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MERCEDES A-CLASS

Pole and race win for Rosberg, who was on pole, and he was on pole, that he found all the fun on the way to his maiden win. By SAM MOORE



Formula 1 risks Bahrain backlash

Sport risks international backlash by racing in troubled kingdom – but the FIA is unmoved. By LUCY STONE

Formula 1's decision to race in Bahrain has sparked a backlash from human rights groups and the international community. The FIA, however, remains unmoved, stating that the race is a vital part of the calendar and that the sport has a duty to provide entertainment for its fans. The controversy has led to calls for a boycott of the race, but the FIA insists that it will proceed as planned.

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Gio teams issue SRO ultimatum

TOCA series team bosses write to SRO to express frustrations over one-make championship

The TOCA series team bosses have written to the SRO, expressing their frustrations over the one-make championship. They argue that the current format is outdated and that they need more freedom to compete at a higher level.

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AUTOSPORT, ISSN number 0269946X,
is published weekly by Haymarket Media
Group, Teddington Studios, Broom
Road, Teddington TW11 9BE, United
Kingdom. The US annual subscription
price is \$235. Airfreight and mailing in

the USA by agent named Air Business
Ltd, c/o Worldnet Shipping Inc., 156-15,
146th Avenue, 2nd Floor, Jamaica, NY
11434, USA. Periodicals postage paid at
Jamaica NY 11434. Subscription records
are maintained at Haymarket Media
Group, Teddington Studios, Broom Road,
Teddington TW11 9BE. Air Business Ltd
is acting as our mailing agent.

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POLE POSITION

We're backing Bahrain – but only in a sporting context



FORMULA 1 HAS OFTEN BEEN ACCUSED

of having its metaphorical head in the sand (and other places) when it comes to world affairs and public opinion. Never more so than over this weekend's Bahrain GP.

Last year's Arab Spring was the catalyst for violent anti-government protests in Bahrain through February and March, and led to the ruling royal family – effectively the race's promoters – calling off the 2011 event. During its crackdown on the protests, according to the Bahrain Independent Commission of Inquiry report, 35 deaths were recorded over a two-month period – five as a result of torture. It is brutal reading.

A year on, while the FIA is adamant that security for this weekend's race is assured, Bahrain's rulers will use the event to signal that all is well again within its borders. This view is contested by Amnesty International, which claims that little has changed since last year.

AUTOSPORT will cover this grand prix because we've done it for 61 years. But we do so on a purely sporting basis, and vehemently disagree with our sport being used for political subterfuge.

Charles Bradley

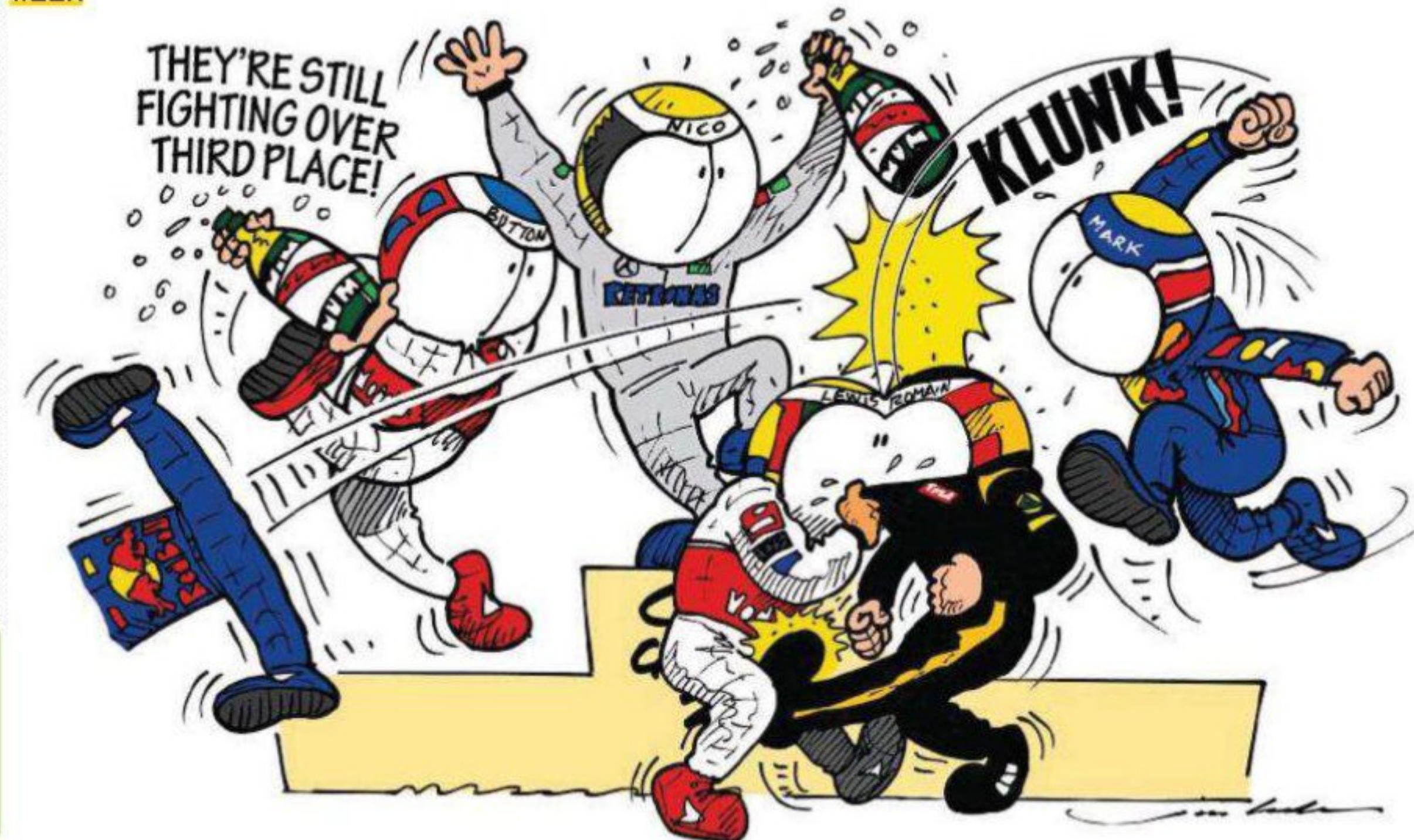
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PODCAST**

BAMBER'S WEEK



haymarket



F1

Rosberg rejoices in Merc's magic moment

Not since the Australian GP in November 1985 has a driver called Rosberg sprayed the F1 winner's champagne. Keke's lad Nico put that right in China on Sunday with his maiden victory. But you've got to go back 30 years further for Mercedes' last win – at Monza in September 1955. Full GP report, [p32](#).

Pic: Mason/Getty



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Some protesters have spoken against F1

Formula 1 risks Bahrain backlash

Sport risks international censure by racing in troubled kingdom – but the FIA is unmoved. By EDD STRAW

Formula 1 risks the wrath of international condemnation this week as the Bahrain Grand Prix is staged against a backdrop of protests in the middle-east island kingdom.

Media outlets and human-rights groups have subjected the race to intense scrutiny over the past weeks. But despite concerns, the FIA and F1 commercial boss Bernie Ecclestone both insisted last week that the race would be going ahead.

Both Ecclestone and the motorsport governing body claimed that they had no security concerns, and underlined that only the race organisers could cancel the event – as they had to last year.

Intense preparations for the race have been under way for several weeks in Bahrain, including what

AUTOSPORT understands are full-scale rehearsals for the security operation that will surround the event. But while it is realistic that the grand prix itself will not be seriously threatened, the biggest risk to F1's image could be the danger of anti-race and anti-government protests leading to

violence away from the track.

The central areas of Bahraini capital Manama are largely populated by Sunni Muslims, the ruling class that makes up around 40 per cent of the indigenous population. Over the past year, the protests have been focused on the Shia 'villages' – suburbs of Manama or outlying towns – where

much of the remaining 60 per cent of the indigenous populace reside. The protesters come largely from the Shia group.

Protests held over the past week appear to be unequivocally anti-grand prix, although Ecclestone disputes this. One protest even featured people dressed as

THE REASONS WHY IT'S DIFFERENT IN 2012

When Bahraini crown prince Salman bin Hamad bin Isa Al-Khalifa announced on February 21 last year that the Bahrain Grand Prix had been "withdrawn" from its slot as the Formula 1 season opener, the circumstances were different to those F1 has faced in recent weeks.

Both this year and last year, there were calls for the race to be pulled, and human-rights groups continue to question the appetite for reform in Bahrain.

But where 2011 and '12 differ is that there is not the same widespread flare-up of protests in Bahrain today. The civil unrest triggered by the 'day of rage' on February 14 last year led the British foreign office to raise the threat level in Bahrain. That had insurance implications and made it untenable for teams to travel. Under pressure from the FIA and Bernie Ecclestone, the Bahrainis had no choice but to pull the race.

racing drivers, wearing crash helmets and overalls.

"They are not protesting about Formula 1," Ecclestone told the BBC at last weekend's Chinese Grand Prix. "Imagine we said, 'No way are we going to be in Bahrain.' Whatever their problems are in Bahrain, would they stop? The answer is no, because they are not protesting about Formula 1 and that's why we are going to Bahrain."

As a government-run race at a track owned by the royal family, it appears that the grand prix is regarded as a legitimate target for protesters. Joe Stork, the deputy middle-east director of Human Rights Watch, has been visiting Bahrain for a decade and a half. He told AUTOSPORT that the race could be used as a legitimate target for anti-government protest.

"The ruling family has a stake in this race," said Stork. "It is an international event and gives the protesters a theatre in which to play out their grievances. It gets attention. The fact that you are speaking to me and there have been all of the stories in the media shows that."

F1 teams have offered a united front and refused to go on record condemning the race, although they have privately expressed their concerns to FIA president Jean Todt.

McLaren team principal Martin Whitmarsh attempted to downplay safety implications surrounding the race by comparing it to road-safety threats in India and the danger of crime in Brazil. But AUTOSPORT knows of several companies involved in F1 sponsorship that have worries about being associated with the event.

This raises the possibility of some sponsors demanding their logos to be removed from cars, although as AUTOSPORT closed for press no-one had publicly said that they would do so.

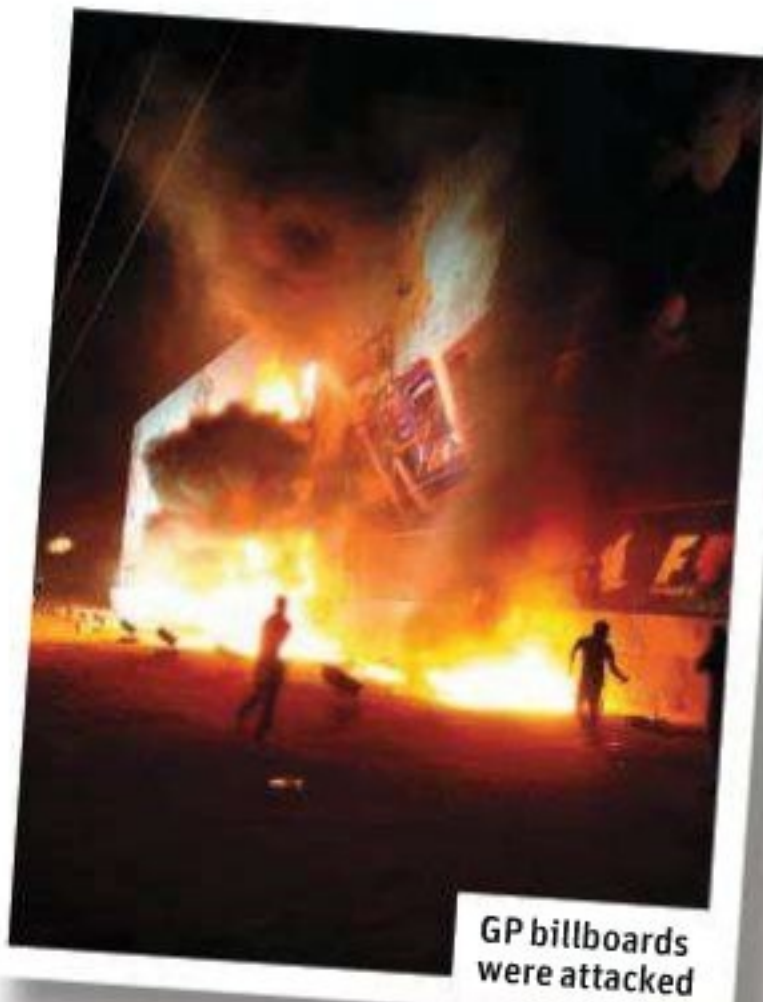
But in the midst of the global financial crisis and environmental concerns, any attack on F1 arising



F1 theme to a recent protest

"Imagine we said, 'No way are we going.' Would the problems stop? The answer is no because they are not protesting about F1 and that's why we are going to Bahrain"

Bernie Ecclestone



GP billboards were attacked

from events away from the circuit could have wider sponsor implications.

It could be argued that if things do go wrong over the next four days it could produce far more damaging consequences to F1 than the loss of a race-hosting fee.

Even if the race itself is not affected, if the sport is viewed as getting mired in politics and flirting with international condemnation that could cast a significant shadow over its credibility and moral status with the world at large.



Ecclestone is sure F1 is right to hold race



2011 GP2 event was canned at last minute

This year, the protests are localised and further from the track. Although they have escalated as the race approaches, the situation has remained like this ever since it was reinstated for 2012. This makes it impossible to cancel without serious financial implications for F1.

The question now is whether the protests escalate over the race weekend, and how they will be dealt with.

P96 READERS' VIEWS ON CONTROVERSY

AUTOSPORT SAYS...

EDD STRAW
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When quizzed about the situation in Bahrain, some well-known figures in Formula 1 have responded with: "Have you been there?" The answer, for most, is no. At least, not since the 2010 race. I will be on site covering the Bahrain Grand Prix and all that comes with it. Some have refused to travel on ethical or safety grounds, and I respect that position, but it's the journalist's job to do what they can to understand these situations.

I have an idea of what's happening in Bahrain. But

until the answer to the question of whether I've seen the situation for myself is yes, it's impossible to begin to sift through the propaganda on both sides and grasp

exactly what the relationship is between the race and the protest movement. Politics and sport are mixed in Bahrain – the fact that it's a government-run race proves that irrefutably. So the only way to grasp exactly what effect, for better or worse, F1 is having on the situation is to witness it.

The sport has decided to go, and where it goes AUTOSPORT must follow and report, whether it's a story about a great victory or a race enveloped by a far graver backdrop. Ideally, the event will be a force for good, it will be safe for those both in the paddock and in the Shia villages, and everyone will hail the FIA for taking the right decision.

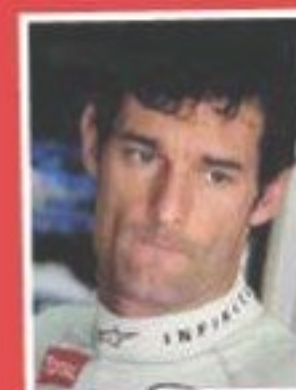
History will soon be the judge of whether that is the case.

Hard to judge Bahrain without being there



QUOTE OF THE WEEK

“There is added security. But not everybody can have that and that doesn't make me feel comfortable”



Mark Webber offers a voice of caution for this weekend

P21 COULTHARD ON BAHRAIN

WHEN THE TYRES ARE AT THEIR BEST

Mercedes overheated its tyres in Australia and slid down the order in the race

100c OVERHEATING

95-100c TOP OF WORKING RANGE

China: Tyres just right



By finding this 'sweet spot', Mercedes had tyre performance and longevity in China

85-90c PERFECT TEMPERATURE

75-80c BOTTOM OF WORKING RANGE

Low temperatures prevented Schumacher and Rosberg from finding grip in Malaysian GP

Below 75c TYRES NOT SWITCHED ON

Tyre 'sweet spot' key to title fight

Rubber temperature crucial to championship hopes, says Brawn after breakthrough win. By JONATHAN NOBLE

Nico Rosberg's dominant victory in the Chinese Grand Prix has proved that unlocking the secrets of Pirelli's 2012 tyres is the key to this season's world championship battle.

After struggling with tyre

temperatures in the first two races of the season, Mercedes hit what team principal Ross Brawn described as the "sweet spot" in Shanghai, which allowed the marque to take its first win since returning to F1 as a constructor.

Brawn expects 'sweet spot' to be decisive



With qualifying showing there is very little performance difference between the front-running cars – just 0.282 seconds covered the top 10 drivers in Q2 – Brawn says that the challenge for all teams now is to get their cars totally hooked up with the tyres as the tenths that can be found there are more significant than usual.

"Whoever unlocks it first and produces consistent results is going to have success this year," Brawn told AUTOSPORT.

LESS DOWNFORCE A FACTOR

The stability of the current regulations has played a big part in closing up the field, but the growing influence of tyre performance appears to be an unintended consequence of the

effective ban on blown diffusers.

Teams are finding that with less rear downforce in 2012, it is harder to achieve a good balance for all conditions. Plus, less energy is being put through the tyres this year so it is harder to get them into the ideal operating window.

A variation of just 15-20C from the optimum is enough for tyres to start degrading heavily through overheating, or sliding and graining if they are too cold. Getting the rubber into the ideal window is further complicated by parc ferme conditions on race weekends, which prevents major car set-up changes if the track temperature alters dramatically from Saturday to Sunday.

Pirelli motorsport director Paul Hembery said that this year's tyres



P32 CHINESE GP REPORT



Oz: Tyres too hot



Pirelli behaviour will make the difference

deeply at the tyre situation so far this year.

"Since the first race we have been working hard at doing the things we need to do to improve the situation," said Brawn. "Whether that will help us more than others in the long term we will have to wait and see."

"It is about balancing the whole car. If you start putting a lot of emphasis on one of the tyres, the right-rear or the left-front – whichever it is – you will find that you will fall short of what you need to do."

"That is what we have been trying to do, and ironically that is what hurt us in Malaysia because I think we had actually done quite a good job of spreading the load around. When it got cold and wet, we could not get the tyres hot enough – because the load was nicely spread."

However, Lotus trackside operations director Alan Permane is sceptical of teams being able to get fully on top of the tyres over the season to the extent that they do not have to worry about them.



Sepang: Tyres too cold

were no more critical than those used in 2011, but it was the competitiveness of the field that had elevated their importance.

"When you've got 10 cars within 0.28s, it's difficult to talk about being in or out of the performance window, because the cars are so close," said Hembury. "Last year, we had people in front by almost one second at times. The game has changed. Any small error on set-up or by the driver gets magnified."

LEARNING FROM ERRORS

After struggling in Australia with overheating tyres, which led to high degradation, Mercedes over-compensated in Malaysia when its set-up proved unsuitable for the cooler-than-expected conditions in the race.

Brawn believes that the lessons Mercedes learned from those experiences – and applied to such good effect in China – could actually put Mercedes in better shape than those outfits that have not been forced to look

"It's about balancing the whole car. If you put too much emphasis on one tyre you will fall short"

Mercedes boss Ross Brawn

"If anyone tells you they can alter the tyre temperature with set-up they are speaking rubbish," he told AUTOSPORT. "Anyone who says that they know how to change their degradation, is speaking rubbish. Everyone would love to do that, and people think they can to some extent, but it's very hard."

"As we go into Europe, normally the temperatures are a bit more stable and you know what you are going to get. We've had a couple of odd races at twilight where the temperature has cooled during the day and the weather in China was tricky on Friday. It's unusual to have a track dropping in temperature during qualifying, so we've had some strange things."



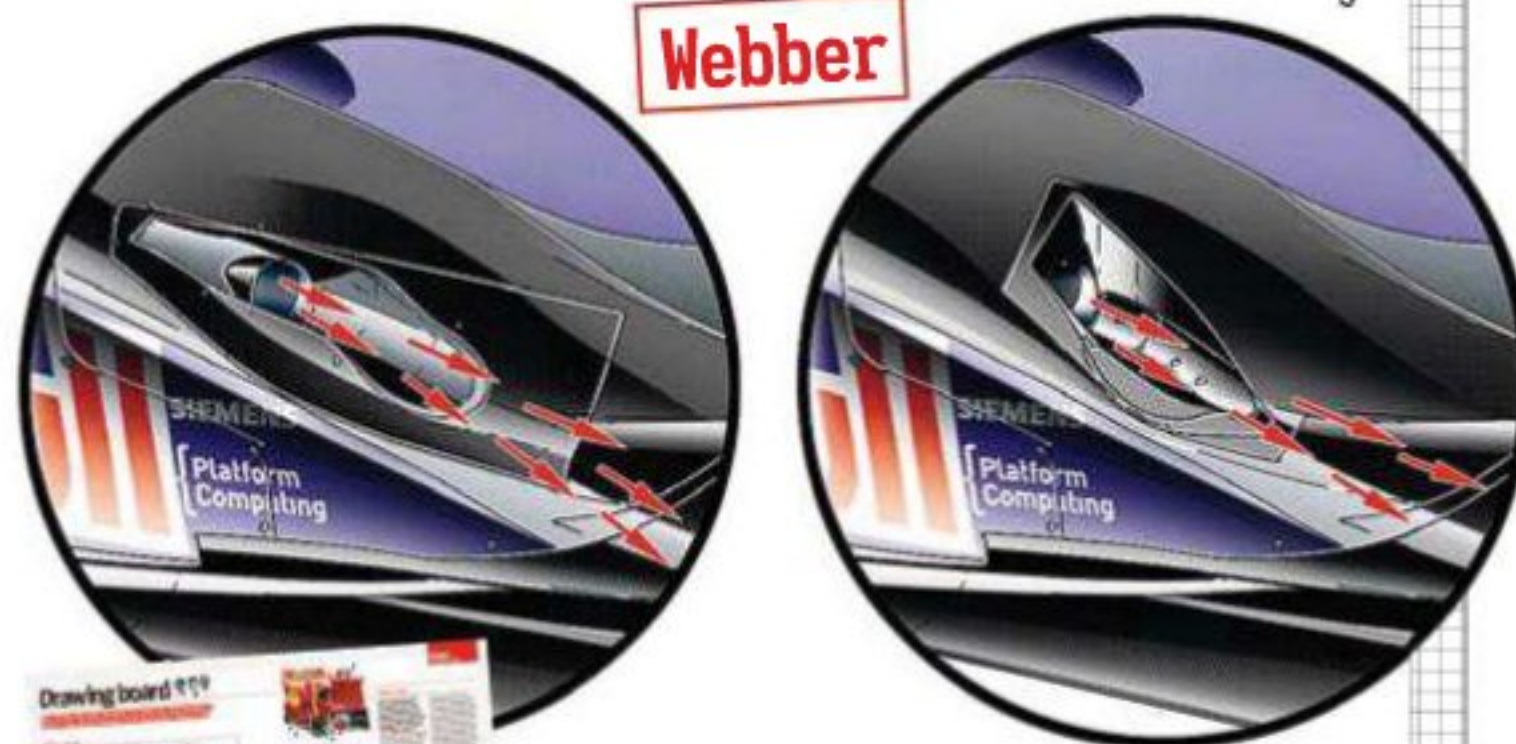
RED BULL EXHAUST COMPARISON

➔ Deprived of the prodigious rear downforce generated by the exhaust-blown diffuser, Sebastian Vettel opted to race with the old-specification configuration of the RB8 in China (above). It was slower, but he welcomed the stability. Mark Webber (below) stuck with the new version that Red Bull introduced as pre-season testing progressed. Webber started the weekend with the Sepang version (left) but switched back to the Melbourne one (right) from Saturday.

GARY ANDERSON: The outboard exhaust (Webber) tries to make use of exhaust flow onto the brake duct and over the top of the diffuser, while the inboard exhaust (Vettel) pushes the flow

down the inside of the bodywork, in an attempt to create a seal under the diffuser. Regardless of which is better Red Bull has now divided the engineering effort in two, thereby halving the amount of data available from each in the limited running on GP weekends.

Vettel has reverted to the older one and it hasn't proved to be better. Even if it had, you'd have wasted those three months of development. The focus and direction of windtunnel development that's going to be in place for the next couple of months is going to be based on the newer design. Adrian Newey is not going to be interested in going backwards, but in making the new solution work. Hence him being on Webber's side of the garage more than Vettel's in China.



➔ **P40 DRAWING BOARD**

Wing ruling opens 'can of worms'

Mercedes gets OK from FIA, as McLaren warns this could open door to costly developments. By ADAM COOPER

The FIA's ruling that Mercedes' DRS-activated front-wing-stall system is legal has left rivals evaluating their own versions – which will push the concept to more extreme levels.

Teams face the challenge of diverting resources from other development projects already in the pipeline in favour of a system that could offer even greater performance benefits than that of Mercedes.

There is also an opportunity to explore ways of using the concept of car movement to change aerodynamic effects, in the same way that the activation of the Mercedes DRS stalls the front wing.

McLaren team principal Martin Whitmarsh told AUTOSPORT: "I think it could open a can of worms. The issue is that it's not driver-operated. It's secondary, so then one could speculate that steering-related

adjustments are now permissible. My gut feeling is that we haven't heard the end of this story."

Lotus engineering chief Alan Permane, whose team was responsible for the protest last Thursday at the Chinese Grand Prix that led to the FIA's ruling, agrees.

"It's clear that you're allowed to use that flap to do more things than we believed you could," said Permane. "And that's where people will be looking for sure. Mercedes have done a fantastic job with it, and they will be optimising it."

Equipping existing cars with a Mercedes-style system is not expected to be difficult, even though the F1 W03 was designed around the concept and as a result features air channels that run from the rear to the front wing.

"We did it in 2010 when McLaren came up with the f-duct," said

"My gut feeling is that we haven't heard the end of this story"

McLaren's Martin Whitmarsh



Permane admires Merc work

Permane. "I think we did a nice job on that, but we didn't introduce it until Spa [in August of that year]. I'm sure that if we put our minds to it we could do it."

Whitmarsh admitted that work on McLaren's own version of the design

has not been a priority, particularly while its legality was still being questioned. Now the assessment will be based on whether the potential benefits justify the resources that would be reallocated to the project.

"The how-to-do-it is pretty straightforward for anyone," said Whitmarsh. "Doing it to maximise the benefit will be a bit of a challenge. It's a fair bit of kit to put on the car, so you've got to be quite committed to doing it."

"I'm sure that any of the teams, if they made that their number-one priority, could do it, but you're consuming finite resources when you could be doing other things. You've got to be careful that the amount of resource consumed in chasing this one isn't disproportional to the amount of benefit that you get."

"It's clear that if you had infinite resource, which none of us do, then





Lotus protested Mercedes

you'd do it. And that's the challenge for teams these days. We have to have a development programme which week on week is delivering performance. In order to do that, you have to prioritise where you put that effort. Even fighting and contesting it has consumed some capacity of other teams."

Nico Rosberg's victory for Mercedes in China, after taking pole position by half a second, has inevitably given rivals more food for thought. With DRS use unrestricted in qualifying, the Mercedes design is far more valuable on Saturday than in race trim, but starting from the front allowed Rosberg to control the race.

It also gave credence to suggestions that the benefits extend into races thanks to the lower front ride height that the W03 is believed to run. That makes the system

much more attractive than something that purely offers advantages in qualifying.

"Our ride heights are governed by the downforce," Permane explained. "We generally set our rideheights at the end of the straight so we don't wear the plank out, because that's where you've got maximum load on the front of the car."

"If you imagine that wing is stalling, you don't have such a load. Therefore you can set your rideheight lower and you gain downforce in the lower-speed corners."

"In the race it kind of self-compensates; you're slower because of the fuel and the fact that you're not using the DRS wing. So you've got less absolute load anyway on the wings, because you're moving slower through the air. It's a very nicely-thought-out device."



**P40 MERCEDES DRS
SYSTEM EXPLAINED**



DEBRIEF

THE LOTUS PROTEST

The protest lodged by Lotus against the Mercedes DRS-activated front-wing-stall system was based upon whether the design contravened the rule concerning the use of driver movement as a means of altering the aerodynamic characteristics of the car (Article 3.15 of the technical regulations). After what Lotus technical director James Allison described as a "fair hearing", the FIA declared it legal.

The FIA's most significant conclusion was that "the Mercedes design is not activated by driver movement. It is a consequence of a change of position of the driver-adjustable bodywork, which is permitted under the regulations." It added that it "does appear to alter the aerodynamic characteristics of the car by reducing the drag, however this is consistent with the intent of the regulations."

It was decided that the system is, as Mercedes team principal Ross Brawn insisted when giving evidence, simply a more effective and efficient way of taking advantage of the DRS operation, which magnifies the effect intended by the rules.

The FIA added that further grounds for dismissing the protest are that Mercedes had "sought clarification from the FIA Formula One Technical Department concerning this matter and the FIA confirmed that the Mercedes design had been deemed permissible."

That was an intriguing footnote, given that in the past the FIA's Charlie Whiting and Jo Bauer have often changed their minds, or their initial judgements have been overruled by a later legal process.

It is worth noting that the FIA did not receive a formal winter enquiry as to the system's legality from Mercedes – as is often the case with new technology that might prove controversial. It had no opportunity to view the system until scrutineering for the season-opening Australian Grand Prix.

THE PROTEST



2012 Chinese Grand Prix

From	The FIA Stewards of the Meeting	Document	9
To	All Teams, All Officials	Date	12 April 2012
		Time	16:50

Notice of Hearing

A protest has been lodged by Lotus F1 Team concerning the Technical Delegate's scrutineering report (Document 5) of today's date regarding Cars 7 & 8 relating to their conformity with Article 3.15 of the FIA F1 Technical Regulations.

Accordingly a hearing of the parties concerned (namely Lotus F1 Team and Mercedes AMG Petronas F1 Team) is convened for 17:15 today Thursday April 12th 2012

The FIA Stewards of the Meeting

Garry Connelly
Emanuele Pirro

Enzo Spano
Zhang Guoqiang

THIS WEEK IN F1



Kobayashi ends long wait for Japan

Kamui Kobayashi's maiden fastest lap in Sunday's Chinese Grand Prix was the second for a Japanese driver. It came more than 22 years since Lotus driver Satoru Nakajima set the best lap of the rain-hit 1989 Australian GP.



RESERVES MAKE FRIDAY DEBUTS

Giedo van der Garde (Caterham, above) and Jules Bianchi (Force India, top) made their debuts as F1 Friday drivers at the Chinese Grand Prix. Van der Garde completed 11 laps, lapping just under 1.5s off team-mate Heikki Kovalainen, while Bianchi managed eight laps, almost four seconds off Nico Hulkenberg after setting his best time on intermediate rubber.

WOLFF GETS WILLIAMS TEST ROLE

DTM racer Susie Wolff has been appointed as a development driver by Williams. Wolff (who raced as Susie Stoddart until late last year) has been promised simulator, straightline and track-testing. Williams shareholder Toto Wolff, whom Susie married last year, was not involved in the decision-making process on her appointment, according to the team.



SUSIE WOLFF CV

2002 18th in Formula Renault UK
2003 9th in Formula Renault UK
2004 5th in Formula Renault UK
2005 2 starts in British F3
2006 17th in DTM
2007 20th in DTM
2008 16th in DTM
2009 16th in DTM
2010 13th in DTM
2011 19th in DTM
2012 DTM



“Thirteenth place is not something I can be happy about. But this was a step forward compared to the first two races of the season”



Under-pressure Ferrari driver Felipe Massa reckons that he's getting back on the right track.

Castrol EDGE GRAND PRIX PREDICTOR

Brett Foster topped the third round of the Castrol EDGE Grand Prix Predictor after remarkably predicting that Nico Rosberg would take his maiden grand prix victory ahead of Jenson Button and Lewis Hamilton. AUTOSPORT was not so prescient, landing 30 points after backing Hamilton to triumph. Foster's prizes include a certificate signed by three-time grand prix winner Johnny Herbert. To play visit predictor.autosport.com

CATERHAM STILL EYES MIDFIELD

Caterham should still be able to join the midfield by the end of the season, according to Heikki Kovalainen. This is despite a bad start, with the CT01 1.5s off the next slowest team in qualifying in China and having posted a best result of 16th this season. “Towards the end of the season, we should be able to do that,” said the Finn of his hopes of catching the pack. Caterham had targeted Q2 and its first points.



LOTUS IN TO 2017

Group Lotus insists that it will continue to be a title partner of the Formula 1 team that bears its name despite what it describes as a “reshaped” commercial relationship. According to a statement released ahead of the Chinese Grand Prix, Lotus owner Proton retains the right to buy a 10 per cent stake in the team.



TECHNOLOGY OF CHAMPIONS

Mobil 1™ Oil: An Aerodynamic Aid

With exhaust-blown diffusers effectively a thing of the past, the Mobil 1 engine oil in the Vodafone McLaren Mercedes MP4-27 race car has enabled the team to increase rear downforce by improving aerodynamic performance.

Quest to be the Best - Martin Whitmarsh, Team Principal, Vodafone McLaren Mercedes, recently commented at the launch of the MP4-27, "While there are clear visual changes to this year's car, there's greater change beneath the skin, with lots of fresh thinking applied." With no stone left unturned in the quest to be the best, Mobil 1 engineers have developed a breakthrough engine oil for 2012 that allows a significant increase in the engine operating temperature.

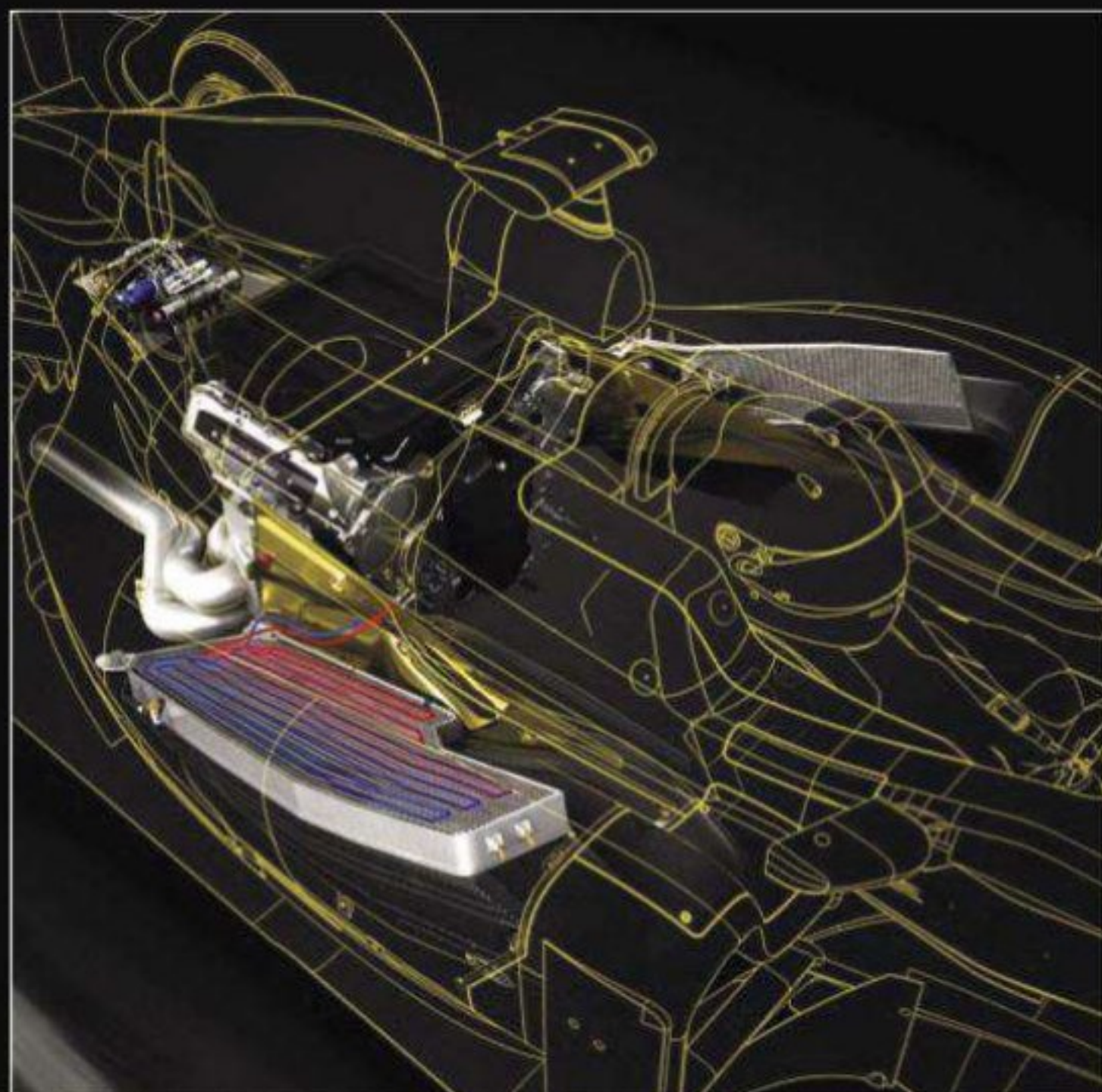
Cool Performance - The MP4-27 uses oil and water radiators to help cool the engine. Located in the right-hand side pod, the oil radiator and Mobil 1 technology provide an almost equal share of the engine cooling requirement.

Running Hotter - There are several advantages of being able to run the engine hotter. Drag can be reduced by re-optimization of the radiator and aero packaging. Increased rear downforce can also be achieved through aerodynamic improvements to the exit ducts.

In to Win - The excellent thermal performance of Mobil 1 technology is one feature that allows both higher operating temperatures whilst still protecting the engine and is a real advantage. When the winning margin can be fractions of a second, using the right engine oil can make the difference.



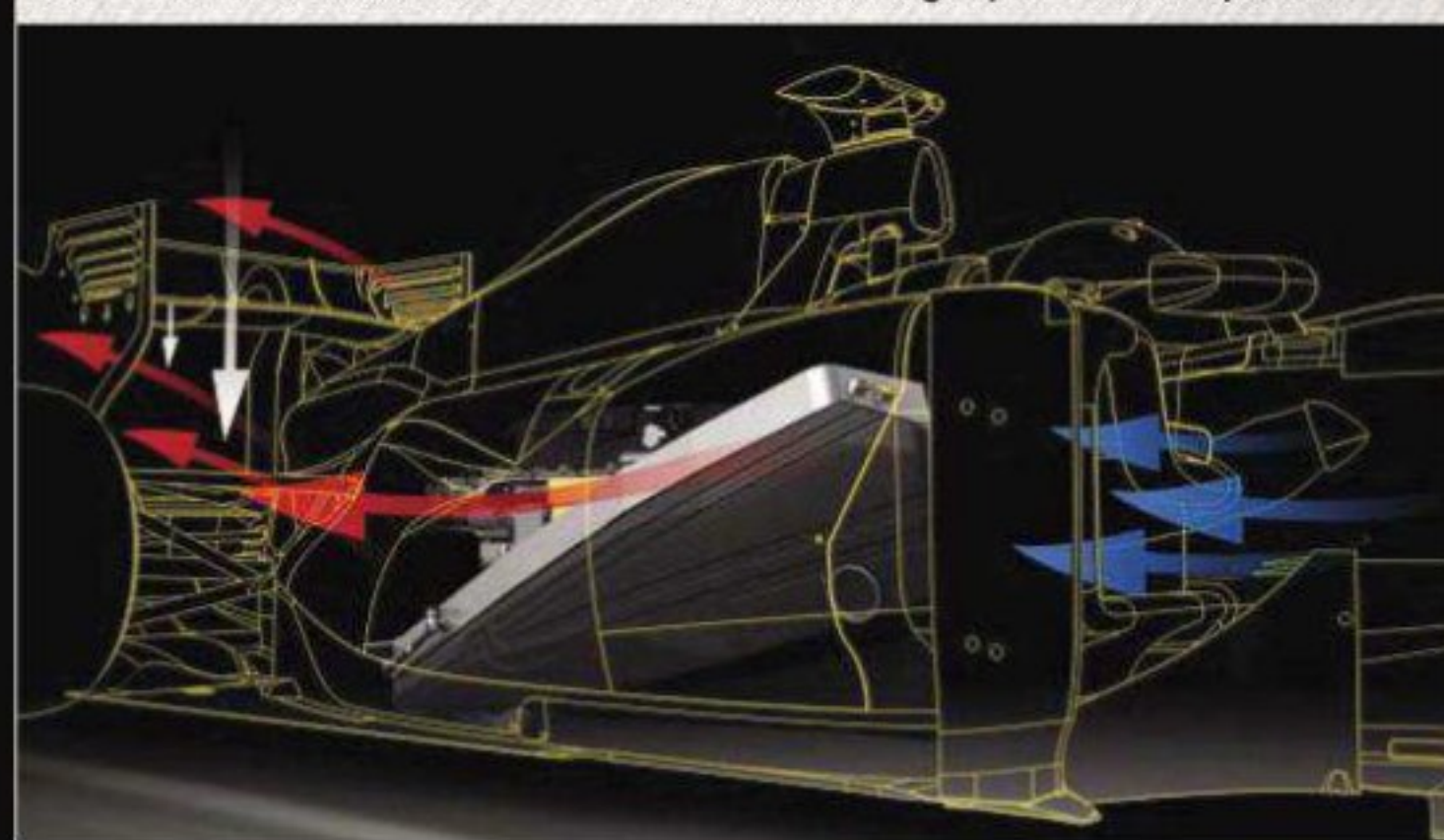
**Vodafone McLaren Mercedes
Powered by Mobil 1 Engine Oil**



Grand Prix Engine Oil Cooling Package Explained. The Mobil 1 engine oil flows through the radiator cooling down by approximately 40°C, whilst the air channelled through the side pod inlet heats up about 75°C.

Race Technology in Your Car - The tough testing ground of Grand Prix racing provides the ideal environment for Mobil 1 engineers to develop advanced engine oils which can help optimize the performance of your car. Similar to the advancements in Grand Prix race cars, recent developments in road cars often put increased pressure on the oil in your car to perform. Mobil 1 synthetic engine oils are formulated to help keep your vehicle running like new. For more information on Mobil 1, the world's leading synthetic engine oil brand, visit mobil1.com

Side Pod. Increased downforce and reduced drag equals faster lap times.





BAHRAIN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Extended loop was unpopular in 2010

Going back to old layout will be better

The unpopular track extension from 2010 has been binned, meaning a more flowing circuit for this weekend

The Bahrain Grand Prix doesn't have a reputation for producing a great on-track spectacle, and last time the race was held the majority of the talk was of how dull an event it had produced.

Fortunately, for this year's running – provided it goes ahead – the 3.9-mile, 23-turn version of the track used in 2010 has been dropped in favour of a return to the 3.3-mile, 15-corner version.

The extra track length was incorporated through the use of a tight, twisty, bumpy and unloved extra loop that broke off from the current track at

the exit of Turn 4 and rejoined in the environs of the current Turn 5. The return to its original configuration gives the lap a faster and more flowing configuration that should allow the cars to stretch their legs more.

The desert setting doesn't just take its toll on the men behind the wheel, as it poses additional dangers to the cars. Particles of sand are easily digested by the powerplants and, while this is not necessarily reflected in terms of failures, it can hurt the lifespan of what is one of only eight engines available to each driver for the year.



