with a bump — quite literally — on Sunday when he never looked at ease in the wet and ended his race having spun into the parked car of Richard Bennett.

Masarati narrowly beat Sumpter in a straight fight, the duo left clear of Richard Lambert after misfortunes had befallen early race leader Ben Demetriou and Peter Morris. Brake failure prompted Demetriou to spin into retirement, narrowly missing the battling duo ahead.

Morris, meanwhile, suffered a huge off at Brooklands, going so far onto the infield that he could safely have had a picnic, but not quite far

enough to reach the airstrip.

Lambert has come up through the ranks in Porsche circles, but his maiden win on Sunday was, he sheepishly confessed, achieved after slight contact on the last lap had sent Sumpter spinning.

So far clear of the rest were they that, despite stalling, Sumpter was able to get going and still come home second. Class 2 winner Malcolm Scott (944) kept the more powerful 968 of Tim Speed at bay to complete the podium.

● Dud Candler

### RESULTS – RACE 1 (17 LAPS)

**1 Miles Masarati (968CS);**  
2 Mark Sumpter (911SC) +0.966s;  
3 Richard Lambert (964C2);  
4 Mark McAleer (968); 5 Peter  
Morris (968); 6 Paul Winter (911  
GT3 Cup). **CW** Chris Dyer (944S2).  
**FL** Morris 1m26.881s (97.62mph).

**RACE 2 (15 LAPS) 1** Lambert;  
2 Sumpter +28.275s; 3 Malcolm  
Scott (944); 4 Tim Speed (968 GT3  
Cup); 5 Kevin Harrison (911); 6 Ben  
Demetriou (968CS). **CW** Scott. **FL**  
Lambert 1m43.442s (81.99mph).

PRODUCTION TOURING CAR TROPHY THRUXTON, JUNE 11-12

## VXR men victorious

**ADRIAN CHURCHILL** and Thomas Carnaby ensured a Vauxhall Astra VXR lockout of the top step of the podium, although the third race was canned after the meeting was abandoned due to bad weather.

Reigning champion Churchill took Saturday's race, which started in the dry and ended in the wet. As the rain worsened, so Churchill backed off, allowing Carnaby to draw closer. Surprise polesitter Ryan Bensley made it a VXR 1-2-3.

Conditions on Sunday morning prompted use of rain tyres and it was Carnaby who adapted quickest, blasting clear early on. Churchill chased initially, but when Josh Cook (Renault Megane) caught him,

Churchill put up little resistance to ensure more precious points for his title defence.

Following troubled practice sessions, Cook impressed on Saturday until fuel surge caused the engine to go into limp mode. Second on Sunday showed the progress his team is making.

● Dud Candler

### RESULTS – (BOTH 14 LAPS) RACE 1

**1 Adrian Churchill (Vauxhall Astra VXR);** 2 Thomas Carnaby (Vauxhall Astra VXR) +0.484s; 3 Ryan Bensley (Vauxhall Astra VXR); 4 Dan Malone (SEAT Leon Cupra); 5 Gary Duckman (SEAT Leon); 6 Joseph Girling (Vauxhall Astra). **FL** Carnaby 1m24.826s (99.98mph). **RACE 2 1** Carnaby; 2 Josh Cook (Renault Megane) +1.415s; 3 Churchill; 4 Bensley; 5 Duckman; 6 Malone. **FL** Churchill 1m29.278s (95.00mph).



BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, JUNE 11-12

## Old hand Moran on top in wet weather runoffs

### SOAKING WEATHER

gave the chance for experience to shine as hillclimb veteran Roger Moran took a pair of wins at Loton Park.

With Trevor Willis failing to qualify, the score moved Moran into second in the points, behind son Scott. Moran Jr twice finished runner-up to his father at Loton as the family dominated the wet runoffs.

Another wet specialist, Eynon Price, with only 1600cc of bike-engined power at his disposal, drifted to two thirds after difficult recent rounds.

The common denominator for Moran Sr and Price is years of rally experience. Also comfortable on the loose stuff is former rallycross star Mike Manning, who carried his 4WD Ford

Puma-Cosworth to two top-five finishes, prompting Moran Sr to dub him ‘man of the meeting’.

Moran Sr said: “This was an event where experience of difficult conditions would be important.”

Jos Goodyear (fifth in the first runoff) had a great day in his spaceframe DJ Firehawk, while Will Hall conversely could only manage four points in his Force-Suzuki.

Regular 1600cc star

Lee Adams could only qualify once and then failed to score, while last week’s DJ Racecars star drivers Wallace Menzies and Alex Summers were fairly anonymous, Menzies only scoring three points across

both rounds and Summers not qualifying at all.

John Bradburn starred in his Gould-Cosworth HB. He took a pair of sixths to displace Richard Spedding and move into the championship top 10.

● Eddie Walder

Moran Sr swept all before him



**ROUND 11** 1 Roger Moran (3.5 Gould-NME GR61X) 56.54s BTD; 2 Scott Moran (3.5 Gould-NME GR61X) 58.72s; 3 Eynon Price (1.6 Force-Suzuki PC) 58.80s; 4 Mike Manning (2.0t Ford Puma 4WD) 59.33s; 5 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 60.67s; 6 John Bradburn & Rob Turnbull (both 3.5 Gould-Cosworth HB GR55) 60.74s; 8 Richard Spedding (1.6 Force-Suzuki PC) 60.81s; 9 Chris Merrick (3.5 Gould-Judd GR55) 60.83s; 10 Ash Mason (4.0 Pilbeam-Judd MP97) 61.32s; 11 Will Hall (1.6 Force-Suzuki PC) 61.41s; 12 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 63.16s.

**ROUND 12** 1 R Moran 56.85s; 2 S Moran 57.94s; 3 Price 58.05s; 4 Merrick 58.08s; 5 Manning 59.29s; 6 Bradburn 59.43s; 7 Hall 59.52s; 8 Menzies 60.27s; 9 Turnbull 60.29s; 10 Goodyear 61.65s; 11 Tim Wilson (1.6 OMS-Suzuki 25) 62.52s; 12 Lee Adams (1.6 GWR-Suzuki Raptor) 66.14s.  
**POINTS** 1 S Moran, 108; 2 R Moran, 82; 3 Willis, 72; 4 Merrick, 54; 5 Adams, 52; 6 Menzies & Price, 42; 8 Hall, 37; 9 Bradburn, 30; 10 Tom New, 29.  
**Class winners** Rob Wilson (1.6 Peugeot 205 GTi) 73.21s; Phil Oram (2.0t Nissan Pulsar GTiR) 70.75s; Dave Wilson (2.0 Caterham-Vauxhall)

67.48s; Steve Bailey (2.0 Ford Escort) 66.95s; Gareth Ellis (2.0t Subaru Impreza) 69.15s; Mick Harriman (2.1t Audi Quattro S2) 72.61s; Andy Dunbar (2.0 Westfield-Vauxhall Sei) 63.13s; Les Mutch (2.5 Dax Rush Rover KV6) 63.66s; Kim Johnson (1.7 Mallock Mk20X) 76.31s; Graham Wynn (1.6 Force-Suzuki LM001) 62.32s; Manning 59.82s; David Uren (1.1 Force-Suzuki HC) 62.80s; Andrew Henson (1.6 Van Diemen RF91) 79.17s; Price 58.92s; Morgan Jenkins (2.0 Pilbeam MP87) 61.42s.

BRITISH RALLYCROSS CHAMPIONSHIP MONDELLO PARK, JUNE 12

## Doran to the fore as rallycross returns to Mondello

**THREE ROUNDS IN AND** we’ve had three different winners in the British Rallycross Championship.

Reigning champion Pat Doran topped the order as the category returned to Mondello Park for the first time in two years. His win also broke a three-way tie at the top of the points chart and put the Ford Focus man into a clear lead for the first time this year.

Mondello Park’s new summer date brought winter weather, heavy rain and cold wind, which made the first two heats tricky.