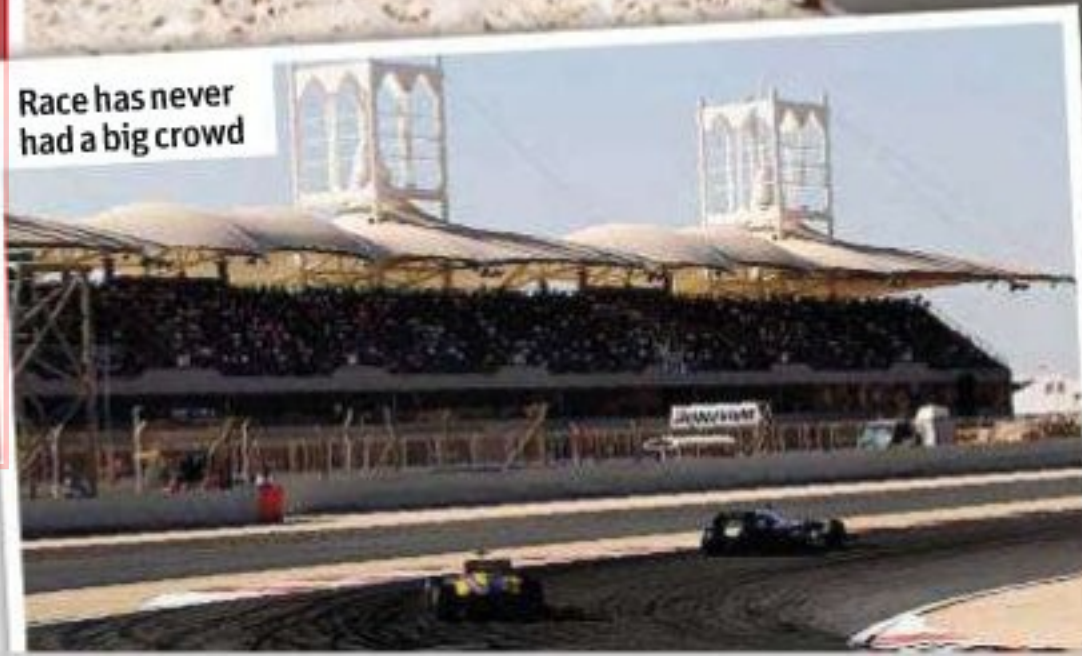
P18

TRACK
GUIDE
AND GARY
ANDERSON'S
AUTOSPORT
SUPERGRID

Sand is always a potential problem



Race has never had a big crowd



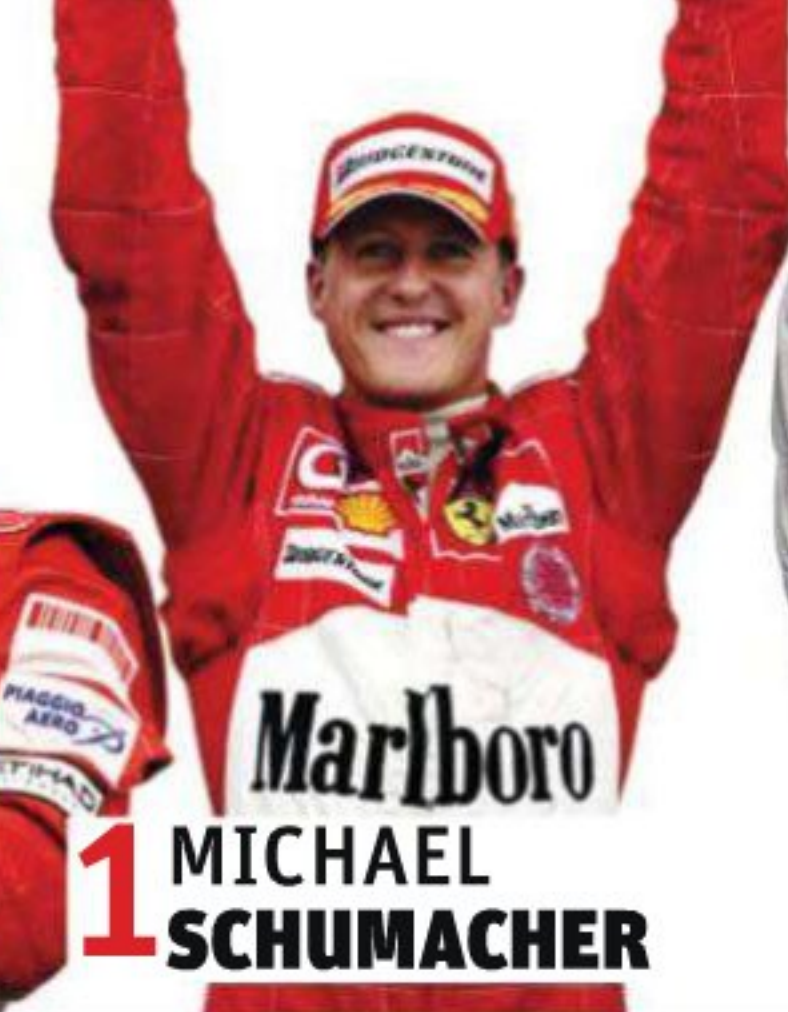
Winning drivers



3 FERNANDO ALONSO



2 FELIPE MASSA



1 MICHAEL SCHUMACHER



1 JENSON BUTTON

TEAMS WITH MOST WINS

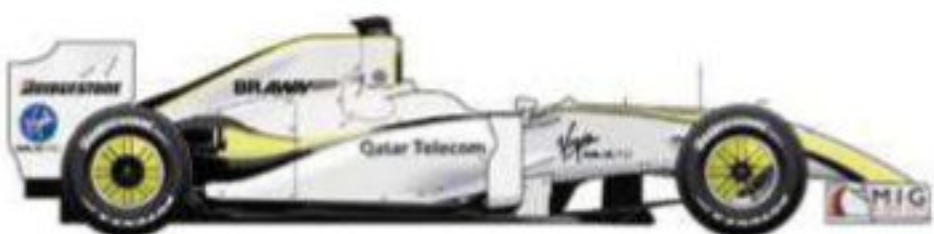
Ferrari 4



Renault 2



Brawn 1



Races at Sakhir: 7



WET RACES: 0

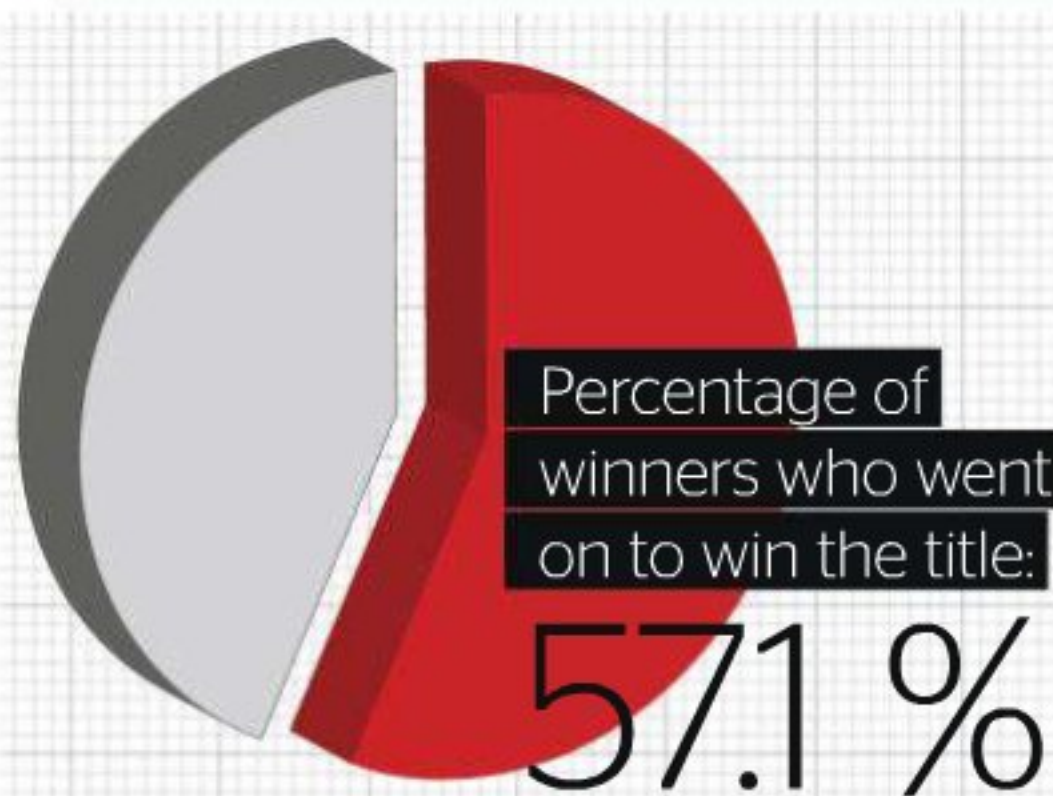
**AVERAGE
NUMBER
OF
FINISHERS**

17



Average winning margin: 6.430s

Biggest: 16.099s (2010); smallest: 1.246s (2006)



SAFETY CARS

0

BAHRAIN GP TV AND RADIO LISTINGS

FRIDAY APRIL 20

0745-0950 Free practice 1
LIVE (Sky Sports F1)
0755-0935 Free practice 1
LIVE (BBC Radio 5 Live SX)

1145-1350 Free practice 2
LIVE (Sky Sports F1)
1155-1335 Free practice 2
LIVE (BBC Radio 5 Live SX)

SATURDAY APRIL 21

0845-1015 Free practice 3
LIVE (Sky Sports F1)
0850-1005 Free practice 3
LIVE (BBC Radio 5 Live SX)

1100-1345 Qualifying LIVE
(Sky Sports F1)
1155-1310 Qualifying LIVE
(BBC Radio 5 Live SX)

1720-1840 Qualifying
replay (BBC1)

SUNDAY APRIL 22

1130-1600 Grand Prix LIVE
(Sky Sports F1)
1300-1500 Grand Prix LIVE
(BBC Radio 5 Live)
1700-1820 Grand Prix
replay (BBC1)

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GARY ANDERSON'S SUPERGRID

AUTOPOST technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after three races compared to the theoretical absolute pace, which is expressed as 100.

100%

Both Mercedes drivers have moved forward after the team's showing in China, pushing Jenson Button and Romain Grosjean down the order.

Williams and Sauber are emerging as the standout teams in the tight midfield battle, pushing Force India and Toro Rosso further back.



Hamilton 100.177



Rosberg 100.341



Schumacher 100.394



Button 100.459



Grosjean 100.548



Vettel 100.728



Webber 100.752



Maldonado 101.195



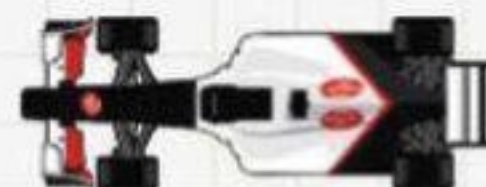
Kobayashi 101.308



Alonso 101.517



Senna 101.627



Perez 101.633



Hulkenberg 101.666



Ricciardo 101.740



di Resta 101.815



Raikkonen 101.041

FLASHBACK

RED BULL GIFTS ALONSO DREAM START

Fernando Alonso's Ferrari career began in perfect style with victory, but only after Sebastian Vettel slowed with mechanical problems having led from pole. From third, Alonso muscled past team-mate Felipe Massa before passing the ailing Red Bull with 15 laps to go. Massa completed a Ferrari one-two on his return from injury, ahead of Lewis Hamilton.

2010 BAHRAIN GRAND PRIX

POS	DRIVER
1	Fernando Alonso (Ferrari)
2	Felipe Massa (Ferrari)
3	Lewis Hamilton (McLaren)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD





sa 101.904

Ferrari's plight is even clearer after China, as Fernando Alonso slides further into the midfield. Progress for Felipe Massa is little consolation.



Vergne 102.161

AND AS FOR THE REST

Both Marussia and HRT made progress relative to the absolute pace in China, but it's still not enough for either team to get a car onto our Supergrid scale.

Glock 105.330
Pic 105.798
de la Rosa 107.203
Karthikeyan 107.665



Petrov 103.861



Kovalainen 103.543

104%

TRACK GUIDE

SAKHIR

NUMBER OF LAPS 57

CIRCUIT LENGTH 3.36 MILES

LAP RECORD 1:30.252 M SCHUMACHER (2004)

UK START TIME 1PM

SECTOR 1

FASTEST CORNER

TURN 12 158MPH

6TH GEAR 3.5G

SECTOR 2

TOP SPEED - 194MPH

BIG BRAKE

TURN 1, 194MPH-44MPH

133 METRES, 3.1S 4.5G

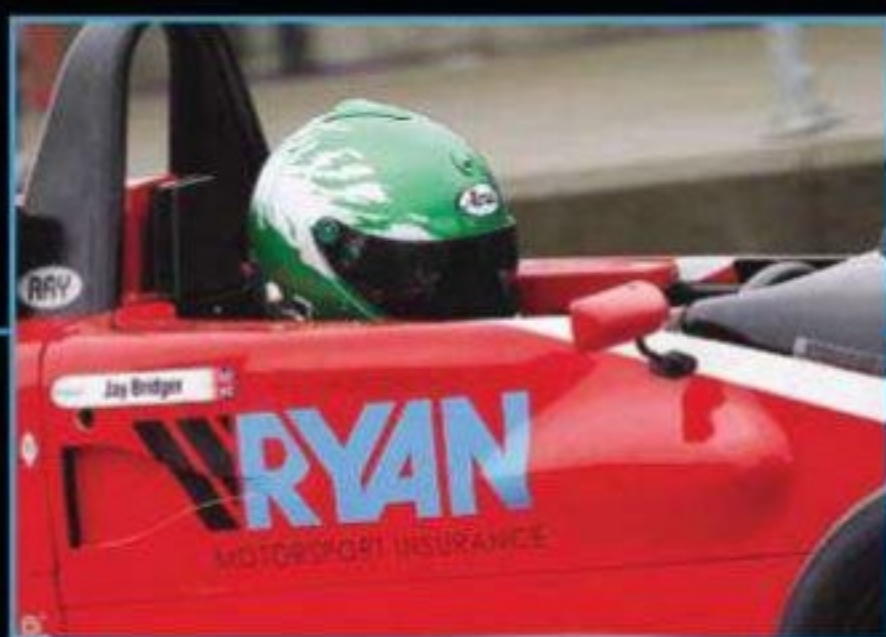


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STRAIGHT TALK DAVID COULTHARD

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

Victory for Rosberg and Mercedes in China was great for F1, but can they win again in the heat of Bahrain? Talking of this weekend's event, let's keep sport, politics and religion separate...

I don't think anyone expected Mercedes to be that dominant in China last weekend; I know the team and Nico Rosberg certainly didn't! It was more than a pleasant surprise for everyone, and great for Formula 1 to have the Silver Arrows winning again.

It was a great result too for Nico, because he was becoming the forgotten man of F1. He's been around for a long time, the famous son of a famous father – but without the achievements of Damon Hill or Jacques Villeneuve. And, to the world in general, Keke isn't perhaps as exciting as their dads were – even I managed to win more than one race in a season, but I didn't win a championship!

When I think back to the first win of my F1 career, I recall how naive I was back then. If I'd had the maturity of the later part of my career, I'd have done a much better job. Nico has contested 111

grands prix – he's a lot more rounded, and he converted that chance of victory with great confidence.

What will be interesting to compare is Mercedes' performance in the heat of Bahrain. A winning car is a winning car, but there is a question mark over where its tyre usage might put it. Speaking to Michael Schumacher and Mark Webber on Sunday evening, they say that the degradation is so marginal that once you hit that cliff, you've got to finger-tip that steering wheel all the way.

RIVALS HOPING TO ADD SOME HEAT

If a McLaren, Ferrari and Mercedes can win a grand prix, then so – absolutely – can a Red Bull. It's still a quick car, but things just haven't aligned to make that happen.

The key to Sebastian Vettel's title success last year was track position, built on his poles, yet quite often his qualifying and race advantages would be relatively slim. The difficulty this year seems to be in switching-on the front tyres in qualifying, and that tyre-temperature sensitivity has pulled the rug out from under Seb somewhat.

The cool conditions of Shanghai certainly suited Mercedes, but who's to say the warmth in Bahrain won't be just what Red Bull has been looking for? I anticipate much more of a McLaren v Red Bull battle.

We've yet to see Lewis Hamilton on the top step of the podium this year either, but he's leading the points after three

consistent performances. OK, his bottom lip came out in Australia, but he's been much more relaxed in Malaysia and China – perhaps he's finally realising that he cannot, and will not, win them all.

In this frame of mind, I still expect him capable of unleashing great performances, while across the garage Jenson Button is one of the safest pair of hands in Formula 1 right now.

THE BIG OFF-TRACK TALKING POINT

I flew home from China on Monday, while my BBC colleague Jake Humphrey went straight to Bahrain and he texted me to say the place looked absolutely the same as always. Of course, any protest is sure to ramp-up as the weekend approaches. But we can't pretend all is well; the stories that have come out of Bahrain over the past 12 months have told us that.

But in terms of human rights, is there not an issue in China, where we've just been? In terms of protests, have we not had riots on the streets of London last summer? You can get on a high horse about things like this, but I think sport is sport.

The issue in my mind for F1 is those who want to use it as a leverage point to highlight their issues. F1 has no beef with the Sunni rulers of Bahrain, and neither does it have a beef with the Shia majority. It is not backing or supporting any one of those religious groups over the other, and from within the confines of that Hermann Tilke-designed track, which could be anywhere in the world, all we're going to do is have a race. ☺

PIC: THOMPSON/GETTY



Rosberg: a worthy winner after 111 races

**“F1 has no beef with Bahrain.
All we're going to do is race”**

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Budapest
27-29 Jul


Spa-Francorchamps
31 Aug-2 Sep


Monza
7-9 Sep


Singapore
21-23 Sep


Suzuka
5-7 Oct


Yeongam
12-14 Oct


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MARK HUGHES

GRAND PRIX EDITOR

It's about time we had an update on the Lotus name/ownership/finance saga, but that's merely a sideshow compared to the broader significance of F1's impending visit to Bahrain

So a bit of an update on the Lotus situation: some of you may recall we did an account in this column last year about who owned the rights to the Lotus name in Formula 1 and how the courtroom had cleared that up splendidly. To recap, the owners of Group Lotus (the manufacturer of the Lotus road cars) thought it a good idea to grant the rights to the Team Lotus name to a new F1 team. But then had second thoughts – and had the alternative notion of sponsoring a different (faster) F1 team and telling the original team that it could no longer use the Lotus name. That team believed otherwise and the whole thing went to court where the judge ruled that Team Lotus could continue with that name in F1 but that Group Lotus held the rights elsewhere. A plain account of the process read like satire, but wasn't.

Since then, of course, the former Team Lotus agreed it would surrender those naming rights in a voluntary settlement with Group Lotus. So Team Lotus renamed

itself Caterham while Group Lotus continued to sponsor the Enstone-based team – which for this year began entering its cars as Lotuses, rather than Renaults. But recently, Group Lotus – which is not in great financial shape – decided it would no longer sponsor the Enstone team. But in keeping with the whole Byzantine thread of the story, the Enstone team's cars still carry the Lotus name.

It emerged early in the Chinese Grand Prix weekend that Group Lotus owners Proton gave the Enstone team owners Genii a loan of £30 million, repayable within three years. Security for the loan was the Enstone team. In addition, Proton retains the rights to purchase 10 per cent of the team, with a further 10 per cent option if there is any default on the loan. In the meantime Proton itself is being taken over by a new owner, which is now conducting due diligence upon the Group Lotus operation. It remains to be confirmed or denied that Group Lotus will be sold on by the new owner.

So in 2011 we had Renaults that were sponsored by Lotus, and Lotuses that were not. Then for the start of this season we had Caterhams that were nothing to do with Lotus and 'Lotuses' that were sponsored by Lotus. Now we have 'Lotuses' that are no longer sponsored directly by Lotus, but which are definitely no longer Renaults – from a team which might in future be owned, at least in part, by Proton, even if Proton sells Group Lotus! OK, all clear now?

It's interesting, even amusing, watching these financial contortions, but now we move onto Bahrain – and that's no laughing matter. That F1 is attending this race says all that needs to be said about contortions. As external sponsorship dries up and car manufacturer money has all but disappeared from the sport, an ever-greater proportion of F1's income is being sourced from massive hosting fees of countries such as Bahrain. But now look where that's taken us; an outside world that perceives the sport to be stamping upon the aspirations of a people looking for no more than what is taken for granted in F1's homeland. Even without this self-inflicted wound, there are plenty outside of the sport who see only a cynical and greedy business that's increasingly out of step with the mood and necessities of the time. They are only too glad to use its provocative visit to Bahrain at this sensitive time as an excuse to give it a good public kicking.

Just take a look at some of the newspaper editorials of the last week or so for proof of that. This is a majestic, regal sport at its core – but it sure disguises that well at times. History will judge us. ❧



Financial contortions behind scenes at Lotus

PIC: FERRARO/LAT

“F1 is a majestic, regal sport, but it sure disguises that well at times”



INDYCAR

Chevy takes aero in-house

Manufacturer to design its own aero kit for 2013, not enlist specialist. By MARK GLENDENNING

Chevrolet already produces IndyCar engines

Chevrolet claims that a desire for accountability and internal development are the main forces behind the decision to develop its own aero kit for the 2013 IndyCar season rather than having the work done by a third party.

The series plans to open its rules next year to allow outside parties to design and manufacture bodywork. This will allow alternatives to the standard Dallara kit currently in use in order to create differentiation and promote competition.

All three existing engine manufacturers have already confirmed their intentions to race

bespoke kits next year. But while Lotus and Honda have a strong aero pedigree through their Formula 1 and sportscar programmes, Chevrolet has traditionally focused on other forms of racing.

GM Racing director Mark Kent told AUTOSPORT that this will change next year.

"We are assembling a team to lead the development of the new kit," said Kent. "We don't want to just go out to a third party and pay them to develop it. There are a couple of reasons.

"First, we wanted to have some accountability for the success of the

"We wanted to have some accountability for the success of the programme"

GM's Mark Kent

programme. We wanted to be held accountable for winning or losing. If you have that accountability, you strive to have the best product.

"Second, we wanted to bring engineers onto this programme that could learn, and we could then take those engineers and apply them to some of our other motorsports programmes. We wanted to be a

smarter organisation. We're using people with F1 experience and from the industry, coupling them with some of our existing aero talent, bringing in new aero talent, and make them all work as a team."

Honda is expected to continue its links with Wirth Research, which worked on its current HPD LMP1 car. Lotus is also talking to a possible partner, but will do the bulk of the work in-house. Other organisations are also understood to be looking into creating bodywork packages.

➔ P46 INDYCAR REPORT

INDYCAR

Engine-change penalties to stay in IndyCar for good



Franchitti inherited top spot; pole-setter fell to 11th

INDYCAR HAS NO PLANS TO CHANGE THE rule that imposes a 10-place grid penalty on teams that make unauthorised engine changes, despite complaints from some drivers that they are being penalised for something that they cannot control.

Over half the field, including all 11 drivers of Chevrolet-powered cars, were given penalties at Long Beach last weekend when the manufacturer advised they swap engines due to problems discovered on inspection of James Hinchcliffe's unit.

IndyCar technical boss Will Phillips said that although the rule seemed heavy-handed, it was enacted to contain costs over the longer term.

"It may seem very harsh now, but we're

looking four, five years down the road," said Phillips. "If a manufacturer comes in with short-life motors, it's going to cost an awful lot of money. If people want to have the engine lease at \$690,000 [£432,000], you're not getting 25 engines."

Several drivers have criticised the rule, which is enacted if an engine does not last 1850 miles between changes. Dragon Racing's Sebastien Bourdais suggested that suppliers were being too cautious.

"What's the fairness in penalising the driver because the engine supplier decided to change the unit before it even popped?" he said. "We all understand the rule, but we are just about trying to compete in a few races without changing units."

FORMULA 3

Nissen backs Berger to revive F3

EX-FORMULA 1 STAR GERHARD

Berger has been backed to restore Formula 3 to its former glory by one of the category's key players.

Berger was named as president of the FIA Single-Seater Commission in late 2011 and has already made a significant change by reviving the European F3 championship to replace the International Trophy, which drew fewer than 10 entries last year.

Outgoing Volkswagen Motorsport director Kris Nissen, who brought the German manufacturer back into the front end of the category in 2007, believes the 10-time grand prix winner is the perfect man to steady the ship.

"I think that with his ideas, power and knowledge, by the end of 2012 there will be a very strong set-up for the future," Nissen told AUTOSPORT. "We don't need a complete restart, but let's say we're in a safety-car situation now."

AUTOSPORT revealed last week that six firms, including VW tuner



Berger is president of FIA Single-Seater Commission

Spiess, have declared an interest in building engines to 2013's all-new rules, proving that there is still a strong interest in the series. The new rules are intended to halve the costs of engine leasing for a season.

"We all know that in DTM, sportscars and F1, most of the drivers come out of F3, so for the future we need this platform," added Nissen, who has seen drivers powered by VW

engines win three British titles and one Euro Series crown.

Fourteen cars are already registered for next weekend's Euro Series/European championship opener at Hockenheim, two more than at last year's first round of the Euro Series.

➔ P68 MONZA BRIT F3

INDYCAR

Lotus teams consider future

SOME OF INDYCAR'S LOTUS-POWERED

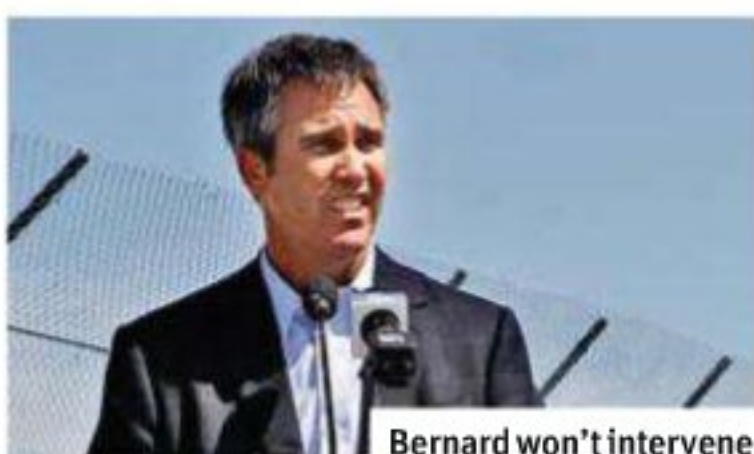
teams are running out of patience with the engine manufacturer and are considering their options, AUTOSPORT understands.

Lotus was the last of the three engine suppliers to finalise the plans for its unit, designed by Judd, and the combination of tight timeframes, a lack of testing and the sale of its parent company during the winter have left it playing catch-up.

The company has been working hard to address its speed and reliability deficits to Honda and Chevrolet, but its most pressing problem has been building too few engines.

It was this that forced Lotus to miss the critical Indianapolis test two weeks ago. This is believed to have been the catalyst for as many as four of its five teams to express their concerns directly to the series.

IndyCar CEO Randy Bernard told AUTOSPORT that the series would not get involved. "That's between the teams and Lotus," he said. "We have a contract with Lotus, and must comply with that."



Bernard won't intervene

AUTOSPORT SAYS...

MARK GLENDENNING
US EDITOR

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One of IndyCar CEO Randy Bernard's favourite buzzwords is 'storylines'. For example, Rubens Barrichello's arrival in the series is more than just a double-espresso shot of credibility to its driver line-up, it is also a great 'storyline'. The rationale behind the split race and grid lottery at Texas last year? Bernard was concerned about a loss of momentum after Indy and wanted a 'storyline' for the middle of the season.

If it's storylines that he wants, then it's starting to look like he'll hit paydirt with the 2013 aero kits. We're a long way from knowing what they'll look like – the final draft of the rules isn't even out yet – but what we do know is intriguing. If the current talk is anything to go by, then the kits will be far more than ornamental. Some of the Dallara bodywork will be carried over, but it sounds like the bits that can be played with will be enough to affect each car's performance.

Another unknown is exactly how many companies will have kits, although it is likely that there will be more versions on offer than just those from the three manufacturers. And what the manufacturers themselves are doing is intriguing – Chevrolet is reinventing its aero department for the challenge rather than subcontracting it out, while Honda and Lotus are going down very different paths.

Storylines, all – and no-one's built so much as a 2013-spec endplate yet.

Chances of variety for 2013 look good



Bill Stone 1939-2012

BILL STONE, WHO DIED AGED 72 last week, achieved a lot in a long and varied career, and did it all with a smile on his face.

The Kiwi was a handy racer Down Under, beating the likes of Denny Hulme and Jack Brabham in the 1967 New Zealand Grand Prix, before moving onto the Tasman Series and then Formula 3 in Britain. When the money ran out, he became the first employee of fledgling constructor March Engineering in 1969.

With Adrian Reynard he subsequently set up Sabre

Automotive, which went on to produce the young engineer's Formula Fords.

"He was my mentor," said Reynard. "He taught me so much about the business."

After a sojourn running a farm in his homeland, Stone returned to the UK in the late 1980s. He ran his own team in Renault UK, fielding Jason Plato, team managed at Andy Rouse Engineering and then renewed his relationship with Reynard to help set up the BAR F1 team. Spare weekends were spent racing his beloved Morris Minor in classic tin-top events.

REMEMBER WHEN...

MARCH 25 1984



...Gerhard Berger raced in F3? The man in charge of reviving F3 internationally was a twice a race winner in the 1984 European championship in a Trivellato Ralt-Alfa Romeo RT3/84. Here, he was fourth at Donington.



LE MANS

Toyota aim unaffected by crash

Japanese manufacturer's focus still to be leading hybrid at Le Mans, despite test accident. By GARY WATKINS

Toyota is refusing to downgrade its targets for the Le Mans 24 Hours in the wake of the testing accident that forced its withdrawal from next month's Spa 6 Hours.

Toyota Motorsport GmbH technical director Pascal Vasselon conceded that the accident at Paul Ricard earlier this month is a setback to the team's preparations. But he stressed that the team is not changing its ambition for the TS030 to be the fastest hybrid.

Vasselon told AUTOSPORT: "Will we be in worse shape than we would have been? Do we change our targets? At the moment, no. We still aim to be the fastest hybrid car."

The crash, which damaged the

tub of the first TS030 HYBRID beyond economic repair, happened the day before the TMG squad was due to begin the second of its quartet of 30-hour simulations planned ahead of Le Mans. It also

resulted in the cancellation of Toyota's next long-distance run this month at Aragon.

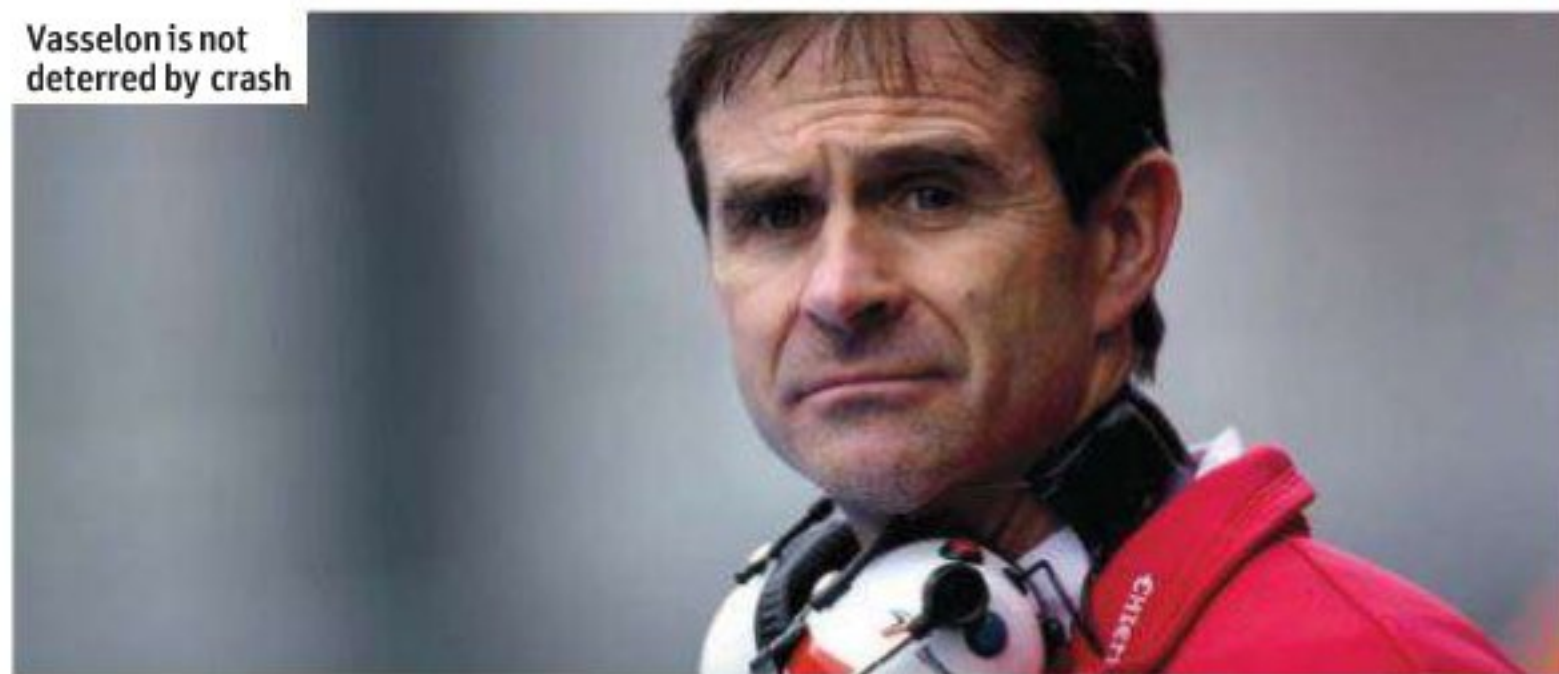
Asked by AUTOSPORT if the loss of Spa was more significant than the cancellation of the two

tests, Vasselon said: "I would definitely swap a test session for the opportunity to race [before Le Mans]. Nothing can replace a race for a team organisation to be able to analyse where it is."

Toyota's pre-Le Mans test schedule has yet to be redefined, according to Vasselon. He said he hopes for two more endurance simulations and one performance test.

The second TS030 is due to be ready days before Spa on May 5, which would have left no time for testing before the race. Vasselon conceded that the next chassis may not be ready in time to take part in the Le Mans Test Day, 10 days before qualifying for the race begins.

Vasselon is not deterred by crash



LE MANS

New LMP1 Pescarolo unlikely to make race debut at Spa

THE PESCAROLO SQUAD'S NEW LMP1 challenger is looking increasingly unlikely to make its debut at the Spa 6 Hours next month.

Team boss Henri Pescarolo told AUTOSPORT that he is unwilling to rush the debut of the Judd-powered Pescarolo 03, which is based around the Aston Martin AMR-One monocoque. Missing Spa would mean the car would make its

race debut at the Le Mans 24 Hours.

"I always said it would be difficult to be ready for Spa [round two of the FIA World Endurance Championship]," said Pescarolo. "If the car is ready, there would be no time for testing, so it would not be sensible to go to a track like Spa without any testing."

"It may be better to not race, but present the car at Spa and do some long-distance

testing before Le Mans. We will make the decision next week."

Pescarolo would be unable to run last year's Pescarolo 01 at Spa. Teams were given dispensation to run 2011-spec cars for the WEC opener at Sebring only.

The Dome-Judd S102.5 that Pescarolo will run at Spa and Le Mans began testing earlier this month. The car completed 700 miles at Navarra and then at Aragon.

Dome has tested at Aragon





Adeshokan launched project last weekend

WORLD GT1

GT1s could race in Nigeria in 2013

A STREET CIRCUIT IN NIGERIA'S MOST populous city, Lagos, could host the first major international race in West Africa as early as next year.

A Nigerian group with backing from the state government of Lagos is already at an advanced planning stage for its first event in October 2013. Preliminary designs for an FIA category-two circuit around the central business and marina districts have already been made by D3 Motorsport Development, which was responsible for

the Marrakech track in Morocco.

Ribí Adeshokan, whose GRC Motorsport company is leading the drive to take motorsport to Lagos, said: "The time is right to bring motorsport to Nigeria, the world's third fastest-growing economy."

Adeshokan said all the necessary approvals have been given for the track and that he has had discussions with FIA GT1 World Championship boss Stephane Ratel about bringing the series to Lagos. He explained that he is now looking to

finalise funding for the event.

Ratel said: "If they build the circuit, it could happen. It would be phenomenal to have a race in Africa, but there are other projects."

Adeshokan has launched a team under the Nigeria Racing Eagle banner to educate his country about motorsport. He plans to enter an Audi R8 LMS, to be run with United Autosports, in selected GT3 events with Nigerian drivers this year, culminating in the Abu Dhabi 12 Hours in December.

IN BRIEF

Powell joins Status



POWELL GETS STATUS DEAL

Formula Renault UK graduate Alice Powell is the third female to join this year's GP3 grid, with Status GP. Rival squad Carlin has confirmed another UK driver, Will Buller.

EVANS TOPS SILVERSTONE TEST

New Zealander Mitch Evans set the pace in official GP3 testing at Silverstone last week, edging out MW Arden team-mate Matias Laine on day one and Lotus (formerly ART) driver Conor Daly on day two.

FLURRY OF LATE F2 SIGNINGS

Swiss Matheo Tuscher was a last-minute entry for Formula 2 before last weekend's Silverstone opener, and became the series' youngest polesitter – at the age of 15. Romanian veteran Mihai Marinescu, Formula Renault BARC champ Dino Zamparelli and F3 racers Samuele Buttarelli and Kevin Mirocha also joined the field.

FORD TALKS INDYCAR ENGINES

Former Champ Car engine supplier Ford has met IndyCar boss Randy Bernard about joining the series. "We had a great meeting with them, but there are no promises," said Bernard.

NASCAR BACK TO ROCKINGHAM

North Carolina oval Rockingham Speedway hosted its first national-level NASCAR race since 2004 last weekend. The Truck Series race was won by Kasey Kahne.

SIMONSEN TO AMR FOR LE MANS

Danish GT star Allan Simonsen has joined Aston Martin Racing for the Le Mans 24 Hours. Simonsen, 33, will share the team's GTE Am class Vantage, to be run in conjunction with Young Driver AMR, with Christoffer Nygaard and Kristian Poulsen.

ROSSI QUICK IN FERRARI

MotoGP legend Valentino Rossi impressed on his Blancpain Endurance Series debut at Monza last weekend. He qualified a Kessel Racing Ferrari 458 Italia GT3 in 10th place among the 57-car field.



Rossi raced Ferrari

LE MANS

Flybrid back in prototypes

THE ALL-MECHANICAL KINETIC energy recovery system built in Britain by Flybrid Systems will return to the racetracks this season.

Silverstone-based Flybrid has revealed that it has completed a deal with an LMP1 team to race an upgraded version of the system used by the Hope ORECA squad at last year's Le Mans 24 Hours. Flybrid boss Jon Hilton would not reveal the name of the team, but he insisted that one of its cars would race as a hybrid this season.

"There is a team that will have a new and upgraded 2012 system that is in build right now," said Hilton. "We

should be delivering in the first half of May. They will race in the back half of this season for sure to get them ready to go to Le Mans next year with a proper effort."

The identity of the team is not known, but the American Dyson Racing squad, which this week withdrew its two Le Mans entries (see p29), is known to be working on a hybrid project. No comment was available from Dyson.

The Hope Racing squad, which was originally on the reserve list for Le Mans this year, has withdrawn its entry.

EUROPEAN F3 CHAMPIONSHIP

Euro F3 deal for young Brit



VW power for Bernstorff

ANGLO-DANE EMIL BERNSTORFF

will race in the FIA European Formula 3 Championship after joining Volkswagen-supported team Ma-con Motorsport.

The Briton, a McLaren AUTOSPORT BRDC Award finalist last year, steps up from ADAC Formel Masters, in which he was the runner-up in 2011. He will take in the full Euro Series as well as the British F3 rounds at Pau and Spa that count for European championship points.

"It's great to be racing in European F3 with Ma-con this year," said Bernstorff, 18. "It's quite a late deal and I haven't tested the new car yet, but as I get used to the car I expect to be near the front challenging for victories."

The European championship and Euro Series start at Hockenheim on April 28.

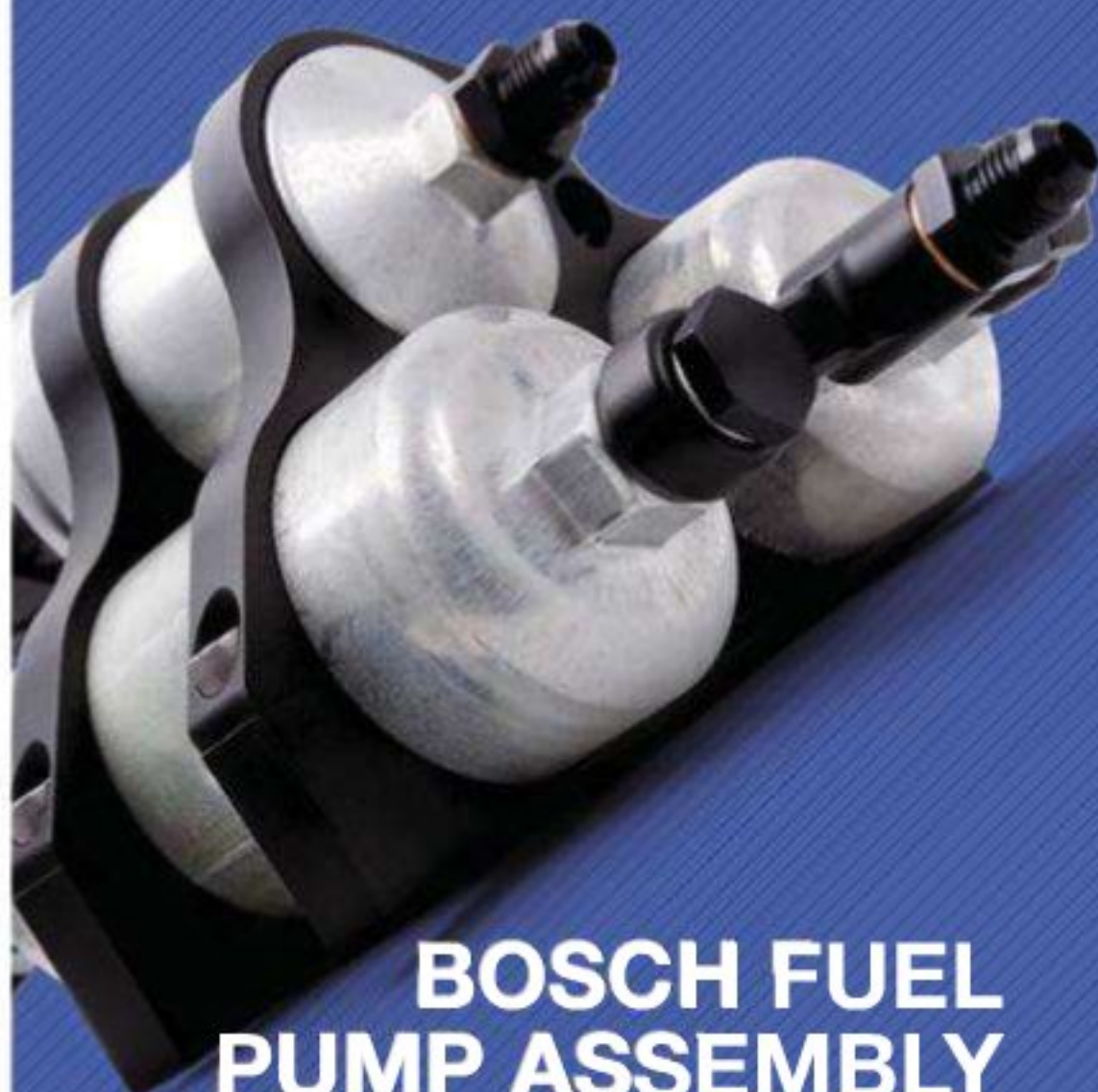
Flybrid system was in Hope ORECA last year



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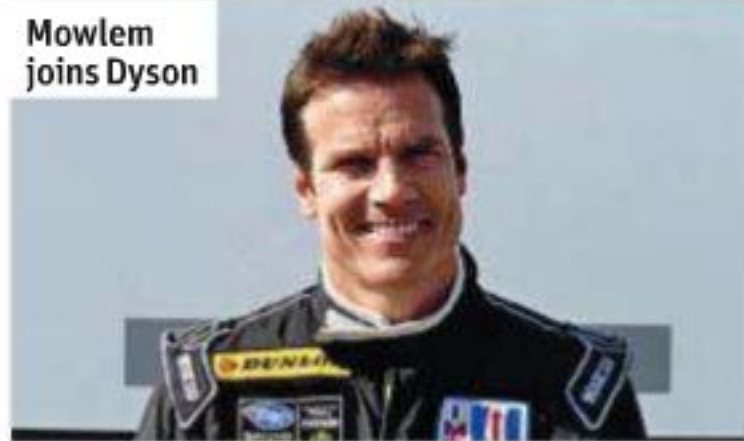
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IN BRIEF

Mowlem joins Dyson



MOWLEM LANDS DYSON DRIVE...

Johnny Mowlem will contest the four remaining American Le Mans Series enduros in the lead Dyson Racing Lola-Mazda B12/60 with team regulars Chris Dyson and Guy Smith. He remains a Lotus test and development driver.

...BUT TEAM QUITS LE MANS

Dyson has withdrawn its two Le Mans entries for financial reasons. European Le Mans Series teams Status GP and Murphy Prototypes move onto the full entry list in their place with their LMP2 cars.

HAMILTON TO ALMS

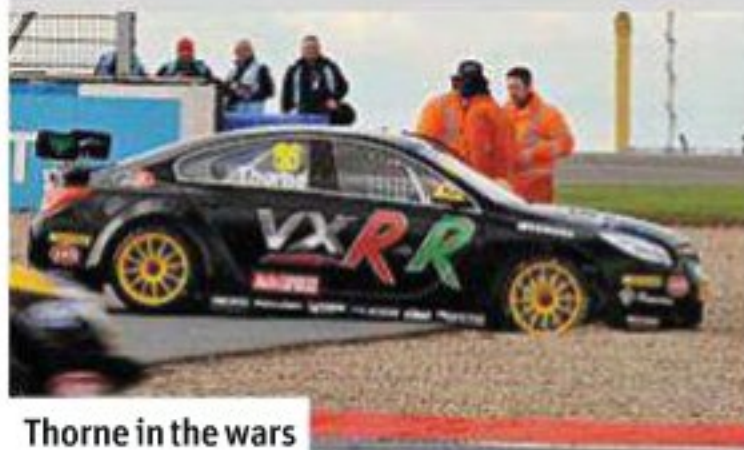
GT Open racer Archie Hamilton, grandson of 1953 Le Mans winner Duncan, will make his prototype debut in the ALMS at Laguna Seca next month. He will share Pickett Racing's LMPC ORECA with ex-Indycar racer Memo Gidley and Mike Guasch.

PAPIS GETS SURFERS DRIVE

Versatile Italian Max Papis will make his V8 Supercar debut at Surfers Paradise in October, sharing a Dick Johnson Racing Ford with regular Steven Johnson. Fellow 'international' drivers Peter Kox, Gianni Morbidelli and Boris Said will co-drive James Moffat, Dean Fiore and Steve Owen.

WITHDRAWALS AT DONINGTON

British Touring Car Championship drivers Rob Austin, Ollie Jackson (both with engine problems) and John Thorne (technical) were forced to withdraw during the Donington Park meeting last weekend. All three aim to return at Thruxton at the end of this month.



Thorne in the wars



Plato says NGTC freedom should be closer to S2000s like the BMW

BTCC

Plato wants NGTC changes

Championship leader says more technical freedom needed with regulations

British Touring Car star Jason Plato wants the series' NGTC rules to be freed up to encourage more engineering.

NGTC was introduced last year with the aim of reducing costs by using some control parts. Plato is racing an NGTC machine – the new MG6 – for the first time this season. He feels that more rules freedom would help sort some of the problems inherent with NGTC, and give the best drivers and engineers more of a chance to shine.

"I think we'll reach the point where we can't engineer all the problems we've got, so it would

be nice if they gave the teams a bit more freedom to engineer the car," he told AUTOSPORT.

"I think the power-steering should be free and some suspension components, so the engineers can improve things and experienced drivers can make a difference.

"This is a good starting point for NGTC, but there are some problems that won't go away until things are freed up to improve the weak links."

Speedworks Motorsport boss Christian Dick agreed there are issues, but warned against too much technical freedom. "I wouldn't be overly impressed if we opened up

areas where you can find speed by spending money," he said. "We need to put on a show and if we allow costs to creep up again we'll lose some of the smaller teams.

"If we're all in the same boat, why spend money on changing it?"

BTCC boss Alan Gow feels it is too early to decide. "It's not something to contemplate at this moment," he said. "We're in the second year of a five-year programme. The best drivers and engineers still make the best cars."

➔ **P60 DONINGTON BTCC**

NASCAR NATIONWIDE

Bayne's Nationwide drive gets scaled back



Bayne had a Cup race at Texas

LAST YEAR'S SHOCK DAYTONA 500

winner Trevor Bayne has been forced to put his NASCAR Nationwide Series programme on hold due to a lack of sponsorship.

Bayne, 21, who was fourth in the Nationwide standings before missing last weekend's round at Texas Motor Speedway, went into the season with his Roush Fenway Ford team knowing that it only had part of a season's budget in place.

The team hoped that running him in the opening races would tempt a new

backer on board, but Roush president Steve Newmark told AP that efforts had been unsuccessful.

"It's been tough on him, but I think he also recognised that living week to week wasn't an ideal situation for him or his team guys," said Newmark.

"But we'll continue looking, and the expectation is that we'll add more races. By no means is he done in the Nationwide Series this year. We just came to the recognition it's not going to be full-time."

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WRC

VETERAN RACER READY TO RALLY

Ex-Formula 1 racer Eliseo Salazar warmed up for his World Rally Championship debut in Argentina later this month by testing his Prodrive-run Mini John Cooper Works WRC in Portugal recently. Kris Meeke was on hand to coach the 57-year-old Chilean.

WRC

Wilson: Latvala can still win title

Ford supremo backs Finn to remain in title contention after skiing injury forces him to miss Rally Argentina

Ford team boss Malcolm Wilson insists his wayward star Jari-Matti Latvala can still win this year's world championship despite his troubled campaign suffering another setback last week when he broke his collarbone.

Latvala has been ruled out of Rally Argentina later this month after suffering the injury during a fall while cross-country skiing in Lapland in his native Finland on April 11. Spaniard Dani Sordo will be announced as his replacement this week.

It means the Finn will have failed to score on three of the opening five rounds of the 2012 season following crashes in Monte Carlo and Mexico, having started the year as one of the title favourites.

Wilson, who has steadfastly refused to criticise Latvala amid a spate of on-stage blunders, has once again jumped to the defence of the 27-year-old.

"If we get through Argentina and [Sebastien] Loeb has another bad weekend like he did in Portugal then it's game on [for the championship]," Wilson told AUTOSPORT. "With Argentina capable of throwing up the kind of weather we had in Portugal anything can happen. There are people who will be saying that's it for Jari-Matti in terms of the championship but I don't subscribe to that."

Latvala's focus is now on getting fit for the Acropolis Rally at the end of May. The Greek round is

notoriously arduous due to the high ambient temperatures and punishing nature of the gravel roads. With one medical expert stating a seven-week recovery, Latvala is facing a race against time to be ready for the event following surgery to insert seven metal screws into his injured shoulder.

Wilson revealed to AUTOSPORT that the decision to withdraw Latvala from the factory Ford line-up in Argentina was delayed until 12 hours after the driver's operation on Thursday evening just in case he could be fit enough for the trip to South America.

There was intense speculation over who would replace Latvala in the immediate aftermath of his injury, with Rally of Portugal

winner Mads Ostberg thought to be the most likely. Unfortunately, a step up for the Norwegian privateer – who has already entered Rally Argentina – was impossible due to event entry regulations.

Rally Argentina is not part of Sordo's Mini programme with the Prodrive WRC Team.



Latvala: down but not yet out



Mini will tackle more rallies

WRC

No place for Meeke in expanded Mini plan

PRODRIVE HAS CONFIRMED A TWO-CAR entry for the world championship rallies in New Zealand, Germany and Great Britain, but Kris Meeke won't be part of its line-up.

Meeke and Dani Sordo had been due to undertake a full schedule with the Prodrive Mini WRC Team this season but the Briton was informed before Christmas that his seat would be taken by paying drivers

until more backing could be found.

Although Prodrive's technical tie-up with Mini remains, the Mini WRC Team has since ceased to exist in the aftermath of the car maker's decision not to help fund the running costs of a world championship campaign overseen by Prodrive.

Sordo competed under the Prodrive WRC Team banner in Portugal with Patrik

Sandell in a second entry. Sordo has been named as the lead driver for the squad's upcoming trio of rallies but AUTOSPORT understands there is no chance Meeke will partner him due to funding issues.

Meeke declined to comment when contacted by AUTOSPORT on Monday, while Prodrive has stated it is looking for recruits with sponsorship to join Sordo.

WRC

Final Rally GB route revealed

AUTOSPORT CAN REVEAL THE

finer details of what could be the final Rally GB run in Wales – which includes an all-new superspecial at the Celtic Manor resort hotel.

This year's event is based in Wales under a single-year extension to a long-running contract between the event's commercial bosses and the Welsh Assembly Government. Sources inside the event have confirmed significant interest from the north-east – Sunderland in particular – although Wales has not given up hope of retaining Britain's round of the WRC.

As outlined by AUTOSPORT last week, the event retains a Llandudno start on Thursday September 13.



Celtic Manor will host Superspecial

The qualifying stage will run the day before in Walters Arena in the south of the country.

Friday's action includes two loops of Dyfnant, Gartheiniog, Hafren-Sweet Lamb (one stage) and Myherin, split by a Newtown remote service. The rally then heads to Cardiff for service outside the Millennium Centre in Cardiff Bay.

Day two includes Crychan, Epynt and Halfway all run twice and service in Cardiff. The Celtic Manor stage –

reckoned to be a mile and a half of mixed surfaces – runs on Saturday night. The final day will run Port Talbot, Rheola and Walters Arena. For its second run, the Walters stage becomes a six-mile Powerstage.

As expected, the Great Orme, Clocaenog and Dyfi are the stages absent from the 2012 route that has been proposed to the FIA. Initial reaction from the manufacturers has been positive to the September 12-16 event.

AUTOSPORT SAYS...

RICHARD RODGERS



What the World Rally Championship – not to mention Ford and its number one driver – didn't need was for Jari-Matti Latvala's rigorous fitness regime to include a spot of cross-country skiing.

Ruling himself out of Rally Argentina and compromising his preparations for the Acropolis Rally next month are the latest chapters in a long line of Latvala-related anguish that will have a huge bearing on the race for this year's world title.

Latvala is the fastest driver in the WRC, no question. While his injury is unfortunate, failing to blend his speed with a modicum of consistency earlier in the year means he will have a paltry 28 points when he returns to action in Greece, which is less than half of Sebastien Loeb's current total despite the Citroen driver's non-score in Portugal.

Loeb admits Latvala is the driver he fears the most, but having thrown his car into the scenery on three of the four rounds already, Latvala is no longer a title factor, despite his employer's protestations to the contrary.

Even if Latvala bounces back later in the year, the damage is done. Loeb might have made an error on the last round but it was a rare blip and he's savvy enough to know that consistency and pace will keep him on top again. Loeb deserves his success but a ninth title won't capture the fans' imagination.

If Latvala does switch to Volkswagen next year without the title it will be 'potential unfulfilled' at Ford and a slap in the face for the Blue Oval after all its support. Let's hope Jari-Matti proves otherwise.

Latvala is doing this far too often



IN BRIEF

OSTBERG TO STAR IN LATVIA RoC

Rally of Portugal winner Mads Ostberg has been confirmed for the Rally of Champions event in Latvia next month where he will switch from his regular Ford Fiesta RS WRC to a Group N Mitsubishi Lancer. Ostberg is the reigning Norwegian champion and will go up against five other domestic title winners from 2011.

HANNINEN'S EURO BID

Juho Hanninen will resume his European championship title bid on Rally 1000 Miglia in Italy this weekend following his second-place finish on the season opener in Austria back in January. Hanninen's Skoda Motorsport team-mate Jan Kopecky, who won the snow-hit Janner Rallye, will be absent owing to his commitments on the clashing Czech championship Sumava Rally.

HUNT FOR 1000 MIGLIA

Harry Hunt will contest Rally 1000 Miglia. The Briton, who will drive a Citroen DS3 R3T, is using the combined European and Italian championship event to prepare for the next round of the IRC in Corsica in mid-May.

TV DEAL FOR CORSICA

IRC organisers have confirmed five stages of the Tour de Corse will be shown live on Eurosport, including



Ostberg gets Latvia RoC chance

the rally-closing 30-kilometre Marina-Cagnano stage on Saturday May 12.

SOLBERG SIGNS SOHLBERG

Petter Solberg's PS Engineering concern has signed Kristian Sohlberg to partner Patrik Flodin in a second Ford Fiesta S2000 in the IRC. The Finn will tackle the gravel rounds in San Marino and Romania in the summer.

HILUX FOR AL-ATTIYAH

Citroen WRC driver Nasser Al-Attiyah is contesting the Seeline Cross-Country Rally in his native Qatar this week. The FIA Cross-Country round is due to finish on Saturday. Al-Attiyah will pilot an Overdrive Racing Toyota Hilux.

12 CREWS COMMIT TO PWRC

Registrations for the Production Car World Rally Championship have closed with 12 crews signed up. Subhan Aksa was the last driver to complete his entry, with the Indonesian set to mark his return to the series for the first time since Rally Argentina in 2008.



VW: happy in all conditions

WRC

VW buoyed after five-day Polo test

VOLKSWAGEN BELIEVES ITS TEST programme will leave it prepared for any conditions when its Polo R World Rally Car makes its WRC debut.

The German marque ran the Polo over a five-day period in Portugal earlier this month as it continues its preparations for its WRC entry in 2013. It experienced wet and muddy conditions for part of its test, leaving team bosses satisfied that it would be prepared for adverse conditions like those that plagued this year's running of Rally Portugal.

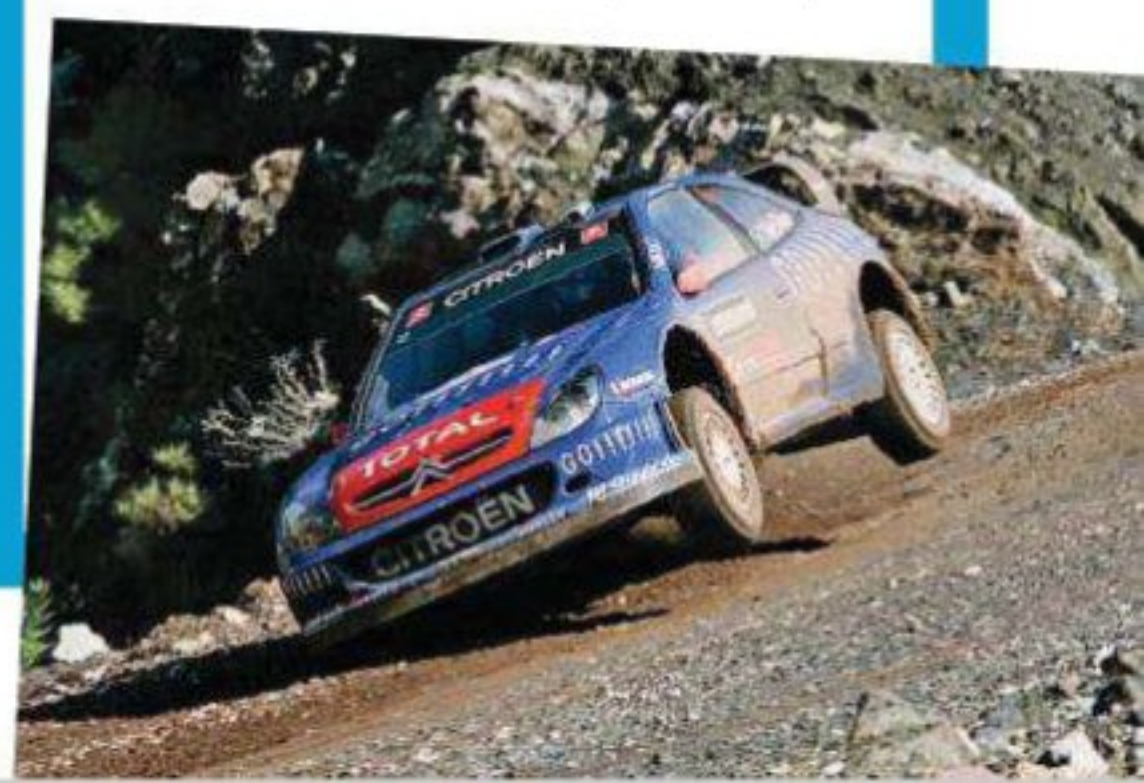
Sven Smeets, Volkswagen's team manager, explained: "We used some stages from last year's rally and they were rough to start with because of the rain. That was good because we had only really been on smooth gravel stages."

Smeets said the purpose of the test was to carry out more development.

"It's important to get as much mileage as possible," he said.

INJURY TABLE

Jari-Matti Latvala isn't the only high-profile WRC driver to call on a replacement following injury. When Sebastien Loeb hurt his right shoulder falling from his mountain bike in 2006, 1995 world champion Colin McRae was drafted in for the Rally of Turkey.





CHINESE GP

Shanghai, April 15

ROUND 3/20

LAPS 56

WINNER

Nico Rosberg
1h36m26.929s

POLE POSITION

Nico Rosberg
1m35.121s

FASTEST LAP

Kamui Kobayashi
1m39.960s

RACE RATING

★★★★★

Only lack of on-track
fight for lead prevents
a five-star rating

DRIVERS STANDINGS

Hamilton	45pts
Button	43pts
Alonso	37pts

MILESTONES

- Romain Grosjean scores his first Formula 1 points
- Nico Rosberg becomes the third son of an F1 race winner to win an F1 race



MERCEDES A-CLASS

Poor old Nico Rosberg. His Merc was so quick, and he was so supreme, that he missed all the fun on the way to his maiden win. By MARK HUGHES



QUALIFYING

It's easy for Rosberg, who only needs to do half a job to put his Merc on pole

➤ Nico Rosberg was out of his car, helmet off and standing in the weighbridge as the others – the McLaren drivers, his own team-mate – were trying to beat his time, set after just one run in Q3. They had no hope. Not only had he just produced a brilliant lap in a car that was working exceptionally well, but a suddenly more-overcast sky had lowered the track temperatures to the disadvantage of every car except the Mercedes.

Asked earlier in the weekend if he was concerned about Rosberg's two locked-up, blown Q3 laps in the first two races, team boss Ross Brawn had replied: "No. There's a certain way the braking system on this car works that's been catching him out, but as soon as he sorts that I'm expecting some special things from him." Well, here was the first of them.

From the moment Rosberg pitched the Merc into the flat-in-seventh entry of the first turn, then sat out the bucking and squirming as he braked and turned the car, the tone of the lap was set. Set up with plenty of wing, the car was the fastest of all through the twists of the middle sector, while the double DRS minimised the disadvantages of that wing setting down the huge straight of the final sector. In between, every braking point, corner entry and throttle application was judged to perfection.

Rosberg looked suitably thrilled with his first-ever pole, but was also quick to point out that the cooler conditions had enhanced the car's competitiveness. It was this combination that gave us the first Mercedes pole since the days of Fangio. Other cars were perhaps not generating tyre temperature quite so well on a single flying lap. "The cooler track just helped keep the rear tyre temperatures in check. It's something we are relying upon for tomorrow," he admitted, and it was the car's apparent heavy appetite for tyres that had led him and the team to make the choice of a single Q3 run, saving a fresh set of options (softs) for the race.



First Rosberg pole since 1986

You sensed that this may have been a significant moment for Michael Schumacher. He'd outqualified Rosberg in the first two races, but that had been guaranteed by Rosberg's errors. Michael would have been genuinely intrigued to know if he was more competitive relative to Rosberg than last year. But how could he know, given that Nico hadn't so far given himself a clear run? On completing a Q3 lap with which he was quite satisfied, Michael radioed in to ask of Nico's time. He was not expecting the answer he got: almost 0.6s faster than Schumacher's lap.

Splitting the Mercs on time, but taking a five-place grid hit for a gearbox damaged in the Malaysian GP, was the McLaren of Lewis Hamilton. He seemed genuinely delighted for the achievement of his friend

Rosberg. The McLaren had proved a little tricky in getting to its sweet spot of set-up in the varying track temperatures of the weekend, but Lewis was his habitual brilliant Shanghai self in squeezing all there was from the car. Jenson Button spent much of practice changing set-ups, searching for a balance that proved elusive. In opting to go out quite late into Q3, he suffered the consequences of the falling track temperature.

Both Saubers made it into Q3, with Kamui Kobayashi then going a remarkable fourth quickest, barely any slower than Schumacher's Merc. The Sauber is another car that seems to gain in competitiveness when the track surface becomes cool. It was also by far the fastest car down the long straight. Yet, thanks to its tyre grip relative to the others, the low wing setting wasn't penalised as much as it otherwise might have been in the twisty middle sector. Sergio Perez in the sister car was 0.8s slower and back in eighth, another to suffer a sudden increase in understeer thanks to getting out late in the session. Prior to that he'd been at least as quick as Kobayashi.

Lotus abandoned all but the new rear wing of an extensive upgrade package after difficulty getting the car balanced in practice. This was enough to allow Kimi Raikkonen fifth fastest time, his big Q3 advantage over team-mate Romain Grosjean coming through having a new set of softs left. This was not available

to Grosjean, who had needed two sets in Q2 after a poor first lap there. It left him back in 10th after not completing his scrubbed-tyres Q3 lap.

Mark Webber, seventh fastest, was the only Red Bull driver to make it into Q3! He was in the car with the later-spec exhaust, in contrast to Sebastian Vettel who had reverted to the original, more-rearwards one. Again, neither car was perfectly balanced but Webber's appeared to have better braking stability. He abandoned a second Q3 run when it became clear the track was slower, leaving him seventh. Vettel failed to make the cut into Q3 and lined up 11th, prompting one wag to ask whether his other finger was working OK.

Fernando Alonso took the Ferrari around half a tenth faster than Vettel in Q2, this squeezing him into the run-off, for which he had no fresh soft tyres and therefore qualified ahead only of Grosjean, in ninth. Team-mate Felipe Massa was less than 0.3s adrift in Q2 and lined up just behind Vettel, 12th. The remainder of the grid was two by two in the order Williams, Force India, Toro Rosso, Caterham, Marussia and HRT.



Kobayashi put the Sauber third on grid

➔

P42 RESULTS

All those vital stats



Merces lead the way, from Raikkonen and the rest



RACE CONDITIONS

The race was held in cloudy conditions, with both air and track temperatures in the low to mid-20s

Here was action-packed and tense all in the same grand prix. One cross-threaded wheelnut at Jenson Button's pitstop made it appear as if Nico Rosberg's brilliant maiden victory – Mercedes' first since Monza 1955 – was dominant. Actually, up until lap 39 of the 56, it was anything but assured as a too-close-to-call strategy game played out among frantic battling.

There was so much that was vividly brilliant about this race, so many stunning exhibitions of the art of race driving, tyre-rubbing judgement calls made in the heat of battle, three-abreast in top gear into Turn 1, inch-perfect last-moment braking moves everywhere. All the while that pack remained clumped together as if threaded by invisible elastic.

The fiendishly complex strategy game behind that facade was

balanced upon an incredibly delicate pivot of tyre usage.

The unintended consequence of the restriction on blown diffusers has made for cars with a super-sensitivity to track temperature – at least when it's at the lower end of the tyres' working temperature range. That proved key to Mercedes' competitiveness and the strategy game, and therefore the link to understanding what in many ways was also a perplexing race.

Rosberg had sat the gleaming F1 W03 on the pole slot, shimmering heat haze rising from its nether regions, Michael Schumacher's sister car alongside and back. Most of the team's rivals believed the Merces' double-DRS-enhanced grid positions flattered their race pace, that they were ultimately going to be around 0.5s off, say, the McLarens.

Certainly that's what McLaren expected and, even with Jenson Button and Lewis Hamilton starting fifth and seventh, it was game on as they planned around three-stop strategies to enhance the necessary flurry of early on-track passing that victory from such lowly grid places demanded. Meantime they kept a wary eye on the track temperature.

The morning had dawned bright



Schumacher lost it in the pits

and increasingly warm – good news for the gentle-on-tyres McLarens, less so for the more tyre-aggressive Mercedes. But as they now sat on that grid, the cloud cover had arrived and the track temperature was falling, down to 24C from the 32C of earlier. Suddenly Mercedes might be in this picture after all.

Merc's plan from the start was two stops. Knowing its cars were not quite as hard on the rubber as others believed, the team had used the

double DRS to allow plenty of tyre-preserving rear wing rather than huge straightline – and the computer numbers said a two-stop would have you 7s ahead of a three up to the final stops. It was the left-front – and not the Merc's otherwise vulnerable rears – that defined everyone's tyre limit thanks to those long, fast right-handers and yes, there was a danger of being left in the late laps as a sitting duck, out of tyre but too late to stop. Those seven seconds ▶

◀ would quickly be devoured then. But Merc felt it had a pretty good handle on all that – and was more than happy for its cars to be thought of as potential lame ducks.

That's how it was poised under the grey skies, with thousands of genuine paying fans this year coming along to watch. The grandstands were not full, but there were certainly more people than at any of the event's eight previous incarnations.

Rosberg's start, just like his qualifying lap, was perfect and he wasn't even within his team-mate's lunging range as they screamed down to the first turn. Kamui Kobayashi's Sauber had made a terrible start from third on the grid, swamped immediately by Kimi Raikkonen's Lotus and Button's McLaren. Jenson sliced bravely around Kimi's outside as they turned into the ever-tightening right-handed opening sequence, taking enough extra momentum that he was able to convert this for the inside of the tight left of Turn 3, third place now his. As Kobayashi did his best to keep from running into the back of Raikkonen, Hamilton was nibbling away around the Sauber's outside exiting T3 and was able to convert that into the inside into T6. Kamui fought hard to hang on, but that only allowed team-mate Sergio Perez to get alongside and past.

From third down to seventh in six corners, it hadn't been the greatest start for Kobayashi.

Just behind him, Mark Webber squeaked his Red Bull past Fernando Alonso's quicker-starting Ferrari at Turn 6, but Alonso was easily able to redress the balance with the Ferrari's greater straight-line speed at the end of the long back straight into the hairpin. The combination of slow straight-line speed and a tenacious Alonso ahead of him was bad news for Webber. Sebastian Vettel was similarly hampered back in 14th, and

even the enabling of DRS on the third lap wasn't enough to untrap the RB8s.

In fact the wing-stalling devices did not make any appreciable difference to the order. Rosberg was well out of Schumacher's reach – over 2s and pulling away – by the time DRS was enabled, while further back whole clumps of DRS-open cars pulled each other down that straight, keeping everyone in touch with almost everyone else in a sort of 200mph stalemate even as cars fanned out two and sometimes three abreast into the braking zones, the drivers showing remarkable awareness and judgement. This was great news for Rosberg of course. With Schumacher as his buffer, he wasn't being forced to overextend those tyres with the car still on a heavy fuel load, and yet still he was pulling away.

By the fifth lap Schumacher was beginning to hold up Button, Raikkonen and Hamilton. At this Schumacher-dictated pace and with DRS allowing you to stay in touch with faster cars but not pass them, the whole field was staying magnetically together.

The good news was aggregating for Rosberg: under continued cloud cover, the track temperature was hovering at around 23°C; the McLarens and the unchartered threats of Lotus and Sauber were being kept off his back by Schumacher; the Red Bulls were trapped well down the order; and the pre-race threats were using up the best of their rubber in the turbulence of the pack.

It was increasingly favouring Rosberg strategically too, for the three-stoppers needed to be able to pass – and they couldn't, the tight pack meaning anyone stopping frequently was going to be falling into heavy and continuous traffic. Yes, DRS was working brilliantly well for Rosberg – by inducing stalemate behind him.

It was enough to give Webber

Senna scored points in his battered Williams



Button's wheel got stuck at pitstop



Hamilton took points lead from Alonso

DRIVER BY DRIVER by Edd Straw

1  **7/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB8-01
Start: 11th. Finish: 5th

Decision to sacrifice downforce for rear stability suggests he hasn't got on top of the car as well as his team-mate, and was unimpressive in qualifying. But despite that late fall from second to fifth, considering where he was at the end of the first lap his race performance was good.

2  **9/10**
Event rating

MARK WEBBER

Red Bull-Renault RB8-02
Start: 6th. Finish: 4th

Effective is the best way to describe Webber, who has adapted to the RB8 better than Vettel. Qualified well and raced strongly, although there's a nagging feeling that he should have outfumbled Hamilton during the late-race madness after heading him post final stops.

3  **9/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-27-02
Start: 5th. Finish: 2nd

At no point did Button look searingly fast over a single lap, but an excellent start meant he became the only driver who looked like giving Rosberg a run for his money. Bore no responsibility for the pitstop blunder and recovered to second late on with relative ease.

4  **9/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-27-03
Start: 7th. Finish: 3rd

There's been a lot of talk about Hamilton's approach this season, and the Chinese GP was tangible proof that he's back in the zone that could earn him a second title. He recovered to third after some tough breaks in a way that last year's model might have struggled to.

5  **7/10**
Event rating

FERNANDO ALONSO

Ferrari F2012-295
Start: 9th. Finish: 9th

After the fairytale of Sepang, it was back to reality for Alonso. Once again he did well to make the Q3 cut, but he couldn't pull off a miracle in the race. Might have been a little more incisive in battle, which could have allowed him to beat the two Williams-Renaults.

6  **6/10**
Event rating

FELIPE MASSA

Ferrari F2012-293
Start: 12th. Finish: 13th

Having looked all at sea early in the season, it was a far-more-accomplished Massa who hit the track in China. He was still slower than Alonso and wasn't able to match his team-mate in hauling his Ferrari into points contention, but all in all not a bad weekend.



Button DRS-ed past Vettel; both well behind Rosberg



Ferrari, Lotus and Red Bull fight it out at Shanghai

claustrophobia. Red Bull brought him in at the end of lap five, switching him from the original two-stop to a three and fitting a new set of the harder mediums, on which he was immediately lapping quicker than anyone else – but down in 20th place. He was in for a busy afternoon from there. Vettel, meanwhile, remained on a two-stop schedule.

With hindsight the circumstances were just not right for a three-stop, because the weather, Schumacher and DRS had locked the field in place. McLaren's plans of winning this race looked more difficult now, but still not unfeasible. By the 10th lap – as Hamilton was brought in from fifth for his first stop and given another set of softs – Button was just under 7s adrift of Rosberg. Should McLaren at this point have switched Jenson to a two-stop? It's easy to be a Monday-morning strategist... In real time, there was no way of knowing that Schumacher was soon going to be out of the race, and that Button would have been free to apply the pressure to Rosberg, to use the McLaren's assets in exposing the Merc's vices.

Hamilton had shadowed Raikkonen down the pitlane, and the McLaren boys had turned their car around fractionally faster than Lotus. Kimi was released as Lewis was already just ahead and they trailed down the pitlane together. It was an expensive couple of tenths of stop time for Raikkonen, as he also got caught behind Webber.

Up the kinking straight between Turns 3 and 6 Webber placed his car perfectly, forcing Raikkonen to try for the outside approach, trying to hem the Red Bull in, a game of intimidation that was never going to work on Mark. The tyre sidewalls were almost touching as they went through T6 side by side, Kimi refusing to surrender until he was hung out to dry over the exit kerb, all crossed up.

Button was in next lap, fitted with another set of options and rejoined a couple of seconds ahead of Hamilton. Sauber had split its strategy, bringing Kobayashi – who tends to be a little harder on the rubber – in early for a three-stop and leaving Perez on a two. As the Mercs pitted – Schumacher on lap 12, Rosberg a lap later, locking up heavily on his in-lap, his tyres now finished – so Perez took a temporary lead from Felipe Massa's yet-to-stop medium-tyred Ferrari.

Schumacher's stop had not gone well. The front-right guy's wheelgun wouldn't torque up the nut properly, and as he put it down to go for the spare gun it triggered the release man into thinking he'd completed the task – and Michael was released with a loose wheel. He was forced to pull off partway through the lap. He would be the race's only retirement. Michael was classily supportive of his crew in the aftermath in what must have been a bitter-sweet weekend for him.

So soon enough Rosberg led from Button. Was this when the McLaren's performance advantage would become apparent? No. Rosberg had been fitted with a new set of mediums; Button was on softs that had already done four laps in qualifying as well as the extra two laps through the earlier stop. If anything, Rosberg was initially slightly faster and was able to maintain the gap at around 4s.

McLaren's choice of tyre at the stop had effectively locked Button into his three-stop strategy now. To have run with Rosberg to Nico's second stop would have required Button's set to have completed a total of around 25 laps – and that was something that even Button wasn't going to be able to do. If he was going to beat Rosberg, he would have to do it by three-stopping and then overtaking him late in the race. It was a tough ask, but it did ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER

Mercedes F1 W03-05

Start: 2nd. DNF

Strange to say it about a driver who was in a podium position when he retired through no fault of his own, but Schumacher was pretty disappointing in China. His 0.6s qually deficit to Rosberg was, unusually, the same in the race. He simply wasn't in the same league.

8  **10/10**
Event rating

NICO ROSBERG

Mercedes F1 W03-03

Start: 1st. Finish: 1st

He was rated at five out of 10 for the first two races, where he showed a propensity to crack when the big prize was on offer. In China he was utterly imperious. Qualifying, start and race were all immaculate as he took one of the most accomplished maiden wins imaginable.

9  **8/10**
Event rating

KIMI RAIKKONEN

Lotus-Renault E20-03

Start: 4th. Finish: 14th

Raikkonen was quick in China and in the mix for a podium from the off. Having showed no signs of rustiness in battle, he was undone by a strategy that was nowhere near coming off. Might have done better once the tyres did go, but it would have only delayed the inevitable drop.

10  **7/10**
Event rating

ROMAIN GROSJEAN

Lotus-Renault E20-01

Start: 10th. Finish: 6th

Dealt with the pressure of two disastrous races at Melbourne and Sepang well and again showed excellent pace relative to Raikkonen. Played it cautiously early on but robust in battle later... although foolish attempt to repass Webber around the outside of Turn 7 was costly.

11  **7/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM05-02

Start: 15th. Finish: 12th

The Force India hasn't looked like a genuine top-10 car and di Resta seemed to get all he could out of the machine in China. Comfortably outpaced his team-mate in qualifying and kept within touching distance of the points, which was all you could ask.

12  **6/10**
Event rating

NICO HULKENBERG

Force India-Merc VJM05-03

Start: 16th. Finish: 15th

This was one of those weekends that never really got going for Hulkenberg, who showed flashes of di Resta-matching pace but couldn't quite get it together in qualifying. Did a decent job in the race considering nose damage from first-lap contact, but nothing more.

◀ actually still look feasible. McLaren was very mindful of last year, when three-stopping Hamilton had passed the tyre-struggling two-stopping Vettel late in the race and was clearly hoping Button could conjure something similar.

Hamilton himself was probably not going to be able to repeat it. His pace was little different to Button's, he was locked in position a couple of seconds behind and had used up his second-stint tyres a little earlier. He was brought in at the end of lap 22 and fitted with a fresh set of mediums.

This brought him out behind two-stopping Massa, and four laps at old-tyred Ferrari pace cost Lewis valuable seconds to Button that would never be made up. Jenson was in two laps after Hamilton and also fitted with a new set of mediums. The traffic disadvantage of a three-stop then played out as Button had to fight his way past the two-stopping Williamses and Romain Grosjean's Lotus. All the while Rosberg's day just passed serenely by at the front.

The stops of Button, Hamilton and Webber had brought Raikkonen up to a distant second as it became clear that Lotus was in fact two-stopping both its cars, despite relatively early first stops. Kimi was brought in for his second stop on the 28th lap – consigning him to an optimistic final stint of half the race distance on a pre-used set of mediums, all while trying to race various McLarens, Red Bulls and an occasional overperforming Alonso. That was a very tough ask even for Kimi.

Grosjean was able to go four laps longer to his second stop, and had a new set of mediums with which to complete the distance. He was around 7s behind his team-mate and keeping Vettel in check behind him, the Frenchman finally getting his 2012 season up and running.

Just a couple of laps after Grosjean made his second stop, Webber was in

for his third. On his fresh mediums he was then pushing hard, trying to use the undercut laps to Hamilton to get ahead, when on the 36th lap, out of Turn 13 onto the back straight, he got the car onto the grass. As he rejoined, still at considerable speed, the trip over the kerb brought the front of the car way off the ground and the air got beneath it. For a brief instant it looked like it might somersault, but then crashed back down to the ground – remarkably with no damage. Even more remarkably his next sector was a personal best. “Just a quick lift,” he shrugged of the moment... He'd also gone fast enough in the intervening laps to get ahead of Hamilton.

Rosberg had pitted for his second and final stop on the 34th lap. Button assumed the lead and ran for a further five laps, then headed for the pitlane and the crucial third stop. He'd been around 7.5s in front of the Mercedes, and the stop was expected to cost around 21s. So, with 17 laps to go, he was set to be around 13.5s behind. He would need to catch Nico by around 0.8s per lap if he was to steal this win, albeit on medium tyres five laps newer. “I think we could have put them under pressure,” said team principal Martin Whitmarsh, “but it would have been a long shot.”

The cross-threaded wheelnut on the McLaren's left-rear made such conjecture meaningless. Discarding it and securing a replacement cost around 6s immediately, but snowballed into further delay as Button exited behind the cars of Massa, Raikkonen, Vettel and Grosjean that he would otherwise have cleared. It would take him 11 laps to make his way past that lot, the final pass a sweet move on Vettel at the end of the back straight. Seb had patiently worked his way through the field, putting in the fast laps whenever he had clear track, and



Brawn, Rosberg and the boys give it max



DRIVER BY DRIVER by Edd Straw

14  **7/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-01
Start: 3rd. Finish: 10th
Kobayashi's strengths are at their most valuable on Sundays, so he rightly headed into the race more concerned about the cars ahead of him than those around him. It all went downhill from a bad start and he lost too much time in the race in traffic.

15  **6/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-03
Start: 8th. Finish: 11th
Lightning-fast in Q2, his pace seemed to vanish in the top-10 shootout. A good start got him up to sixth, but from there he was disappointingly lacking in pace when on the medium tyres, costing him points. Seems the problem was more car than driver given Kobayashi's struggles.

16  **6/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-01
Start: 17th. Finish: 17th
It's very difficult to say whether Ricciardo could have done much better in qualifying, but given Vergne's struggles he gets the benefit of the doubt. His race was not so good. After a bad first lap, he ultimately finished adrift of the midfield.

17  **6/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-03
Start: 24th. Finish: 16th
Vergne's weekend was the inverse of Ricciardo's – a really poor qualifying effort followed up with a decent race performance in a car that was the weakest of the midfield pack. Beat Ricciardo, which was a good effort given that he started from the pits.

18  **8/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-02
Start: 13th. Finish: 8th
Probably should have been a few tenths of a second better off in qualifying and made life harder for himself with a poor start. But had a very solid race from there, acquitting himself well in battle, and was rewarded with his best F1 finish despite losing out to his team-mate.

19  **8/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 14th. Finish: 7th
Whether his qualifying was better this weekend or his team-mate's worse was hard to judge. But Senna did turn in a very tidy performance in the race to bank more points. Perhaps could have kept Grosjean behind, but with the DRS it was always going to be tough.



Joy for Rosberg and Merc sports boss Haug



Youngsters Grosjean and Perez fight

“For an instant it looked like Webber might somersault. ‘Just a quick lift,’ he shrugged”

keeping the tyres in shape through the long stints. After the three-stoppers had all pitted he lay third, looking for a way past the struggling Raikkonen but without the straight-line speed to make it happen.

Hamilton’s final stop on lap 38 had brought him out just behind Webber, who was looking for a way by two-stopping Grosjean. Struggling now with his tyres, Grosjean ran briefly off track and was instantly zapped by the Red Bull and McLaren.

Alonso had been running just behind Hamilton, having earlier gained on him through Lewis being delayed by Alonso’s out-of-sequence team-mate Massa. It was looking like Fernando was again going to be dragging an unlikely result from the Ferrari, but he got a little too greedy trying to pass the two-stopping Williams of Pastor Maldonado, spinning at Turn 4 and almost being taken out by the passing Perez as he rejoined.

It was all getting a little hectic now as drivers made final desperate attempts at breaking out of the places they’d been trapped in all race, incidents further encouraged by the mix of old two-stopping tyres with fresher three-stopping rubber.

Grosjean, Maldonado and Perez were banging wheels through the tight sections, the recovering Alonso looking to take advantage; Hamilton tried to get a move going around the outside of Turn 3 on Webber and was bundled over the exit kerb for his troubles, Mark not giving an inch. These moments were steely hard but beautifully judged by all

concerned, the very essence of wheel-to-wheel racing.

Vettel’s pressure on the exhausted tyres of Raikkonen finally told on the 48th lap as Kimi had a big sideways moment through Turn 7 and lost most of his momentum. Vettel and Button were instantly past and the closely following Webber went one side of the Lotus, Hamilton the other – and this got Lewis down the inside of Mark into the tight left of Turn 9.

Raikkonen, his tyres now completely finished, would sink like a stone down to 14th, the strategy gamble having bust. After Button finally nailed Vettel for second with five laps to go, Seb was then relatively easy prey for the fresher-tyred Hamilton and Webber, although the two Red Bull drivers swapped some sidewall rubber, Seb understandably reluctant to yield to the inevitable with one lap to go.

Grosjean hung on to his old tyres to take sixth and his first points, closely followed by the two-stopping and closely-matched Williams drivers Bruno Senna and Maldonado, who between them kept Alonso back to ninth. Kobayashi forced the final point from team-mate Perez, despite the Mexican trying to dissuade him by shoving him towards the grass at 200mph. It was perhaps the most heart-in-mouth moment of a race that had many of them.

But F1’s newest winner knew little of any of that. “I gathered it was quite tasty behind me, because for the last few laps I kept seeing a different name on the pit board of who was behind me,” he smiled. It has been a long time coming but, with a little help from circumstances, Rosberg was utterly devastating when the opportunity finally presented itself.

He could not have won in finer style at the 111th time of asking – 111 years after a Mercedes won a motor race for the first time. 🏆

20  **6/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-01
Start: 18th. Finish: 23rd
The Caterham isn’t quick enough to do any better, and Kovalainen would have been 18th – the best possible for the car – until a problem led to stops on consecutive laps to sort a wheel mishap. That cast him adrift at the back. Credit for persevering in very repetitive circumstances.

21  **7/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-02
Start: 19th. Finish: 18th
His qualifying pace was decent, but still a few tenths off Kovalainen. Even so, he once again looked good in the race and was bang on the Finn’s pace in the first half of the grand prix. Had an unflustered race with little interest in the cars ahead or behind him.

22  **7/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 22nd. Finish: 21st
His experience is certainly helping HRT to get its act together and, seeing as he was only 0.7s off Pic’s Marussia in qualifying, it seems fair to assume that he’s getting all that can be expected out of the car. Raced well to keep the Marussias within telescope range.

23  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-01
Start: 23rd. Finish: 22nd
Just as at Sepang, a mistake in qualifying meant that he looked unimpressive compared to de la Rosa, but was far closer to his team-mate’s pace in the race. This was despite the car being unwilling to drive in a straight line. An unremarkable weekend.

24  **7/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Start: 20th. Finish: 19th
Not for the first time, got a little lost on set-up but pulled it back in time for qualifying. Wasn’t happy with the pace of the car in the race, but it didn’t make any difference. Couldn’t have finished or qualified any higher so hard to be too critical.

25  **9/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-01
Start: 21st. Finish: 20th
Three and a half tenths off Glock and bang on his pace in the race, Pic is establishing himself as a serious prospect as a grand prix driver. His Sunday performance in particular was very strong. Could be bothering Glock on Saturdays too at this rate.