Julian Godfrey (Fiesta) and Doran set fastest times in those races. In the third, run on a drying track, round-one winner Andy Scott came to the fore in his Peugeot 306 and set fastest time of the day, netting five bonus points in the process.

This trio formed the first row of the grid, while George Tracey (Citroen) upheld local honours and shared row two with the Mitsubishi of Steve Hill, who missed the first heat after transmission problems in practice but recovered well.

Doran led through the first corner, before at the second Scott was unceremoniously bundled off the road and out of the

race. Godfrey was second until the end of the lap when he went wide and Tracey grabbed the place from him, with David Binks taking third in his Fiesta.

Tracey hunted down the leader and was close at the finish, but Doran had things under control and claimed a first win for his new Ford Focus. Godfrey repassed Binks on the fourth lap to fill the podium.

● Tim Whittington

Doran (centre) won a messy rallycross fight



### IN BRIEF



### CLASSIC FF1600

Stuart Kestenbaum and Oliver Robinson (above) waged a tense tussle for victory at Thruxton, the Van Diemen duo drawing well clear of the rest. Points leader Kestenbaum looked to have nicked it, but Robinson bounced back on the final lap to snatch victory by a mere 0.038s. Left behind by the newer cars, Andrew Smith (Van Diemen FA73) kept up his thrust for Class B honours with third overall.



### PRODUCTION GOLF GTI

Andy Knowlton’s winning margin on Saturday at Thruxton was exaggerated by Simon Hill’s spin on the last lap. Hill’s mishap promoted Nick Porter, who led early on having made a superb start from the front row. Starting on row six in Sunday’s wet race, Hill (above) made amends with a stunning drive, which carried him into second on the first lap. He caught and passed Knowlton, who kept him honest to the flag.



### CLASSIC FF2000

Late entry Tom Pope (above) leapt to the top of the points table with a narrow win over Richard Wallington and Jon Finch at Thruxton. Never headed from pole, Pope was in charge throughout. Nigel Corry was a lonely fourth, but only after a kerb-hopping moment that left Clive Wood on the sidelines. Reigning champ Ian Pearson non-started after damaging his engine on lap one of qualifying.





## IN BRIEF



### EURO SALOONS

Dave Cockell saw his chance of a third successive Class A win literally go up in smoke at Brands (above). His Ford Escort Cosworth caught fire as he pursued leader and eventual race winner Richard Hawken's Class B Nissan Primera.

### OSS

Tony Sinclair (Jade) strengthened his points lead with a first race win of the year last Saturday at Brands, after Graham Cole retired from the lead with mechanical dramas. Sinclair doubled his tally on Sunday, with Simon Tilling second.

### D/MN SALOONS

Last-lap dramas dictated the outcome of both races at Brands. Rod Birley's opportunism got him past Darren Bly's Nissan at Druids in race one, but Birley slowed in race two, allowing Bly to score his fifth win of the year.

### ALFA ROMEOs

Neil Smith scored his third race win on the trot at Brands. He got the best of appalling conditions in his fabulous ex-WTCC Alfa Romeo 156, while Stephen Dymoke took a safe second in his similar model.

### KUMHO BMW

Paul Bellamy won the first Class D race at Cadwell with ease, but spun out cresting the Mountain in race two, handing Karl Skitt the victory. Garrie Whittaker kept his unbeaten record intact in the Class A, B, C and I races.

### CLASSIC CLUBMANS

Once Mark Charteris had worked his way past Peter Harper (below, leading) in the first Classic Clubmans race at Cadwell, no one else got a look in. He headed Tom Brown and Clive Wood by nearly 56 seconds and beat the same duo in race two by 54s.



**SUPER MIGHTY MINI & MIGHTY MINI BRANDS HATCH INDY, JUNE 11-12**

## Stunning Ford just fails to deny Patterson's triumph

### A STUNNING DRIVE

from the back of the field by Pat Ford was not enough to deny Gary Patterson his first win of the season in an enthralling Super Mighty Mini race last Saturday.

Patterson, Ford and Neven Kirkpatrick all spent the early laps attempting to atone for lowly grid positions. Kirkpatrick's race ended before half-distance when broken suspension caused him to spin and collect James Lyford on the exit of Graham Hill Bend.

By contrast, Patterson was in front with a few laps to go and was quickly followed up the order by Ford, who went on to take a well-earned second.

Poleman David Kirkpatrick initially held the lead from Elliot Stafford and reigning champion

Scott Kendall, but he lost third to Jonathan Lewis within yards of the flag, as the top six were covered by just over 1.5 seconds.

The winning margin in Sunday's wet race was much larger, with former single-seater team boss Lewis taking a dominant win by nearly 20 seconds.

Behind Lewis, the action was typically dramatic. David Kirkpatrick spun and crashed on the inside of Paddock Hill Bend when running third.

This helped Ford score another runner-up spot, despite spinning at Graham Hill and being collected by the unlucky Kendall earlier in the race. Patterson followed up his first-race success with a third.

In the Mighty Mini contest, championship



Patterson leads Ford at the Druids hairpin

leader Adrian Tuckley took his third win of the season in Saturday's first race, passing Pete Tervet on the last lap at Surtees.

In Sunday's wet event, Tervet took a lights-to-flag win after Tuckley spun wildly exiting Paddock Hill Bend on the first lap.

Tuckley recovered to finish eighth, while Louise Inch took second spot, ahead of race one podium man Mark Burnett.

● Mark Libbeter

### SUPER MIGHTY MINI (20 LAPS)

**1 Gary Patterson;** 2 Pat Ford +0.395s; 3 Jonathan Lewis; 4 David Kirkpatrick; 5 Scott Kendall; 6 Elliot Stafford. **FL** Lewis 1m00.315s (72.09mph).

**RACE 2 (18 LAPS) 1 Lewis;** 2 Ford +19.303s; 3 Patterson; 4 Stafford; 5 David Berney; 6 Jamie White.

**FL** Lewis 1m06.764s (63.13mph).

**MIGHTY MINI (19 LAPS) 1 Adrian**

**Tuckley;** 2 Peter Tervet +0.180s;

3 Mark Burnett; 4 Stuart Coombs;

5 Louise Inch; 6 Michael Dryden.

**FL** Tuckley 1m03.828s (68.13mph).

**RACE 2 (17 LAPS) 1 Tervet;** 2 Inch

+11.687s; 3 Burnett; 4 Paul Chater;

5 Dryden; 6 David Rumbellow.

**FL** Tuckley 1m12.402s (60.06mph).

**TVR CHALLENGE BRANDS HATCH INDY, JUNE 11-12**

## Marshall fights back for TVR double

### HUGH MARSHALL

secured victories in both races, but he didn't make it easy for himself as the TVR Challenge produced two great contests.

Shortly after spinning on the warm-up lap of Saturday's race, Marshall made a poor start and dropped back to fifth, allowing Andy Race to lead into Paddock. Unlike

Marshall, seventh-placed Jamie Golby made a great start to be running second by the end of lap one.

Nevertheless, Marshall soon regained his composure. By lap six he had fought his way past Keith Vaughan Williams, Perry Waddams and Golby (who would later finish fifth), all on the entry to Paddock Hill Bend.

Three laps later Marshall snatched the lead from Race and pulled clear. Behind, Waddams and Vaughan Williams disputed third, exchanging positions numerous times in the closing stages. Eventually it was Vaughan Williams who took the final step on the podium.

Another poor start in Sunday's second encounter

dropped Marshall back to fifth again, as Race led once more into Paddock.

Seconds later, Vaughan Williams spun coming out of Druids, ruining any chance of a repeat podium. He eventually fought back to fifth after jostling hard with Cliff Jobson and Darren Smith.

Back at the front, Marshall finally fought his way back into the lead with a fine move at Paddock. He went on to take his third win in four starts, while Martin Crass took an impressive third ahead of Waddams.