Drawing board



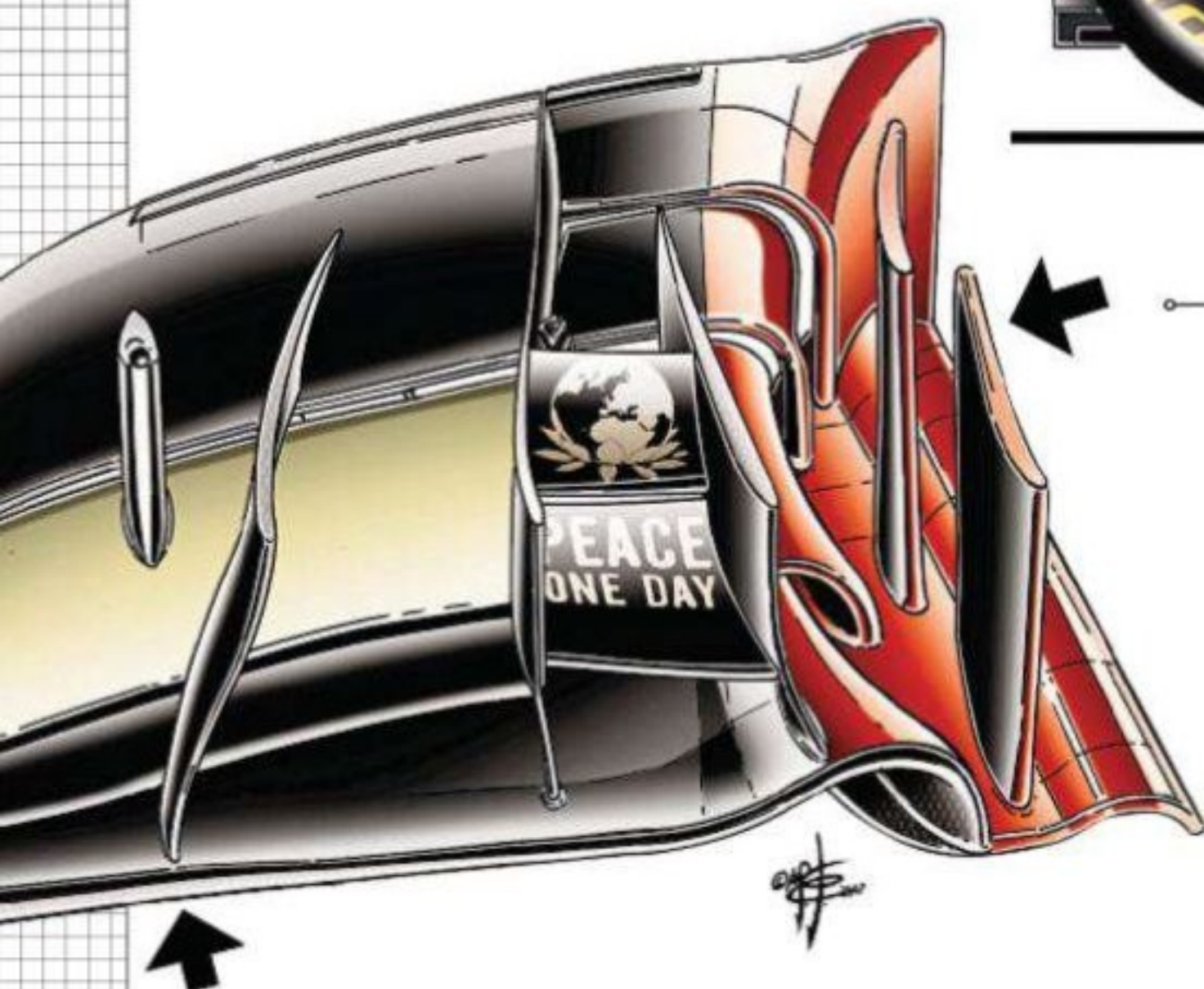
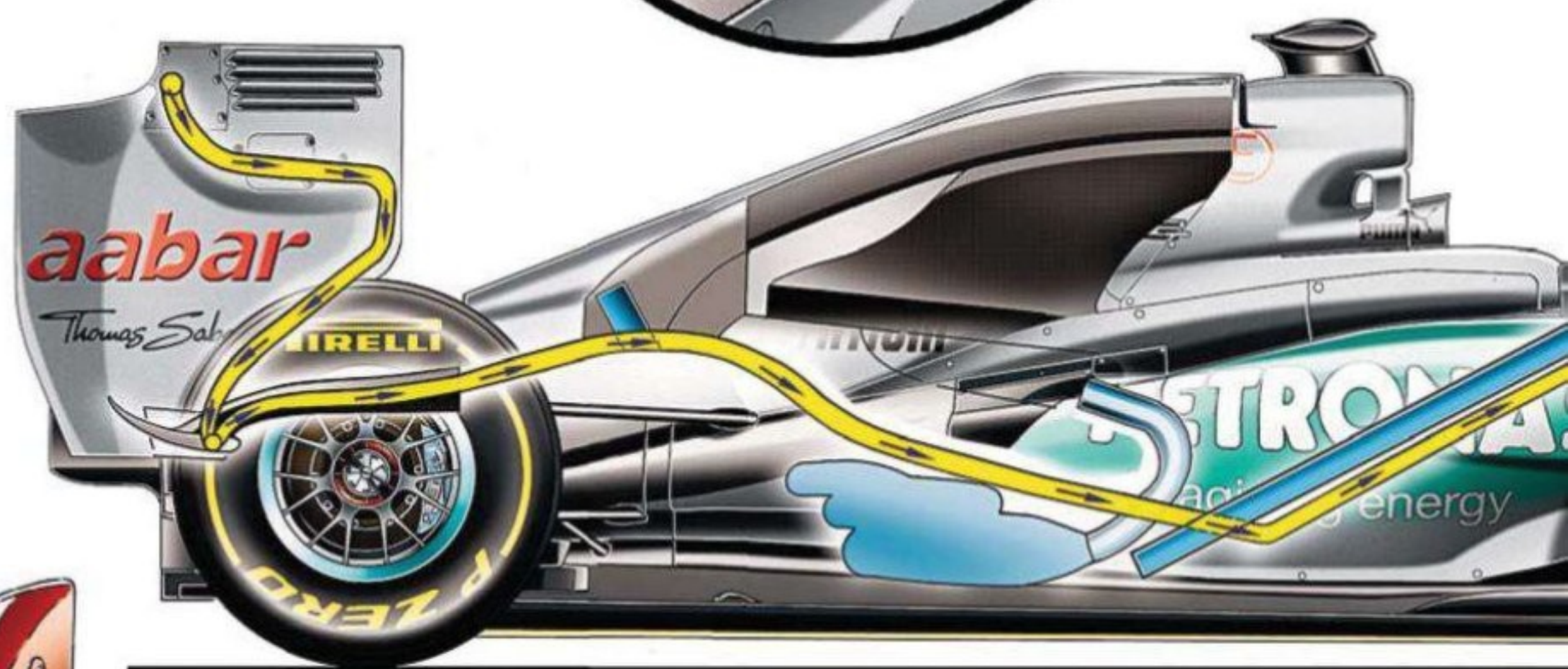
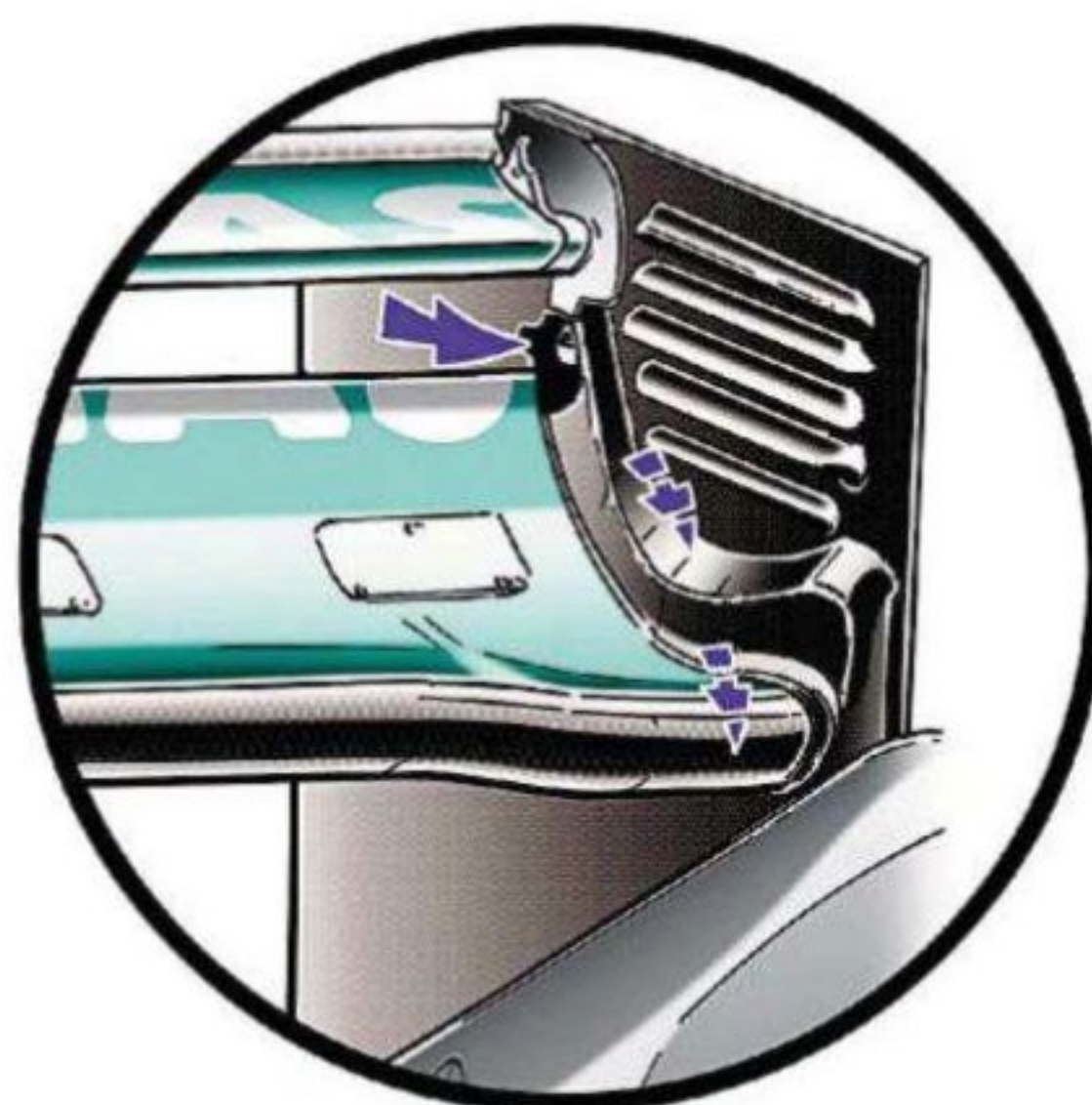
Gary Anderson, Mark Hughes and Giorgio Piola explain the changes introduced by Ferrari, Lotus, McLaren and Mercedes for the third Formula 1 weekend of 2012

MERCEDES F-DUCT HOLE

➔ The ducting holes (far right inset, red arrows) within the Mercedes nose that are a key part of its double DRS system are greater in diameter than the inlet holes in the rear-wing endplates (inset, right). This creates the pressure difference that determines the direction of the flow from rear to front (blue arrows). The system allows the front wing to be closer to the ground during cornering in qualifying – as the DRS stalling effect allows the ride height not to have to take into account maximum downforce loads at high speed on the straights. For the race, however, the front-wing flap angle will need to be reduced in order to prevent excessive grounding, as ride height changes are not permitted under parc ferme rules.

GARY ANDERSON: With a tube holding a volume of air, it will take a little while to get that low-pressure air through to begin stalling the front wing. So, in DRS mode, when you stand on the brakes and the DRS flap closes, initially your rear wing will begin working straight away, but there will be a delay before the front

wing starts working fully once more. That's good – because it will give you a greater feeling of stability in the initial part of the braking phase. But when you are not in DRS mode, ie: most of the time during the race, the rear of the car will be more nervous during braking as the front wing will be working hard immediately. The balance you'd need to set-up the car with to take full advantage of the system in qualifying would tend to give you a more nervous car in the race and I wonder if that might not have something to do with why the car is hurting its rear tyres. You'll be trying to get stability by using the tyres rather than from the aerodynamic traits you use during qualifying.

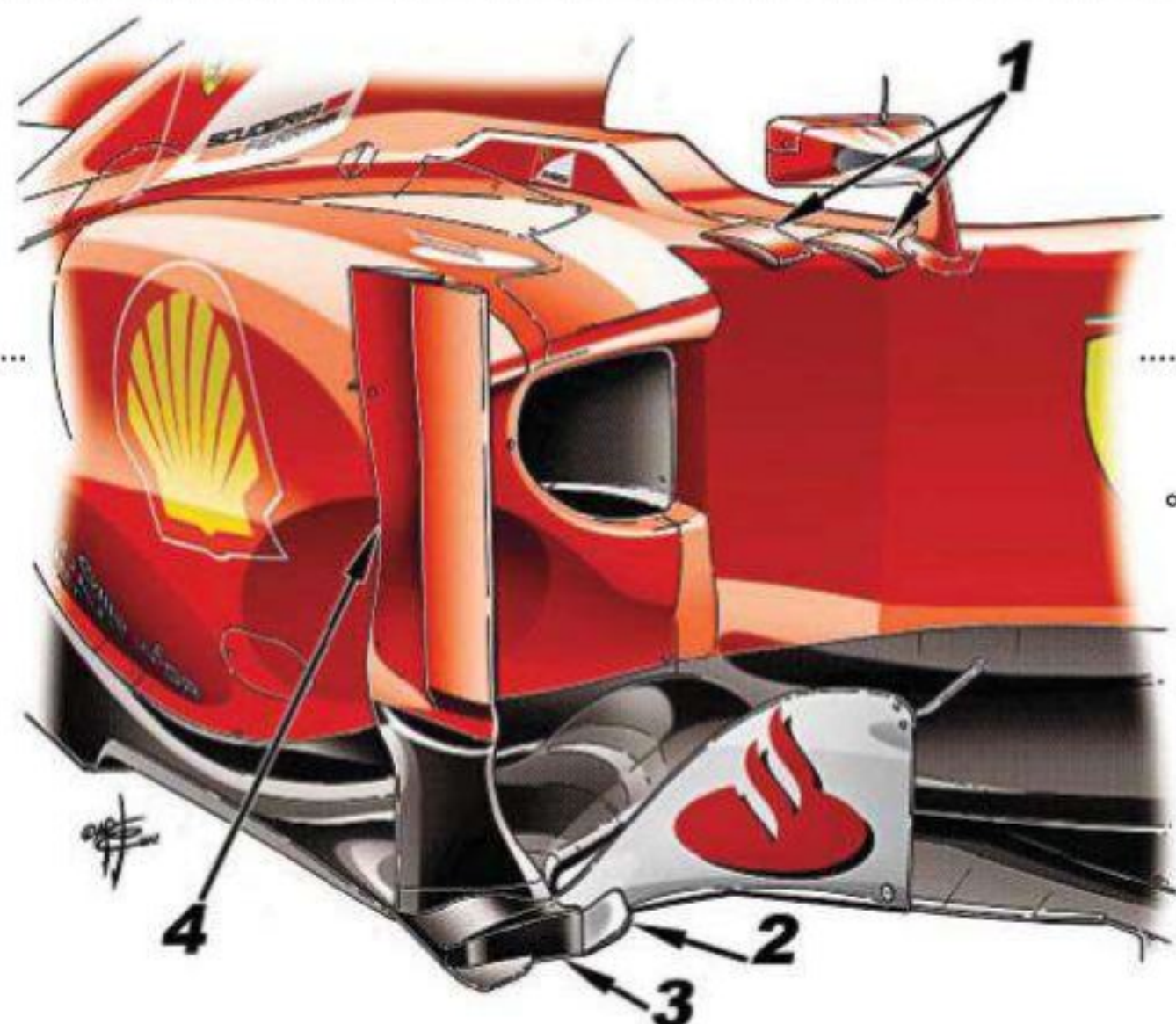


LOTUS FRONT WING

➔ As part of a raft of upgrades that included new turning vanes, floor, engine cover, trackrods and rear wing, the Lotus E20 ran on Friday with this modified front wing, featuring yet-more complexity in the endplate. It was not used for qualifying or the race and of the whole package only the revised rear wing remained.

GARY ANDERSON: This was the first team, in its Renault guise, to really start pushing on three-dimensional flaps dropping down to the endplate area. The volume behind the endplates, just

ahead of the front tyre, changes massively depending on how much steering lock is applied. So this part of the wing has a lot of slot gaps to help stop the flow from stalling as you apply steering lock. The curvature of the endplate is also trying to take the airflow around the outside of the front wheel. Having a nice wide endplate like this will make the whole thing less sensitive and when you look at the narrow endplates on both the Ferraris and Red Bulls, you wonder if that is not causing those teams some of their problems.

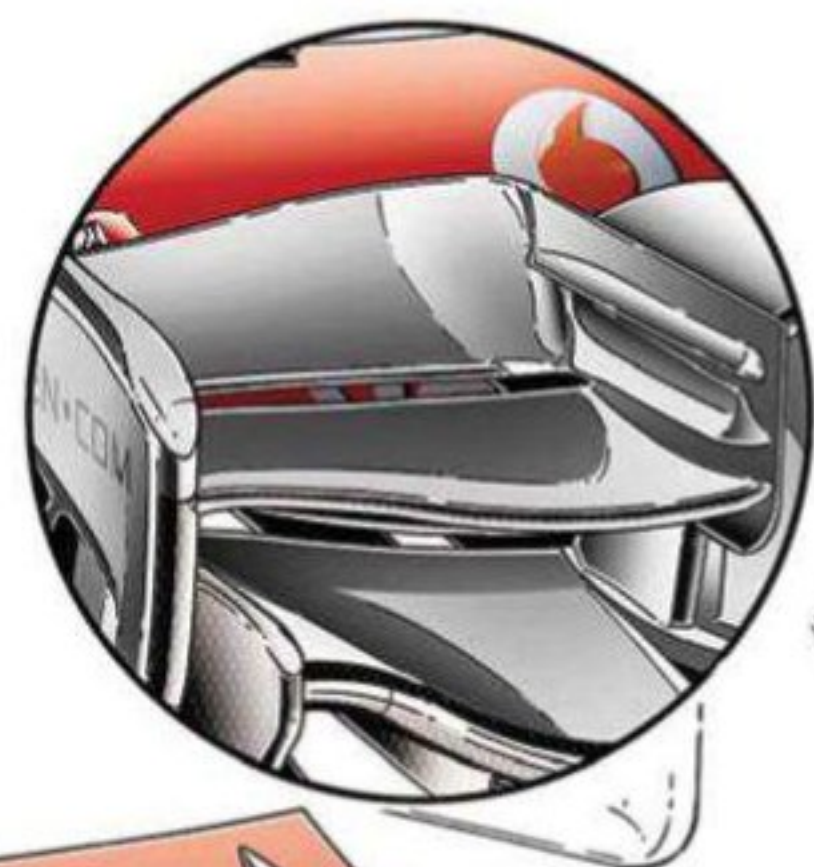
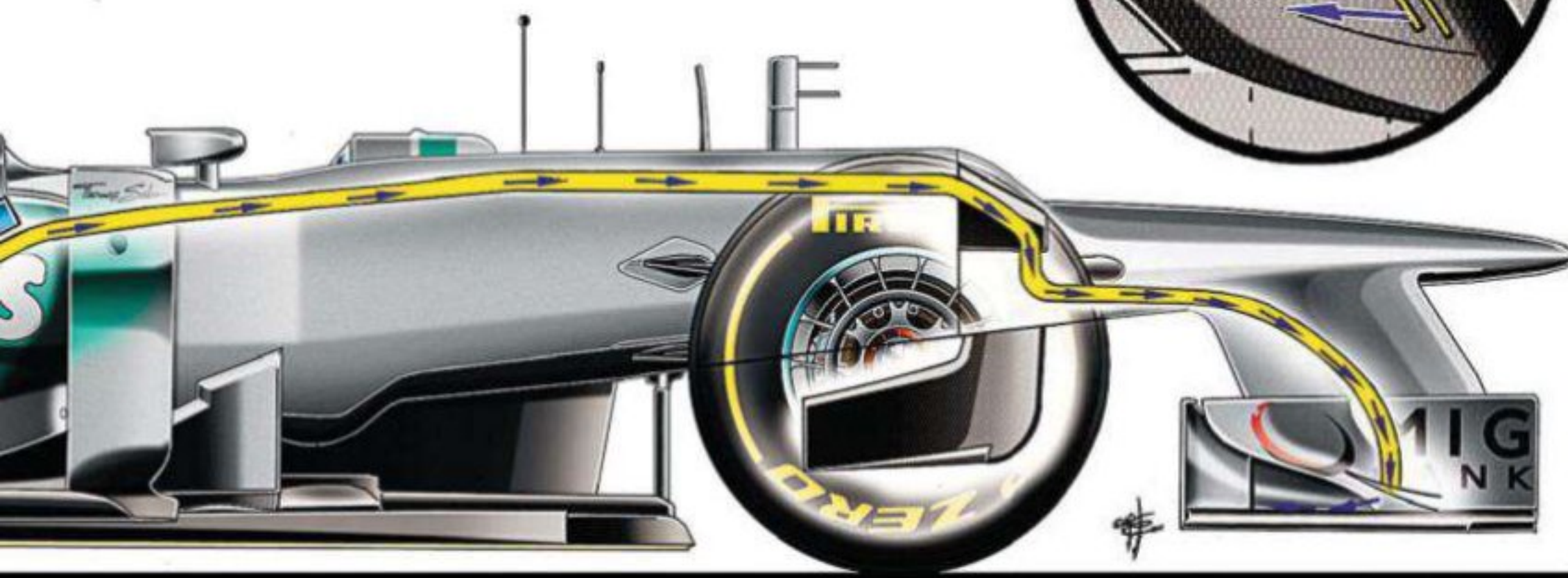
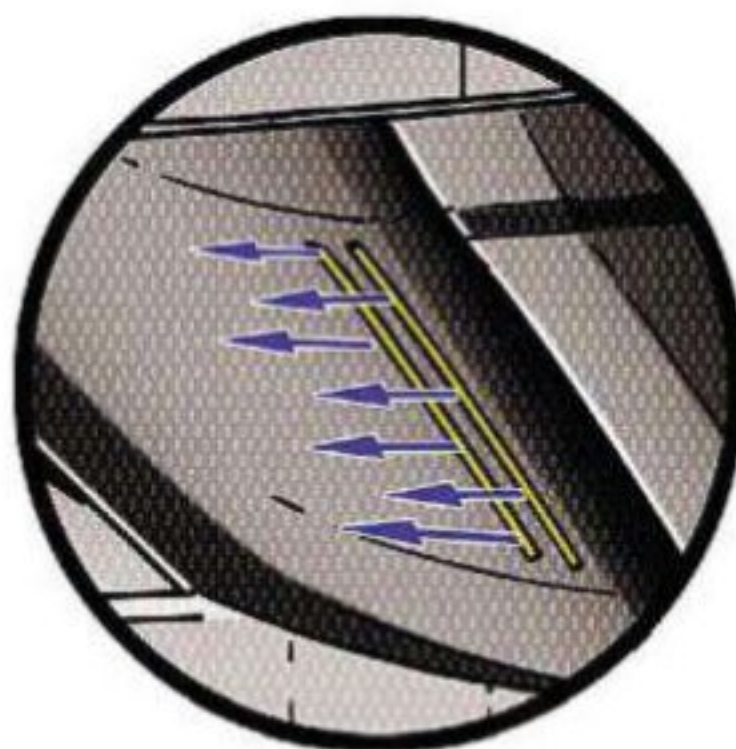
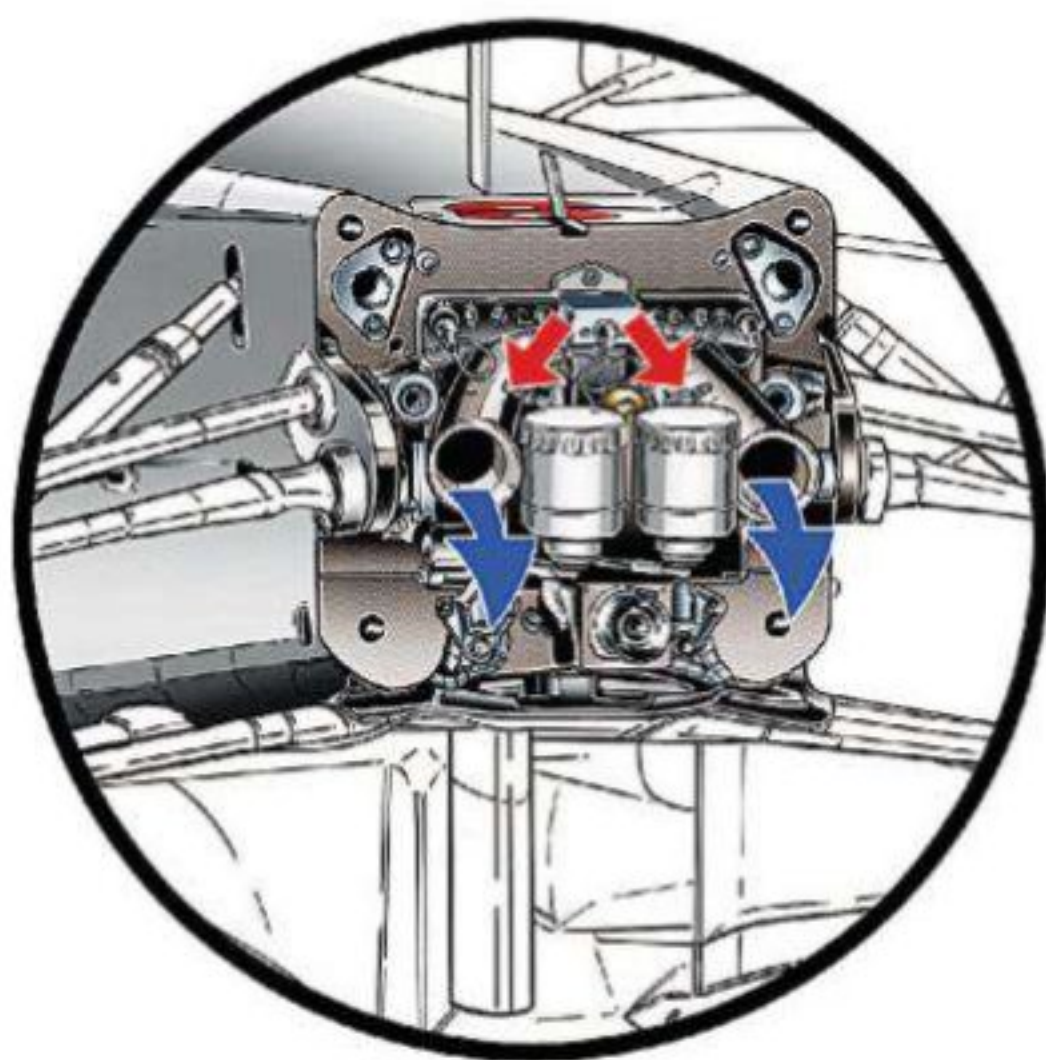


FERRARI SIDEPODS

➔ Ferrari turned up with a few aerodynamic tweaks for its F2012 including new front-brake ducts and these details around the sidepods, including: 1) twin vanes ahead of the top of the sidepods rather than single; 2) and 3) changes to the leading edge surfaces onto the floor and 4) a thinner vertical vane.

GARY ANDERSON: The top of the sidepods can very easily generate lift – which of course is counter-productive – because the low pressure at the back of the car is accelerating that air over the top of them. That's one of the reasons you have a Coke-bottle section back there, sucking the air round the sides more than over the top. Ferrari, with its exhaust and radiator exit layout, has quite a blockage around that Coke-bottle area, and a huge surfaced area at the top

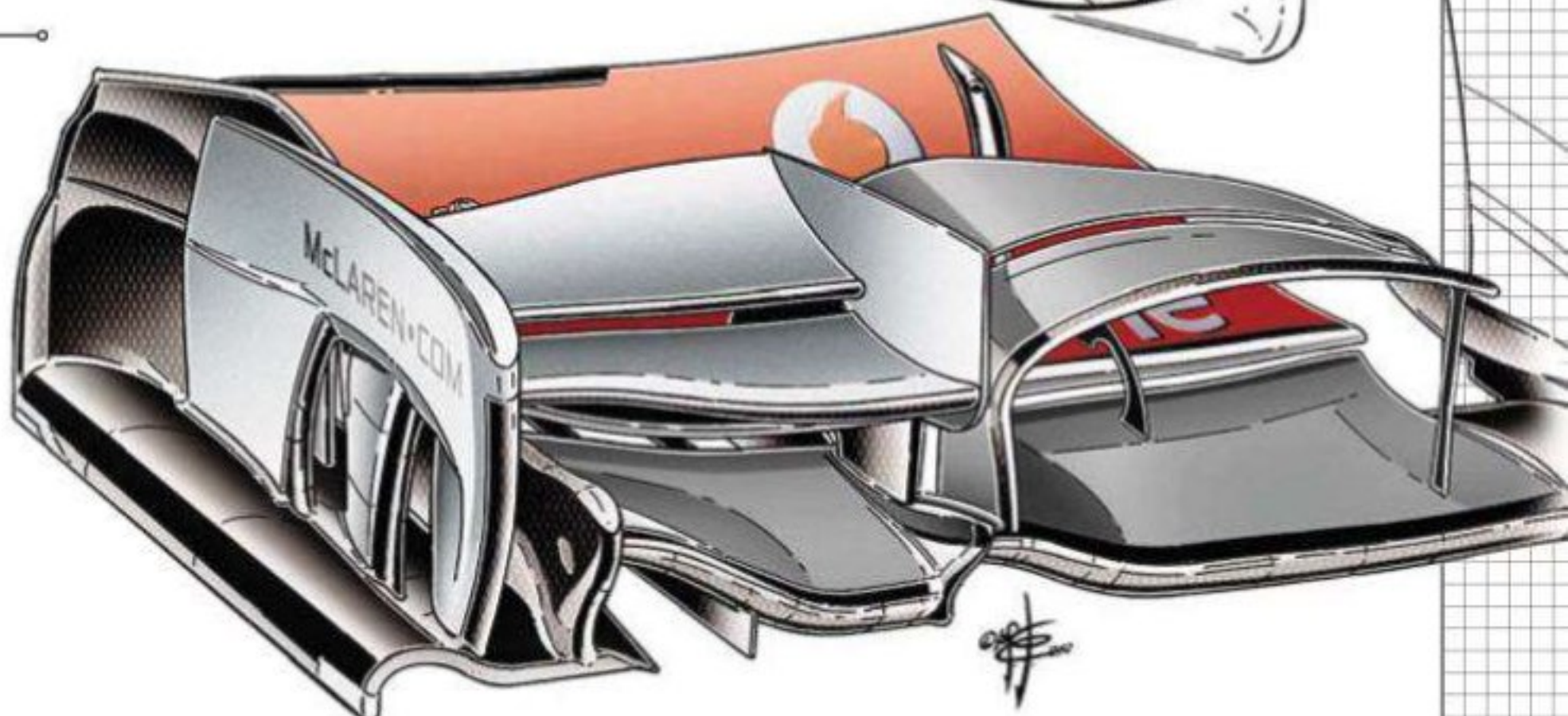
of the sidepod. This is the perfect combination to create a lot of lift there and these vanes ahead of it help to pick up the wake off the front wheels and turn it, preventing it matching the flow over the sidepod and increasing the lift. But the size of those little vanes is restricted by regulation so there's only so much they can do. The detail changes around the lower part are to help speed up the flow to the Coke bottle section – which will be naturally reluctant because of that blockage further back formed by the exhaust layout. The vertical vane is to straighten the turbulent air coming in the wake of the front tyre, trying to make sure the turbulence doesn't effect the flow to the Coke bottle. These are all small details – the sort of tidy-up you might do after you've changed details of the front wing, which Ferrari has done.



McLAREN FRONT WING

➔ As well as introducing a new floor and diffuser, both of which stayed on the car all weekend, McLaren also tried a revised front wing (original inset) without the louvres of the original. Jenson Button tried this on Friday and it was used on both MP4-27s thereafter.

GARY ANDERSON: McLaren looks to be scratching for more front downforce. These louvres will make the wing more efficient, but by not having them it will allow for a bit more front downforce, even at the expense of efficiency.



CHINESE GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m37.106s
2	ROSBERG	1m38.116s
3	SCHUMACHER	1m38.316s
4	PEREZ	1m38.584s
5	KOBAYASHI	1m38.911s
6	WEBBER	1m38.977s
7	VETTEL	1m39.198s
8	BUTTON	1m39.199s
9	RICCIARDO	1m39.748s
10	VERGNE	1m39.768s
11	ALONSO	1m40.056s
12	MASSA	1m40.153s
13	BOTTAS	1m40.298s
14	HULKENBERG	1m40.328s
15	MALDONADO	1m40.540s
16	KOVALAINEN	1m41.071s
17	GROSJEAN	1m41.204s
18	GLOCK	1m42.330s
19	VAN DER GARDE	1m42.521s
20	BIANCHI	1m44.118s
21	DE LA ROSA	1m44.227s
22	PIC	1m44.500s
23	KARTHIKEYAN	1m47.204s
24	RAIKKONEN	1m50.465s

Weather: damp but drying

PRACTICE 2: Friday

POS	DRIVER	TIME
1	SCHUMACHER	1m35.973s
2	HAMILTON	1m36.145s
3	VETTEL	1m36.160s
4	WEBBER	1m36.433s
5	ROSBERG	1m36.617s
6	BUTTON	1m36.711s
7	KOBAYASHI	1m36.956s
8	DI RESTA	1m36.966s
9	HULKENBERG	1m37.191s
10	ALONSO	1m37.316s
11	PEREZ	1m37.417s
12	RICCIARDO	1m37.616s
13	RAIKKONEN	1m37.836s
14	VERGNE	1m37.930s
15	GROSJEAN	1m37.972s
16	MALDONADO	1m38.176s
17	MASSA	1m38.293s
18	SENNA	1m38.783s
19	KOVALAINEN	1m38.990s
20	PETROV	1m39.346s
21	GLOCK	1m39.651s
22	DE LA ROSA	1m40.343s
23	PIC	1m40.753s
24	KARTHIKEYAN	1m41.125s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m35.940s
2	BUTTON	1m36.093s
3	ROSBERG	1m36.389s
4	SCHUMACHER	1m36.512s
5	WEBBER	1m36.635s
6	MALDONADO	1m36.765s
7	PEREZ	1m36.781s
8	KOBAYASHI	1m36.880s
9	VETTEL	1m37.038s
10	RAIKKONEN	1m37.061s
11	HULKENBERG	1m37.237s
12	GROSJEAN	1m37.274s
13	DI RESTA	1m37.288s
14	SENNA	1m37.425s
15	ALONSO	1m37.465s
16	VERGNE	1m37.493s
17	RICCIARDO	1m37.628s
18	MASSA	1m37.831s
19	PETROV	1m38.701s
20	KOVALAINEN	1m39.198s
21	GLOCK	1m39.796s
22	PIC	1m40.048s
23	KARTHIKEYAN	1m41.263s
24	DE LA ROSA	1m41.499s

Weather: dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m36.875s (14)	1m35.725s (2)	1m35.121s
2	HAMILTON	1m36.763s (10)	1m35.902s (6)	1m35.626s
3	SCHUMACHER	1m36.797s (11)	1m35.794s (3)	1m35.691s
4	KOBAYASHI	1m36.863s (13)	1m35.853s (5)	1m35.784s
5	RAIKKONEN	1m36.850s (12)	1m35.921s (8)	1m35.898s
6	BUTTON	1m36.746s (9)	1m35.942s (9)	1m36.191s
7	WEBBER	1m36.682s (8)	1m35.700s (1)	1m36.290s
8	PEREZ	1m36.198s (1)	1m35.831s (4)	1m36.524s
9	ALONSO	1m36.292s (2)	1m35.982s (10)	1m36.622s
10	GROSJEAN	1m36.343s (3)	1m35.903s (7)	no time
11	VETTEL	1m36.911s (15)	1m36.031s	-
12	MASSA	1m36.556s (5)	1m36.255s	-
13	MALDONADO	1m36.528s (4)	1m36.283s	-
14	SENNA	1m36.674s (7)	1m36.289s	-
15	DI RESTA	1m36.639s (6)	1m36.317s	-
16	HULKENBERG	1m36.921s (16)	1m36.745s	-
17	RICCIARDO	1m36.933s (17)	1m36.956s	-
18	VERGNE	1m37.714s	-	-
19	KOVALAINEN	1m38.463s	-	-
20	PETROV	1m38.677s	-	-
21	GLOCK	1m39.282s	-	-
22	PIC	1m39.717s	-	-
23	DE LA ROSA	1m40.411s	-	-
24	KARTHIKEYAN	1m41.000s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	0	3	WEBBER
BUTTON	0	3	HAMILTON
ALONSO	3	0	MASSA
SCHUMACHER	2	1	ROSBERG
RAIKKONEN	2	1	GROSJEAN
DI RESTA	2	1	HULKENBERG
KOBAYASHI	2	1	PEREZ
RICCIARDO	3	0	VERGNE
MALDONADO	3	0	SENNA
KOVALAINEN	3	0	PETROV
DE LA ROSA	3	0	KARTHIKEYAN
GLOCK	3	0	PIC



THE GRID

1 ROSBERG MERCEDES 1m35.121s Soft	2 SCHUMACHER MERCEDES 1m35.691s Soft
3 KOBAYASHI SAUBER 1m35.784s Soft	4 RAIKKONEN LOTUS 1m35.898s Soft
5 BUTTON McLAREN 1m36.191s Soft	6 WEBBER RED BULL 1m36.290s Soft
7 HAMILTON McLAREN 1m35.626s* Soft	8 PEREZ SAUBER 1m36.524s Soft
9 ALONSO FERRARI 1m36.622s Soft	10 GROSJEAN LOTUS no time Soft
11 VETTEL RED BULL 1m36.031s Soft	12 MASSA FERRARI 1m36.255s Medium
13 MALDONADO WILLIAMS 1m36.283s Soft	14 SENNA WILLIAMS 1m36.289s Medium
15 DI RESTA FORCE INDIA 1m36.317s Soft	16 HULKENBERG FORCE INDIA 1m36.745s Soft
17 RICCIARDO TORO ROSSO 1m36.956s Medium	18 KOVALAINEN CATERHAM 1m38.463s Soft
19 PETROV CATERHAM 1m38.677s Soft	20 GLOCK MARUSSIA 1m39.282s Soft
21 PIC MARUSSIA 1m39.717s Soft	22 DE LA ROSA HRT 1m40.411s Soft
23 KARTHIKEYAN HRT 1m41.000s Soft	24 VERGNE TORO ROSSO 1m37.714s** Medium

*Five-place penalty **started from pitlane

THE RACE: 56 laps, 189.568 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	NICO ROSBERG	MERCEDES	56	1hr36m26.929s	1m40.967s	2	41.758s	1
2	JENSON BUTTON	McLAREN-MERCEDES	56	+20.626s	1m40.422s	3	1m07.655s	5
3	LEWIS HAMILTON	McLAREN-MERCEDES	56	+26.012s	1m40.530s	3	1m01.771s	7
4	MARK WEBBER	RED BULL-RENAULT	56	+27.924s	1m40.490s	3	1m01.322s	6
5	SEBASTIAN VETTEL	RED BULL-RENAULT	56	+30.483s	1m40.601s	2	42.595s	11
6	ROMAIN GROSJEAN	LOTUS-RENAULT	56	+31.491s	1m41.120s	2	47.019s	10
7	BRUNO SENNA	WILLIAMS-RENAULT	56	+34.597s	1m41.293s	2	42.507s	14
8	PASTOR MALDONADO	WILLIAMS-RENAULT	56	+35.643s	1m40.482s	2	44.728s	13
9	FERNANDO ALONSO	FERRARI	56	+37.256s	1m41.152s	3	1m00.456s	9
10	KAMUI KOBAYASHI	SAUBER-FERRARI	56	+38.720s	1m39.960s	3	1m04.358s	3
11	SERGIO PEREZ	SAUBER-FERRARI	56	+41.066s	1m41.071s	2	45.574s	8
12	PAUL DI RESTA	FORCE INDIA-MERCEDES	56	+42.273s	1m41.498s	2	41.393s	15
13	FELIPE MASSA	FERRARI	56	+42.779s	1m41.240s	2	40.301s	12
14	KIMI RAIKKONEN	LOTUS-RENAULT	56	+50.573s	1m41.794s	2	42.957s	4
15	NICO HULKENBERG	FORCE INDIA-MERCEDES	56	+51.213s	1m40.977s	2	53.434s	16
16	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	56	+51.756s	1m40.019s	3	1m08.969s	24**
17	DANIEL RICCIARDO	TORO ROSSO-FERRARI	56	+1m03.156s	1m41.251s	2	44.202s	17
18	VITALY PETROV	CATERHAM-RENAULT	55	-1 lap	1m42.385s	2	43.858s	19
19	TIMO GLOCK	MARUSSIA-COSWORTH	55	-1 lap	1m42.748s	2	42.842s	20
20	CHARLES PIC	MARUSSIA-COSWORTH	55	-1 lap	1m42.621s	3	59.866s	21
21	PEDRO DE LA ROSA	HRT-COSWORTH	55	-1 lap	1m43.610s	2	47.122s	22
22	NARAIN KARTHIKEYAN	HRT-COSWORTH	54	-2 laps	1m43.935s	2	48.088s	23
23	HEIKKI KOVALAINEN	CATERHAM-RENAULT	53	-3 laps	1m41.190s	4	2m48.863s	18
R	MICHAEL SCHUMACHER	MERCEDES	12	loose wheel	1m44.109s	1	21.756s	2

Weather: dry. Winners average speed: 70.199mph. Fastest lap: Kamui KOBAYASHI 1m39.960s (121.990mph) on lap 40.
Lap leaders: 1-13 Rosberg; 14-16 Perez; 17-34 Rosberg; 35-39 Button; 40-56 Rosberg

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	HAMILTON	45	3 rd	3 rd	3 rd																	
2	BUTTON	43	1 st	14 th	2 nd																	
3	ALONSO	37	5 th	1 st	9 th																	
4	WEBBER	36	4 th	4 th	4 th																	
5	VETTEL	28	2 nd	11 th	5 th																	
6	ROSBERG	25	12 th	13 th	1 st																	
7	PEREZ	22	8 th	2 nd	11 th																	
8	RAIKKONEN	16	7 th	5 th	14 th																	
9	SENNA	14	16 th	6 th	7 th																	
10	KOBAYASHI	9	6 th	ret	10 th																	
11	GROSJEAN	8	ret	ret	6 th																	
12	DI RESTA	7	10 th	7 th	12 th																	
13	VERGNE	4	11 th	8 th	16 th																	
14	MALDONADO	4	13 th	19 th	8 th																	
15	RICCIARDO	2	9 th	12 th	17 th																	
16	HULKENBERG	2	ret	9 th	15 th																	
17	SCHUMACHER	1	ret	10 th	ret																	
18	MASSA	0	ret	15 th	13 th																	
19	GLOCK	0	14 th	17 th	19 th																	
20	PIC	0	15 th	20 th	20 th																	
21	PETROV	0	ret	16 th	18 th																	
22	KOVALAINEN	0	ret	18 th	23 rd																	
23	DE LA ROSA	0	dnq	21 st	21 st																	
24	KARTHIKEYAN	0	dnq	22 nd	22 nd																	



CONSTRUCTORS' STANDINGS

POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	NC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
1	McLAREN	88	40	15	33																	
2	RED BULL	64	30	12	22																	
3	FERRARI	37	10	25	2																	
4	SAUBER	31	12	18	1																	
5	MERCEDES	26	0	1	25																	
6	LOTUS	24	6	10	8																	
7	WILLIAMS	18	0	8	10																	
8	FORCE INDIA	9	1	8	0																	
9	TORO ROSSO	6	2	4	0																	
10	MARUSSIA	0	0	0	0																	
11	CATERHAM	0	0	0	0																	
12	HRT	0	-	0	0																	




TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
Soft	Medium	Medium		
Soft	Soft	Medium	Medium	
Soft	Soft	Medium	Medium	
Soft	Medium	Medium	Medium	
Soft	Medium	Medium		
Medium	Soft	Medium		
Soft	Medium	Medium		
Soft	Medium	Soft	Medium	
Soft	Medium	Soft	Medium	
Soft	Medium	Medium		
Soft	Medium	Medium		
Medium	Medium	Soft		
Soft	Medium	Medium		
Soft	Medium	Medium		
Medium	Medium	Soft	Soft	
Medium	Soft	Medium		
Soft	Medium	Medium		
Soft	Medium	Medium		
Soft	Medium	Medium	Medium	
Soft	Soft	Medium		
Soft	Soft	Medium		
Soft	Medium	Medium	Medium	Soft
Soft	Medium	dnf		

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

SECTOR 1 TIMES

POS	DRIVER	TIME
1	VERGNE	26.432s
2	WEBBER	26.487s
3	ALONSO	26.521s
4	KOBAYASHI	26.561s
5	VETTEL	26.601s
6	HAMILTON	26.647s
7	MALDONADO	26.652s
8	HULKENBERG	26.654s
9	DI RESTA	26.695s
10	PEREZ	26.697s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	VERGNE	29.844s
2	MALDONADO	29.928s
3	KOBAYASHI	30.018s
4	BUTTON	30.100s
5	HAMILTON	30.135s
6	WEBBER	30.181s
7	SENNA	30.266s
8	MASSA	30.305s
9	ROSBERG	30.359s
10	VETTEL	30.384s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	KOBAYASHI	43.316s
2	VERGNE	43.323s
3	BUTTON	43.394s
4	HAMILTON	43.519s
5	WEBBER	43.521s
6	PEREZ	43.543s
7	VETTEL	43.582s
8	KOVALAINEN	43.633s
9	ROSBERG	43.675s
10	MALDONADO	43.720s

SPEED TRAP (MPH)

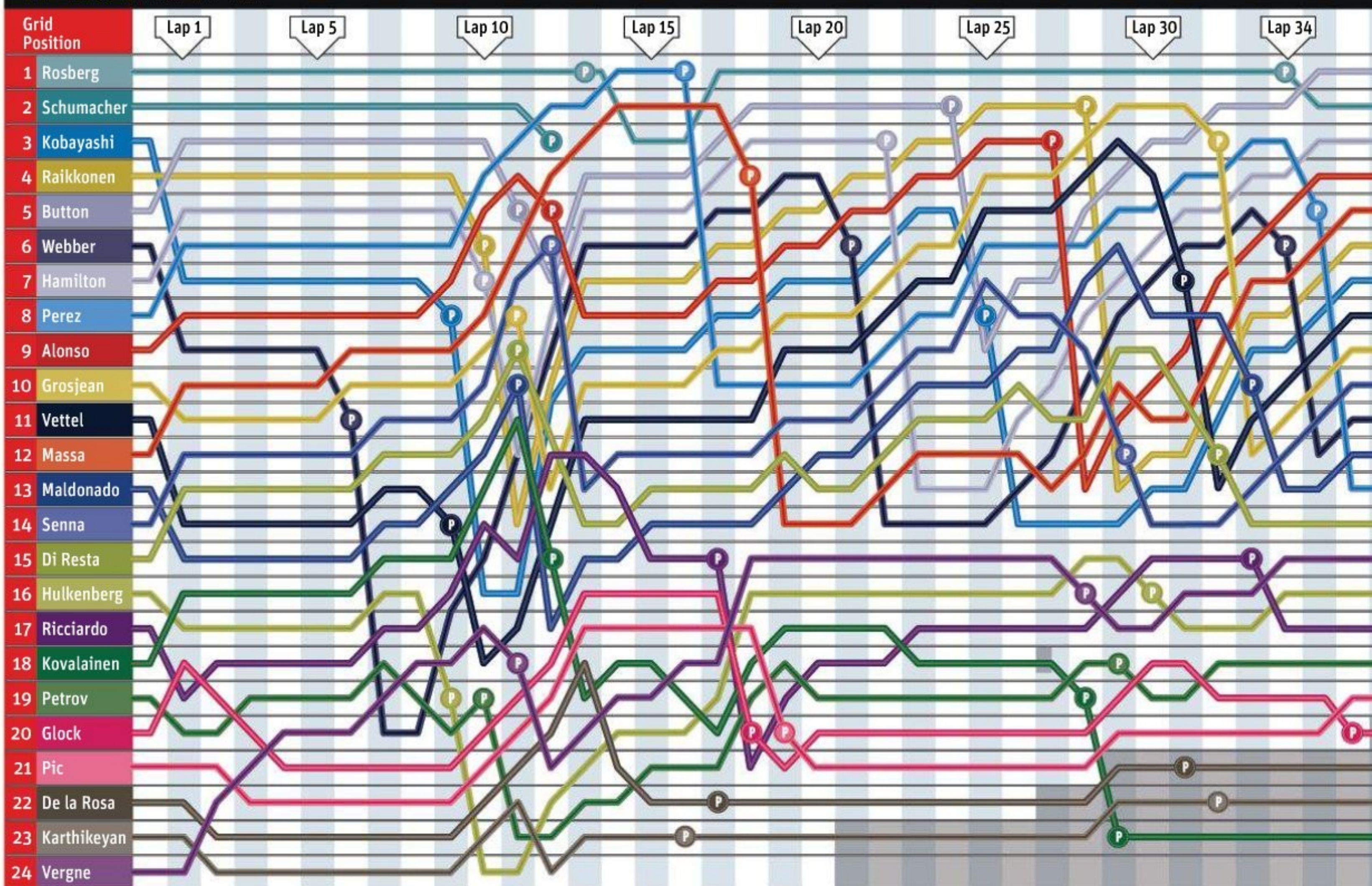
POS	DRIVER	SPEED
1	PEREZ	202.6
2	KOBAYASHI	200.6
3	RICCIARDO	199.0
4	VERGNE	198.6
5	KOVALAINEN	196.0
6	ALONSO	195.7
7	GROSJEAN	195.7
8	RAIKKONEN	195.6
9	MALDONADO	195.6
10	SENNA	195.4



FOR IN-DEPTH F1 RESULTS 

CHINESE GP THE FINAL WORDS

THE RACE: LAP BY LAP

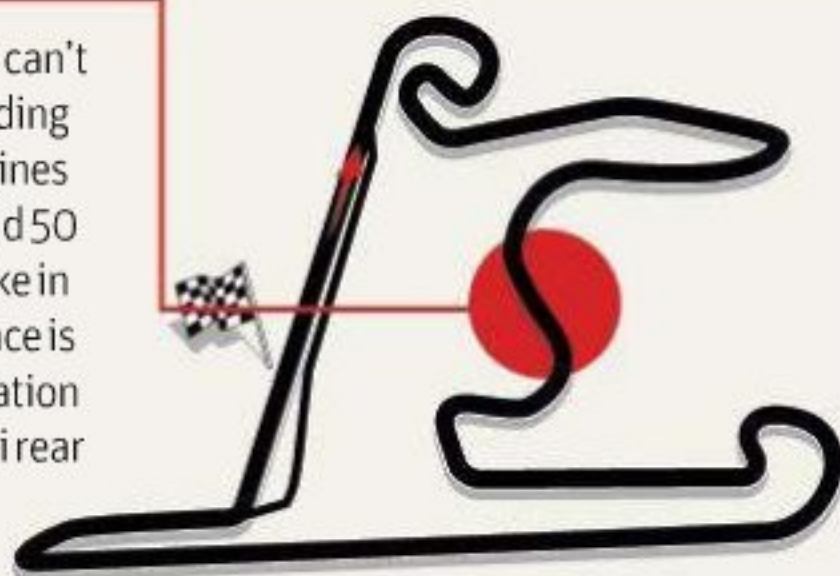


TRACKSIDE VIEW

MARK HUGHES
GRAND PRIX EDITOR



Even the moisture-thick air can't contain the echoes rebounding off the grandstands. F1 engines unleashed, but no more than around 50 spectators to soak up the sound, take in the sights. The test-session ambience is only intensified by the experimentation going on: Fernando Alonso's Ferrari rear wing covered in yellow flo-viz, a cheese-grater contraption at the lower rear of Jenson Button's McLaren, sensors taking readings from the airflow off the new floor and diffuser, two different Red Bull exhaust configurations being back-to-backed. The lack of testing is forcing such development into the open of practice, but this sky that's hovering between overcast and black is not making things any easier for the data-hungry teams. Through the switchbacks of Turns 7, 8 and 9 the cars are writhing, reluctant in these cool conditions to instantly grip. Through the right-hander of 8 Sebastian Vettel is pumping the throttle, trying to get a reluctant front end to turn in. The understeer puts him on a part of the track



on exit that makes it impossible for him to then get over to the extreme right, ready for the approach to the hairpin. The front left locks briefly and he continues the wrestling match. It's not how we've got used to Red Bulls looking, but they are a dream compared to Felipe Massa's Ferrari which is only vaguely responding to steering inputs. The understeer builds through the first part of the hairpin and Felipe's halfway through before the front tyres bite and in an instant the car is oversteering and wheel-spinning, up onto the kerb and the damp astroturf, a fine spray thrown up that hangs in the air. Pity there's no one else to witness it.

THURSDAY

0821 @AussieGrit (Mark Webber) In china we have local dudes drive us around.I really really dislike been driven.#shitdriver



1340 Bernie Ecclestone reckons that the Bahrain Grand Prix is on unless the Bahrainis call it off.

1415 Romain Grosjean (right) insists that his Lotus E20 could be a race-winner "if everything goes perfectly".



1424 **AUTOSPORT** confirms that Lewis Hamilton is set for a five-place grid penalty after McLaren discovers a cracked component in his gearbox.

1610 Felipe Massa claims his season starts here: "I spent many days at Maranello understanding and analysing everything that happened in the last race."

1650 The FIA notifies that a protest has been lodged against the Mercedes DRS-activated front wing stall concept by Lotus.

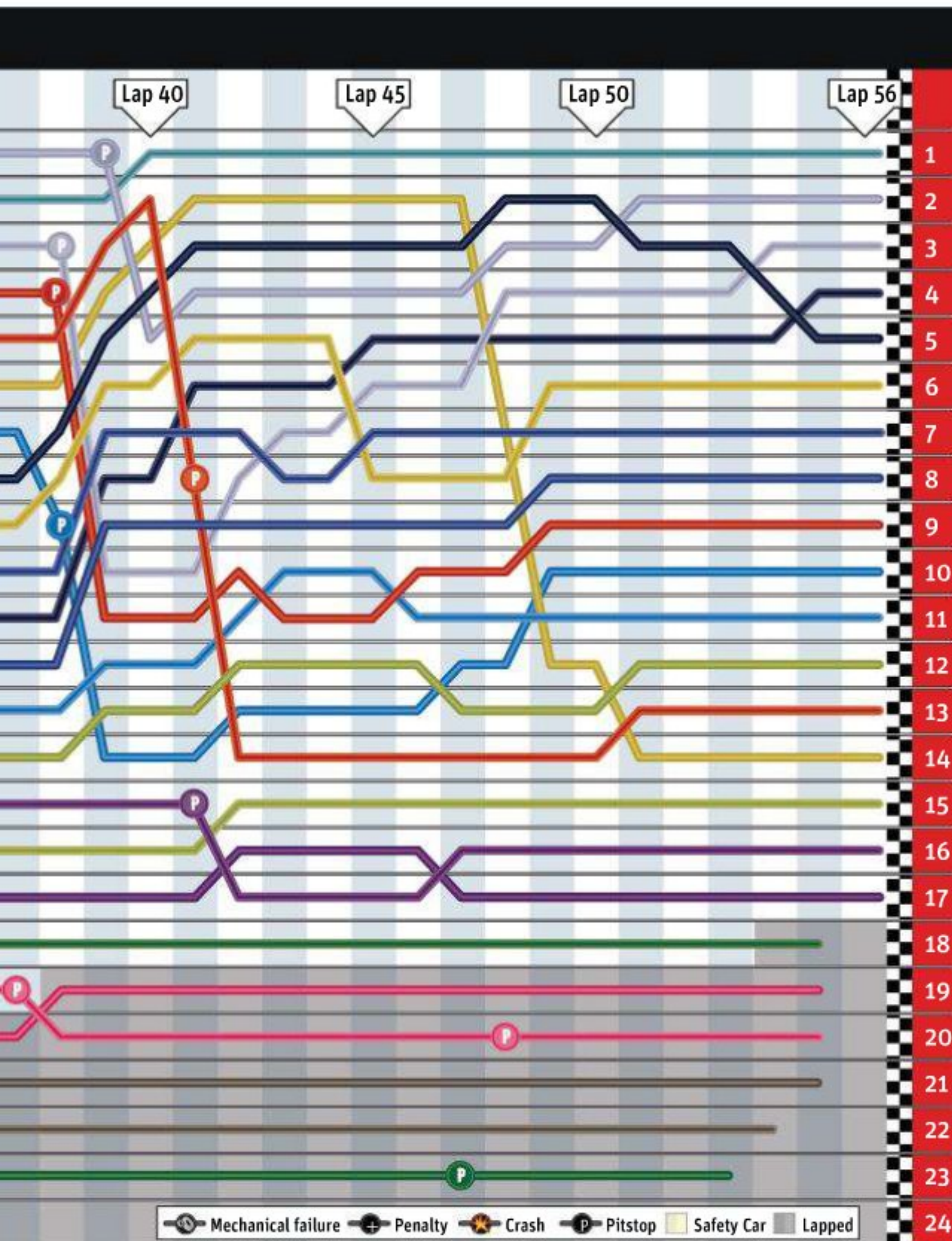


1918 Red Bull confirms Vettel will run the 'old' RB8 exhaust on Friday to back-to-back it with Mark Webber's latest-spec example.

2141 The FIA rules that the Mercedes wing is legal.

2220 **AUTOSPORT** reveals that Lotus has decided not to appeal against the FIA's ruling on the Mercedes design.

2341 In an interview with **AUTOSPORT** Human Rights Watch's deputy middle-east director says that F1 "will have some explaining to do" if it goes to Bahrain.



GRAND PRIX DIGEST

The weekend in a nutshell - on-track incidents, team radio and tweets that you might have missed...

SATURDAY

0803 **AUTOSPORT** reveals that Lotus is evaluating developing its own DRS-activated front wing stall device.

1000 FIA president Jean Todt arrives in the Chinese Grand Prix paddock amid ongoing controversy over the Bahrain Grand Prix.

1136 Romain Grosjean spins his Lotus at Turn 14 during FP3.

1425 Heikki Kovalainen (right) says he expects Pastor Maldonado to be punished for impeding him in qualifying.



1445 Sebastian Vettel misses the cut-off to make Q3 for the first time since Brazil 2009.

1455 Vettel insists that he doesn't regret his decision to continue with the older-spec Red Bull exhaust.

1500 Nico Rosberg takes his first F1 pole position at the 111th attempt in his Mercedes, ahead of Lewis Hamilton (who drops to seventh with his grid penalty).

1534 Jenson Button warns that Sauber's Kamui Kobayashi could be one to watch in the race.



1650 Pastor Maldonado and Pedro de la Rosa (right) are both reprimanded for impeding in qualifying.

2134 **@BSenna** Good qualy today! Very close to Pastor and a very tight grid. 15 cars in 6 tenths of a second! Hope the race setup will be good for tomorrow



SUNDAY

0730 It's revealed that Jean-Eric Vergne has forsaken his 18th place on the grid and will start from the pits after breaking parc ferme for set-up changes.

1528 **@MercedesAMGF1** (in response to Schuey's pitstop): No no no...



1533 **@MarioAndretti** Watching #ChineseGP. So far looks like big tire strategy. Unfortunate bad luck for Michael S paying price for team mistake.

1540 Michael Schumacher forgives the crew member responsible for his retirement. "I don't have any hard feelings," he says.

1550 **@PaulHembery** #f1 Mercedes tyre problems...Don't believe everything you hear. Well done Nico. This is going to be a vintage season.



1639 Romain Grosjean becomes the 321st driver to score in the world championship by taking sixth place.

1704 Ross Brawn (right): "I've just been told that I was just one when we had our last grand prix victory."



1710 Felipe Massa, who finished 12th, describes his weekend as "a step forward compared to the first two races of the season".

1749 FIA issues Mercedes with a €5000 fine for an unsafe release from a pit-stop following Schumacher's ill-fated stop.

2030 **@nico_rosberg** What a day! I did not see that coming. Longest race of my life. It felt like an eight hour race. Lots of celebrating and fun.



FRIDAY

0708 The FIA issues a press release confirming that the Bahrain Grand Prix will go ahead as planned.

1003 Giedo van der Garde hits the track for his grand prix weekend debut as Caterham's third driver. His counterpart at Force India, Jules Bianchi, does the same.

1005 McLaren's run with pitot tube aero rig to measure airflow off the back of diffuser.



1015 Fernando Alonso is spotted on track with his Ferrari's rear wing coated in flo-vis aero paint.

1305 Teams meeting finishes (left), with no change over the status of the Bahrain Grand Prix.

1420 Giorgio Ascanelli to Daniel Ricciardo on the Australian's power-steering troubles: "I can fix it, but it will take three months."



1437 Paul di Resta runs wide exiting the final turn and spins his Force India (right).



1445 Timo Glock loses his front wing and goes off at Turn 1. Reports pain in his hands after rattling through gravel trap.

1553 Ferrari de facto technical director Pat Fry confirms that the team's upgrades have had a positive effect, but that the track doesn't suit the car.

2030 **@marussiaF1team** Timo's nose box came away on the entry to Turn 1. An operational problem rather than a mechanical failure of any kind.



LONG BEACH

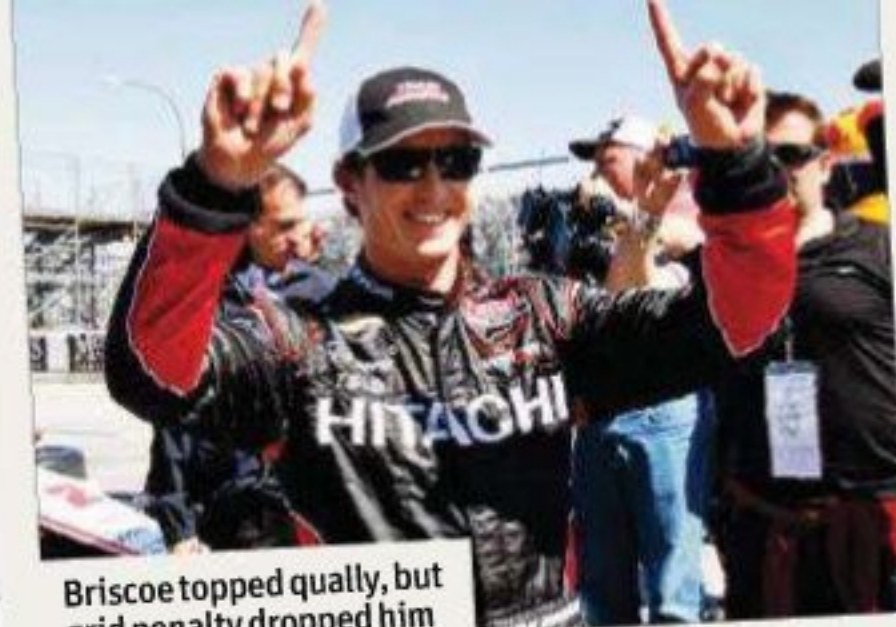
USA

April 13-15
IndyCar Series
Round 3/16



AT A GLANCE

- Winner Will Power
- Pole Dario Franchitti
- Most laps led S Pagnaud
- Fastest lap Tony Kanaan



Briscoe topped qually, but grid penalty dropped him



Power's points presentation

He doesn't expect to win from pole - but when the chips are down the Penske star is unstoppable

AFTER LAST WEEKEND'S IndyCar race at Long Beach, Will Power was asked how far back he'd have to start to not have a chance of winning.

"Pole," he said flatly. "If you get on pole, you won't win."

The Penske driver had started from pole on the Californian street circuit in 2009, '10 and '11 - and not won any of them. So, in a way, he had a point. But his rivals will be more concerned about the fact that, for a second race in succession, he lined up on a remote grid position at a

track where passing was supposed to be impossible and somehow foxed a victory out of it. At Barber the Australian won from ninth, at Long Beach his victory came from 12th.

It was a fittingly left-field outcome to a generally bizarre weekend that began with all of the Chevrolet-engined cars (and three of the Lotus-powered racers) copping 10-place grid penalties for unauthorised engine changes. That should have translated into the Honda camp having the victory gift wrapped, complete with a bow.

Instead, Chevrolet claimed eight of the top 10 places, while everyone else found ways to sink themselves.

As was the case at Barber two weeks ago, Power's win was conjured by Tim Cindric on the pitwall, and executed through Power's freakish ability to save fuel at minimal cost to his lap time. The upper edge of the fuel range was widely held to be 30 laps, and Power himself admitted later that he thought he could only manage 28 without the help of some yellows. So when he pitted on lap 59 with 31 still to run, it was by no

Andretti before he went flying



RACE RATING

★★★★☆

Raft of penalties delivered a mixed grid; laws of chaos took care of the rest

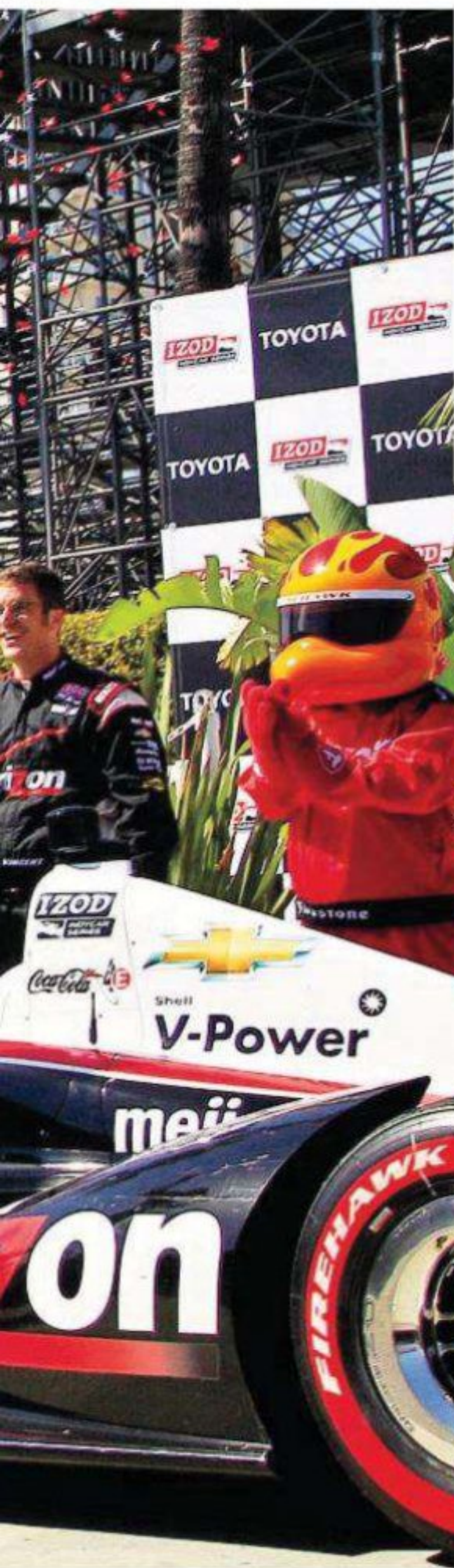
MILESTONE

All three podium finishers either equalled or bettered their career-high finishing position



REPORT INDYCAR LONG BEACH

MARK GLENDENNING
reports



Hinchcliff took fine podium finish



Power jumps for joy after winning for Penske

himself to the finish, but had enough to up the pace again for the last two laps. It was a feat that didn't go unnoticed by his rivals.

"I came out behind Will after my last stop and I was able to stay with him," said Dario Franchitti. "It was amazing how much fuel he saved, because he was only saving it in one part of the track. For 31 laps they were getting amazing fuel mileage."

Prior to nearly closing him down at the end, Pagenaud had been responsible for the one real curveball that was thrown in Power's direction when he inadvertently blocked the Australian's entry to his pit box, and then clipped one of the tyres that was about to be fitted to the Penske car. Power was livid at the time, although Pagenaud insisted that it was an accident.

"When I got out of the pits I saw somebody coming in my mirror," he said. "I tried to stay as far as I could on the inside to leave him room, but it was actually Will – I didn't know it was him. So I did my best to stay on the right to avoid a contact, and I touched the tyre. I'm really sorry about any delay I could have caused him, but it's a tight pitlane."

Sato looked to be on course for what would have been a richly-deserved third place, only to be spun by Ryan Hunter-Reay on the final lap. The Andretti driver was remorseful afterwards, and was issued a 30s time penalty that gifted the final podium place to his team-mate

Pagenaud leads the starring IndyCar rookies



Newgarden: mega rookie

One way to gauge the level of a series is by looking at the quality of its best drivers, the quality of its worst drivers, and the quality of its rookies. It's already accepted that IndyCar's frontrunners are very, very good. Its backmarkers? At the very least, they're better than they were a couple of years ago (there's not a single Milka Duno in sight). But this year's crop of rookies is strong, even if you don't have Rubens Barrichello in there skewing the data.

What's more remarkable is that the two leading lights of the rookie brigade, Simon Pagenaud and Josef Newgarden, are both driving for single-car teams, meaning that when it comes to having data to work with, they're fighting with one arm tied behind their backs.

Turn 1 race crash notwithstanding, Newgarden's performances for Sarah Fisher's team had already turned heads in the paddock. Pagenaud's

abilities were already well-known through his exploits in Champ Car and sportscars, but the speed at which he and the Schmidt team have got up to pace is a surprise.

"The fact that we're a one-car team is actually not a bad thing," he said, "because the team is very focused on just my car and very focused on my feedback. So everything I'm asking for, I get."

"Obviously it's taking us a little bit longer than those guys with three cars because we don't have as much data, especially this weekend with fewer sessions [the early part of the weekend was rain-affected]."

"But when we have a normal weekend, we can be with those guys because we have time to catch up. When we don't unload from the truck really strong it's a little bit harder, like it's been this weekend, but they make good decisions. It's all about the right decisions at the right time, and that's what they're doing."



Pagenaud took superb second place in California

means certain that he wouldn't have to stop again.

Takuma Sato was running second on an almost identical strategy – in fact, he'd stopped his Rahal Letterman Lanigan car a lap later, so theoretically had a bit more to work with – and in the closing laps his pace had fallen noticeably.

The fly in the ointment for both of them was Simon Pagenaud, who'd made his final stop much later and could afford to run his final stint flat-out. The Frenchman pitted from the lead, rejoined in fourth behind Rubens Barrichello,

and promptly relieved the Brazilian of third place. At that point Sato was still five seconds down the road but, with Pagenaud lapping 2s quicker than his rival, the gap was quickly breached and the pair swapped positions with six laps to go.

Power's advantage was 5.8s, and Pagenaud's Schmidt Hamilton car was lapping around 1.0s quicker, so the stage was set for a grandstand finish...

Remarkably, although Pagenaud was closing the Penske Dallara down, Power had managed to not only save enough fuel to get



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Quick pitwork helped Sato

“I go into every season thinking that there’s no way I can win another race. I don’t know why I feel like that, but I do. I guess I have an insecurity or something” Will Power

REPORT INDYCAR LONG BEACH



Newgarden’s bold bid to pass Franchitti (r) at turn one failed



Castroneves lost points lead

grid alongside the Scot, but his threat to “maybe try and pass Dario early – he won’t expect that” backfired when he tried to do precisely that around the outside of the first corner, only to bury himself in the tyres instead. There was some suggestion that Franchitti had helped him with the final part of his trip, which the Scot denied.

restart, costing him even more places, and worse again when he damaged his nose against Ryan Briscoe’s Penske car and had to have it fixed during his next stop. A problem with a part related to his engine finally put him out of his misery late in the race.

Josef Newgarden’s agonies were as short as Franchitti’s were long. The Sarah Fisher Hartman-run rookie did a superb job to get himself onto the front row of the

If Long Beach proved anything, it was that there are still a lot of questions to be answered right through the field, particularly with regards to the intricacies of the new technical package. That, and the fact that the #12 Penske is going to be an irritant to those around it for a few weekends yet – even if it has a bad day on Saturday. ❄

James Hinchcliffe.

The third Andretti car of Marco Andretti had the unhappy distinction of being the first DW12 to go airborne when he tried to pass Graham Rahal and ended up being launched skyward instead. Andretti was quick to point the finger afterwards.

“Blocking is one thing but chopping is another,” he said. “That was a chop. I’m lucky I didn’t get upside-down. I could have been killed.”

Rahal was having none of it. “He can blame me, but

you’re allowed to make one move,” he said. “I made one move. At the speed he hit me at, he wouldn’t have made the corner. It broke my gearbox, that’s how hard he hit me.”

Rahal wasn’t the only Chip Ganassi Racing man in the wars. Scott Dixon, who’d suffered a gearbox fire during qualifying, was again struck by mechanical problems that forced him to stop at the side of the track. To make things worse, requests from the team for the car to be returned to the pits in the hope that the

problem could be fixed were turned down, and it was instead left behind the wall at Turn 8.

Meanwhile, reigning champion Franchitti had a gilt-edged chance to reverse his fortunes after a difficult start to the season. The Chevrolet penalty-fest left him on pole, but again fate had other things in store. Struggling with an ill-handling car, he lost several positions while trying to save fuel during his first stint. Things got worse when he was hit with four overboost penalties on the



Rain interrupted practice day

RESULTS

IndyCar Series, round 3 of 16, Long Beach (USA), April 13-15

GRID	
1 FRANCHITTI 1:09.0327	2 NEWGARDEN 1:09.0697
3 WILSON 1:09.0910	4 PAGENAUD 1:09.2078
5 DIXON 1:09.3658	6 SATO 1:09.9000
7 CONWAY 1:09.8868	8 RAHAL 1:09.9796
9 KIMBALL 1:10.0188	10 TAGLIANI 1:10.8168
11 BRISCOE 1:08.6089*	12 POWER 1:08.7073*
13 H-REAY 1:08.7163*	14 JAKES 1:10.7579
15 VISO 1:09.0634*	16 H-CLIFFE 1:09.2109*
17 SILVESTRO 1:12.0590	18 C-NEVES 1:09.0846*
19 KANAAN 1:09.1987*	20 HILDEBRAND 1:10.3794*
21 ANDRETTI 1:10.5939*	22 B-CHELLO 1:10.0651*
23 SERVIA 1:10.6835*	24 CARPENTER 1:11.4519*
25 BOURDAIS 1:10.8154*	26 LEGGE 1:12.1142*

85 LAPS, 167.280 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	1h54m01.6082s	12
2	Simon Pagenaud (F)	Schmidt-Hamilton Racing	Dallara-Honda DW12	+0.8675s	4
3	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+13.2719s	16
4	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+18.1951s	19
5	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	+22.9947s	20
6	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+42.5631s**	13
7	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	+1m40.1271s	11
8	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	-1 lap	6
9	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	22
10	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	3
11	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	14
12	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	15
13	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	-1 lap	18
14	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-2 laps	24
15	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	-3 laps	1
16	Oriol Servia (E)	Dreyer & Reinbold Racing	Dallara-Lotus DW12	-3 laps	23
17	Sebastien Bourdais (F)	Dragon Racing	Dallara-Lotus DW12	-3 laps	25
18	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	-5 laps	9
19	Katherine Legge (GB)	Dragon Racing	Dallara-Lotus DW12	-5 laps	26
20	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	74 laps-engine	17
21	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Lotus DW12	46 laps-accident damage	10
22	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	41 laps-fire	7
23	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	27 laps-mechanical	5
24	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	23 laps-accident	8
25	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	22 laps-accident	21
26	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	0 laps-accident	2

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	127
2	Castroneves	103
3	Pagenaud	100
4	Dixon	96
5	Hinchcliffe	95
6	Hunter-Reay	81
7	Briscoe	72
8	Rahal	62
9	Barrichello	59
10	Hildebrand	57

Winner’s average: 88.021mph.
Fastest lap: Kanaan, 1m09.3541s, 102.154mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.
*grid penalty
**30s penalty

NASCAR SPRINT CUP TEXAS MOTOR SPEEDWAY (USA), APRIL 14, RD 7/14

Biffle beats Johnson for Texas victory



Biffle (16) takes lead with 31 laps to go

GREG BIFFLE ENDED A 49-RACE winless streak in the NASCAR Sprint Cup by overtaking Jimmie Johnson to snatch victory in Texas last Saturday night.

Johnson looked to be in control of the race, but hadn't bargained on getting slowed by lapped traffic, allowing Biffle to close in. And he definitely hadn't bargained on the Roush Fenway Ford driver then forcing his Fusion ahead of the Hendrick Motorsports Chevrolet through Turns 3 and 4 with 31 laps to run.

Johnson tried everything he could to stay on the championship leader's tail, but slid up the banking at Turn 3 with a few laps remaining. Despite brushing the wall, he was able to coast home in second, such was the gap between

himself and the chasing pack of cars.

"I could say it was about time, but hard work pays off and that's what it's about," said Biffle after taking team owner Jack Roush's ninth Texas Cup win.

"We knew it was a matter of time [before] we were going to win one of these things. We've been running so good and we had great pitstops, we had good cars.

"Seemed like when I got to him it was too easy. I don't know if he'd used up his tyres or... he had a little bit of trouble with traffic, that's why I was able to close on him."

As at Martinsville earlier this month, Johnson failed to turn an on-track pace advantage into a victory. He blamed Ryan Newman for costing him the lead as the

Stewart Haas Chevy man drove defensively to prevent himself going a lap down.

Michael Waltrip Racing's Toyotas were again contenders, with Mark Martin third and polesitter Martin Truex Jr sixth after slipping back with a slow pitstop. Between them were Jeff Gordon (Hendrick Chevy) and Matt Kenseth (Roush Ford). Champion Tony Stewart was down in 24th, two laps behind after a day in which his car handled badly.

The race featured a record average speed of 160.577mph, largely down to 234 caution-free laps being run. The only cautions, in fact, were down to debris being blown onto the circuit by the unusually strong wins.

● Dylan Jacobs

RESULTS

1 Greg Biffle (Ford Fusion), 334 laps in 3h07m12s; 2 Jimmie Johnson (Chevrolet Impala); 3 Mark Martin (Toyota Camry); 4 Jeff Gordon (Chevy); 5 Matt Kenseth (Ford); 6 Martin Truex Jr (Toyota); 7 Kasey Kahne (Chevy); 8 Carl Edwards

(Ford); 9 Kevin Harvick (Chevy); 10 Dale Earnhardt Jr (Chevy). **Points** 1 Biffle, 273; 2 Kenseth, 254; 3 Earnhardt, 254; 4 Truex, 253; 5 Harvick, 249; 6 Denny Hamlin, 242; 7 Tony Stewart, 234; 8 Johnson, 233; 9 Ryan Newman, 225; 10 Clint Bowyer, 219.

STENHOUSE TAKES SECOND NATIONWIDE WIN OF 2012

Ricky Stenhouse Jr cut Elliott Sadler's series lead to just four points by winning in Texas. The Roush Ford driver beat Paul Menard off the last restart. Sadler was 12th.



Castrol EDGE
Rankings

CURRENT
STANDINGS

- 1 Sebastian Vettel** <> 28,695
- 2 Mark Webber** <> 21,413
- 3 Jenson Button** <> 20,333
- 4 Lewis Hamilton** <> 19,940
- 5 Fernando Alonso** <> 18,725

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Jimmie Johnson re-establishes himself in the NASCAR top three despite seeing Greg Biffle snatch victory in Texas. Second place is enough to push Johnson up two places to 12th, while Biffle moves up one spot to 26th after ending a 49-race Cup winless streak.

To see the full list, visit castrolriverrankings.com



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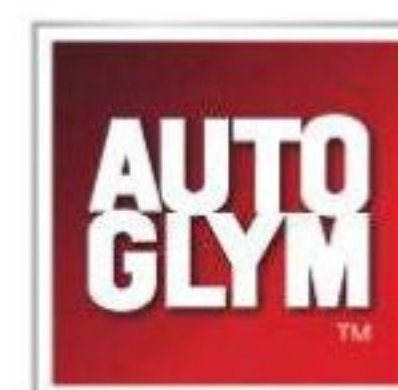
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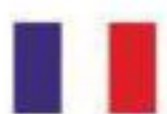
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Mercedes-Benz

INTERNATIONAL RACES & RESULTS

ALMS

Long Beach (USA),
RD 2/10

QUICK RESULTS

- Winners **Lucas Luhr/Klaus Graf**
- Poles **Chris Dyson/Guy Smith**
- Fastest lap **Graf**
- Points leaders **Luhr/Graf**

RACE RATING

★★★★☆

Prototype duel
fizzled out leaving
GT battle to
maintain interest

REPORTS

WORLD OF SPORT

AMERICAN LE MANS SERIES LONG BEACH (USA), APRIL 14, RD 2/10

Graf plots path to victory on the streets of Long Beach

KLAUS GRAF AND LUCAS LUHR became Long Beach's first ALMS repeat winners with their victory in an eventful race through the streets of the southern Californian city on Saturday.

The tone for the race was set by the weather, but the outcome was decided by fuel strategy. Torrential rain early in the weekend had forced qualifying to be called off, leaving the grid to be decided by championship order, and the teams to try to figure out a race set-up for their cars without having done any meaningful running in the dry.

The points-based grid put Dyson Racing duo Chris Dyson and Guy Smith on pole in their Lola-Mazda, and the battle between the lead car and the Graf/Luhr Pickett Racing HPD remained tight through the opening phase of the race. Luhr had taken the lead when Smith was momentarily baulked by a slower car, only to lose

it again when the team suspected that they had short-filled the car during the first stop and called it in again for a top-up just prior to the restart.

But the curse turned into a blessing when the team realised that it had enough fuel to get to the finish. A string of superb laps from Graf closed down the deficit to Dyson, and a better exit out of the hairpin allowed the HPD back into the lead. From there, Graf put the hammer down and extended his advantage to a final margin of 43.659s.

Third outright was the PC-class CORE Motorsport entry shared by Ryan Dalziel and Alex Popow, who one-stopped their way to victory over Pickett Racing's Memo Gidley and Michael Guasch. A tough day for the P2 cars ended with class winners Christophe Bouchut and Scott Tucker (Level 5 HPD) taking the lead when Martin Plowman had to make a late



stop in the Conquest Morgan. Bouchut crossed the line 10th overall.

The best battle was between the GT cars, with Corvette pairing Oliver Gavin and Tommy Milner eventually triumphing after a long fight with BMW's Jorg Muller. Damien

Faulkner and Peter LaSaffre combined for the GTC win. ● Mark Glendenning

RESULTS

1 Lucas Luhr/Klaus Graf (HPD ARX-03a), 86 laps in 2h00m05s;
2 Guy Smith/Chris Dyson (Lola-Mazda B12/60), +43.659;
3 Alex Popow/Ryan Dalziel

(ORECA-Chevrolet FLM09); 4 Michael Guasch/Memo Gidley (ORECA); 5 Jonathan Bennett/Colin Braun (ORECA); 6 Tommy Milner/Oliver Gavin (Chevrolet Corvette C6.R). **GT** Milner/Gavin **Points** LMP1 1 Luhr/Graf, 44; 2 Smith/Dyson, 44; 3 Steven Kane, 24. **GT** 1 Joey Hand/Dirk Muller, 44; 2 Milner/Gavin, 41; 3 Jan Magnussen/Antonio Garcia, 34.

INDY LIGHTS LONG BEACH (USA), APRIL 15, RD 3/12

Tight at the top after Guerrieri scores first 2012 victory

ESTEBAN GUERRIERI became the third Indy Lights winner in as many races with a commanding drive at Long Beach.

The Argentinian started on the outside of the front

row and got the better of polesitter Sebastian Saavedra (Andretti Autosport/AFS) at the first corner to take the lead, and never faced a serious challenge.

"We got experience from last year," said the Sam Schmidt Motorsports driver. "We understood how the tyres would work, and took a low-downforce set-up to try to gain the

position at the start."

Saavedra had tried to make a race of it after the restart, when he managed to get within 0.8s before Guerrieri pulled away again. He was pleased with the damage limitation ahead of the series' move onto ovals – on which he believes he'll thrive.

Tristan Vautier's third place left the top three in the standings covered by just two points. Vautier had actually been fourth across the line behind Gustavo Yacaman, but the Team Moore driver was given a 30s penalty for ignoring a black flag. The Colombian had lost

a mirror and was instructed to pit and have it replaced. However, the team did not have a spare, leaving him to stay out on the track and deal with the consequences later.

Briton Oli Webb started from the second row but lost places at the start and finished sixth.

● Mark Glendenning

RESULTS

Race 1 1 Esteban Guerrieri, 45 laps in 59m33.677s; 2 Sebastian Saavedra, +1.598s; 3 Tristan Vautier; 4 Victor Carbone; 5 Carlos Munoz; 6 Oli Webb. **Points** 1 Saavedra, 129; 2 Vautier, 128; 3 Guerrieri, 127; 4 Carbone, 92; 5 Gustavo Yacaman, 80; 6 Webb, 77.



Guerrieri held off Saavedra

BLANCPAIN ENDURANCE SERIES MONZA (I), APRIL 15, RD 1/6

Martin extracts the maximum from BMW at Monza



Palttala, Martin and Leinders celebrate

MARC VDS RACING'S BMW Z4 took victory in the opening round of the Blancpain Endurance Series at Monza, thanks to an inspirational final stint from GT young gun Maxime Martin.

Markus Palttala started the car 18th and, after Bas Leinders took over, it was sixth. Some hectic battling meant Leinders was seventh when he made an early final

stop, but quick work from the team and Martin's pace meant the BMW was third as the stops shuffled out.

Out front by 17s was the Prospeed Porsche, with which Marc Goossens and Xavier Maassen had led almost throughout and which Marc Hennerici had taken over for the last stint. Second was the KRK Mercedes, shared by Karl

Wendlinger, Koen Wauters and Anthony Kumpen.

The rain that hit the whole race (the first 37 minutes were run under the safety car) did not suit Hennerici. Martin had made short work of the Merc, and then passed Hennerici with 33 minutes remaining.

"The rain was a gift from God," said Leinders. "Our engine is not quick enough

for Monza, and in a dry race we'd have been 10th."

Hennerici ended up fifth, as up to second came the WRT Audi in which Laurens Vanthoor redeemed himself for a qualifying shunt that left the R8 37th on the grid. Marco Bonanomi and Edward Sandstrom dragged it up the field before Vanthoor's final stint.

WRT boss Vincent Vosse

was convinced the sister car should have won if not for a suspected wheelbearing problem before Stephane Ortelli took the last shift.

While the polewinning Kessel Ferrari, led by Daniel Zampieri, took fourth, Ortelli slumped to seventh behind the Pro-Am winning Vita4One Italy Ferrari. A Richard Westbrook charge brought the Haribo Porsche to a Pro-Am podium.

● Marcus Simmons

RESULTS

1 Markus Palttala/Bas Leinders/Maxime Martin (BMW Z4 GT3), 77 laps in 3h00m34.026s; **2 Edward Sandstrom/Laurens Vanthoor/Marco Bonanomi (Audi R8 LMS)**, +17.574s; **3 Koen Wauters/Karl Wendlinger/Anthony Kumpen (Mercedes SLS AMG)**; **4 Stefano Gattuso/Davide Rigon/Daniel Zampieri (Ferrari 458 Italia)**; **5 Marc Hennerici/Xavier Maassen/Marc Goossens (Porsche 911 GT3-R)**; **6 Eugenio Amos/Giacomo Petrobelli/Alessandro Bonacini (Ferrari)**. **Points** 1 Palttala/Leinders/Martin, 25; 2 Sandstrom/Vanthoor/Bonanomi, 18; 3 Wauters/Wendlinger/Kumpen, 15; 4 Gattuso/Rigon/Zampieri, 12; 5 Hennerici/Maassen/Goossens, 10; 6 Haase/Mies/Ortelli, 8.