● Mark Libbeter

**TVR CHALLENGE (23 LAPS) 1 Hugh**

**Marshall (Tuscan);** 2 Andy Race

(Tuscan) +0.730s; 3 Keith Vaughan

Williams (Tuscan); 4 Perry

Waddams (Tuscan); 5 Jamie Golby

(Tuscan); 6 Martin Crass (Tuscan).

**CW Race;** Dave Chant (Tasmin).

**FL** Marshall 51.948s (83.71mph).

**RACE 2 (22 LAPS) 1 Marshall;**

2 Race +0.771s; 3 Crass;

4 Waddams; 5 Vaughan Williams;

6 Cliff Jobson (T350R). **CW Race;**

Chant. **FL** Crass 53.418s

(81.40mph).



Poor starts failed to stymie Marshall (3)



CATERHAM SUPERSPORT/ROADSPORT BRANDS HATCH INDY, JUNE 11-12

## Supersport/Roadsport delivers six of the best

**RAIN OR SHINE, THE** Caterham Supersport and Roadsport races provided superb action from a huge entry over six races across two days.

In Saturday's Supersport race, Reece Somerfield stormed through from 11th on the grid to take victory, snatching the lead from Ian Payne in the closing stages. Before Somerfield's charge, Payne was kept honest by Robert Cooper.

Somerfield, helped by a “new gearbox that really helped me push” took Payne's lead at Druids and pulled clear to score his first success of the year. Payne eventually shook off Cooper for second.

Somerfield had a similarly tough battle on Sunday afternoon, battling hard for second with Payne

and Jeremy Webb. Payne came out on top, but nobody could get near leader Jamie Orton. Having dominated Sunday's first race, Orton demoralised the opposition again in his second outing.

In the first Caterham Roadsport B race, Wesley Fox was victorious in a tight contest. Mike Hart, Kurt Brady and James Needham pressured Fox hard, but none could find a way past the leader.

Hart was lucky to hang onto second by pushing Needham towards the pitwall. This allowed Brady to steal third as the top four were covered by just over a second.

Needham was out of luck again in Sunday's first race. He finished second on the road behind Brady but was



Fox (right) edged Hart in Roadsport B opener

later handed a 30-second penalty for not respecting track limits.

By contrast, Aaron Head bounced back from a first-lap exit in Sunday's opener to win the finale. Behind, Fox snatched second from Hart with a brilliant move at Surtees at mid-distance.

● Mark Libbeter

**CATERHAM SUPERSPORT RACE C v B (33 LAPS) 1** Reece Somerfield;

2 Ian Payne +1.274s; 3 Robert

Cooper; 4 Tim Abbott; 5 Anthony Sidney-Woollett; 6 Ben Whibley.  
**FL** Somerfield 54.456s (79.85mph).

**RACE C v A (33 LAPS) 1** Jamie

Orton; 2 Jeremy Webb +28.752s;

3 Lee Wiggins; 4 Steve Day;

5 Robert Cooper; 6 Carlton Brown.

**FL** Orton 54.733s (79.45mph).

**RACE B v A (31 LAPS) 1** Orton;

2 Payne +19.685s; 3 Somerfield;

4 Webb; 5 Whibley; 6 Wiggins.

**FL** Orton 55.821s (77.90mph).

**ROADSPORT/HOLLAND**

**SUPERSPORTS RACE B v C**

**(22 LAPS) 1** Wesley Fox; 2 Mike

Hart +0.222s; 3 Kurt Brady; 4 James Needham; 5 Matthew Whate; 6 Ross MacIndoe. **CW** Fox; Toon Rutgers.

**FL** Brady 55.424s (78.46mph).

**RACE A v C (22 LAPS) 1** Brady;

2 Whate +9.023s; 3 Adam White;

4 Joel Wymer; 5 Peter Bassage;

6 Chris Bingham. **CW** Brady;

Rutgers. **FL** Needham 55.530s

(78.31mph).

**RACE B v A (19 LAPS)**

**1** Aaron Head; 2 Fox +11.895s;

3 Hart; 4 Jon Mortimer; 5 Rutgers;

6 Ian Davis. **CW** Head; Rutgers.

**FL** Head 1m02.580s (69.48mph).



Keenan's MK Indy carried him to second straight win

BARC NW SPORTS/SALOONS CADWELL PARK, JUNE 12

## Keenan makes the right choice in MK Indy fight

**DANNY KEENAN MADE** it two successive wins in the BARC North West Sports/Saloons at Cadwell Park last Sunday.

His MK Indy had just been edged out of pole by defending champion Paul Dobson's Mazda RX7 in a dry qualifying session.

But when the lights went out it was Keenan to the fore, having selected rain tyres for the damp track, with fellow MK Indy racer

Daniel Wainwright slotting into second.

Dobson did his best to stay in touch, but “slicks just didn't work in those conditions,” he said. As the lead duo ran nose to tail, their advantage continued to grow, while Dobson had Paul Woolfitt's wet-shod Z Cars Mini closing in.

He defended gamely, but their battle allowed the BMW M3 of Dennis Crompton to make it

a three-way fight.

The rain became steadier and Wainwright got braver. He even had a couple of sneaky looks on Keenan's inside at Coppice. “He surprised me, I didn't expect that,” said Keenan after taking victory by 0.815s. “Awesome,” was Wainwright's reply.

The fight for third got closer and closer and onto the last lap Dobson just had the advantage, until he slid off and spun at Coppice. “I could see the oak tree getting closer,” he said.

Woolfitt held off Crompton for third, while Dobson rejoined and still made it home in fifth, ahead of Peter Davies (Caterham) and Brian Dean (Westfield). ● Peter Scherer

**RESULTS (13 LAPS) 1** Danny

Keenan (MK Indy); 2 Daniel

Wainwright (MK Indy) +0.815s;

3 Paul Woolfitt (Z Cars Mini);

4 Dennis Crompton (BMW M3 E30);

5 Paul Dobson (Mazda RX7);

6 Peter Davies (Caterham R400).

**CW** Woolfitt; Crompton; Paul

Ingram (Ford Fiesta). **FL** Keenan

1m45.953s (74.30mph).

CATERHAM ACADEMY BRANDS HATCH INDY, JUNE 11-12

## Academics' late surge

**CHARLES BOWMONT** and Andrew Welch conquered treacherous conditions to emerge victorious in the first Caterham Academy circuit races of the year.

In the Group 1 race, Elliot Norris, who had won all the speed events prior to Brands, led from pole as Bowmont, Achille Corbellati and Robert Chappell all gave chase.

On the greasy surface, Corbellati and Chappell would both subsequently spin, Chappell doing so as he challenged Norris for the lead at Druids at two-thirds distance.

Bowmont began to increase the pressure on Norris. On the last lap he attacked as the pair headed up to Druids. As they exited the hairpin, Norris slid sideways and Bowmont was through to snatch the win.

Norris still held on to finish second, with AUTOSPORT's Glenn Freeman taking a solid third-place finish.

In Group 2, Welch led the whole race but it was no formality. David Robinson pushed him hard, before Robinson got caught up in traffic and spun off at Paddock on the penultimate lap.

Robert Smith thus inherited second, ahead of Brad Smith.

● Mark Libbeter

**CATERHAM ACADEMY GROUP 1**

**(15 LAPS) 1** Charles Bowmont;

2 Elliott Norris +1.547s; 3 Glenn

Freeman; 4 Achille Corbellati;

5 Gary Dixon; 6 Paul Hawthorne.

**FL** Robert Chappell 1m00.314s

(72.09mph).