FORMULA NIPPON SUZUKA (J), APRIL 15, RD 1/8

Nakajima wins at Suzuka to kick off Nippon season in style

KAZUKI NAKAJIMA KICKED off the Formula Nippon season with victory at Suzuka, thanks largely to a storming middle stint from the former Williams Formula 1 driver.

Nakajima started third in his Toyota-powered TOM'S Swift, but made it up to second by the first corner as poleman Takuya Izawa made a terrible getaway. The Dandelion Honda driver slipped back into the pack, restricting himself to sixth.

It was Izawa's team-

mate Kodai Tsukakoshi who led during the first half of the race, keeping Nakajima at bay. But slick pitwork from TOM'S, coupled with a couple of blistering laps from Nakajima once his rival had pitted, meant that he was able to emerge in the lead once he made his own stop three laps later.

Any hopes Tsukakoshi had of taking the fight to Nakajima evaporated as a faulty exhaust pipe cost him top-end power. He still managed to hold off

Joao Paulo de Oliveira as the Impul Toyota driver came through from seventh on the grid to take the final podium spot.

Champion Andre Lotterer spent the whole race behind Kazuya Oshima's Le Mans entry and could do no better than fifth for TOM'S, while 2009 title winner Loic Duval returned to the series with Team Kygnus and finished ninth, behind Naoki Yamamoto and Tsugio Matsuda.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima (Swift-Toyota FN09), 43 laps in 1h15m02.966s; **2 Kodai Tsukakoshi (Swift-Honda)**, +3.996s; **3 Joao Paulo de Oliveira**

(ST); **4 Kazuya Oshima (ST)**; **5 Andre Lotterer (ST)**; **6 Takuya Izawa (SH)**.

Points 1 Nakajima, 10; 2 Tsukakoshi, 8; 3 de Oliveira, 6; 4 Oshima, 5; 5 Lotterer, 4; 6 Izawa, 4.



Nakajima leads Tsukakoshi

INTERNATIONAL RACES & RESULTS

AUTO GP

Marrakech (MA), Rd 3/7

QUICK RESULTS

- Race 1 Sergio Campana
- Race 2 Chris van der Drift
- Pole Sergey Sirotkin
- Points leader Adrian Quaife-Hobbs

RACE RATING

★★★★★

Two winners and two races on one set of tyres for Quaife-Hobbs. Mega!

REPORTS

WORLD OF SPORT



Quaife-Hobbs pressures Campana

AUTO GP MARRAKECH (MA), APRIL 14-15, RD 3/7

Campana nicks it from Quaife-Hobbs

SERGIO CAMPANA AND CHRIS van der Drift joined the list of Auto GP race winners at Marrakech. Both won by under a second on an action-packed weekend.

Italian Formula 3 champion Campana fought off a tenacious drive from points leader Adrian Quaife-Hobbs in race one, while van der Drift achieved his first success since sustaining multiple injuries in an enormous

Superleague Formula crash at Brands Hatch in 2010.

From fifth on the grid, Super Nova ace Quaife-Hobbs made an early stop on lap five to change from fading supersoft rear tyres to the more durable softs. After a string of fast laps he arrived on Campana's gearbox as the Italian exited the pits from his own stop on lap 12.

Driving for newcomer MLR71, Campana had

spent the first half of the race scrapping with Pal Varhaug, who lost a probable win by stalling during his stop.

The Norwegian Virtuosi UK racer's lapse created a sensational climax as Campana and Quaife-Hobbs raced wheel to wheel. Campana suffered from excessive wheelspin, but hung on by 0.186s.

Poleman Sergey Sirotkin was caught out at the start

when a 5s board was incorrectly not displayed.

The Euronova man made amends in race two to lead from the start. Sirotkin opened a 4.8s lead over van der Drift before fitting fresh rubber. But the Kiwi, one of only two men to start with a new set of soft Kumhos, stayed out for four more laps. Van der Drift upped his pace and benefited from a quick tyre change by Manor MP to regain the track in front.

Third on the road, Monza winner Varhaug was penalised 25s for cutting a chicane during a fraught final lap.

Quaife-Hobbs lost ground as a result, promoting Zele Racing's opportunist Giacomo Ricci into the final podium position.

● Peter Mills

RESULTS

Race 1 1 Sergio Campana, 19 laps in 29m34.199s; 2 Adrian Quaife-Hobbs, +0.186s; 3 Pal Varhaug; 4 Chris van der Drift; 5 Giacomo Ricci; 6 Sergey Sirotkin. **Race 2** 1 van der Drift, 19 laps in 29m10.823s; 2 Sirotkin, +0.651s; 3 Ricci; 4 Quaife-Hobbs; 5 Victor Guerin; 6 Yann Cunha. **Points** 1 Quaife-Hobbs, 105; 2 Sirotkin, 76; 3 Varhaug, 75; 4 van der Drift, 69; 5 Daniel de Jong, 43; 6 Campana, 39.

V8 STOCK CARS CURITIBA (BR), APRIL 15, RD 2/12

Brito resists Wilson pressure to take victory

VALDENO BRITO RESISTED A succession of attacks to take his first V8 Stock Car win of 2012 at Curitiba and move to within a point of the championship lead.

Brito beat polesitter Allam Khodair to the first corner and was never headed. His win was not easy though, as first Atila Abreu and then Max Wilson piled the pressure on the Shell Peugeot driver during the latter stages.

RC Chevrolet driver Wilson started only 18th after choosing not to use any of his boost facility in qualifying and saving all

12 helpings for the race. Passing a succession of cars that had used it in qualifying – and therefore only had six boosts available to them – Wilson climbed from eighth to second in just 11 laps to arrive on Brito's tail. But he'd taken too much out of his tyres, and slipped back by the finish.

Khodair had a nightmare race, receiving a drive-through penalty for squeezing Wilson's team-mate Ricardo Mauricio against the pitwall at the start. That dropped him from third

to 25th, although the Vogel Chevy driver did recover to 18th by the finish.

Mauricio, whose diffuser was broken by a hit from Thiago Camilo, battled to fourth, behind Wilson and Abreu, and one spot ahead of Marcos Gomes's FullTime Sports Peugeot.

● Lito Cavalcanti

RESULTS

1 Valdeno Brito (Peugeot 408), 30 laps in 42m23.030s; 2 Max Wilson (Chevrolet Sonic), +3.504s; 3 Atila Abreu (Chevy); 4 Ricardo Mauricio (Chevy); 5 Marcos Gomes (Peugeot); 6 Daniel Serra (Chevy). **Points** 1 Mauricio, 35; 2 Valdeno Brito, 34; 3 Abreu, 34; 4 Serra, 30; 5 Gomes, 26; 6 Nono Figueiredo, 25.

Brito leads from Turn 1 at Curitiba



IN BRIEF

Kahne won in a Truck



NASCAR TRUCKS

Kasey Kahne took over a Turner Chevrolet qualified by Brad Sweet and came from the back of the grid to win at Rockingham. His polesitting team-mate Nelson Piquet Jr led the first half of the race, but fell back with a long pitstop and then a drive-through penalty. James Buescher and Matt Crafton were second and third.

LAMBORGHINI TROFEO

British motorsport national treasure Tiff Needell began his 43rd season of racing with a third place at Monza. Reigning Renault Megane Trophy champion Stefano Comini won both races.

CARRERA CUP ASIA

Swiss Alexandre Imperatori took a dominant double at Shanghai, beating Martin Ragginger and Allan Simonsen in race one. Keita Sawa and Ho-Pin Tung made the race two podium.

VLN

Sharing with factory driver Marc Lieb, Jochen Krumbach scored his maiden series win for the Manthey Porsche squad in a race that was ended early by red flags. Second went to Claudia Hürtgen/Dominik Schwager/Dirk Adorf in a Schubert BMW.

JAPANESE F3

Teenager Ryo Hirakawa took a double win at Suzuka on his Formula 3 debut for the Toyota-powered RSS team. British expat Richard Bradley (TOM'S) was second in race two after stalling on his way to fifth in the opener.

Hirakawa did double



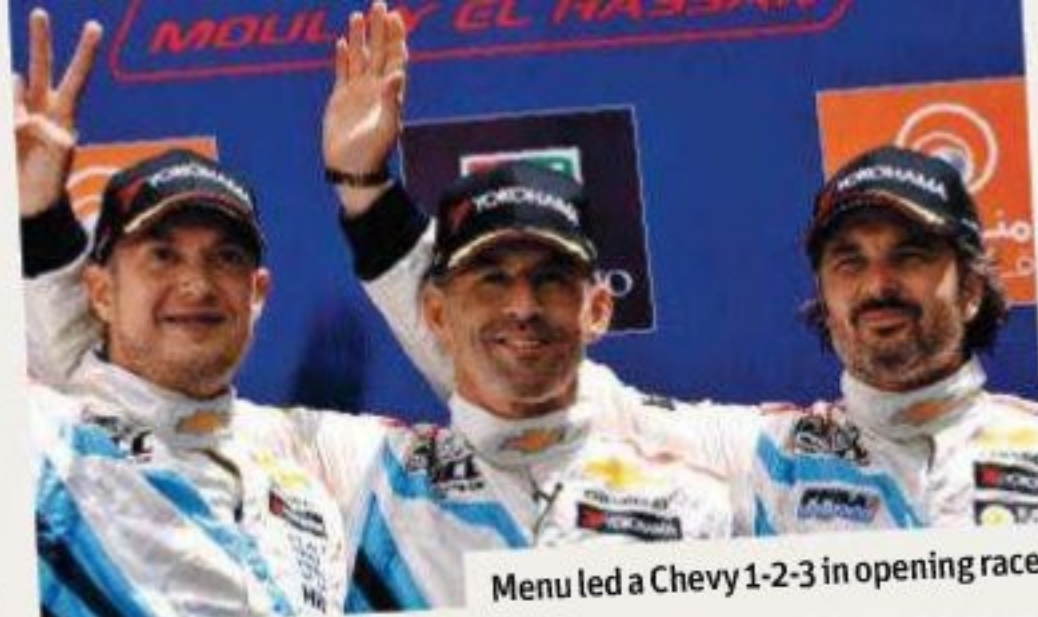
MARRAKECH

MOROCCO
April 14-15
WTCC
Round 3/12



AT A GLANCE

- Race 1 Alain Menu
- Race 2 Yvan Muller
- Pole Menu
- Points leader Muller



Menu led a Chevy 1-2-3 in opening race



Cruze holiday in Morocco

The RML-run Chevrolets enjoyed themselves in Africa, with a brace of 1-2-3s, but it was anything but relaxing for their rivals

Muller made it four wins for 2012

THIS WAS A CHEVROLET weekend – perhaps to the extent of providing shivers to on-looking WTCC race promoters. Following a closely contested preceding round in Valencia, anyone witnessing the stunning display by the RML-run factory Cruzes in race two at Marrakech could be left in no doubt of their performance advantage.

In their most emphatic performance of the season, the Chevrolet drivers not only continued their 2012 unbeaten run but achieved a total stranglehold of the podium positions.

Buoyed by his maiden victory of the season in Spain, a resurgent Alain Menu emerged on top in a tight qualifying battle with RML team-mate Rob Huff

to grasp pole position for the opening race.

ROAL Motorsport's Tom Coronel surprised himself with third, confounding predictions that high kerbs at the Moulay El Hassan street circuit and a rear-wheel drive BMW were not an ideal marriage. The Dutchman edged out a traffic-delayed third works Cruze of points

leader Yvan Muller.

Of greater shock than Coronel's handy qualifying effort was the startling practice form of Tom Chilton's Arena Ford Focus (see panel), which would line-up seventh.

As in Valencia, Arena continued to evaluate the development direction of its Focus S2000 TCs, and again opted to fit James Nash's

sister entry with a flat floor. Nash excelled himself to join Chilton in the decisive second qualifying session, reserved for the top-12 Q1 runners, after earlier being rammed off track by Aleksei Dudukalo's unruly Lukoil SEAT when the Russian was caught out by his brake-bias setting.

At an orderly rolling start, Huff tucked in behind Menu to run second. Both shared an elementary objective to recover momentum in the points race and beat Muller.

The Frenchman was already on the move, joining the Tuenti Racing Leon of Pepe Oriola in catapulting past slow-starting Coronel. Spanish teenager Oriola demonstrated masterly timing at the lights to jump into fourth.

An opening-lap incident denied Coronel the opportunity to amend for his getaway. The BMW was nudged into a spin at the second chicane by promising WTCC rookie Alex MacDowall's Bamboo Cruze, delaying both men.

Hopes of points in the Arena camp had already received a blow when, for the second time during the weekend, Nash was clouted out of action – this time by BMW independent Franz Engstler. Valencia podium finisher Stefano d'Aste was the main beneficiary of the chaos, leapfrogging to fifth.

Huff resisted any temptation to make a stab at Menu on the restart from the ensuing safety car period, and no serious challenge for position



RACE RATING

★★★★★

Reticence of Chevrolet drivers to commit to an attack limited drama at the front of the field

MILESTONE

Pepe Oriola becomes youngest driver to set a WTCC fastest lap



REPORT WTCC MARRAKECH

PETER MILLS
reports



among the lead Chevrolet trio materialised over the remainder of the race. The aversion of the Chevy drivers to staging an overtaking attempt was later justified by the heightened risks presented by the narrow circuit, and concern of repeating events at the Monza season opener – when the in-house Chevrolet battle overheated so spectacularly.

“I also wanted to save the car, because the bangs from the kerbs on the suspension are so hard here,” expanded Muller on his conservative start to the afternoon.

A spate of kerb-related driveshaft and suspension breakages, afflicting various cars over the weekend, supported Muller’s views.

There was no such restraint from Chilton, who on lap four executed a superb outbraking manoeuvre on d’Aste to steal fifth into the final hairpin. The Team Aon car would close up on fourth-placed Oriola before losing ground in the closing stages.

Chilton’s eventual seventh represented Arena’s first points of the season.

The Mike Earle-led crew did a stunning job to repair Nash’s car in the interval, allowing him to line-up on the reversed-grid pole.



Tarquini had a troubled weekend

“They did so much in such a short time that I’m almost wondering why I pay them for weeks of work to prepare a car,” Earle joked.

Nash led a BMW-heavy gaggle away from the standing start. Team-mate Chilton in fourth was rudely chopped by front-row starter Tiago Monteiro, sliding down the order with part of the Sunred Leon’s bumper lodged in his car.

All eyes were swiftly on the mesmerising progress of the Chevrolet drivers. Muller made up three places on the opening lap, with Huff and Menu following the world champion.

Nash sensibly recognised the inevitability of the impending Chevrolet steamroller. For five laps the BTCC convert had appeared in control at the head of the WTCC pack, but exercised restraint from indulging in any needlessly over-

defensive driving. Swiftly demoted to fourth, Nash held position until overcooking the second chicane on lap nine. An eventual sixth place was another worthy step forward for team and driver in their maiden campaign on the world stage.

Up front, Muller eased off to secure his fourth win of 2012 ahead of Huff and Menu. The highest points scorer of the weekend, Menu had to think hard to spot a downside to Chevy’s domination. “Perhaps, for my championship, I would have preferred it if Yvan hadn’t done such a good job through the traffic in race two and we had been 6th, 7th and 8th,” he said. “That way I would have reduced more of my points deficit to him.” Huff and Menu must wait two weeks before their next chance to make up ground at the Slovakia Ring.

Fords elevate themselves into the right Arena

When Tom Chilton traded fastest times with the factory Chevrolets during Friday’s testing at Marrakech, there was a ripple of surprise through the paddock.

Spectacular to watch through the high-speed chicanes, Chilton’s front-running pace continued through practice and into Q1, in which he took third.

A final grid position of P7 was a significant improvement over the trying opening races at Monza and Valencia. The Fords remain saddled with 30kg of ballast to facilitate an FIA waiver on non-conforming suspension. But at the Circuit Moulay El Hassan, Ford’s suspension-related penalty was offset by the imposition

of a compensation weight system that alleviated 20kg from their burden.

A seventh-placed finish for Chilton in race one opened Arena’s WTCC points account, and Nash gained plaudits for leading race two before being engulfed by the Chevy hordes.

“They were coming at quite a rate weren’t they?” said Nash, who held on to take P6.

Prior to Slovakia, the team expects to fit new suspension and shed the 30kg penalty. A further performance upgrade is thus on the cards, but team boss Mike Earle is already satisfied pre-season targets have been accomplished.

“We said we’d like to get into the top-10 during our first season,” said Earle, “and we have done that now – twice.”



Chilton took first Arena WTCC points


RESULTS

World Touring Car Championship, round 3 of 12, Marrakech (MA), April 14-15

GRID RACE 1		RACE 1 - 12 LAPS, 33.89 MILES					RACE 2 - 11 LAPS, 31.07 MILES					CHAMPIONSHIP TABLE		
1	2	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1:43.901	1:43.929	1	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	22m28.931s	1	1	Muller	19m36.836s	7	1	Muller	130
		2	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.074s	2	2	Huff	+0.381s	9	2	Menu	106
3 CORONEL	4 MULLER	3	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.554s	4	3	Menu	+0.970s	10	3	Huff	97
1:43.968	1:44.201	4	Pepe Oriola (E)	Tuenti Racing (SUNRED)	SEAT Leon WTCC	+2.268s	5	4	Coronel	+2.153s	8	4	Coronel	77
5 ORIOLA	6 MACDOWALL	5	Stefano d'Aste (I)	Wiechers-Sport	BMW 320 TC	+5.713s	11	5	d'Aste	+2.641s	11	5	d'Aste	45
1:44.498	1:44.544	6	Franz Engstler (D)	Team Engstler	BMW 320 TC	+8.075s	8	6	Nash	+5.052s	1	6	Tarquini	44
7 CHILTON	8 ENGSTLER	7	Tom Chilton (GB)	Team Aon (Arena)	Ford Focus S2000 TC	+9.290s	7	7	Oriola	+5.589s	6	7	Oriola	43
1:44.681	1:44.822	8	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+16.069s	3	8	Engstler	+5.610s	3	8	Engstler	34
9 MONTEIRO	10 NASH	9	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+17.696s	13	9	Monteiro	+7.374s	2	9	Michelisz	26
1:44.870	1:44.982	10	Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	+19.284s	16	10	O'Young	+12.861s	15	10	Rydell	14
11 D'ASTE	12 TARQUINI	11	Gabriele Tarquini (I)	Lukoil Racing	SEAT Leon WTCC	+26.413s	12	11	Dudukalo	+13.587s	21			
1:51.464	no time	12	Alex MacDowall (GB)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+38.647s	6	12	Bennani	+18.629s	20	INDEPENDENTS		
		13	Andrea Barlesi (B)	SUNRED Engineering	SEAT Leon 1.6T	+44.139s	20	13	Ng	+29.173s	16	POS	DRIVER	PTS
13 MICHELISZ	14 SABATINO	14	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon TDI	+48.598s	18	14	Barlesi	+31.619s	19	1	Oriola	51
1:45.495	1:45.692	15	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	+50.097s	21	15	di Sabatino	+44.273s	14	2	d'Aste	47
		16	Aleksei Dudukalo (RUS)	Lukoil Racing	SEAT Leon WTCC	+50.377s	22	16	Chilton	8 laps-turbo	4	3	Engstler	37
15 BENNANI	16 O'YOUNG	17	Pasquale di Sabatino (I)	Bamboo-Engineering	Chevrolet Cruze 1.6T	-1 lap	14	R	Michelisz	5 laps-suspension	13	MANUFACTURERS		
1:45.707	1:45.834	NC	Tiago Monteiro (P)	Tuenti Racing (SUNRED)	SEAT Leon 1.6T	-5 laps	9	R	Cerqui	2 laps-driveshaft	17	POS	MANUFACTURER	PTS
		R	Charles Ng (PRC)	Team Engstler	BMW 320 TC	6 laps-water pump	17	R	MacDowall	0 laps-driveshaft	5	1	Chevrolet	268
17 NG	18 BOARDMAN	R	Isaac Tutumlu (E)	Proteam Racing	BMW 320 TC	2 laps-accident	19	R	Tarquini	0 laps-suspension	12	2	BMW Customer	161
1:45.965	1:46.562	R	Mehdi Bennani (MA)	Proteam Racing	BMW 320 TC	2 laps-acc dam	15	NS	Tutumlu	accident damage	18	3	SEAT Customer	144
19 TUTULMU	20 BARLESI	R	James Nash (GB)	Team Aon (Arena)	Ford Focus S2000 TC	0 laps-accident	10	NS	Boardman					
1:47.294	1:47.872													
21 CERQUI	22 DUDUKALO													
1:46.041*	2:49.620													

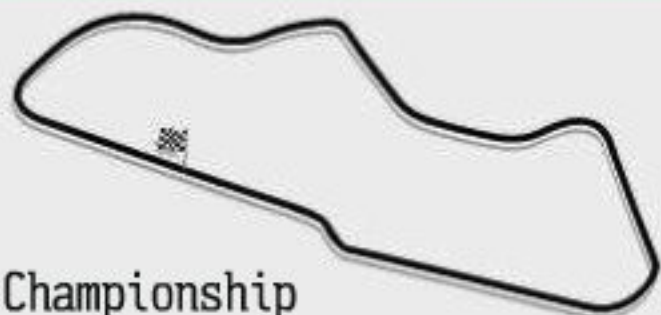
Race 1 Winner's average: 90.44mph. Fastest lap: Oriola, 1m44.617s, 97.18mph. Race 2 Winner's average: 95.03mph. Fastest lap: Menu, 1m45.161s, 96.67mph. *grid penalty.

DONINGTON

 GREAT BRITAIN

April 14-15

British Touring Car Championship
Round 2/10



AT A GLANCE RACE 1

- Winner Mat Jackson
- Pole Jason Plato
- FL Jackson



Plato took fine pole for MG in dry-wet-dry session

Jackson and Shedden state their case

Mat Jackson and Gordon Shedden got their title campaigns off the ground by sharing the Donington wins between them after fierce S2000 v NGTC battles



AFTER NEAR-DISASTROUS starts to their British Touring Car seasons at the Brands Hatch opener, Mat Jackson and Gordon Shedden got their title challenges up and running at Donington Park last Sunday. Jackson finally took his first

non-reversed-grid race win for Motorbase's Ford Focus in the opening encounter, while Shedden got his 2012 underway with his best-ever weekend in the series.

As the only top team running the same package – S2000 chassis and

Mountune turbo – as last year, Motorbase had expected to start 2012 well while the new NGTC machines got up to speed. But suspension issues in qualifying and a mistake by Jackson in race three at Brands prevented a big points haul.

At Donington, things looked better right from the start of free practice. Jackson qualified sixth and reckoned he could have been third but for being baulked by Rob Collard's WSR BMW. Given the Ford always looks more comfortable in race trim, Jackson was confident of a good result.

"We knew we had good race pace," he said. "It's interesting with the NGTC cars because we're quicker in different places. We don't

know where they are with their cars and we know what we've got."

That perhaps helps explain the incident that effectively won Jackson race one. Having made a great start to climb to third – "we got a mega start at Brands

Jackson. "Jason got the run on Rob and both braked early and surprised me – I obliged in exchanging a sticker with Jason! It was a love tap."

For his part, Plato accepted it was a racing incident. "What I think he

"We don't know why it happened, but it's there on the data. We went to the organisers and declared it"

David Bartrum took Jackson's disqualification well

too, the Focus puts the power down really well" – the Ford tried to follow Jason Plato's MG6 when it attacked Collard for the lead. He misjudged it slightly and hit Plato, pushing the MG wide and taking the lead.

"We were quicker than the NGTC cars early on," said

was trying to do was follow me through and he bit off more than he could chew," said the double champion. "It's one of those things – what he was trying to do was exactly what I would do."

Once in the lead, Jackson was able to hold off Shedden to score his 17th BTCC



Shedden scored two wins and a second

RACE RATING

★★★★☆

Some great entertainment, but driving standards were woeful at times

MILESTONES

Gordon Shedden's best BTCC weekend, beating his two wins and a third at Donington 2006; Tony Gilham's first BTCC podium; Jason Plato gives MG6 its first pole position

REPORT BTCC DONINGTON

KEVIN TURNER
reports



52000 Fords and BMWs attack NGTCs early on



Relief for Shedden in trouble-free Civic



Jackson and Shedden were the stars at Donington

victory. For team manager Oly Collins, it was vindication of Motorbase's focus on race runs.

"We're stronger through the fast corners [than the NGTCs] and we work hard on our race pace," he said. "We're not famed for qualifying so well, but there's only one point for pole. To be fair to Mat, when he gets into a race he's something else."

Such was proved by the fact that Jackson's fastest race lap was 0.2s faster than his qualifying effort...

Nevertheless, team boss David Bartrum believes being up front early on will be more crucial in 2012, so qualifying may have to become more of a priority. The S2000s need to get ahead so they can hold off

the NGTC entries when their smaller tyres go off.

"You've got to get yourself in a good position early," he said. "It's important to qualify in the top six. This season requires a different set of tactics."

It also seemed that Jackson had made the most of a dramatic race three, even after a big slide at Redgate briefly lost him the lead. Despite his tyres going off, he narrowly beat the battling Shedden and Plato to win on the road.

That would have put him right with Plato and Matt Neal at the top of the points table, but he was then disqualified for his turbo overboosting thanks to a boost control valve problem.

"We don't know why it happened, but it's there on

the data," explained Bartrum. "We went to the organisers and declared it."

Shedden's victory in race two also came at Jackson's expense. The Ford didn't look as strong with 45kg of success ballast and Jackson's chances were damaged further when a safety car eradicated the 2.3s lead he had built up over the Hondas on lap one.

Once again, the winner played a part in an incident that helped him. Plato was delayed while fighting Shedden for second on the first lap, allowing Matt Neal and Collard to attack the MG, resulting in a Plato-Collard clash at the chicane that brought out the safety car and got Shedden back on Jackson's tail.

"Gordon stopped the car ▶

Controversial finale to dramatic BTCC weekend

Mat Jackson and Gordon Shedden made it five different victors in five 2012 BTCC races before a dramatic reversed-grid encounter was decided after the chequered flag.

Rob Collard's rear-wheel-drive WSR BMW shot off the line in race one to lead. He initially opened up a gap, but once up to speed Jason Plato's MG closed in, taking Jackson, Shedden, Matt Neal and Tom Onslow-Cole with him.

Plato made his move out of Coppice on lap five but got a tap from Jackson that sent the MG wide at the chicane. In the ensuing sort-out, Jackson, Shedden and Neal moved into the top three, while Collard fell to sixth. His situation got worse as the tyres went off.

Despite Shedden's close attention, Jackson held on to win, while Plato failed to prise Neal from third in a late duel. Onslow-Cole was fifth, just holding off a charging Andrew Jordan who had dropped down the order after a massive slide at the first corner.

The Hondas were again slow away in race two, allowing Jackson to pull a big advantage. But a Plato-Collard clash at the chicane put the MG in the wall and brought out the safety car.

Shedden made short work of Jackson after the restart and Neal also passed the Ford to secure the works Honda team's first one-two with the NGTC Civic.

Dave Newsham's ES Racing Vauxhall Vectra took fourth, but only after helping Jordan out the way as the Honda man was overtaking Onslow-Cole.



Jackson celebrates with Honda duo

The reversed-grid race was manic. Front-row starters Jordan and team-mate Jeff Smith were beaten away by Jackson, who then had a big slide at Redgate.

Newsham and Collard took over at the front until Collard went off at the Old Hairpin and rejoined right in front of fourth-placed Onslow-Cole. In the ensuing mess, Onslow-Cole was forced off and Neal and Jordan touched. Both Hondas spun and Neal retired with broken suspension.

Jackson grabbed the lead before the inevitable safety car, but Shedden looked threatening after the restart. He overcame Collard and closed on the Focus, while the fastest car on the track – Plato's MG – charged into contention after starting 17th.

He was up to third with four laps to go and the lead trio was together on the final lap. Shedden's defence gave Jackson just enough respite to take the flag first, but Plato hit Shedden into the last chicane, forcing the Honda off and handing the MG second.

Unsurprisingly, Plato was handed a two-second penalty to drop him back behind Shedden and, when Jackson was disqualified for overboosting, the Honda man inherited victory.



Plato helps Shedden towards gravel in race three



A brake problem hurt Dan Welch's chances

AT A GLANCE RACE 2

- Winner Gordon Shedden
- Pole Mat Jackson
- FL Tom Onslow-Cole

AT A GLANCE RACE 3

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

at the apex of Coppice and I had to turn left or I would have hit him," reckoned Plato. "That let Matt get a run. I thought I'd cleared Collard – I didn't realise he was still there."

Shedden overtook Jackson shortly after the restart and never looked threatened. It was a welcome relief for the 2011 runner-up after electrical gremlins hampered his first race weekend with the new Civic at Brands.

"We took £40,000-worth of parts off the car to try to fix it at Brands," said Shedden. "When we put them all back on the problem didn't happen again – it's a mystery."

"It's 10 per cent of the championship and I need to keep my head down and keep racking up points."

A lot has been made of how much more performance Triple Eight's new MG6 could find as the season goes on, but Shedden believes Dynamics is in a similar position. "It's constant development

– we're just making the car better," he added after team-mate Neal also found a way by Jackson to take second in race two. "It's mega to get a one-two. I think we're still a bit down on straightline speed, but through the corners it is nicely balanced."

One of the features of the weekend was how the 17-inch tyres on the S2000 cars and the bigger 18-inch NGTC rubber differed in their performance. Opinions on why varied, but the S2000 cars, chiefly the Fords and the BMWs, looked very fast early on and then faded.

The NGTCs on the other hand started slowly. The Honda Civics of Neal, Shedden and Andrew Jordan (Eurotech) all had moments early on in races due to a lack of rear tyre temperature, but remained strong once into their operating window.

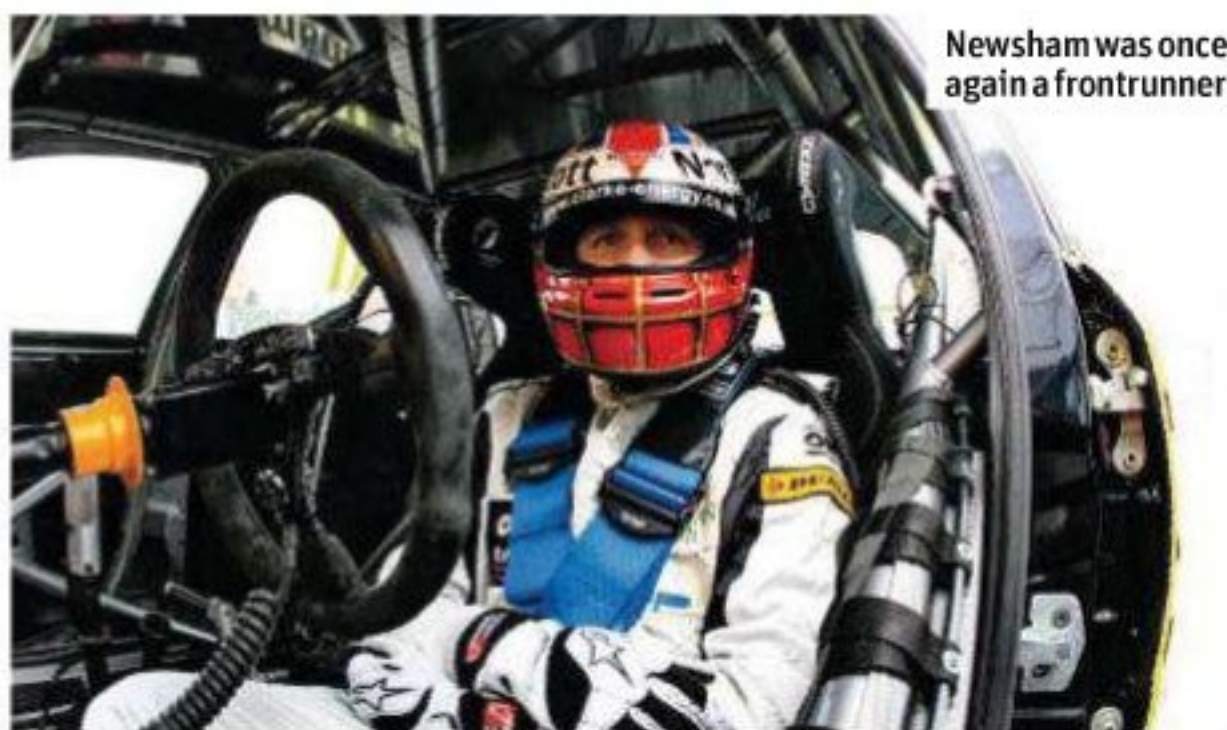
"Because the 17-inch tyre is a bit smaller you can work it harder and get heat into it quicker," reckoned Shedden. "We were a bit lucky with



Collard led race one early on, but fell back

"We were a bit lucky with the safety car in race two, but we would have caught Mat anyway"

Shedden reckoned he would have won without safety car



Newsham was once again a frontrunner

the safety car in race two, but if you look how far we finished ahead of Mat [2.7s] we would have caught him."

But Plato felt set-up could be a bigger factor, at least with the NGTC's tyre warm-up. "I don't think the tyre size makes a difference in warm-up," he said. "We guessed at a set-up for race one to look after the tyres and went too far – in race two we were faster early on than the Hondas."

It's clear the top NGTC teams are still learning their kit, which – as expected – has given Jackson a chance. He is now in the hunt, but may need a cushion if he is to be in with a title shot at the end of the year.

Neal could have been on the podium in all the races without being the victim of a race-three incident not of his making, and the speed of the MG in the finale – Plato charged from row nine to fight for the lead – shows that the window of opportunity for the S2000 cars may be shrinking fast.



Gilham leads midfield pack as Griffin (left) and James share more drama



Jordan kept points score ticking over

NEXT ROUND

THRUXTON
April 29



REPORT BTCC DONINGTON

DRIVER BY DRIVER

Matt Neal (3/2/R)



Another strong weekend and might have had three podiums without multi-car R3 accident.

Gordon Shedden (2/1/1)



Had much-needed and deserved great event. Fast in every race and has put Brands issues behind him.

Jason Plato (4/R/2)



Pace to win, but hit by Jackson in R1 and clashed with Collard in R2. Great R3 spoiled by Shedden hit.

Andy Neate (16/12/R)



Cross shaft problem prevented qualifying lap. Clashes hurt runs in R1 and R3, but happy with car.

Mat Jackson (1/3/DQ)



Great weekend, right up to the point of being thrown out of R3 victory. Made most of Ford's strengths.

Aron Smith (8/9/11)



Involved in the odd bit of contact, but another promising performance. Within 0.5s of Jackson.

Liam Griffin (R/R/14)



Reliable run came to an end with contact in all three races. Responsible for R2 crash with James.

Rob Collard (10/8/4)



Superb getaways got him into the lead battle, but turbo power is giving the BMWs tyre problems.

Tom Onslow-Cole (5/10/9)



Similar to Collard. Very unfortunate to be forced off by team-mate's error in R3 that dropped him back.

Nick Foster (11/11/12)



Admitted to struggling more with BMW's revised roll centre than his more experienced team-mates.

Andrew Jordan (6/5/6)



Some big slides on cold tyres, plus unfortunate contact, prevented results his pace deserved.

Jeff Smith (13/6/5)



R1 last-corner over-enthusiasm aside, a fine performance up near the front in NGTC Honda.

Dave Newsham (7/4/R)



Not quite the pace he had at Brands, but still a contender. Contact and overheating in R3.

Chris James (17/R/13)



Involved in incidents in all three races, though not all were of his making. Feels there is more to come.

Rob Austin (R/NS/NS)



Looked quick again, but engine problems began in qualifying and finally led to withdrawal from event.

Frank Wrathall (9/14/7)



Felt he was lacking in straightline speed, but put in another solid performance in Toyota.

Adam Morgan (15/13/R)



Still seemed to attract trouble, and managed to hit team-mate in R1, but does now have BTCC finish.

Tony Hughes (R/16/15)



Not hugely impressed by Morgan hit, which broke suspension. Still finding speed elusive.

Tony Gilham (14/7/3)



Breakthrough weekend in 2011 Honda, which ended with first BTCC podium.

Dan Welch (12/R/8)



Promising again, but brake issue in R2 and high water temperature in R3.

Ollie Jackson (NC/NS/NS)



Never got a chance to show pace as engine problems led to team withdrawing car.

John Thorne (NS/NS/NS)



Pulled Insignia out of meeting due to pace and reliability issues.

Lea Wood (R/15/10)



Still learning Vectra, which Wood says is big step over old Integra.

RESULTS

British Touring Car Championship, Donington Park (GB), April 14-15, round 2 of 10

GRID

1	PLATO	1:10.604
2	SHEDDEN	1:10.658
3	NEAL	1:10.911
4	JORDAN	1:11.068
5	COLLARD	1:11.071
6	M JACKSON	1:11.205
7	NEWSHAM	1:11.305
8	AUSTIN	1:11.322
9	J SMITH	1:11.443
10	A SMITH	1:11.568
11	WRATHALL	1:11.614
12	O-COLE	1:11.654
13	WELCH	1:11.954
14	FOSTER	1:11.982
15	JAMES	1:12.067
16	GRIFFIN	1:12.277
17	WOOD	1:12.409
18	GILHAM	1:12.594
19	O JACKSON	1:12.891
20	MORGAN	1:13.016
21	HUGHES	1:17.117
22	THORNE	1:29.668
23	NEATE	no time

RACE 1 - 16 LAPS, 31.666 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Mat Jackson (GB)	Motorbase Performance	Ford Focus	19m11.104s	6
2	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+0.229s	2
3	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+5.600s	3
4	Jason Plato (GB)	MG (KX Triple Eight)	MG6	+5.832s	1
5	Tom Onslow-Cole (GB)	WSR	BMW 320si	+8.656s	12
6	Andrew Jordan (GB)	Eurotech	Honda Civic	+8.768s	4
7	Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	+11.750s	7
8	Aron Smith (IRL)	Motorbase Performance	Ford Focus	+14.484s	10
9	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+20.384s	11
10	Rob Collard (GB)	WSR	BMW 320si	+24.109s	5
11	Nick Foster (GB)	WSR	BMW 320si	+36.021s	14
12	Daniel Welch (GB)	Welch Motorsport	Proton Persona	+40.216s	13
13	Jeff Smith (GB)	Eurotech	Honda Civic	+45.844s	9
14	Tony Gilham (GB)	Gilham Racing	Honda Civic	+46.081s	18
15	Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	+46.780s	20
16	Andy Neate (GB)	MG (KX Triple Eight)	MG6	+58.982s	23
17	Chris James (GB)	Team ES Racing	Vauxhall Vectra	+1m11.552s	15
NC	Ollie Jackson (GB)	AmD Tuning	VW Golf	-5 laps	19
R	Rob Austin (GB)	Rob Austin Racing	Audi A4	6 laps-engine	8
R	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	2 laps-acc damage	21
R	Liam Griffin (GB)	Motorbase Performance	Ford Focus	1 lap-acc damage	16
R	Lea Wood (GB)	Team Wood	Vauxhall Vectra	1 lap-acc damage	17
NS	John Thorne (GB)	Thorney Motorsport	Vauxhall Insignia	withdrawn	22

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Plato	84
2	Neal	80
3	Jordan	76
4	Collard	72

5	Shedden	70
6	M Jackson	60
7	J Smith	52
8	Newsham	47
9	Onslow-Cole	47
10	Gilham	35

RACE 2 - 17 LAPS, 33.645 MILES

POS	DRIVER	TIME/REASON	GRID
1	Shedden	20m55.248s	2
2	Neal	+1.241s	3
3	M Jackson	+2.685s	1
4	Newsham	+3.308s	7
5	Jordan	+8.914s	6
6	J Smith	+17.267s	13
7	Gilham	+17.854s	14
8	Collard	+19.768s	10
9	A Smith	+19.816s	8
10	Onslow-Cole	+20.650s	5
11	Foster	+20.882s	11
12	Neate	+23.396s	16
13	Morgan	+24.294s	15
14	Wrathall	+28.373s	9
15	Wood	+32.908s	20
16	Hughes	-1 lap	18
NC	Plato	-4 laps	4
R	James	11 laps-accident	17
R	Griffin	11 laps-accident	19
R	Welch	5 laps-brakes	12
NS	O Jackson	engine	-
NS	Austin	engine	-
NS	Thorne	withdrawn	-

RACE 3 - 19 LAPS, 37.603 MILES

POS	DRIVER	TIME/REASON	GRID
1	Shedden	24m40.618s	6
2	Plato	+1.114s**	17
3	Gilham	+4.683s	7
4	Collard	+5.221s	8
5	J Smith	+6.198s	1
6	Jordan	+8.264s	2
7	Wrathall	+9.231s	14
8	Welch	+11.283s	20
9	Onslow-Cole	+14.827s	10
10	Wood	+16.517s	15
11	A Smith	+20.101s	9
12	Foster	+24.065s	11
13	James	+29.611s	18
14	Griffin	+30.487s	19
15	Hughes	+42.105s	16
R	Newsham	18 laps-acc damage	3
R	Morgan	10 laps-brakes	13
R	Neate	3 laps-acc damage	12
R	Neal	2 laps-accident	5
DQ	M Jackson	24m38.001s	4
NS	O Jackson	engine	-
NS	Austin	engine	-
NS	Thorne	withdrawn	-

Race 1 Winner's average: 99.03mph.
Fastest lap: M Jackson, 1m11.005s, 100.34mph.

Race 2 Winner's average: 96.49mph.
Fastest lap: Onslow-Cole, 1m11.267s, 99.97mph.

Race 3 Winner's average: 91.42mph.
Fastest lap: Plato, 1m11.013s, 100.32mph.

*Would have started 18th and 19th respectively.

**Includes two-second post-race penalty.

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CLIO CUP AT A GLANCE

→ Race 1 Paul Rivett

→ Race 2 Jack Goff

→ Points lead Goff

REPORT TOCA DONINGTON



Race two top-three fan out at the finish

RENAULT CLIO AND PORSCHE CARRERA CUPS DONINGTON PARK, APRIL 14-15

Points leader Goff denies Rivett a double

REIGNING CHAMPION PAUL Rivett and young pretender to his throne Jack Goff once again split the wins between them as the Clio Cup descended on Donington Park last weekend.

Fired up after a broken wheel denied him a double at Brands Hatch last time out, triple champion Rivett set a searing pace to annex a pair of poles in qualifying – a full three tenths up on Pyro quartet Josh Files, Adam Bonham, Kim

Andersson and Goff.

Stancombe man Rivett converted the first of those poles into a lights-to-flag win in race one. Ginetta Junior graduate Bonham shadowed the leader for two-thirds of the race before fading late on.

Files was shuffled down to fourth on the first lap, before being forced wide at Coppice and falling to 17th. He would finish ninth.

Former Mini Challenge ace Ant Whorton-Eales

charged from 10th on the grid to complete the podium, diving past Goff at the chicane on the third-from-last lap. Goff was delayed enough to allow Scuderia Vittoria's Luke Wright through to fourth, while Swedish ice racer Andersson was shuffled back to sixth.

Goff won a tense four-car battle for race two, after out-gunning Rivett at the start. Files held third as a short, early safety car period to clear Wright's crashed car ended, but was pushed back after a failed move on Rivett. As Files retired with damage, both Bonham and Westbourne's James Colburn surged into the minor podium positions.

Rivett recovered to third with a neat move on Colburn at the chicane at two-thirds distance, but could do nothing about Bonham as the top four converged to within eight tenths of each other on the final lap.