**GROUP 2 (14 LAPS) 1** Andrew

Welch; 2 Robert Smith +16.501s;

3 Brad Smith; 4 Jake Bradshaw;

5 Charlie Mizon; 6 Alex MacIndoe.

**FL** Welch 1m07.252s (64.66mph).



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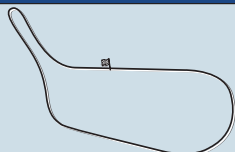
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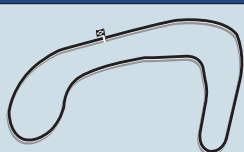
# SPORTS EXTRA RESULTS ROUND-UP



Mallory Park



Thruxton



Brands Hatch Indy



Cadwell Park



Paul Bellamy took Kumho BMW win



Foul weather lashed Thruxton GTI race

## MALLORY PARK 750MC, JUNE 12

**LOCOST FINAL (11 LAPS)** 1 Alex Von Ehrheim; 2 Sam Bradley +0.04s; 3 Scott Mittell; 4 Richard Jenkins; 5 Nicholas Morley; 6 Michael Comber. **Class winner** Bradley. **Fastest lap** Von Ehrheim 1m01.97s (78.43mph).  
**HEAT (12 LAPS)** 1 Mittell; 2 Rob Apsey +768s; 3 Mark Glover; 4 Anthony May; 5 James Millman; 6 Richard Lee. **CW** Craig Lewis. **FL** Mittell 1m03.43s (76.62mph).  
**750 TROPHY (13 LAPS)** 1 Paul Gorolini (JB); 2 Ron Welsh (Fairthorpe) +29.06s; 3 Paul Mason (Centaur Mk6); 4 John Webb (Rawson); 5 Don Rawson (Rawson Climax); 6 Christian Pedersen (Austin 7 Special). **CW** Welsh; Pedersen. **FL** Gorolini 1m06.33s (73.27mph).  
**RACE 2 (12 LAPS)** 1 Webb; 2 Gorolini +1.63s; 3 Welsh; 4 Rawson; 5 Lyndon Thruston (DNC Trophy); 6 Pedersen. **CW** Welsh; Pedersen. **FL** Gorolini 1m10.62s (68.82mph).  
**ALLCOMERS HANDICAP/TOYOTA MR2 REPECHAGE (12 LAPS)** 1 Doug Carter (Radical PR6); 2 Richard Gilmour (Mallock); +35.37s; 3 Graham Woskett (Triumph TR7 V8); 4 Michael Izzard (Toyota MR2 T); 5 Paul Hutson

(Toyota MR2 Mk2); 6 Graham Cowell (1963 Bobby SR2). **CW** Hutson. **FL** Carter 54.84s (88.62mph).

## THRUXTON BARC, JUNE 11-12

**CLASSIC FF1600 (11 LAPS)** 1 Oliver Robinson (Van Diemen RF81); 2 Stuart Kestenbaum (Van Diemen RF79) +0.038s; 3 Andrew Smith (Van Diemen FA73); 4 Dave Lowe (Lotus 69); 5 Steve Pearce (Van Diemen RF78); 6 Andy Powell (Royale RP26). **CW** Smith. **FL** Robinson 1m25.949s (98.68mph).  
**PRODUCTION GOLF GTI (10 LAPS)** 1 Andy Knowlton; 2 Nick Porter +8.807s; 3 David Parris; 4 Duncan Holder; 5 Chris Webb; 6 Dawn Boyd. **CW** Boyd. **FL** Knowlton 1m33.010s (91.18mph).  
**RACE 2 (9 LAPS)** 1 Simon Hill; 2 Knowlton +0.644s; 3 Porter; 4 Holder; 5 Patrick Buss; 6 Boyd. **CW** Boyd. **FL** Knowlton 1m42.760s (82.53mph).  
**CLASSIC FF2000 (16 LAPS)** 1 Tom Pope (Van Diemen RF82); 2 Richard Wallington (Van Diemen RF83) +1.525s; 3 Jon Finch (Van Diemen RF82); 4 Nigel Corry (Van Diemen RF82); 5 Andrew Storer (Van Diemen RF82); 6 Chris Levy (Van Diemen RF82). **FL** Pope 1m20.056s (105.94mph).

## BRANDS HATCH INDY BRSCC, JUNE 11-12

**EUROSALOONS AND SPORTS CAR (11 LAPS)** 1 Richard Hawken (Nissan Primera Super Tourer); 2 Barry Squibb (Mitsubishi Evo 9) +51.01s; 3 Peter Challis (Nissan Primera ST); 4 John Wilson (TVR Cerbera); 5 Derek Hale (Honda Accord Super Tourer); 6 Kevin Wendt (BMW E46 M3). **CW** Squibb; Jim Pocklington (BMW E46 M3); Andy Jordan (Renault Clio); Gordon Mason (Peugeot 205 GTI). **FL** Hawken 51.303s (84.76mph).  
**OSS (25 LAPS)** 1 Tony Sinclair (Jade 3); 2 Peter Hobday (Chiron LMP09) +1.347s; 3 Simon Tilling (Radical SRT); 4 Andrew Kimpton (Jade 3 V6); 5 Simon Tate (Zentura 99T); 6 Altay Ali (Radical PR6). **CW** Tate; Robin Brown (Radical Prospert); Ake Bornebusch (Radical Pro 6). **FL** Graham Cole (Jade Trakstar) 44.629s (97.43mph).  
**RACE 2 (22 LAPS)** 1 Sinclair; 2 Tilling +6.481s; 3 Ali; 4 Cole; 5 Bornebusch;

6 Ginger Marshall (Bowlby Mark 2). **CW** Ali; John Goundry (Radical SR3); Bornebusch. **FL** Tilling 54.254s (80.15mph).  
**D/MN SALOONS (16 LAPS)** 1 Rod Birley (Ford Escort Cosworth); 2 Darren Bly (Nissan Skyline) +0.465s; 3 Dale Gent (Subaru Impreza); 4 Colin Tester (Ford Sierra Cosworth); 5 Ian Butler (Ford Focus RS); 6 Peter Taylor (Ford Sierra Cosworth). **CW** Tester; Bill Richards (Rover Mini Cooper); Andy Woods Dean (Renault Megane Coupe); Nick Proudlock (Ford Escort Mk1); Tristram Barden (Rover Mini). **FL** Bly 50.434s (86.22mph).  
**RACE 2 (14 LAPS)** 1 Bly; 2 Birley +4.456s; 3 Gent; 4 Andy Thompson (SEAT Leon); 5 Taylor; 6 Woods Dean. **CW** Thompson; Lee Coad (BMW Mini Cooper); Woods Dean; Proudlock. **FL** Birley 56.538s (76.91mph).  
**ALFA ROMEO (20 LAPS)** 1 Neil Smith (Alfa Romeo 156 WTC); 2 Stephen Dymoke (156) +41.240s; 3 Nick Anderson (33); 4 John Griffiths (156); 5 Paul Plant (33); 6 Ron Davidson (GTV). **CW** Griffiths; Davidson; Plant; David Messenger (156). **FL** Smith 58.757s (74.00mph).

Jade boss Sinclair scored his first wins of the year



## CADWELL PARK BARC, JUNE 12

**KUMHO BMW CLASS D (12 LAPS)** 1 Paul Bellamy (318is); 2 Karl Skitt (318 Compact) +7.072s; 3 Richard Bacon (318i); 4 Matthew Fielding (318 Coupe); 5 Darren Fielding (318 Compact); 6 John Brabbin (318). **FL** D Fielding 1m46.783s (73.73mph).  
**RACE 2 (10 LAPS)** 1 Skitt; 2 D Fielding +3.914s; 3 Robert Salisbury (318is); 4 Bacon; 5 M Fielding; 6 Philip Grayson (318is). **FL** Bacon 1m59.989s (65.61mph).  
**CLASSIC CLUBMANS (11 LAPS)** 1 Mark Charteris (Mallock Mk20/21); 2 Tom Brown (Mallock Mk29) +55.969s; 3 Clive Wood (Mallock Mk20); 4 Alan Cook (Mallock Mk23); 5 Ian Mitchell (IM Mk1); 6 Alan Davenport (Mallock Mk18). **CW** Brown; Wood. **FL** Harper 1m31.961s (85.61mph).  
**RACE 2 (10 LAPS)** 1 Charteris; 2 Brown +53.669s; 3 Wood; 4 Chris Hart (Mallock Mk18B); 5 Mitchell; 6 Peter Harper (Mallock Mk20/21). **CW** Brown; Wood. **FL** Charteris 1m46.194s (74.13mph).  
**KUMHO BMW CLASSES A-C (13 LAPS)** 1 Garrie Whittaker (E36 M3); 2 James Card (E46 M3) +1m03.705s; 3 Stephen Pearson (M3); 4 Colin Whitmore (M3); 5 Rodger Card (E30 M3); 6 Evelynne Buanic (E36 M3). **CW** R Card; Peter Miller (E36 328i). **FL** Whittaker 1m37.083s (81.09mph).  
**RACE 2 (10 LAPS)** 1 Whittaker; 2 Whitmore +1m58.710s; 3 Miller; 4 J Card; 5 R Card; 6 Buanic. **CW** R Card; Miller. **FL** Whittaker 1m59.680s (65.78mph).  
**MAX 5 (10 LAPS)** 1 Paul Roddison; 2 Clive Bussey +10.098s; 3 Jonathan Halliwell; 4 Nick Douglis; 5 Jonathan Cryer; 6 Jonathan Shipley. **CW** Halliwell. **FL** Halliwell 2m01.921s (64.57mph).  
**RACE 2 (10 LAPS)** 1 Roddison; 2 Bussey +6.638s; 3 Cryer; 4 Shipley; 5 John Tilsley; 6 Duncan Freeman. **CW** Shipley. **FL** Halliwell 12m01.214s (64.95mph).

Roddison cleared off in both Mazda Max5 races at Cadwell





# FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



### Mirrors need to reflect F1's new era

The Pirelli tyres, DRS and KERS have all contributed to the return of overtaking and spectacular racing. We now need bigger mirrors to improve drivers' rearward and peripheral vision. More importantly, drivers must recognise when they have to concede a corner. Too many incidents this year show drivers' attitudes to being overtaken have not kept up with the increased opportunity for passing and repassing. The driver being overtaken also has responsibility to avoid an accident.

**Andy Whyte** Rearsby, Leicestershire

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Let's pack the** "it is not true racing" grumpy mob off to bed with their slippers and cocoa; a combination of a great track, the new rules, the tyres, DRS, KERS, brilliant pit work, very entertaining 'Scolari' (big fill) by the TV guys and enthralling driving made the hours spent in front of the TV on Sunday well worth my wife's complaint that "they even cancelled *Antiques Roadshow*".

We should all be rightly proud of the great job done by all concerned.

**Gary Sinclair**  
Westmuir, Angus

**Following an** extraordinary Canadian GP we are once again questioning Lewis Hamilton's driving standards in Formula 1.

After the events at Monaco, I was amazed to see Lewis in the wars yet again which has quite rightly attracted criticism from Niki Lauda and Emerson Fittipaldi.

I agree with their comments that Lewis must be sanctioned, as this style of driving is sending out a very poor message to the up-and-coming youngsters who idolise him.

**Paul Roberts**  
Caerphilly

**Allan McNish's** and Mike Rockenfeller's crashes this weekend were huge, both caused by the massive speed differentials between cars at Le Mans.

Whether it is better driving standards, better awareness (some sort of cockpit warning system based on GPS locations of the other cars) or simply reducing closing speeds between the classes, the organisers must look at some way to reduce the risks for drivers, marshals and spectators.

**Niall O'Toole**  
By email

**Having just read** your Ayrton Senna retrospective and Kim Wilson's positive comments about the new film (June 9), I couldn't agree more with the plaudits given to the movie.

It's just a shame many cinemas have chosen to offer obscure screening times. Three of my local multiplexes are showing it once in June – and that's it!

What a shame many cinema-goers are denied the opportunity to watch a fantastic film.

**Darren Cox**  
Dudley,  
West Midlands

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **HAMILTON IN FRESH RED BULL RACING LINK FOR '13**

2. **BUTTON'S WIN 'AMONG F1'S GREATEST'**

3. **BUTTON WINS CHAOTIC CANADIAN GP**

4. **FERRARI: STILL TOO EARLY TO RULE OUT TITLE**

5. **AUDI WINS DRAMATIC LE MANS CLASH**

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**THE MAN TO WATCH IN THE F1 MIDFIELD**

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

● On page 9 of last week's magazine, China was omitted from the list of countries designated "not free" by the Freedom House report. Along with Bahrain and the United Arab Emirates, it is one of three countries on the F1 calendar designated in that bracket.

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



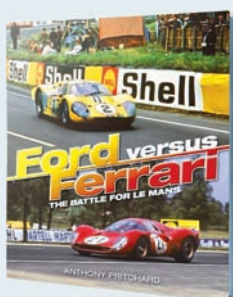
**TAMIYA SUMO NISSAN GT-R R/C MODEL**  
£225 (kit only); £295 (R/C-ready)  
[hobbyco.net](http://hobbyco.net)

Tamiya's latest radio-controlled monster, available in the UK in July, is modelled on

Sumo Power's FIA GT1 World Championship race-winning Nissan GT-R and, in scale-speed terms, it's even quicker. The 1:10-scale self-build kit has four-wheel drive, independent double-wishbone suspension and trick differentials for improved handling and

acceleration. Whatever next? Make sure you plump for the full R/C-ready kit, which comes with all the batteries and chargers you'll need to get out there and tear up the asphalt.

For nearest stockists contact 01908 605686 or visit [www.hobbyco.net](http://www.hobbyco.net).



**FORD v FERRARI AT LE MANS**  
£50 (978 1 84425 930 4)  
[autosport.com/shop](http://autosport.com/shop)

Anthony Pritchard's 1968 book detailing the bitter late-1960s feud at Le Mans between Ford and Ferrari (the Blue Oval's attempts to buy the Prancing Horse were rebuffed, remember) has been updated with plenty of new insight.

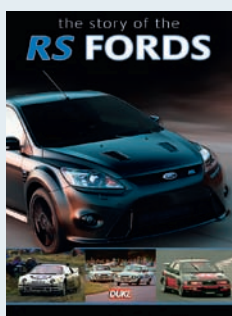
An authoritative, well-researched tome with a mass of great pictures.



**UNSER TRIBUTE PRINT**  
Litho \$180; giclee \$850  
[carart.us](http://carart.us)

Between them, the legendary American Unser family won nine Indy 500s – Al Sr four, his brother Bobby three and his son Al Jr two.

Artist Colin Carter has produced this tribute print, with the Lithograph option measuring 23"x31", and the giclee on canvas coming in at 36"x48".



**STORY OF RS FORDS DVD**  
£14.99 (114mins)  
[dukevideo.com](http://dukevideo.com)

This two-hour film explores the influence of the iconic 'Rallye Sport' Fords in domestic and international rallying, with input from former factory team boss Stuart Turner and current WRC chief Malcolm Wilson.

There's great footage of Escort Mk2s, RS200s and Focus WRCs, with plenty of story-telling in between.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: FINAL ETCC RACE ON THE OLD BRNO TRACK**



**SEARCH FOR: Brno 1986 (4:32)**

The World Touring Car circus travels to Brno this weekend for two races on the new, safe Czech Republic circuit. Check out the old, dangerous one – last used for a European Championship tin-top race in 1986.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



North-east crowd out in force at Croft

## CROFT

### TOCA

June 18-19

Admission £13 Saturday, £27 Sunday, £33 weekend

Tel: 01325 721815

Rows over the potency of turbocharged-versus-normally-aspirated engines continue to overshadow the British Touring Car Championship, but costly mistakes have prevented Honda's Matt Neal and Gordon Shedden cashing in fully on a clear pace advantage and they are both only a handful of points ahead of Mat Jackson, James Nash and reigning champ Jason Plato in the title race. Support for this weekend's round in North Yorkshire comes from Formula Renault UK, Clio Cup, Ginetta Juniors and the Ginetta GT Supercup.