Michael Meadows made it three wins in a row in the Porsche Carrera Cup with a Donington double. Having aced qualifying, the Redline Racing man looked

comfortable in the first part of race one, but over-inflated tyres and braking issues left him hanging on in the closing stages.

Team Parker's Sam Tordoff led the chase early on, but messed up his gear-change at the chicane and accidentally activated the pit-limiter, which dumped him to fifth. Team-mate Richard Plant took up the challenge, until a mid-race puncture thwarted him.

Ben Barker thus claimed second, dragging Jonas Gelzinis and Tordoff with him as the top four were blanketed by a second at the flag – well clear of Pro-Am1 king Ahmad Al Harthy and Rory Butcher.

Meadows had a better set-up and thus better control of race two, chased gamely but fruitlessly by Gelzinis. The Lithuanian charger jumped a sluggish Tordoff at the start and kept Meadows in sight initially, before a big moment under braking for the chicane dropped him back.

Porsche scholar Daniel Lloyd was the star of this race, though. After Barker crashed heavily at Starkeys Bridge on lap six of 23,

Lloyd (whose Porsche set the pace in practice but was crippled by imbalanced corner weights in qualifying) closed down Plant and Tordoff and passed them both on the final two laps to complete the podium.

● Ben Anderson

RESULTS

Renault Clio Cup (14 laps)

1 Paul Rivett; 2 Adam Bonham +2.979s; 3 Ant Whorton-Eales; 4 Luke Wright; 5 Jack Goff; 6 Kim Andersson. **Fastest lap** Bonham 1m17.559s (91.86mph) **record**.

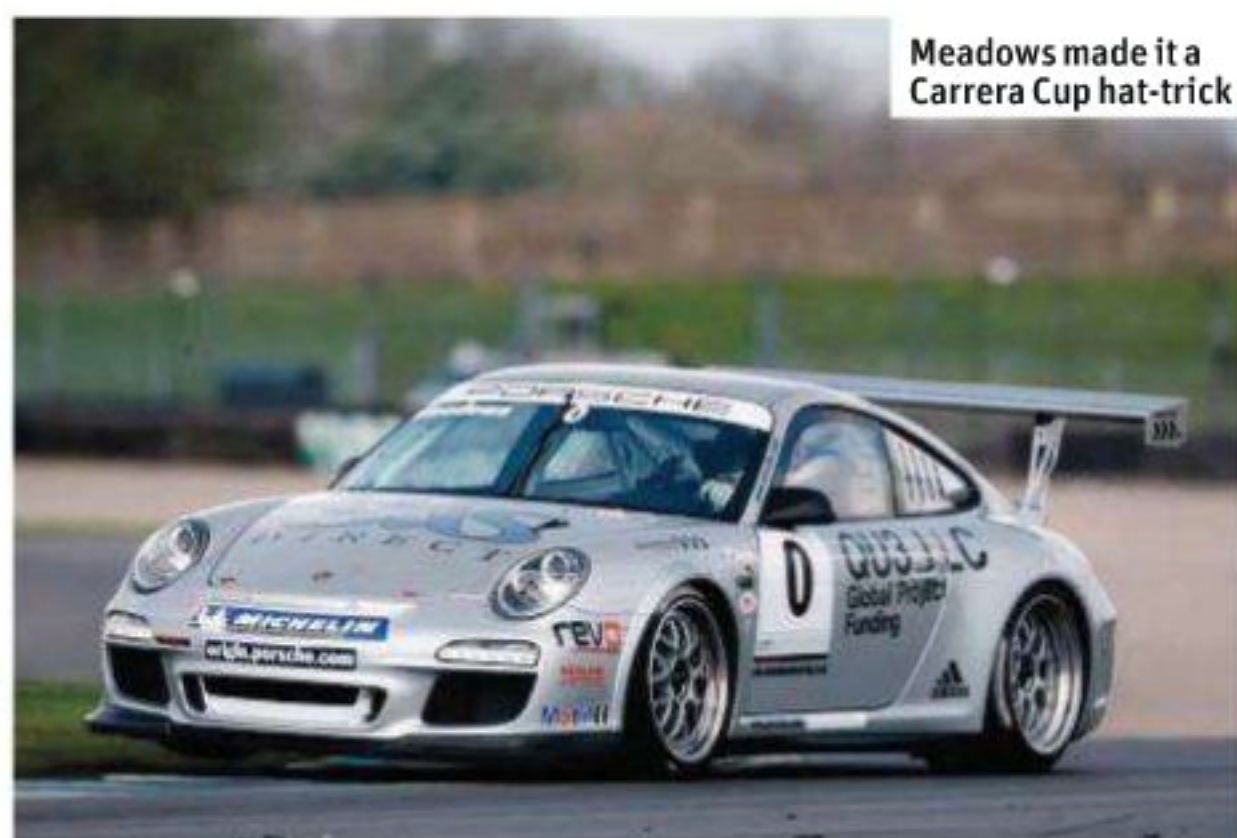
Race 2 (16 laps) 1 Goff; 2 Bonham +0.215s; 3 Rivett; 4 James Colburn; 5 James Dixon; 6 Whorton-Eales.

FL Andersson 1m17.719s (91.67mph). **Points 1 Goff, 112**; 2 Bonham, 105; 3 Rivett, 89; 4 Whorton-Eales, 77; 5 Dixon, 74; 6 Josh Files, 62.

Porsche Carrera Cup GB (23 laps)

1 Michael Meadows; 2 Ben Barker +0.249s; 3 Jonas Gelzinis; 4 Sam Tordoff; 5 Ahmad Al Harthy; 6 Rory Butcher. **Class winners** Al Harthy; Tania Mann. **FL** Gelzinis 1m07.073s (106.22mph) **record**.

Race 2 (23 laps) 1 Meadows; 2 Gelzinis +1.918s; 3 Daniel Lloyd; 4 Tordoff; 5 Richard Plant; 6 Butcher. **CW** Al Harthy; Mann. **FL** Gelzinis 1m07.561s (105.45mph). **Points 1 Meadows, 81**; 2 Gelzinis, 70; 3 Tordoff, 56; 4 Plant, 43; 5= Barker & Lloyd, 42.



Meadows made it a Carrera Cup hat-trick

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GINETTA JUNIOR AT A GLANCE

- Race 1 Niall Murray
- Race 2 Sennan Fielding
- Points lead Murray

"It's been difficult with him. He's the quickest driver and we just told him to take it easy"

Murray ignored his team's advice



REPORT TOCA DONINGTON

GINETTA BTCC SUPPORTS DONINGTON PARK, APRIL 14-15

Ginetta Juniors sent to the naughty step

NIALL MURRAY CAME TO blows with Ginetta Junior title rivals George Gamble and Charlie Robertson at Donington last weekend, as both races featured terrible crash damage resulting from some diabolical driving.

Both contests were slipstreaming thrillers while the kids kept it clean, but a cheeky tap from Murray on Gamble in the closing stages of Saturday's race left Gamble stranded on the racing line over the blind brow at Coppice and triggered a pile-up that wrecked four cars.

Murray was fined £150 and handed three penalty points on his licence for his part, but claimed the win on countback as the red flags flew. Ginetta bussed three spare cars down from its North Yorkshire factory overnight, but a furious Gamble had quit the championship by the time the grid was forming up for race two on Sunday.

Sennan Fielding followed up an earlier podium with victory in this one – climbing brilliantly from row three to lead inside two laps – but the category again became mired in controversy as Murray and 2011 runner-up Robertson clashed while fighting over second spot.

Robertson (who was later reprimanded) hit Murray under braking for the chicane, delaying both and forcing Harry Woodhead into the barriers on the exit. The pair reconvened on the penultimate lap when Murray fired Robertson hard into the barriers at the Old Hairpin.

Spaniard Pepe Massot (nursing sore ankles following Saturday's pile-up) dodged the chaos to claim second in his spare car, ahead of Murray's Douglas Motorsport team-mate Andrew Watson and Oliver Basey-Fisher.

Murray fell 1.4 seconds shy of demoting Harrison from fifth, but was later excluded, promoting his Irish countryman Keith Donegan into the top six.

The Ginetta GT Supercup races were far tamer, with Tom Sharp dominating the first two to make it five wins in a row in 2012.

As poleman Sharp controlled proceedings from the front, perennial Ginetta bridesmaid Carl Breeze (struggling with various technical issues) twice fended off reigning G50 champion Tom Ingram to take a brace of seconds.

Andrew Richardson held fourth for three-quarters of race one, but he retired with



Fielding (leading) kept his nose clean

an overheating engine (the prelude to a glut of issues that ruined his weekend).

That promoted Century Motorsport runner Josh Wakefield to fourth, ahead of team-mate Hunter Abbott and Colin White.

White lowered the lap record in race two as he fought Abbott for fourth, until a tap from White (for which he was later penalised) at McLeans sent Abbott off the road and settled the issue.

The safety car was deployed for four laps when a recovering Abbott punted G50 racer Louise Richardson off at the chicane and beached her

car in the gravel, but Sharp restored his two-second lead over the final four laps as Breeze fended off Ingram.

Former Ginetta Junior champion Ingram claimed a popular maiden win in the reversed-grid finale, as York City FC's vice chairman Marcus Hoggarth (on pole) was swamped at the start.

Sharp shadowed the leader throughout the race, but even a late safety car to clear White's broken car from the gravel trap at McLeans couldn't throw Ingram off his stride.

White's retirement promoted Abbott to his maiden G55 podium finish, while Breeze completed an impressive charge from the pitlane to finish fourth.

Century's Fergus Walkinshaw (who was quiet at Donington following his monster shunt at the hands of Sharp during the Brands opener) scored the best result of his weekend by clinging to fifth, narrowly ahead of team-mate Wakefield and reigning Caterham R300 Superlight champion Jamie Orton.

Meanwhile, Ginetta Junior graduate Max Coates completed an impressive hat-trick of G50 class victories by getting the

better of reigning Ginetta G40 Challenge champion Mark Davies and ex-Clio Cup racer Rob Gaffney.

● Ben Anderson

RESULTS

Ginetta Junior (7 laps)

1 Niall Murray; 2 Charlie Robertson +0.404s; 3 Sennan Fielding; 4 Ollie Chadwick; 5 Harry Woodhead; 6 Andrew Watson.

Fastest lap Fielding 1m21.622s (87.28mph) **record. Race 2 (9 laps)**

1 Fielding; 2 Pepe Massot +7.388s; 3 Watson; 4 Oliver Basey-Fisher; 5 Nathan Harrison; 6 Keith Donegan.

FL Fielding 1m22.009s (86.87mph). **Provisional Points 1 Murray, 118;** 2 Fielding, 102; 3 Watson, 78; 4 Robertson, 76; 5 Chadwick, 64; 6 Basey-Fisher, 60.

Ginetta GT Supercup (12 laps)

1 Tom Sharp; 2 Carl Breeze +2.797s; 3 Tom Ingram; 4 Josh Wakefield; 5 Hunter Abbott; 6 Colin White.

G50 winner Max Coates. **FL** Sharp 1m09.911s (101.91mph).

Race 2 (18 laps) 1 Sharp; 2 Breeze +2.207s; 3 Ingram; 4 White; 5 Marcus Hoggarth; 6 Coates.

CW Coates. **FL** White 1m09.541s (102.45mph) **record. Race 3 (18 laps) 1 Ingram;** 2 Sharp +0.496s; 3 Abbott; 4 Breeze; 5 Fergus Walkinshaw; 6 Wakefield. **CW** Coates. **FL** Sharp 1m09.706s (102.20mph). **Points 1 Sharp, 201;** 2 Ingram, 135; 3 Breeze, 122; 4 White, 109; 5 Abbott, 102; 6 Walkinshaw, 96.

Ingram beat Sharp for first G55 win



MONZA

ITALY
April 13-15
British Formula 3
Round 2/10



AT A GLANCE

→ **Winners Sainz/
Serralles/Sainz**
→ **Poles Sainz/
Serralles**



Fantin, Harvey and Tincknell entertained

Prince Carlos in the royal park

Sainz Jr breaks his Formula 3 duck in regal style in Italy



No-one else could catch Sainz's spray

IF YOU'RE THE SON OF A World Rally champion, chances are you'll be quite handy in wet conditions.

So given that rain hit Monza just before the first British Formula 3 International Series race on Saturday afternoon, and didn't stop until the teams were on their way to Milan Malpensa airport more than 24 hours later, it's not surprising that Carlos Sainz Jr was a double winner in Italy.

But that would be to oversimplify events of the weekend and underappreciate the magnitude of Sainz's achievement: a maiden F3 victory in a bizarre first race by almost 10 seconds; total domination in the second by

nearly 17. Anyway, even 'King Carlos' Sainz himself says his son's instinctive car control is more a product of the fact that he's been ragging anything he can find since he was a nipper rather than anything learned from his *viejo hombre* (who turned 50 last week). After all, teenagers never listen to their parents...

To set up his success in

the wet, 17-year-old 'Prince Carlos', the youngest driver in the field, had to go fastest in the dry qualifying session – which was no easy feat around Monza in a Carlin Dallara-Volkswagen.

Just as at Oulton Park's season opener, rival team Fortec Motorsport turned out a faster Dallara-Mercedes that topped the speed traps.



Jaafar got messy stuff out of way in free practice

"We radioed him to go easy, but he was still a second faster than them"

Team boss Trevor Carlin is full of praise for Sainz

Carlin worked hard to trim the deficit – and 'trim' was the word when applied to Sainz's rear wing: in ultra-low-downforce set-up, he really had to hang on through the Lesmos, Ascari and Parabolica, but was able to share the pole positions with Fortec's Felix Serralles.

That was partly thanks to Serralles's team-mate Pipo Derani inadvertently giving a tow to the Spaniard to also boost him on the straights.

He ended a third of a second clear of closest fellow Carlin runner Jazeman Jaafar.

This would prove crucial in the races. The manner of Fortec's collective suicide in race one (see panel), and a super-efficient tyre change from the Carlin boys, handed Sainz the advantage in race one – which everyone started from the pits! Rain had intensified as the cars sat on the grid, a wet race was declared, but no-one pitted until the end of the green-flag lap, at which point they all filed in together as if it were an IndyCar caution period.

When Sainz got out in front of Fahmi Ilyas (for whom Double R Racing converted 12th into second),

RACE RATING

★★★★☆

Fine driving from race winners, and always something going on in the field

MILESTONE

Carlos Sainz is first ex-World Rally champ to see son win in Brit F3!



REPORT BRITISH F3 MONZA

MARCUS SIMMONS
reports



the race was effectively his. And, when he beat Serralles away from the line a day later in race three, again there was no catching him. The conditions played perfectly into the hands of Sainz, who is a great improviser. "These races are tough," he said, "not so much physically but mentally – you have to concentrate 120 per cent." He also confessed to pushing on in case such focus slipped.

"He can get close to the limit quickly in conditions like that," said team boss Trevor Carlin. "He's got very good car control, a great feel. He's not worried about it moving around under him."

"What I'm most impressed about in race three is that there was not one mistake. We radioed him on lap three to take it easy, but he was still lapping a second faster than everyone else."

Serralles had trouble from an electronic part controlling the gearshift, meaning it would not engage if he flat-shifted, so the Puerto Rican had to work out how much he could afford to lift to get the gear in. Once he'd settled he matched Sainz's times, but was way behind.

Still, Serralles managed to get a reversed-grid win. The Fortec pits drama and a spin at Roggia consigned him to 10th in race one, but he was able to keep Jack Harvey at bay in torrential conditions



Serralles leads Harvey to his win

that Serralles Sr, a former World Powerboat champion, would have relished.

That was the peak in an otherwise forgettable weekend for 19th-birthday boy Harvey, who arrived at Monza as the championship leader, didn't get a clear lap in qualifying and as a result left Italy fourth in the points.

Harvey pulled off a neat move – outside into the Ascari chicane – on Nick McBride's T-Sport Dallara-Nissan to take his runner-up spot in the reversed-grid race, but otherwise struggled to make progress in the races.

This was put into perspective in the final race by Carlin team-mate Harry Tincknell, who passed Harvey around the outside into the Roggia chicane. There was slight contact, but Tincknell did it cleanly next

time around – the final lap of the weekend – on Derani in what he chuckled was "the best move I've ever done".

Ahead of this group in the finale were Alex Lynn, Jaafar and Hannes van Asseldonk. Lynn was again the man to beat in free practice with Fortec, but once more ran into traffic in qualifying – at least he took a very solid third as his best result this weekend. Ditto Jaafar, whose results are super-consistent. Not so van Asseldonk, who had two top-five results to mitigate his crash on the race-two sighting lap.

To be fair to the Dutchman, the cars were aquaplaning everywhere in race two; even Sainz thought it was dangerous. Coming from Senior Car Control himself, that tells you how bad it was at Monza. ☼

Fortec's foursome have pace – but not in the pits

Fortec Motorsport showed how to lose a race in spectacular style on Saturday. The team's four Dallara-Mercedes had all qualified in the top six, yet the highest-placed as the field left the pits after the massed tyre changes was eighth.

That was Pipo Derani, and the little Brazilian showed how his confidence is flowing after his Oulton reversed-grid win by calmly slicing through the field to take second place.

Fortec's pace was thanks again to its cars' great straight-line speed, partly boosted by running shorter floors. That was in common with some cars from Double R and T-Sport, but not Carlin.

Fortec team manager Mick Kouros said that in the Dallara

manual are two cut-off points – one for low-drag tracks such as Monza, the other for extreme circuits such as Macau.

It all became a moot point in the races. Even so, in the wet the Fortec guys could still do mega times in the first sector.

It was another weekend of what might have been for Fortec, who Kouros reckoned should have clean-swept the top four in qualifying.

Perhaps it was best summed up by a post-race shunt on Sunday morning when Derani, who thought he was still racing, flew over the back of cruising team-mate Alex Lynn and shunted heavily at Curva Grande. "It took off and I could hear nothing!" said Derani, crossing his arms over his chest as he recounted it.



Lynn (near) and Derani battle on final lap. One lap later...

RESULTS

British Formula 3 International Series, round 2 of 10, Monza (I), April 13-15

GRID	RACE 1 - 15 LAPS, 53.994 MILES	RACE 2 - 9 LAPS, 32.396 MILES	GRID	RACE 3 - 19 LAPS, 68.392 MILES
1 SERRALLES 1:46.768	POS DRIVER TEAM CAR TIME GRID	POS DRIVER TIME GRID	1 SAINZ 1:46.575	POS DRIVER TIME GRID
2 SAINZ 1:46.787	1 Carlos Sainz Jr (E) Carlin DVW F312 30m32.179s 2	1 Serralles 21m09.965s 1	2 SERRALLES 1:46.722	1 Sainz 41m22.078s 1
3 LYNN 1:47.172	2 Pipo Derani (BR) Fortec Motorsport DMB F312 +9.889s 6	2 Harvey +3.702s 4	3 LYNN 1:46.779	2 Serralles +16.711s 2
4 ASSELDONK 1:47.209	3 Jazeman Jaafar (MAL) Carlin DVW F312 +12.509s 7	3 Fantin +10.915s 5	4 JAAFAR 1:46.901	3 Lynn +27.424s 3
5 FANTIN 1:47.239	4 Hannes van Asseldonk (NL) Fortec Motorsport DMB F312 +17.418s 4	4 McBride +15.235s 3	5 ASSELDONK 1:46.951	4 Jaafar +32.083s 4
6 DERANI 1:47.311	5 Alex Lynn (GB) Fortec Motorsport DMB F312 +18.892s 3	5 Jaafar +18.254s 8	6 DERANI 1:47.083	5 van Asseldonk +33.891s 5
7 JAAFAR 1:47.603	6 Pietro Fantin (BR) Carlin DVW F312 +20.575s 5	6 Derani +19.823s 9	7 FANTIN 1:47.219	6 Tincknell +38.530s 8
8 TINCKNELL 1:47.658	7 Jack Harvey (GB) Carlin DVW F312 +28.608s* 9	7 Lynn +19.959s** 6	8 TINCKNELL 1:47.562	7 Derani +41.236s 6
9 HARVEY 1:47.861	8 Nick McBride (AUS) T-Sport DN F312 +34.042s 10	8 Sainz +21.313s 10	9 MCBRIDE 1:47.583	8 Harvey +41.749s 10
10 MCBRIDE 1:47.905	9 Fahmi Ilyas (MAL) Double R Racing DMB F312 +43.095s 12	9 Tincknell +22.692s 14	10 HARVEY 1:47.788	9 McBride +49.826s 9
11 UHRHANE 1:48.139	10 Felix Serralles (USA) Fortec Motorsport DMB F312 +1m01.445s 1	10 Ilyas +26.107s 2	11 UHRHANE 1:48.015	10 Ilyas +1m30.064s 12
12 ILYAS 1:49.373	11 Spike Goddard (AUS) T-Sport DMH F308 +1m58.060s 13	11 Urrhane +47.433s 12	12 ILYAS 1:48.992	11 Goddard +1m44.938s 13
13 GODDARD 1:50.513	12 Geoff Urrhane (AUS) Double R Racing DMB F312 -3 laps 11	12 Padayachee +56.468s 13	13 GODDARD 1:49.943	12 Padayachee +1m52.702s 14
14 PAD*CHEE 1:50.899	R Duvashen Padayachee (AUS) Double R Racing DMH F308 14 laps-acc 14	R Goddard 5 laps-accident 11	14 PAD*CHEE 1:50.736	R Fantin 7 laps-electrical 7
	R Harry Tincknell (GB) Carlin DVW F312 11 laps-off 8	NS van Asseldonk accident pre-grid 7		R Urrhane 6 laps-accident 11

CHAMPIONSHIP

POS	DRIVER	PTS
1	Sainz	74
2	Serralles	66
3	Jaafar	65
4	Harvey	63
5	Derani	48
6	Fantin	40
6	Tincknell	40
8	Lynn	39
9	van Asseldonk	22
10	McBride	19

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Goddard	104
2	Padayachee	82

D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown.
*includes 10s time penalty; **includes 1s time penalty

Race 1 Winner's average: 106.09mph. Fastest lap: Lynn, 1m59.933s, 108.05mph.

Race 2 Winner's average: 91.83mph. Fastest lap: Serralles, 2m08.651s, 100.73mph.

Race 3 Winner's average: 99.20mph. Fastest lap: Sainz, 2m06.638s, 102.33mph.

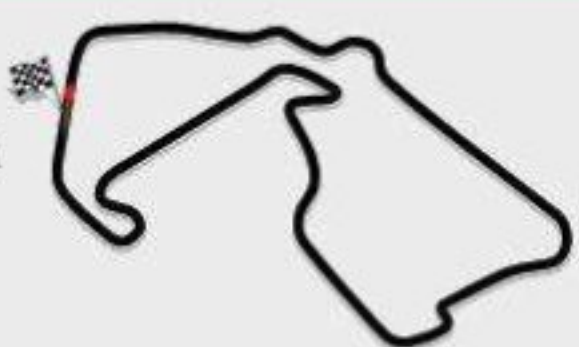
SILVERSTONE

Great Britain

April 14-15

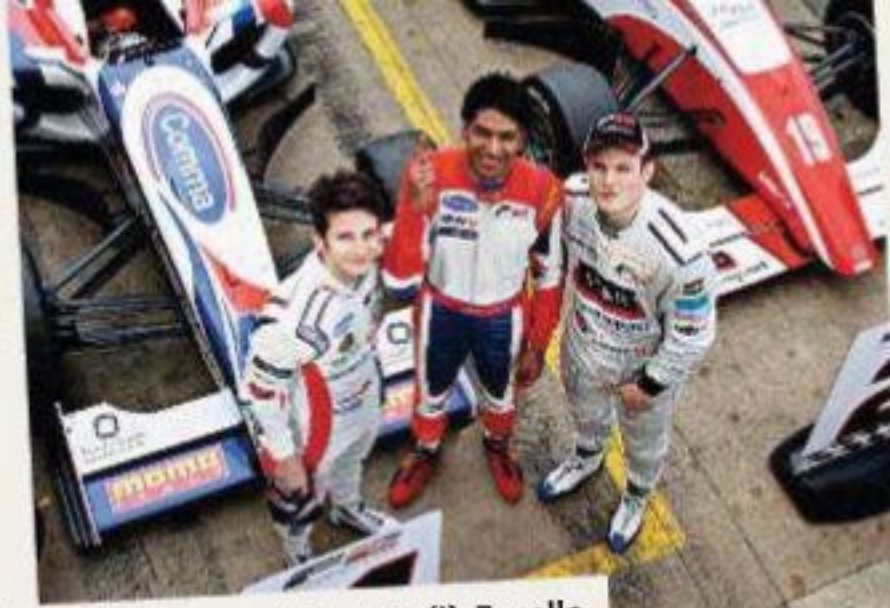
Formula 2

Round 1/8



AT A GLANCE

- Race 1 **Luciano Bacheta**
- Race 2 **Bacheta**
- Poles **Tuscher/Marinescu**
- Fastest laps **Marinescu/Bacheta**



Bacheta (centre), Fontana (l), Zanella



Bacheta boosts to double win

In an attempt to mimic the DRS wing used in F1, this FIA-sanctioned junior formula changed the way its overboost system works to improve the racing

Bacheta only led four racing laps all weekend

LUCIANO BACHETA KICKED OFF his 2012 F2 campaign with two splendid race wins around the Silverstone Grand Prix circuit. The keystone to his successes owed much to his intelligent use of his car's overboost system as his well-judged passing manoeuvres.

In last week's track test of the JPH1B, AUTOSPORT outlined the technical revamp the cars have undergone in the off-season: a weight reduction programme, the adoption of carbon brakes and more-lively Yokohama tyres. In tandem to that, a big aspect of this year's championship is an ingenious modification to the application of its overboost system, to mimic the effect of DRS in F1.

As before, its drivers are still able to use the extra 75bhp eight times each race, but only when they are within a second of the car ahead at specified points of the circuit from the second lap onwards. A trackside beacon enables the system as the cars pass by, and the driver is alerted when his overboost display (the biggest number on the dash in race mode) changes colour from red to green – and 6s of boost is then available.

At Silverstone there were two overboost zones, on the Hangar and Wellington straights. So did it work?

Well, race-one winner Bacheta made two passing moves on his way to victory, using the system both times, and did so again to wrest a

thrilling race-two win.

"In the past, the overboost was a very good way to cover a mistake," says Bacheta, whose wins were his first in the series. "It used to be a good defensive tool if you had a slide on the exit of a corner, and still is if you have a car 1s in front and one who is 1s behind you. But even if you are within 1s of the car in front, you still have to be pretty close to

him to take full advantage to make a pass."

Having made a poor start from the front row of the season-opening event, dropping to fourth on the run to Copse corner, Bacheta's drive highlighted the intelligence now required to make best use of the system. "In the beginning, because I had Alex Fontana behind me, I was using it defensively," he admitted.

"In the middle of the race I was using it every other lap to ensure I stayed within a second of the leaders while I was looking after my tyres, because I expected a decent drop-off in performance towards the end of the race. In the closing stages, I only had two boosts left and I used them both to make those passing moves."

Bacheta's opening race win, also had a fortuitous angle: when he deposed Christopher Zanella on the penultimate lap on the Wellington Straight, he knew the long-time leader had a stash of boosts still available. Zanella's mentor Martin Donnelly tipped AUTOSPORT the wink from our BRDC Clubhouse vantage point that a revenge



Markus Pommer boosts past Kevin Mirocha (24)

RACE RATING

★★★★☆

Not a bad start to the season with some great passing moves thanks to the overboost

MILESTONE

Matheo Tuscher was the youngest-ever F2 pole position setter at just 15 years of age



REPORT F2 SILVERSTONE

CHARLES BRADLEY
reports



Marinescu heads Bacheta in race two

pass was simply a lap away. Unbeknown to us, Zanella's car had developed a turbo boost leak, and when he hit the button at the crucial moment, nothing happened – much to his annoyance.

It wasn't just Bacheta who was using the system to his advantage. Markus Pommer suffered a session-ending off on his second timed lap in qualifying, which consigned him to the back of the grid, and he used his boosts to shoot through the field to finish eighth from 17th.

"The boosts helped me a lot to pass people," said Pommer. "Although I did get stuck behind one guy [Chinese racer David Zhu] who I could tell used it four times to keep ahead of me. That was very frustrating."

As artificial as this system might be, its design to ape DRS is an effective one, and stays true to F2's

FIA mandate – that it offers maximum bang for its buck. And if it enhances the racing spectacle, something it has struggled with in previous seasons, then that can't be such a bad thing.

"It is better," affirmed Bacheta. "Not for the leader, obviously, because he can't defend unless he's a second ahead of the next guy."

Then again, isn't staying out of DRS range the bedrock of how Sebastian Vettel won last year's world title? In Formula Renault 3.5, DRS will be available on an open-season basis. In GP2, artificial overtaking aids have been ignored completely.

While F2 might lack many of the expensive bells and whistles of the more illustrious – and faster – mainstream career single-seater series, this is one aspect where it's made an inventive step. ☼

Bacheta leads only when it matters most

Two victories for Luciano Bacheta at Silverstone, but both were hard earned – regardless of his use of the overboost.

His front-row start in race one was undone by too much wheelspin off the line. "I didn't think it was that bad a start, then two cars shot past me," he said. Bacheta's cause was aided when shock poleman Matheo Tuscher – just 15-years old! – slid wide at Becketts, dropping himself to fifth and allowing Christopher Zanella to escape up front.

Now third, Bacheta stayed in range of second-placed Mihai Marinescu until getting a big, overboost-assisted, run on the Wellington Straight on lap 16. Marinescu squeezed him right

to the grass, but Bacheta stayed resolutely committed and grabbed the position.

Longtime race leader Zanella was the only man standing between him and victory. On the penultimate lap, Bacheta repeated his move with his last available overboost. Although Zanella had boosts in reserve, a leaking turbo meant he didn't get the full benefit when he pressed his boost button, and he was forced to settle for second.

In race two, poleman Marinescu was stalked by Bacheta throughout. Again, Bacheta chose the penultimate lap for his final attack and, again, Marinescu moved to block his run on the Wellington

Straight. This time, Bacheta switched back, to take the outside line for Brooklands, and simply sailed around Marinescu to score a stylish win. "The experience from yesterday definitely helped," said the new points leader.

Alex Fontana held off a determined Daniel McKenzie to score his second podium finish of the weekend, his first having come as a grippless Marinescu slid wide at Brooklands on the final lap, gifting him the position.

Saturday's runner-up Zanella was a disappointed eighth on Sunday, trailing home behind Tuscher (sixth on Saturday after a spin at Brooklands), Dino Zamparelli and Markus Pommer.



Zanella (right) grabs race-one lead from Tuscher (12)

RESULTS

FIA Formula 2, Silverstone (GB), April 14-15, round 1 of 8

GRID	
1 TUSCHER 1:46.851	2 BACHETA 1:47.058
3 ZANELLA 1:47.113	4 MARINESCU 1:47.183
5 FONTANA 1:47.257	6 ZAMPARELLI 1:47.263
7 MCKENZIE 1:47.487	8 HURST 1:47.755
9 MIROCHA 1:47.831	10 ZHU 1:47.839
11 KRALEV 1:47.933	12 CALAMIA 1:48.413
13 KHANI 1:48.708	14 SURWAREN 1:48.791
15 BUTTARELLI 1:48.873	16 ABADIN 1:48.947
17 POMMER 1:51.181	

RACE 1 - 21 LAPS, 76.871 MILES			
POS	NAME	TIME	GRID
1	Luciano Bacheta (GB)	38m35.237s	2
2	Christopher Zanella (CH)	+0.912s	3
3	Alex Fontana (CH)	+5.267s	5
4	Mihai Marinescu (RO)	+6.154s	4
5	Daniel McKenzie (GB)	+6.240s	7
6	Matheo Tuscher (CH)	+13.249s	1
7	Hector Hurst (GB)	+15.089s	8
8	Markus Pommer (D)	+15.433s	17
9	Dino Zamparelli (GB)	+16.215s	6
10	Kourosh Khani (IR)	+19.231s	13
11	David Zhu (PRC)	+23.958s	10
12	Kevin Mirocha (D)	+29.686s	9
13	Jose Luis Abadin (E)	+30.807s	16
14	Mauro Calamia (CH)	+31.166s	12
15	Plamen Kralev (BUL)	+40.140s	11
16	Parthiva Sureshwaren (IND)	+45.832s	14
NC	Samuele Buttarelli (I)	13 laps-gave up	15

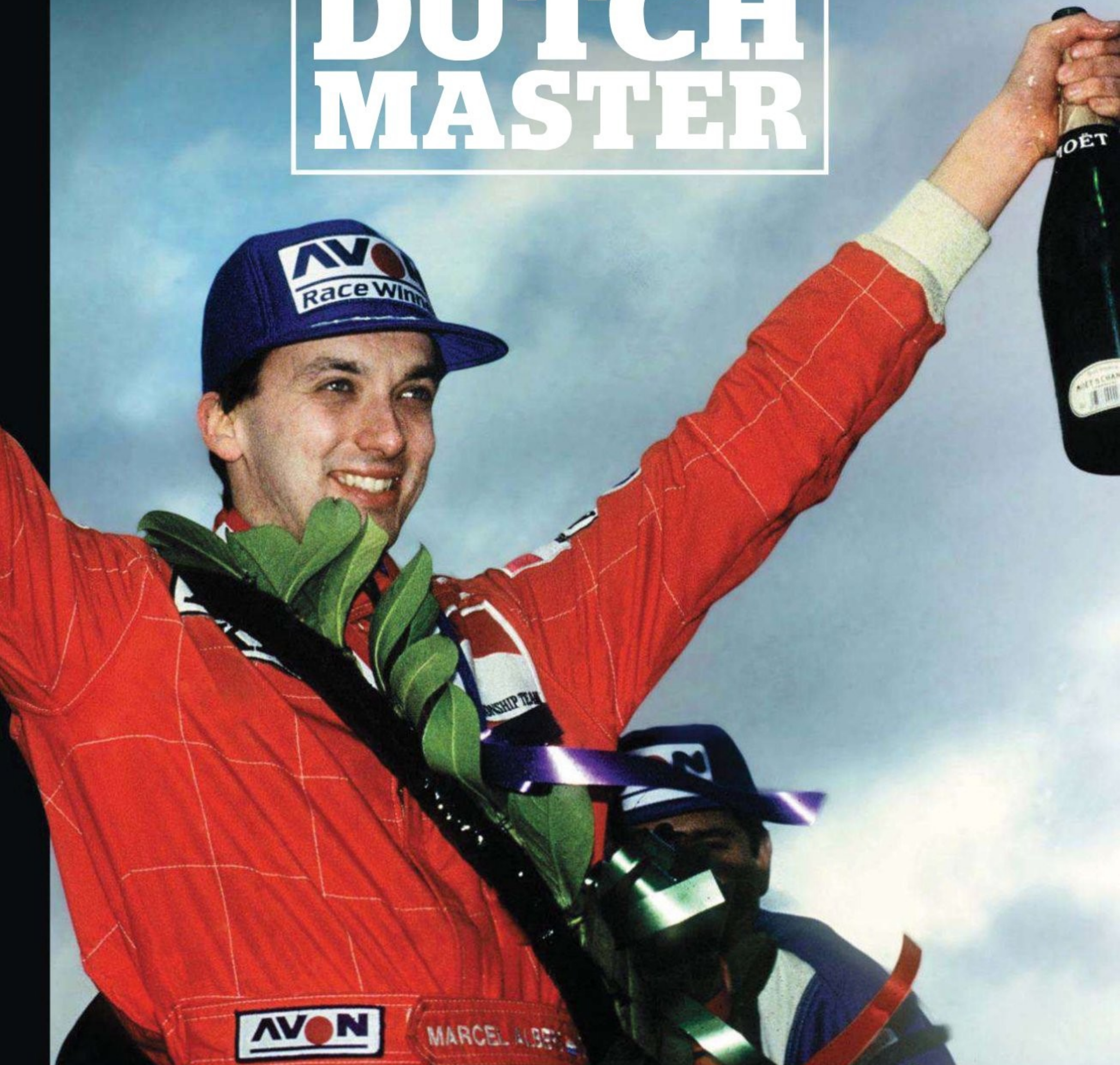
GRID	
1 MARINESCU 1:46.734	2 FONTANA 1:47.141
3 BACHETA 1:47.146	4 MCKENZIE 1:47.154
5 TUSCHER 1:47.168	6 MIROCHA 1:47.313
7 ZAMPARELLI 1:47.374	8 ZANELLA 1:47.455
9 ZHU 1:47.501	10 POMMER 1:47.542
11 HURST 1:47.788	12 BUTTARELLI 1:48.026
13 SURWAREN 1:48.220	14 KRALEV 1:48.416
15 CALAMIA 1:48.800	16 ABADIN 1:49.478
17 KHANI 1:49.579	

RACE 2 - 21 LAPS, 76.871 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Bacheta	38m27.118s	3
2	Marinescu	+1.137s	1
3	Fontana	+6.279s	2
4	McKenzie	+7.232s	4
5	Tuscher	+8.202s	5
6	Zamparelli	+13.461s	7
7	Pommer	+16.943s	10
8	Zanella	+18.093s	8
9	Zhu	+18.562s	9
10	Hurst	+20.676s	11
11	Mirocha	+30.129s	6
12	Calamia	+37.260s	15
13	Khani	+37.479s	17
14	Sureshwaren	+39.053s	13
15	Kralev	+48.621s	14
16	Abadin	+1m39.053s	16
NC	Buttarelli	16 laps-gave up	12

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bacheta	50
2	Marinescu	30
3	Fontana	30
4	Zanella	22
5	McKenzie	22
6	Tuscher	18
7	Pommer	10
8	Zamparelli	10
9	Hurst	7
10	Zhu	2

KEY R=Retired, NC=Not classified.
Race 1 Winner's average speed: 119.52mph. Fastest lap: Marinescu, 1m49.193s, 120.68mph.
Race 2 Winner's average speed: 119.94mph. Fastest lap: Bacheta, 1m49.117s, 120.76mph.

REMEMBERING A LOST DUTCH MASTER



Twenty years ago this Friday, we lost Dutch talent Marcel Albers in a horrific Formula 3 crash at Thruxton.

ANDY HALLBERY wonders what might have been

Marcel Albers is one of the tragic 'woulda, coulda, shoulda' stories of motorsport. Twenty years ago, on April 20 1992, the talented Dutchman lost his life in a British Formula 3 race at Thruxton.

Until that fateful day, his career was on the fast track. Tall, gangly, shy and funny, Albers was not your stereotypical racing driver. Once you got to know him, he was one of the nicest guys you could meet. That was until he pulled his helmet on. Then he was as tough, determined and quick as the rest of them.

That Bank Holiday Monday his luck ran out. Heading flat-chat up Woodham Hill towards Thruxton's Club Chicane, he ran into the back of, and rolled over, his team-mate Elton Julian, before somersaulting into the catchfencing. He succumbed to his head and neck injuries, at the age of just 24.

Albers started karting late, with support from his father, but soon won the 1989 Dutch Formula Ford Championship. Just a brief look at the people he raced – and won against – in Opel Lotus and F3, and what they've achieved since, will give you an idea of a what a stellar career he might have enjoyed...

In his first race in a slicks-and-wings car, in the 1990 Opel Lotus Euroseries at Donington Park, he took pole and won with fastest lap. His rivals that day included Rubens Barrichello, David Coulthard, Gil de Ferran, Vincenzo Sospiri, Kenny Brack and Pedro Lamy.

Racing for Team Lotus Nederland, his team owner in 1990 was Le Mans 24

“He won his first race in a slicks-and-wings car. His rivals were Barrichello, Coulthard, de Ferran, Brack and Lamy”

Hours winner Jan Lammers. “Marcel was definitely one of the biggest talents we had in the country,” recalls Lammers. “His dad, Jacques, was a very, very skillful and ambitious businessman, but all he wanted was success for his son.”

Albers eventually finished sixth in Opel Lotus that year, just behind Coulthard, with Barrichello winning the title. The next step was F3, and he chose Alan Docking Racing. Unfortunately for him, a lot of his talented rivals from the previous year moved up too.

Alan Docking agrees about Marcel's father not being a pushy 'racing dad': “His father loved racing, and cars, but didn't want to encourage him in any way. He just gave him a little bit of rope, and Marcel went for it. Marcel wanted to do it, so his dad supported him.”

ADR has had a number of future stars through its doors, and Docking has little doubt about Albers's ability. “He was one of the best, certainly. In his first year of F3 with us he put his markers down. He worked out what F3 was all about. He was getting stronger and stronger.”

A podium finish in the first race was a promising start. Five more podiums followed, including two second places. More importantly, he ended the year with three consecutive top-three finishes.

Albers stayed in F3 and started the 1992 season as one of the favourites. He justified this by winning the first race at Donington from pole, beating future F3 champions de Ferran and Kelvin Burt – even though his team had switched to the unfavoured Ralt RT36.

In round two at Silverstone he seemed set for a second win, until pitting with a misfire. “We lost any chance of decent points there,” recalls Docking, “but he kept his head up – he was very positive about the car. It was going so well for him. He was getting stronger all the time.”

“Then came round three, at Thruxton. It was just devastating. He was such a special guy.”

So, how good could Albers have been? Lammers: “I tested Rubens for us in 1990, just before Marcel, so I knew how quick Rubens was. Marcel was brought in, and he showed straight away what he could do – and the competition around him always was very, very strong.”

Then there was Albers the person. “He loved the team here,” says Docking, “and we loved him for the effort he put into it. He was very, very determined.”

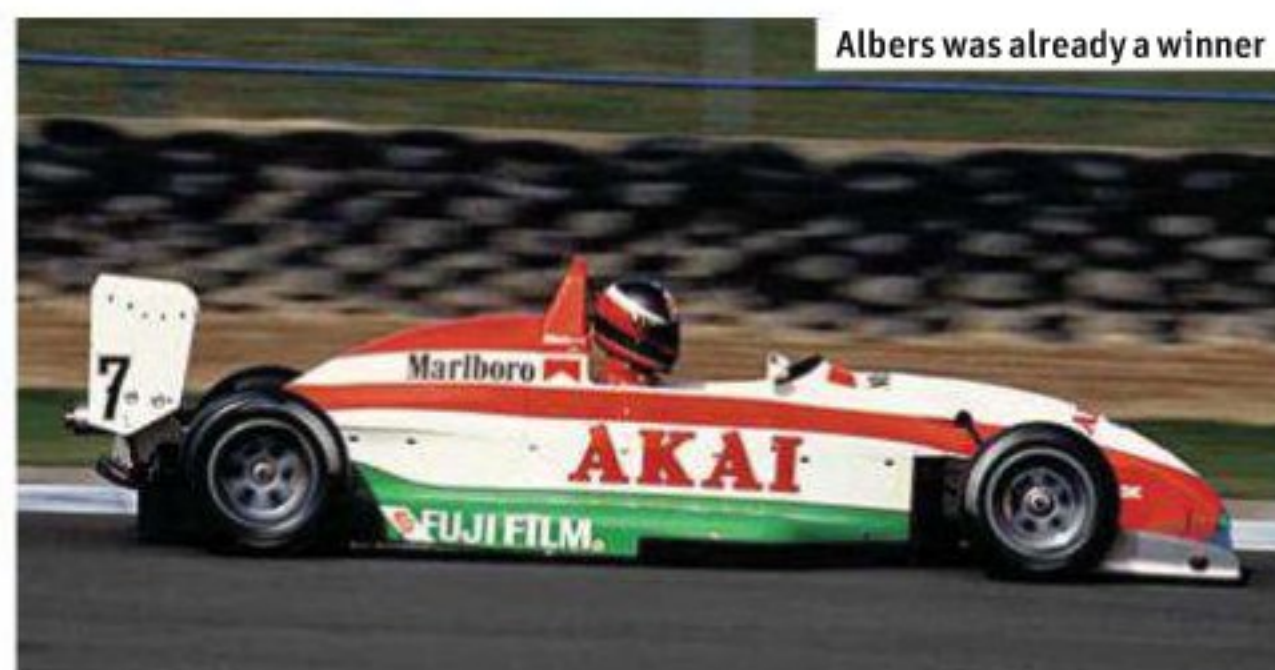
“Hardly a day goes by where I don't have a thought about it. I get a Christmas card every year from his dad, his brother and family. They are a really lovely family.”