## BRANDS HATCH

### F3/GT

June 18-19

Admission £12 Saturday, £21 Sunday

Tel: 01474 872331

It's been more than a month since the British F3 and British GT championships were last in action at Snetterton, but they're both back out this weekend on the fearsome Brands GP circuit. Carlin's Felipe Nasr is way out in front in F3, despite twice losing out to team-mate Kevin Magnussen at Snett, while United Autosports Audi pair Michael Guasch and Matt Bell lead the way in GT. Support from British Formula Ford, the Ginetta Challenge and Caterham R300 Superlights.

## DONINGTON PARK

### BARC

June 18-19

Admission £15 Sat, £25 Sun, £30 weekend

Tel: 01332 810048

The burgeoning Italian-based International Superstars Series comes to Britain this weekend for what was originally meant to be a Superleague Formula meeting. They practice and qualify on the Saturday, before two 25-minute races on the Sunday. Support races include the SPEED EuroSeries, Pickups, Caterham Graduates, 250cc superkarts and the British Scooter Championship.

## CASTLE COMBE

### CCRC

June 18-19

Admission £10 Saturday, £15 Sunday

Tel: 01249 782417

## MALLORY PARK

### CTCRC

June 18-19

Admission £13 Sat, £15 Sun, £26 weekend

Tel: 01455 842931

## OULTON PARK

### BRSCC

June 18

Admission £13

Tel: 01829 760301

## DOUNE

British Hillclimb

June 18-19

www.top12runoff.co.uk

## INDYCAR SERIES

Rd 7/17

Milwaukee, Wisconsin, USA

June 19

indyracing.com

America's oldest racetrack that's still in operation hosts round seven of a thus-far thrilling IndyCar season. They didn't race here last year, but Scott Dixon triumphed in 2009 for Chip Ganassi Racing.



Milwaukee Mile is back on the schedule

## WORLD RALLY CHAMPIONSHIP

Rd 7/13

Acropolis Rally, Loutraki, Greece

June 16-19

wrc.com

## INDY LIGHTS

Rd 5/12

Milwaukee, Wisconsin, USA

June 19

indyracing.com/roadtoindy

## DTM

Rd 4/10

EuroSpeedway Lausitz, Germany

June 19

dtm.de

## WORLD TOURING CARS

Rd 5/12

Brno, Czech Republic

June 19

fiawtcc.com

## AUTO GP

Rd 3/7

Brno, Czech Republic

June 19

autogp.org/en

## FORMULA RENAULT 3.5 SERIES

Rd 5/9

Nurburgring, Germany

June 18-19

worldseriesbyrenault.com

## V8 SUPERCARS

Rd 6/14

Hidden Valley, Australia

June 18-19

v8supercars.com.au

## SCANDINAVIAN TOURING CARS

Rd 4/9

Gothenburg, Sweden

June 18

stcc.se

## SUPER GT

Rd 3/8

Sepang, Malaysia

June 19

supergt.net/en

## NASCAR SPRINT CUP

Rd 15/36

Michigan, USA

June 19

nascar.com



## Television

### THURSDAY JUNE 16

1300-1415 [ESPN Classic](#)  
Driven – Graham Hill  
1415-1520 [ESPN Classic](#)  
F1 Retro: 1976  
1800-1900 [ESPN Classic](#)  
World Rally Classics

### FRIDAY JUNE 17

0330-0430 [ESPN](#)  
WRC: Rally World  
2000-2030 [ESPN](#)  
WRC: Acropolis Rally day one  
2235-2340 [Motors TV](#)  
WRC: Acropolis Rally day one

### SATURDAY JUNE 18

0100-0130, 0930-1000 [ESPN](#)  
WRC: Acropolis Rally day one  
0115-0215, 0900-1005, 1210-1310,  
1705-1800 [Motors TV](#)  
WRC: Acropolis Rally day one  
0730-0755 [Channel 4](#)  
British Rallycross: Blyton  
0840-0940 [ITV4](#)  
Motorsport UK  
1200-1300 [Eurosport 2](#)  
Formula Renault 3.5: Nurburgring  
1300-1345 [Eurosport 2 LIVE](#)  
WTCC: Brno qualifying  
1600-1705 [Motors TV LIVE](#)  
VW Scirocco Cup: Lausitz  
1830-1900 [Eurosport 2](#)  
WTCC: Brno qualifying highlights  
2000-2030 [ESPN](#)  
WRC: Acropolis Rally day two  
2235-2340 [Motors TV](#)  
WRC: Acropolis Rally day two

### SUNDAY JUNE 19

0115-0215, 0900-1000, 1305-1400,  
1800-1855 [Motors TV](#)  
WRC: Acropolis Rally day two  
0700-0725 [Channel 4](#)  
The Grid  
0800-0830 [Eurosport LIVE](#)  
WTCC: Brno warm-up  
0830-0900, 1800-1830 [Eurosport](#)  
Formula Renault 3.5: Nurburgring  
0930-1000 [ESPN](#)  
WRC: Acropolis Rally day two  
1130-1800 [ITV4 LIVE](#)  
BTCC: Croft  
1145-1245 [Eurosport LIVE](#)  
WTCC: Brno race one  
1200-1300 [ESPN LIVE](#)  
WRC: Acropolis Rally Powerstage  
1245-1345 [Eurosport LIVE](#)  
Auto GP: Brno  
1300-1430 [ESPN LIVE](#)  
DTM: Lausitz  
1345-1445 [Eurosport LIVE](#)  
WTCC: Brno race two  
1600-2030 [Premier Sports LIVE](#)  
NASCAR: Michigan  
1605-1800 [Motors TV](#)  
Superstars: Donington Park  
2000-2030 [ESPN](#)  
WRC: Acropolis Rally day three  
2030-2300 [Sky Sports 4 LIVE](#)  
IndyCar: Milwaukee  
2235-2340 [Motors TV](#)  
WRC: Acropolis Rally day three

### MONDAY JUNE 20

1900-2000 [Sky Sports 4](#)  
NASCAR: Michigan highlights

## Online

## AUTOSPORT.COM

Coming up on the web this week

### ACROPOLIS RALLY

Another busy weekend coming up on AUTOSPORT.com, even if F1 and MotoGP take a well-earned breather. Now it's time to focus on the Acropolis Rally (right) and the latest IndyCar round on the famed Milwaukee Mile. Also look out for our exclusive look into what it's like to be an FIA steward with Allan McNish in F1, and we get a behind-the-scenes view of NASCAR's R&D centre.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

While Le Mans raced on, *Revved Up* dreamed



SLEEP DEPRIVATION AND the Le Mans 24 Hours go hand in hand like Ryan Giggs and the female population of the world.

Resistance is futile, especially given *Revved Up*'s penchant for consuming red wine and cheese during the French sportscar classic, only leaving *Eurosport*'s impressive wall-to-wall coverage for Canadian GP qualifying, Indycars at Texas and a stumbled-across episode of *Dad's Army* when *Eurosport* couldn't make up its mind which channel it was showing the race on.

As night wore on, I finally gave into sleep's irresistible advances, only

to plunge into a strange *Eurosport* commentary team/*Dad's Army* hybrid dream (a bit like Bouncer once did in *Neighbours*)...

Martin Haven is Captain Mainwaring, the pompous leader who's the glue that sticks his team together. In another situation, you might think he's a bit of an arse, but his heart's in the right place – that's why you love him. Jeremy Shaw is Sergeant Wilson, Haven's upper-class right-hand man. He keeps his captain's assertions and cranky declarations in check with his signature catchphrase: "Do you think that's wise?"

Stuart Hall is Private Pike. The "stupid boy" has

even brought his 'mum', Liz Halliday, into the comm box to check he keeps his scarf on. Neville Hay is Lance-Corporal Jones, the decorated veteran who's seen it all, hence his oft-repeated "Don't panic!" when a hail of Audis falls from the sky.

John Hindhaugh is Private Fraser, prone to grandiose statements such as "You're doomed!" in an almost-impenetrable regional accent. Mark Cole is Private Godfrey, always on hand with an anecdote

about his sister Dolly's elderberry wine.

Then I dreamed that the IndyCar drivers chose their grid slots by turning around numbered tyres on a giant stage, meaning the guy who won the first race had to start 28th in the second, and that Dan Wheldon, who won the Indy 500 a fortnight ago, wasn't even racing but turned out to be the most insightful commentary pundit I've heard in ages.

I blame the cheese. *Revved Up*

"In my dream Neville Hay is Corporal Jones, who shouts 'Don't panic!' as a hail of Audis falls from the sky"

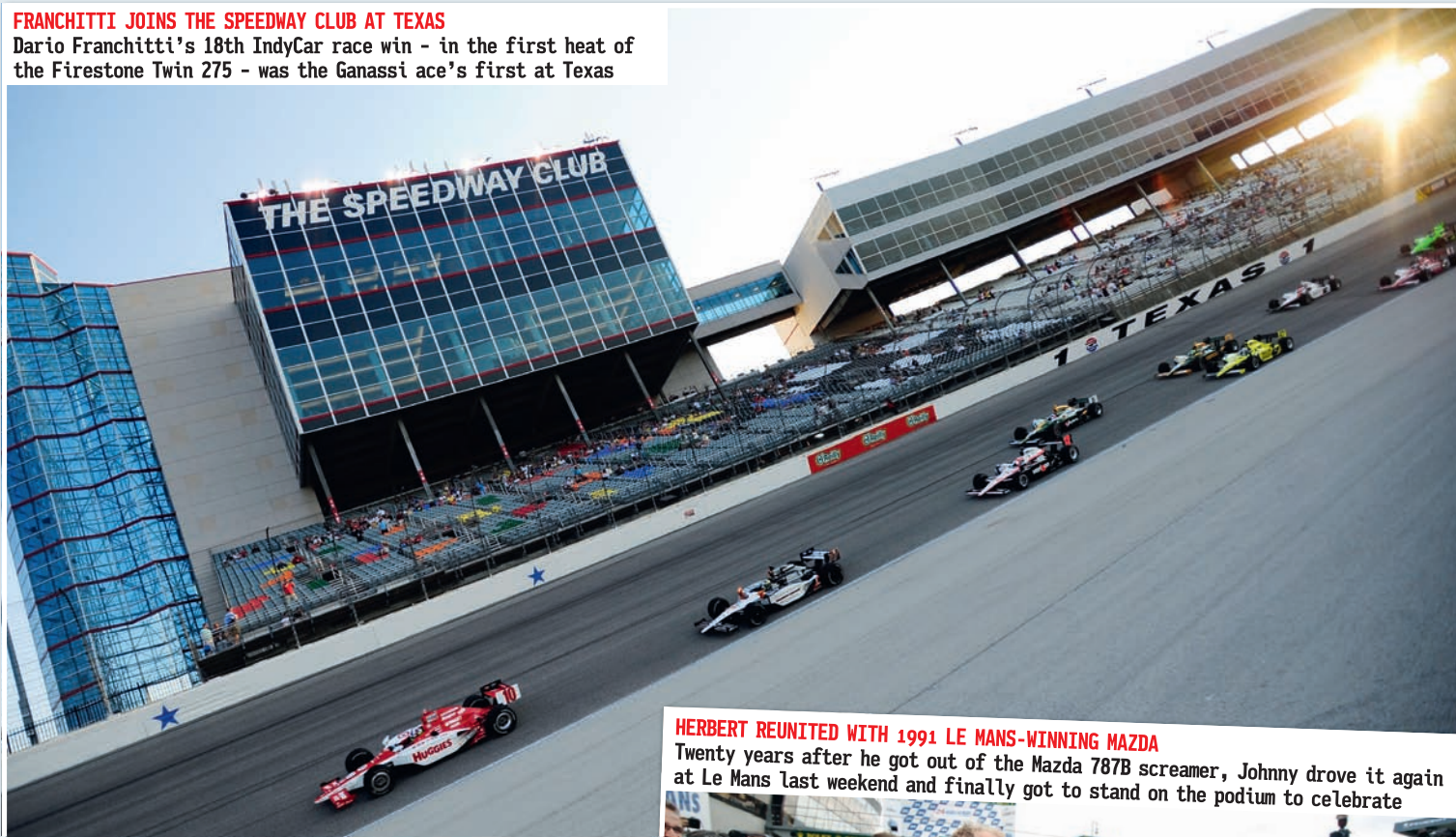


# THE WEEK IN PICTURES

The lensmen pounding the beat from Le Mans to Texas

## FRANCHITTI JOINS THE SPEEDWAY CLUB AT TEXAS

Dario Franchitti's 18th IndyCar race win - in the first heat of the Firestone Twin 275 - was the Ganassi ace's first at Texas



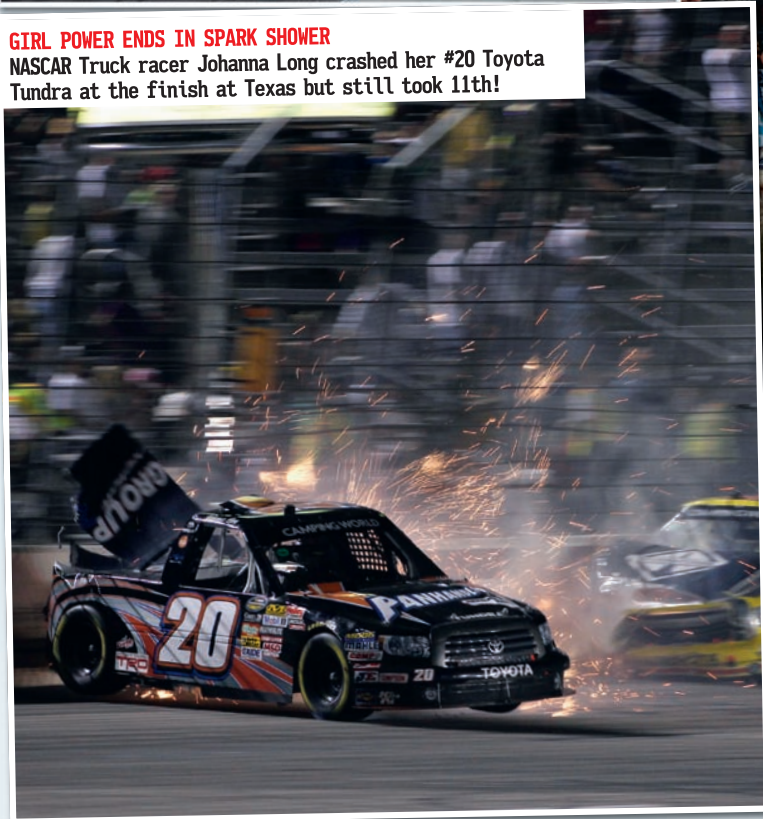
## HERBERT REUNITED WITH 1991 LE MANS-WINNING MAZDA

Twenty years after he got out of the Mazda 787B screamer, Johnny drove it again at Le Mans last weekend and finally got to stand on the podium to celebrate



## GIRL POWER ENDS IN SPARK SHOWER

NASCAR Truck racer Johanna Long crashed her #20 Toyota Tundra at the finish at Texas but still took 11th!



## BUEMI MISJUDGES MONTREAL'S PUNISHING WALLS BY ABOUT A THOU'

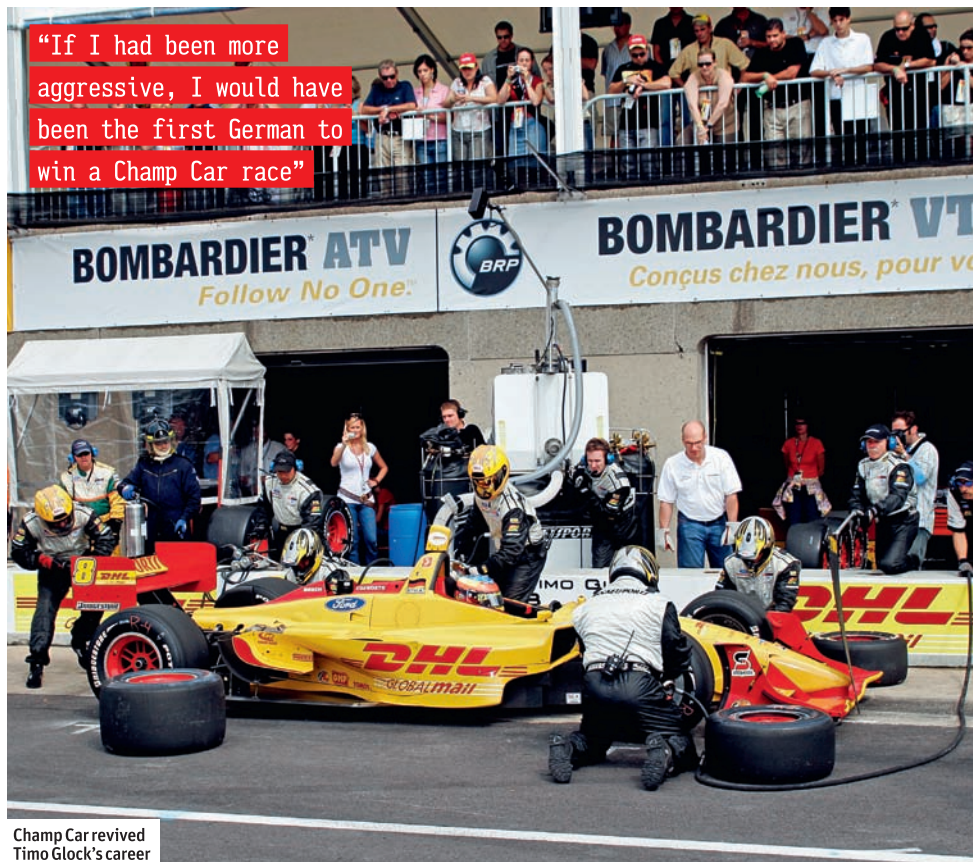
Scuderia Toro Rosso F1 racer Sebastian Buemi rubs the wall on the exit of Turn 4 at Montreal - this time the Swiss got away with it





# FROM THE ARCHIVE

Timo Glock, Champ Car, 2005 – another last lap Montreal decider!



"If I had been more aggressive, I would have been the first German to win a Champ Car race"

Champ Car revived  
Timo Glock's career

**AFTER MAKING HIS FORMULA 1 DEBUT WITH FOUR** outings for Jordan in 2004, Timo Glock vanished from the European scene. He would reappear in GP2 in 2006, staking his claim for a Toyota seat by winning the title a year later. All that is well known. Less celebrated is his Champ Car World Series campaign with the Rocketsports team in 2005.

Results were patchy, with the German finishing eighth in the standings, but one August day in Montreal he came within an ace of taking a shock win.

He qualified 16th and carried his frustration into the race. "I had a discussion right before the race with my engineer," recalls Glock. "We were a bit pissed off with each other. I was just so frustrated about qualifying and drove the hell out of the car.

"We were a bit lucky with strategy. Everyone stayed out a bit longer, but I came in early. Then the safety car came out and I was in the lead. I had no push to pass any more and I was behind the safety car for four or five laps trying to think up ways to hold them up!"

Having once straightlined the final chicane while under attack from Oriol Servia, putting in an impressive

performance of his own driving for Newman/Haas, the pair blasted down the back straight with three laps to go. Servia went to the inside and Glock again cut the chicane.

Champ Car race director Tony Cotman said of the situation: "We gave Timo a warning after the first issue and he did it again. Servia had the advantage on him." The result was that he was ordered to wave Servia past, which he did on the last lap of the race, handing a first Champ Car win to the Spaniard.

"I had no choice but to shortcut and they decided I had to let him past," says Glock. "Looking back, I realise that I should have blocked him. There was a rule in Champ Car about blocking and I wasn't sure what I could do. But I should have been more aggressive. If I had, I would have been the first German to win a Champ Car race. Either that, or I should have saved some push to pass!"

There was no win, but it was a key weekend career-wise. His sponsors at DHL were in attendance and subsequently helped him back into Europe in GP2 in '06. The impression he made in Montreal that day played a crucial role in his path back to F1. ❧

## THIS WEEK IN...



**JUNE 22, 1995**

### OUTSPOKEN NORTHERN IRISHMAN

Eddie Irvine declared himself "ready" for a topline F1 drive after outpacing Jordan team-mate Rubens Barrichello through the first half of 1995.


In an interview following his podium at the Canadian GP, Irvine rated Michael Schumacher, Mika Hakkinen, Jean Alesi and Heinz-Harald Frentzen as the best of his current opposition.

Elsewhere, McLaren stunned the sportscar world by winning the Le Mans 24 Hours at its first attempt (below). The new F1 GTR filled four of the top five places, and McLaren became only the third manufacturer in the 72-year history of the great race to win it at the first time of asking.

The winning car, driven by JJ Lehto, Yannick Dalmas and Masanori Sekiya, also prevented runner-up Mario Andretti emulating Graham Hill's feat of winning the Indy 500, F1 world championship and Le Mans.




PICS: LAT



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# KLAUS NIEDZWIEDZ

■ Bathurst 1000 ■ October 1, 1989 ■ Ford Sierra RS500 ■ Frustrating second place



Niedzwiedz and Biela took second place

## YOU CAN'T TOUCH

Bathurst as a challenge. It's all blind corners and uphill and downhill. The only circuits that come close for me are the old Nurburgring and the Brands Hatch GP circuit. You need big balls to be quick there.

The end of the Conrod Straight – the Chase – was the most amazing part. It's an amazingly fast right-hander where you really have to put a lot of trust in the guys you're racing with. Even in the wet, it's flat at 180mph and it's, 'Ow, woah, woah' all the time. Just before it there's a crest where you have to lift off the gas just for a moment because the car goes light, and you have to get the landing right or you'll have a big accident.

The 1989 race was the best for me because of the way we drove. I was in one of two of the Allan Moffat Enterprises Sierras, which were built by Rudi Eggenberger, so I knew we had a chance to win. I was second in '87 with Klaus Ludwig, but they took it away [for illegally-mounted front mudguards], so I was determined to make amends.

This time I had Frank Biela as my co-driver and we had a good race. It

**"The speed was good and the handling was quite tricky, because when the turbo kicked you suddenly had a big bang as all this power came along. I loved it"**

was great when I passed Peter Brock on the first or second lap. He was a fabulous driver and a very fair guy to race against – a gentleman. Tricky, in that he knew exactly how to defend his position and he knew how to get around little rules with his car – but everyone was

cheating a little bit – but he was always very fair on the track. I wouldn't call him a friend, but we had a good connection.

We were in contention for the win, but we had two extra pitstops [one to remove some paper from a radiator inlet duct and a second for

a loose wheel], so while before we were closing down on the leader [the Dick Johnson/John Bowe RS500], we had to settle for second.

It was very satisfying to beat so many Aussies in their back yard, especially after 1987. I did Bathurst many times; my first was in the '80s, and my last one was in '96 in a Ford Falcon, which was not especially competitive. I always preferred the Sierra. The speed was good and the handling was quite tricky, because when the turbo kicked you suddenly had a big bang as all this power came along. It was brake with the left, power on, turbo comes in with 600-700bhp and massive oversteer. It's a bit of an old shitbox nowadays, but I loved it. ❧ Klaus Niedzwiedz was talking to Jamie O'Leary

## IN PROFILE

KLAUS NIEDZWIEDZ BEGAN TO make a name for himself as a race winner in Germany's DRM (the forerunner to the DTM) in 1980 as a regular winner in one of the fearsome Zakspeed Ford Capris, but it was in the Sierra RS500 era that he achieved his greatest successes. A runner-up in the WTCC in '87 and in the DTM two years later, he has also won the Nurburgring 24 Hours twice and has taken multiple class wins, including last year in a VW Scirocco.



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