Lammers has fond memories too: “Marcel was definitely a character, and had a great sense of humour. He was an adorable guy, and so is his dad. I'm still good friends with Jacques.”

Many others think the same. Behind the pits at Zandvoort, the collection area is named ‘Marcel Albers Straat’, and if you set fastest lap in the Masters of F3 race there, you will win the Marcel Albers Trophy.

Docking sums him up: “He was a special fella. A very special fella.”

Leading Elton Julian at Thruxton



Albers was already a winner

STEP INTO THE BREACH

FOLLOWING THE LOSS OF ALBERS, THE NETHERLANDS' hopes of an F1 star transferred to Jos Verstappen.

Like Albers, Verstappen ran with the team of Frits van Amersfoort for his fledgling steps in cars. While Albers started in Formula Ford, Verstappen won the Dutch Opel Lotus title in 1992 before he was signed by Willi Weber – then Michael Schumacher's manager – for a season in German F3. He won eight races and the title.

That success earned the Dutchman an F1 test in a head-to-head with Gil de Ferran at Arrows that Verstappen blitzed, helped in no small terms by de Ferran walking into an open cupboard door in the transporter that curtailed his test after he required stitches to his head.

The irony is that de Ferran had won that sad F3 race at Thruxton where Albers lost his life, was the Dutchman's main rival for the 1992 F3 title, and went on to win it.

Who knows what might have happened if Albers had still been around and given that F1 test chance in 1993?



Verstappen became the Dutch F1 star

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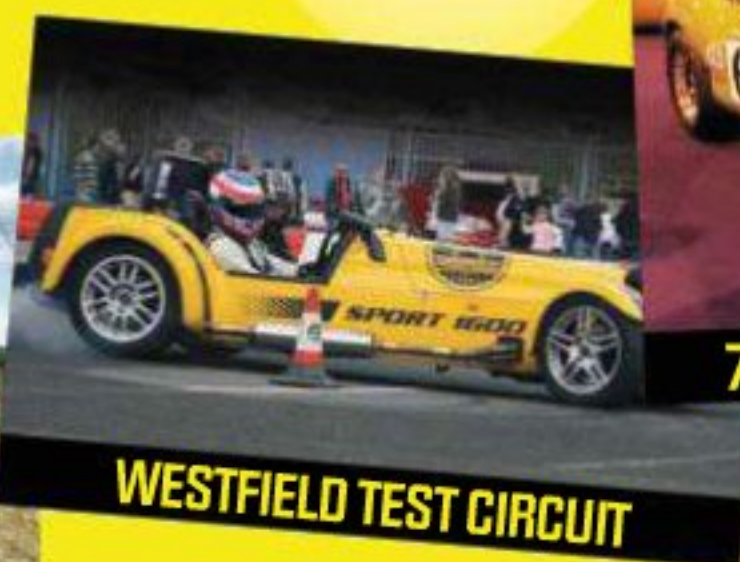
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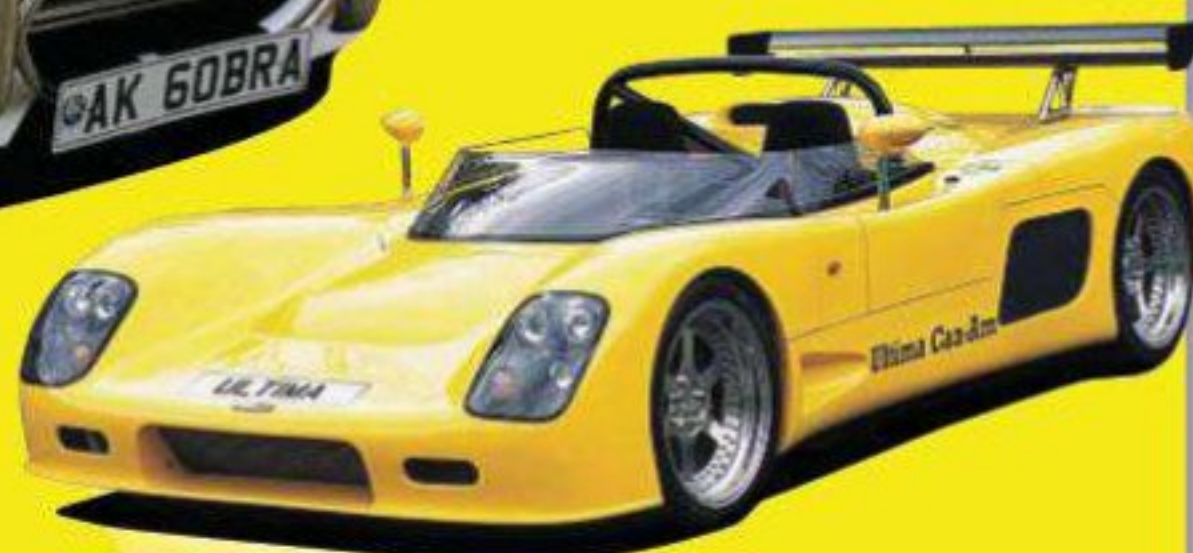


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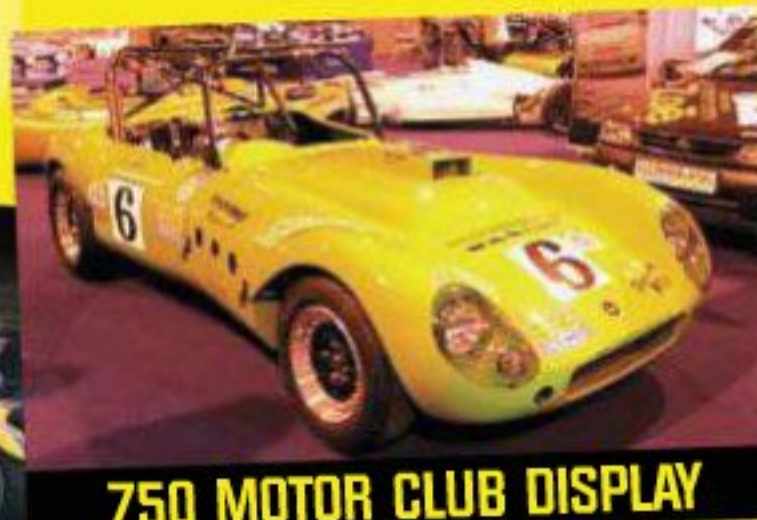


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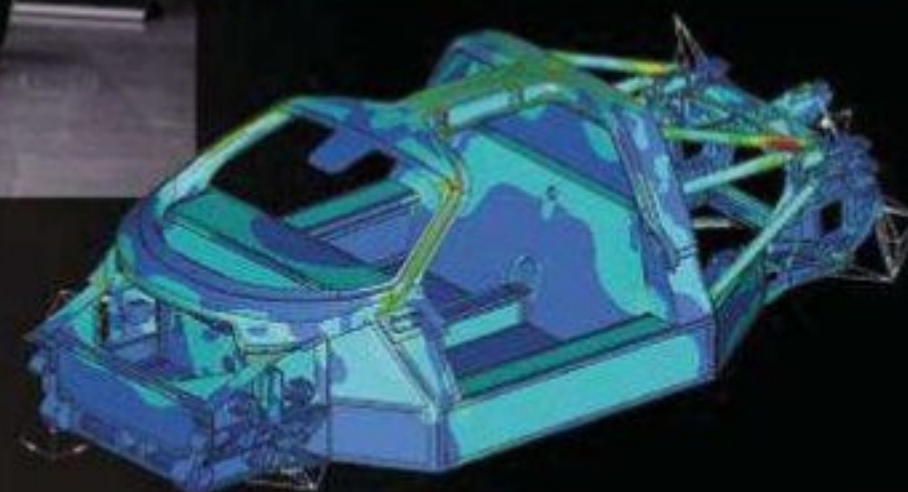


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Low single-seater grids are worrying the MSA...

MSA calls crisis meeting

Key figures outline potential ways to revitalise UK single-seater racing

» **LEADING MOTORSPORT** figures have revealed their ideas for tackling the perceived crisis enveloping national-level single-seater racing in Britain.

At a time when the British Touring Car Championship and British GTs are thriving, there is concern within the sport about the health of single-seaters.

Governing body the Motor Sports Association will call together various interests later this month to discuss the crisis. MSA chairman Alan Gow will hold the talks on April 25, bringing together team owners, promoters and organisers.

Gow said: "There's probably no golden bullet but we need to understand the issues. I don't know whether [the meeting] will come up with a fix straight away, but it should give us some clarity and help us come up with a better understanding of how to resolve things in the long term."

THE BARC VIEW

British Automobile Racing Club chief executive Dennis Carter believes the root of the problem lies in Formula 1, where increasing numbers of drivers are having to bring multi-million-pound budgets to secure seats.

Carter said: "Parents are beginning to realise there's only a 1:50,000 chance of getting to F1 and it's all very well throwing money at it, but the chances of success are better if you play the lottery."

"They're seeing people make a living in other areas of the sport and are starting to look at those from the start, because single-seater racing is too expensive."

Carter also feels the national end of single-seater racing should be structured in a way that allows privateers to compete successfully on a budget.

"When Formula Renault started in the UK, people ran their own cars, and I still say that what's needed is a [single]

tubular box-section chassis in which you can upgrade and fit engines of varying capacities," Carter added. "That's the only way you're going to start controlling costs. The FIA should have a set of spec spaceframe drawings that could be sent to a manufacturer anywhere to build."

PALMER'S VISION

MotorSport Vision Racing boss Jonathan Palmer believes F1 teams should run extra cars for rookie drivers because "people will be motivated to make a big spend if they believe there's a chance of making F1 at the end of it".

Palmer, who ran Formula Palmer Audi in the UK from 1998 to 2010, also thinks the MSA should not become involved in deciding where drivers should race at national level. "We've got to let market forces determine what survives and what doesn't," he added. "The MSA should not be commercially involved in a particular championship — their job is as a regulator."

Palmer refused to say whether the current situation could open the way for the return of a centrally-run FPA-style low-cost series in the UK.

"Single-seater racing has been going up a spiral of delusion that it's affordable, and that bubble has burst now," said Palmer. "It's a grave concern and needs some fresh thinking. I'm not saying it's a simple 'new FPA' thing, but we recognise there's a vacuum and we have a responsibility to our circuits, competitors and spectators to consider what we can do."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com



ANYONE CAN SEE THAT GT AND

touring car racing is strong in Britain these days, while top single-seater competition is gasping for breath.

Our governing body the MSA is concerned and wants to discuss the reasons why.

Well, for a start GT and tin-top racing draws on a far broader pool of competitors — accessible to rich gentlemen and young hotshots alike — and is much more tangible to family wealth and sponsorship. Single-seaters is about youngsters (a narrower market) and is becoming ever-more unreasonably expensive.

We're also seeing an alignment in GT racing that allows broadly the same cars to race at national, European and world level. This has started to simplify the GT ladder for drivers and allow teams to compete in multiple series with the same kit — increasing the chance of finding those drivers, who can see greater manufacturer interest and potential for professional employment.

Speaking nationally, both British GT and the BTCC also benefit from a lack of genuine competition from within the UK, whereas Britain's top single-seater series are all fighting over the same (smaller) ground. Ginetta Junior, Saxmax and the new Ford Fiesta Junior series all suffer from a similar problem, while InterSteps takes a double hit as an age-limited single-seater series.

Ultimately though, those who aren't just racing single-seaters for fun at club level see the increasing improbability of F1 — both in terms of financial cost and opportunity. Until that is resolved, perhaps there's nothing much else that can be done.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

...while series such as British GT are thriving



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p90 REPORT
MSVR & IMRC

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CSCC & SEMSEC



Renault Clio Cup

Clio teams issue SRO ultimatum

Team bosses threaten to take their business to a different promoter

RENAULT CLIO CUP teams are planning to issue an ultimatum to series promoter SRO after the category was almost bumped from its live TV slot for last weekend's second round at Donington Park.

AUTOSPORT understands the timetable was initially amended to remove Clios from last Sunday's live ITV4 programme due to unpaid bills, but the matter was eventually settled at the eleventh hour, enabling the

championship to race in front of the cameras on Sunday afternoon.

The teams have drafted a letter to SRO (see right), calling on the promoter to improve its management of the category or refund their money.

They are also unhappy at having no central hospitality unit at races and a lack of promoter representation at Donington, and say they will seek an alternative organiser to run the series if the situation does not improve.

One team boss, who did not wish to

be named, said: "The teams are united – the championship is strong and we've got a lot of interest for next year. We're trying to protect it because it's one of the strongest in the country at the moment.

"SRO seem more concerned with the bigger fish of Blancpain [Endurance Series] and GT1 so we're giving them an ultimatum because we want Clios to thrive and we want to feel secure."

SRO would not comment when contacted by AUTOSPORT.



Classic Thunder

V8 Supercar to Classic Thunder

EX-BRITCAR RACER ALEX SIDWELL has purchased the Holden Commodore V8 Supercar in which Jason Bright won both races at Winton in 2002.

Sidwell plans to contest the Classic Thunder Championship and selected rounds of the Dutch Supercar Challenge later this year.

"We are going to test at Donington Park in a couple of weeks time, so we'll do a test there and I'll look at the next round of the Classic Thunder," he said. "I hired the Stowe circuit at Silverstone for the day and we just went round in circles.

"Then we went to Brands. We got down to a low 51 [seconds lap] but it



Sidwell tested his new V8 beast at Brands

should do a 49. We need to learn the Holden, that's the main thing."

Sidwell expects to be fighting for wins once he has had some more testing in the V8 machine.

"I've been out of racing for close to six years now and learning a new car and getting back to racing again always takes time," he added. "By the fourth or fifth race we should be up at the front."

British Endurance Championship

Works G55 for Donington Britcar

GINETTA BOSS LAWRENCE

Tomlinson will contest the second round of the 2012 British Endurance Championship at Donington Park this weekend in a Ginetta G55.

The former Le Mans GT2 class winner will partner factory driver Michael Simpson at the wheel of the latest GT3 version of the car.

Tomlinson entered the G55 in the Britcar 24 Hours at Silverstone last October, but the car developed throttle-sensor problems having run as high as second in the early stages of the race.

Tomlinson said: "It's great to have Team LNT back on the grid this weekend. Our aim is to fine tune

the car mechanically and aerodynamically to speed up development of the customer cars."

The factory squad will be joined by Optimum Motorsport, which will also be campaigning its G55 with Ginetta stalwart Lee Mowle and 2010 Ginetta Challenge champion George Murrells at the wheel.

G55 was quick on Britcar debut in 2011



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Ginetta Junior

Gamble quits Ginetta Junior after heavy damage at Donington Park

GINETTA JUNIOR TITLE CONTENDER

George Gamble quit the category during last weekend's second round of the season at Donington Park.

The 15-year-old's Hillspeed car was turned around in a contact incident with points leader Niall Murray during Saturday's first race, triggering a pile-up that wrecked several cars, including Gamble's. Murray was handed a fine and a points penalty for his part in the incident but won the red-flagged race on count-back, while Gamble was taken to hospital for precautionary checks.

A spare car was prepared for Gamble to race on Sunday, but the youngster

disagreed with a rule that penalises drivers points for using a spare car – the severity of which Ginetta tried to reduce by seeking a post-event agreement from the teams. He was also unhappy with the severity of Murray's penalty. Gamble thus decided to withdraw before the start of the second race.

Gamble said: "I got taken out through no fault of my own and, as a result, we had a four-car pile-up. Two cars in our team alone were written off and I feel it's just been swept under the carpet, so I've decided to look at other options."

Hillspeed boss Richard Ollerenshaw sympathised with Gamble but blamed the pile-up on other drivers not slowing down and said Ginetta worked hard to deal with extraordinary circumstances.

"I sympathise with George but accidents happen," he said. "Ginetta deserve a pat on the back for the effort they made, but we needed a bit more clarity [on the spare-car penalty issue]."



Gamble's car was wrecked

Radical Masters

Stoneman makes race return

EX-FORMULA 2 CHAMPION

Dean Stoneman contested his first race since being sidelined with testicular cancer, when he drove in the Radical Masters event at Silverstone last weekend.

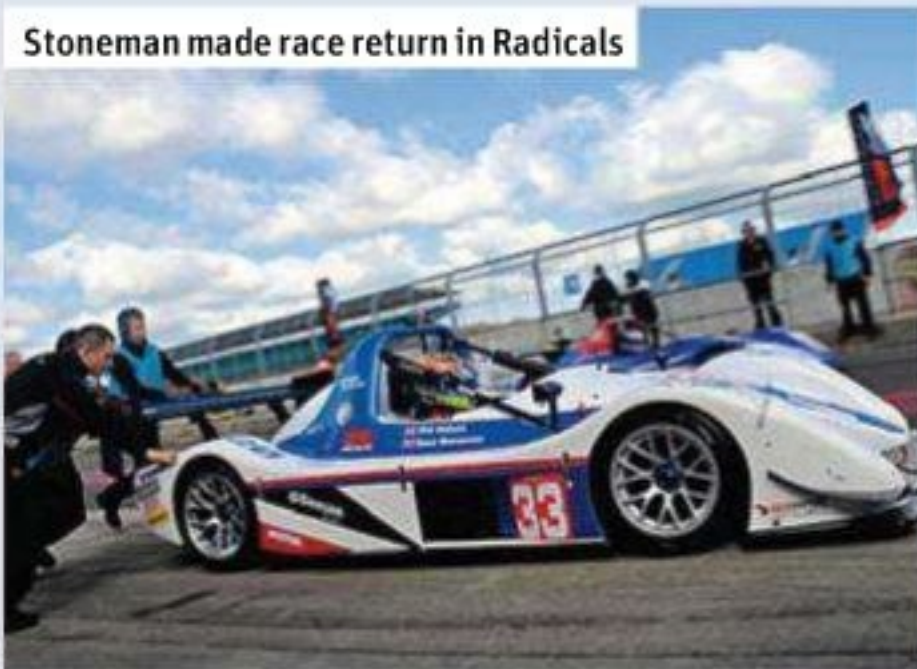
Sharing an SR3 with marque boss Phil Abbott, Stoneman was fifth in class in the first race and third in the second outing.

Stoneman, who beat Jolyon Palmer to the 2010 F2 crown before abandoning a planned move into Formula Renault 3.5 when his illness was diagnosed, said: "I raced a Radical before in Abu Dhabi, they are good fun and

I had freedom with the set-up. But I didn't know I was doing it until Wednesday when Phil Abbott rang me.

"I am hoping to do more. I was going to do F2 again but I haven't got the stamina and need to build on it, so this will help."

Stoneman made race return in Radicals



MSA

F1 expert to hold sponsor seminars

FORMER BENETTON AND LOLA F1

marketing manager Brian Sims will host a series of motorsport sponsorship seminars during 2012, with a discount for MSA licence holders.

His talks will take place at various locations, including Oulton Park, Brands Hatch, Snetterton and Knockhill, and will cover the skills needed to gain backers at all levels of the sport.

Motorsport Industry Association

founder Sims said: "The competition for sponsorship is fierce, with a range of other sports, the arts, and the education sector all seeking to get their share.

"The reality is that most proposals fail to meet the criteria that companies have set within their marketing strategies. Too many are about the competitor, not the potential sponsor, and are based on assumptions about what will benefit the company."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Could F2000 be the answer to Europe's single-seater woe?

With 'pro' single-seater racing at a crossroads worldwide, and the path to Formula 3 and beyond getting ever steeper and further beyond reach for genuinely talented drivers, the F2000 championship (not to be confused with USF2000!) – which kicked-off at the wonderful Virginia International Raceway last weekend – provides both a flashback to the past and a realistic window to the future for some.

When slick tyres, wings and a two-litre Pinto engine evolved Formula Ford 2000 from FF1600 in 1975, it successfully bridged the gap to F3 at a time when amateurs could still aspire to the 'international' class, and run the mainly Toyota engined cars (now Classic F3's stock) from coaches or trailers. FF2000's popularity spread rapidly across the channel and soon we had a thriving Euroseries, with grand prix-support races.

Formula Vauxhall (Opel in Europe, Chevrolet in South America) Lotus put a stop to that, starting the blight of the one-make series that have permeated the sport to the brink of Formula 1 for 25 years. That aside, the Adrian Reynard-designed FVL 'plank' chassis were robust and affordable, many are still enjoyed in clubbie classes like Monoposto today. But we miss FF2000...

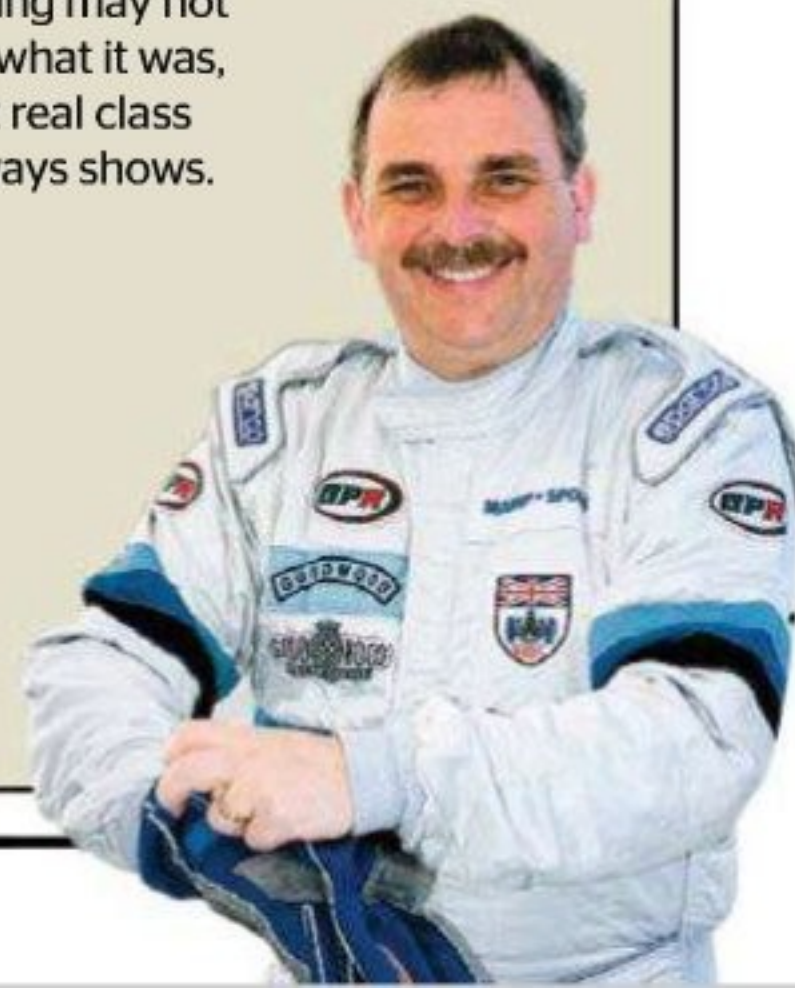
Since reaching the US, FF2000

– or FContinental as it was sometimes run at SCCA events, initially alongside pensioned-off Super Vees – has weathered some metamorphoses. In its latest F2000 guise the now-Zetec-powered class is solid again. With great cars, reliable engines, a seven-event, 14-race calendar at top tracks, and with restricted testing, it represents realistic value at around \$150,000 (under £100k) per season.

At VIR, Venezuelan Robert LaRocca started his campaign with a double victory from pole in his HP-Tech Van Diemen, an older car. But competition was close, rookie Wyatt Gooden (RFO2) qualifying 0.04s slower in his RFO2 on a long circuit. Brazilian Fabio Orsolon finished second in the opener in his US-built Radon (designed by Nathan Ulrich), while compatriot Niki Coelho recovered from mechanical issues to grab a third and a second in one of Ralph Firman's RFRs, of which 15 have been built.

Best of the home-raised talent was Gooden, who placed third in race two, but remarkably seven-time SCCA National champion Dave Weitzenhof finished fifth and seventh from the Masters class, heading Tim Minor. Single-seater racing may not be what it was, but real class always shows.

“With great cars, reliable engines and top tracks, F2000's latest guise represents realistic value”





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IN BRIEF

Swanwick lost Audi seat



FORMER GINETTA JUNIOR RACER

Chris Swanwick will contest the opening rounds of the Clio Cup Italy and Clio Cup Bohemia for Team Pyro, after failing to secure the funds for a return to the BTCC. Swanwick was closing on a deal to race a Rob Austin Audi in touring cars before a sponsor pulled out.

KARL LEONARD RECORDED A PAIR

of 11ths on his return to the Porsche Carrera Cup at Donington Park last weekend. The Irishman stood in for Parr Motorsport regular Chris Dymond, who was sidelined by an ear infection.

BRITISH GT RETURNEE MICHAEL

Caine is due to share Jeff Mileham's Lotus Elise in the British Endurance race at Donington Park this weekend, partnering Steve Guglielmi.

MASDA MX5 CHAMPIONS TOM

Roche and Rob Boston both made their Lotus Elise Trophy debuts at Silverstone last weekend. Roche had technical issues and recorded a best finish of 10th, while Boston took a second and a win from the two races.

SCOTTISH MINI COOPER CUP

frontrunner Chris Smiley has graduated to the Mini Challenge this season and finished eighth and fifth on his debut at Silverstone last weekend. "We expected to be more competitive, so we'll just see how we get on," he said.

THE INAUGURAL GINETTA G50 CUP

Italy got underway at Imola last weekend with 14 cars entering the double-header. Both races were won by Checco Malavasi who led both from start to finish, despite negotiating a rain shower on slick tyres halfway through the second race.

JAY KAY, LEAD SINGER OF JAZZ

funk band Jamiroquai, shared a pink Porsche 911 with Sarah Bennett-Baggs in last weekend's Classic Sports Car Club Future Classics race at Snetterton. They qualified 24th out of 38 but had to retire at three-quarters distance.

Jay Kay raced 911



Local council is a fan of Cadwell

Cadwell Park

Palmer open to Cadwell plan

Circuit boss considering multi-million-pound redevelopment of loved track

CIRCUIT BOSS JONATHAN PALMER

is considering a multi-million-pound redevelopment of Cadwell Park, proposed by the Lincolnshire track's local County Council.

Lincolnshire County Council wants to build a new technology park north of the circuit in plans that could also lead to a track extension and improvements to the circuit's facilities.

Cadwell owner Palmer said his MotorSport Vision organisation would carefully consider the proposals.

Palmer said: "I'm always looking at opportunities to develop our circuits. There's a local council there that's very enthusiastic and recognises what a great attraction Cadwell is. They can also see an opportunity to create a motorsport centre there, similar to Silverstone and Brands Hatch.

"At the moment, we're evaluating it and conducting a feasibility study. We're cautiously optimistic."

Palmer said that any major changes to the track itself would be difficult and

played down the possibility of returning major car-racing categories such as British GT and F3 to the venue.

"If we could run GTs, touring cars and F3 it would be mega, but it's a major challenge to make the track wider and longer and we don't want to lose the character of the place," Palmer added.

"Hopefully we'll find a path through it that can make it commercially viable. We'll run the feasibility study for a year and if the track's going to be modified, it would be next winter to open for 2014."

Jim Clark Revival

Folch and Eyre share F1 spoils at Hockenheim

JOAQUIN FOLCH WON THE FIA

Historic Formula 1 opener at Hockenheim's Jim Clark Revival event, before Richard Eyre's slick-shod Williams FW08 topped last Sunday's wet second race.

With Bobby Verdon-Roe's McLaren MP4/1 stranded by a transporter breakdown in Portugal, Folch's Brabham BT49C started



Eyre (6) and Hartley charged to podium finish

favourite. The Spaniard qualified on pole, and his task was eased when Steve Hartley started his clutch-troubled Arrows A4 from the back of the 13-car grid with Eyre, whose crew had changed the FW08's engine.

They charged to second and third places on Saturday, while Nico Bindels

(Lotus 87B) and Peter Meyrick (March 761) collided on the last lap, with considerable damage caused.

Eyre and Hartley again surged from the back in a wet second encounter. While Folch spun several times en route to second, and Hartley slithered off the track, Eyre came through to win.

Martin Stretton (March 742) beat Philip Harper (Ralt RT1) in both Historic F2 rounds, while Silvio Kalb (March 76S) and birthday boy Martin O'Connell (in Sandy Watson's Chevron B19) took Martini Trophy honours, the Briton winning the wet race from the back of the grid.

SEMSEC

SEMSEC shows signs of revival at first meet

THERE WAS AN ENCOURAGING

increase in entries for last Saturday's South East Motor Sport Enthusiasts Club meeting at Lydden.

A total of 112 cars filled the paddock for the races and preceding sprint event. Last year the club struggled to make their meetings viable because of insufficient entries.

SEMSEC chairman Andy Stevens said:

"We have achieved a significant increase over last year's average entry, and the underlying trend is upward."

Lydden is also continuing to upgrade its facilities and recently submitted plans to Dover District Council for the provision of a new race control tower, a VIP centre/canteen, a single-storey scrutineering bay incorporating a workshop and store, and a new toilet/shower block.

SEMSEC has worked hard to improve its numbers



NATIONAL RACES & RESULTS MSVR (F2 SUPPORTS) SILVERSTONE GP

QUICK RESULTS

→ Race 1 **Greg Hart**
→ Race 2 **Manhal Allos**

"Starting with the
pros, it's great"

Manhal Allos enjoyed his win



P95 SPORTS EXTRA
RESULTS ROUND-UP
for April 14-15



RADICAL EUROPEAN MASTERS SILVERSTONE, APRIL 15

Allos bounces back to win at second attempt

VOLTAGE OPTIMISATION magnate Manhal Allos experienced the highs and lows of the Radical European Masters, his victory in Sunday's second race making up for the disappointment of losing that morning's first round.

Allos was out front by 11 seconds in race one when his clutch expired, debris from which damaged the crank sensor, limiting his engine to 6000rpm.

With just a couple of laps remaining, Allos's lap times increased by 20s, allowing fellow soloist Greg Hart to inherit an unlikely victory, ahead of Terrence Woodward/Ross Kaiser and Igor Urien.

The afternoon event was initially headlined by a great

battle between A-grade racers James Littlejohn and Stuart Moseley. Although Littlejohn pulled out two seconds on the opening tour, Moseley dived ahead with a smart move through Brooklands and Luffield on lap six of 20.

They pitted together, for Mark Smithson to relay Moseley and Tony Wells to do likewise for Littlejohn. This time both were stationary for the correct time, something they hadn't managed in race one, which resulted in stop-go penalties.

Allos was in the groove and, despite losing 25s to the A-grade speed merchants early on, he gained 10s in the pitstop as a solo B-grade driver, and made up the rest on the track



Allos got his win eventually

against his fellow amateurs.

He picked off Smithson at Stowe, then Wells at Brooklands, before rattling off an impressive victory – with no mechanical dramas to foil him this time.

Littlejohn/Wells finished second, 4.2s in arrears, with Moseley/Smithson third, another 1.5s further back.

Hart finished fourth this time, getting ahead of Chris Hyman with a couple of laps remaining as he slipped back after a fine stint from co-driver Alex Mortimer.

● Charles Bradley

RESULTS (BOTH 20 LAPS) 1 Greg Hart (SR8); 2 Terrence Woodward/Ross Kaiser (SR8) +2.356s; 3 Igor

Urien (SR8); 4 Zac Chapman (SR8); 5 Chris Hyman/Alex Mortimer (SR8); 6 Tony Wells/James Littlejohn (SR8). **Class winner** Tom Stubbe Olsen (SR3 RS). **Fastest lap** Kaiser 1m57.961s (111.71mph).

RACE 2 1 Manhal Allos (SR8); 2 Littlejohn/Wells +4.208s; 3 Stuart Moseley/Mark Smithson (SR8); 4 Hart; 5 Urien; 6 Chapman. **CW** Olsen. **FL** Moseley 1m57.693s (111.96mph).



Knox led a frantic bout of Mini racing

MINI CHALLENGE SILVERSTONE, APRIL 14

Allen and Smith attend the school of hard Knox

SILVERSTONE IS NO stranger to hard-fought Mini racing combat, but Saturday's stanzas were truly spellbinding.

The clock had barely ticked noon when reigning champion Chris Knox – a last-gasp entrant with Gonzo Racing – proved he was no muppet by wresting the lead from polesitter Chris Smith and Lee Allen.

Knox was under constant attack for the opening six laps, but displayed healthy Scottish stoicism and

resisted all advances.

A NASCAR-style bumpdraft from Allen at Aintree ("I was trying to back him up so they'd battle over second," admitted Knox) had the desired effect as Allen's loss of momentum allowed Smith to get in on the act, the pair battling side by side through Brooklands, Luffield, Copse and Maggotts before Smith wrested second spot at Stowe. By then, Knox had simply scarpered.

Race two was a dramatic

reversal of fortune, as Knox was nowhere (a penalised 10th, and his turbo hose had parted company on the warm-up lap), while Allen cantered to a 2.6s victory over Smith in a virtual snorefest up front.

But among the tiddler Club class there was a humdinger. Silverstone might be expansive, but the sight of Dean Raymond, Jonathan Brown and Henry Gilbert running three-abreast corner after corner had the sparse attendance rubbing its collective eyes.

Gilbert ("A great race") prevailed over Brown ("Fantastic racing") and Simon Hillery ("Crazy! But very enjoyable"), while Raymond was nerfed off and received a 5s track-limits penalty to add to his woes.

● Charles Bradley

RESULTS (BOTH 9 LAPS)

1 Chris Knox; 2 Chris Smith +1.206s; 3 Lee Allen; 4 Sam Osborne; 5 Martin Depper; 6 Stewart Lines. **CW** Henry Gilbert. **FL** Smith 2m28.312s (88.85mph).

RACE 2 1 Allen; 2 Smith +2.600s; 3 Depper; 4 Lines; 5 Chris Smiley; 6 Osborne. **CW** Gilbert. **FL** Smith 2m28.664s (88.64mph).

PROJECT 8 RACING SALOONS & PRODUCTION BMW SILVERSTONE, APRIL 15

Dugdale digs deeper

MORE POPULAR THAN NASCAR – in terms of entries at least – the combined ranks of Project 8 Saloons and Production BMWs began with no less than 58 cars packing out the grid.

Mike Dugdale took two wins ahead of fellow BMW M3 racer Robert Sadler. Dugdale made hard work of the first race, slipping to third on the opening lap, but repassed Roger Kneebone and Sadler to prevail. In race two Sadler chased hard, but bemoaned backmarkers for blunting his bid.

In Production BMW,

Ben Winrow made up for losing a win in the opener due to a track-limits time penalty by avenging Mike Tovey in race two.

● Charles Bradley

RESULTS (BOTH 10 LAPS)

1 Mike Dugdale (BMW M3); 2 Robert Sadler (M3) +1.037s; 3 Stephen Pearson (M3); 4 Karl Cattliff (M3); 5 Roger Kneebone (BMW M5); 6 Nigel Innes (M3). **CW** Chris Palmer (Jaguar XJS); Don Hughes (Peugeot 306); Mike Tovey (BMW 320i). **FL** Sadler 2m30.976s (87.28mph). **RACE 2** 1 Dugdale; 2 Sadler +1.983s; 3 Cattliff; 4 Kneebone; 5 Innes; 6 Palmer. **CW** Palmer; Eliot Dunmore (Toyota Celica); Ben Winrow (320i). **FL** Dugdale 2m30.386s (87.62mph).



Monster field in Racing Saloons



Cochrane's Tiger dominated Historics at Mondello Park

LOTUS ELISE TROPHY SILVERSTONE, APRIL 14

A Quick spin gives Boston more than a winning feeling



Boston capitalised on Quick's mistake

HONOURS WERE EVEN in the pair of Lotus Elise Trophy races on Saturday, as over 40 of the Hethel-produced fibreglass fliers took to the majestic sweeps of Silverstone.

Steve Quick lived up to his name in race one, but was too rapid for his own good in the second thrash.

He might have trailed poleman Rob Boston by 1.2s in qualifying, but Quick was swift to pounce and hit the front early doors in the opener. Mazda MX5 maestro Boston regained the lead on lap six on the Hangar Straight, but Quick speedily redressed the

balance to prevail by just under three tenths of a second as the chequer fell.

Ken Savage was a distant third, leading a quartet also comprising Craig Denman, Rob Myers and Martin Wills.

The reversed-top-10 grid added further spice to the second event, but the

cream soon rose to the top. Quick hit the front on lap five from row five of the grid, only to spin wildly at Farm with just a couple of laps remaining and hand victory to a surprised Boston.

"In the first one he didn't make an error all race," Boston admitted.

Quick trailed home fourth, behind early leader Wills and Stuart Rowland.

● Charles Bradley

RESULTS (BOTH 8 LAPS)

1 Steve Quick (Elise S2 111R);
2 Rob Boston (Elise S2) +0.298s;
3 Ken Savage (Elise S1); **4** Craig Denman (Elise S1); **5** Rob Myers (Exige S2); **6** Martin Wills (Elise S1).
FL Boston 2m30.821s (87.37mph).
RACE 2 1 Boston; **2** Wills +2.769s;
3 Stuart Rowland (Elise S1);
4 Quick; **5** Phil Stratton-Lake (Elise S1); **6** Denman. **FL** Boston 2m30.398s (87.61mph).

IN BRIEF



Jenvey out-Gunned S2000 opposition

SPORTS 2000

Mike Jenvey scored a victory in the first round of the season in his Jenvey-Gunn TS6 at Silverstone. Jenvey qualified comfortably on pole, but had to overtake Matt Manderson (March 09/R) and Patrick Sherrington (MCR) to prevail after a poor start.

LOTUS CUP UK

The Elise of James Barclay/ Rob Fenn won by over half a minute in the one-hour bout at Silverstone. They hit the front after the pitstops when former F1 racer Martin Donnelly handed over his Evora GTN to Steve Williams, who also fell behind soloist Steve Train (211) on the final lap.

FORMULA SHEANE

A resurgent Formula Sheane featured 16 cars at Mondello, including ex-Formula Vee drivers Dan Polley and Robbie Allen. Both gave a good account of themselves with Allen taking second behind a rampant Brian Hearty.

HISTORICS

Having failed to make qualifying at Mondello, Jackie Cochrane was forced to start from the pits but won twice thanks to the sheer power of his Sunbeam Tiger.

FORMULA VEE

Oil on the track from previous races put paid to plans for sub-60-second laps at Mondello. Lee Newsome and Ray Moore were the main protagonists until late on, when Moore tangled with Ian Campbell, leading to a puncture.

IRISH TOURING CARS

All eyes were on 2011 runner-up Philip Brennan at Mondello, but nobody told Garrett Hayden. He beat Robert Savage to win the first outing, then pushed Brennan close in the shortened second.

Brennan BMW won



IRISH GLOBAL LIGHTS MONDELLO PARK, APRIL 15

A great Global graduation for Ginetta Junior Doyle

TEENAGER SEAN DOYLE moved up to Global Lights from Ginetta Juniors and claimed pole position at his first attempt.

Having got caught out on cold tyres, he dropped back to fourth at the start of race one, promoting Alan Byrne to the lead. Doyle fought back up to second but could not get close enough to Byrne to launch an attack.

Second time out Doyle and Byrne were paying too much attention to each other and allowed Mark Braden through.

A mechanical fault forced

Braden to retire, leaving Doyle and Byrne to initiate an enthralling battle.

Despite punching in fastest laps, Doyle could not shake Byrne but managed to hold on for his maiden race win.

● Paul Healy

RESULTS (BOTH 16 LAPS)

1 Alan Byrne; **2** Sean Doyle +2.759s; **3** Keith Dawson; **4** Ivor Miller; **5** Mark Twomey; **6** Mark Braden. **FL** Peter Drennan 58.133s (71.19mph). **RACE 2 1** Doyle; **2** Byrne +0.859s; **3** Dawson; **4** Twomey; **5** Miller; **6** Johnny Flynn. **FL** Doyle 58.118s (71.21 mph).



Fleming's lurid G20 topped the Juniors

GINETTA JUNIOR IRELAND MONDELLO PARK, APRIL 15

Fleming at the double

LAST WEEKEND WAS a fruitful one for James Fleming, who left Mondello Park with two race wins under his belt in Ginetta Junior Ireland.

An exciting battle with Jake Byrne in race one was decided with a classic Mondello switchback from Fleming at Dunlop that gave him the line needed to take the lead.

Byrne punched in fastest laps in pursuit but could not find a way past.

Second time out Fleming and Byrne took up where they left off with some

very close racing.

This allowed Andrew Clarke to close up on them. A last-gasp dive at Dunlop gave Clarke second place – and almost the lead – but Fleming managed to hold on for the double.

● Paul Healy

RESULTS (BOTH 14 LAPS)

1 James Fleming; **2** Jake Byrne +1.186s; **3** Jack Finlay; **4** Andrew Clarke; **5** Dylan Curley; **6** Luke Hourihan. **FL** Byrne 1m06.850s (61.91mph). **RACE 2 1** Fleming; **2** Clarke +0.670s; **3** J Byrne; **4** Sophie Byrne; **5** Curley; **6** Finlay. **FL** Fleming 1m07.192s (61.59 mph).



Global Lights field thrilled at Mondello



HVRA V8 CHALLENGE SNETTERTON, APRIL 14-15

Wolfe leads the pack until drama lets Dickson pounce

SIX MONTHS AFTER THE HVRA V8 Challenge's debut event, the series returned to Snetterton for a double-header that kicked off its first full season.

Twenty-six cars contested race one, split between Modified and FIA groups. The Modified class started in reverse order a minute after the FIA-spec machines, making for some eventful laps as the quickest runners charged through.

At the front, polesitter Andy Wolfe (Camaro) staked his claim early, spearheading a quartet of Chevrolets. Behind him, John Dickson's newly-acquired Corvette overtook the similar cars of John Young and Luke Vos to be second by lap three of nine.

Further back, Modified class frontrunners John Wilson (MGB V8) and James Tucker (Marcos) were setting fastest laps five seconds quicker than anyone else, but such was their initial handicap that they could only achieve fifth and seventh respectively.

Instead, the fight for overall victory was between Wolfe and Dickson. With a 10s lead and two laps to go, Wolfe looked to have it wrapped up, only for an air leak in the Camaro's fuel system to stymie his progress, leaving Dickson to grab victory. Young passed Vos with a great late move into Montreal for second.

Sunday's sequel, on the 200 rather than 300 circuit, applied a more conventional



Wolfe's Camaro leads the FIA field in race one

grid start, allowing Wilson to seize the lead from the start. Having enjoyed some terrific dicing with the Bernie Chodosh/Mark Wright Corvette and the Chas Mallard/Nigel Winchester Marcos on the slippery track, Chris Scragg took over the lead when Wilson retired, clinching

victory in his Aston Martin.
● Oliver Timson

RESULTS (9 LAPS of Snett 300)

1 John Dickson (Chevrolet Corvette); 2 John Young (Corvette) +10.889s; 3 Luke Vos (Corvette); 4 Ian Jacobs (Mercedes 450 Si); 5 John Wilson (MGB V8); 6 Gregory Thornton (Ford Falcon). **Class winner Wilson. Fastest lap**

Wilson 2m06.690s (84.36mph).

RACE 2 (28 LAPS of Snett 200)

1 Chris Scragg (Aston Martin); 2 Bernie Chodosh/Mark Wright (Corvette) +47.125s; 3 Chas Mallard/Nigel Winchester (Chevy Camaro); 4 Thornton; 5 Richard Cooke/Simon Verschuren (Ford Mustang); 6 Wayne Langridge (Mustang). **CW Thornton. FL Wright** 1m21.327s (87.82mph).



Honda duo won when lead Peugeot hit trouble

TIN TOPS SNETTERTON 200, APRIL 15

Honda pair snatch late win as Tongue tastes defeat

THERE WAS LATE heartbreak in the Tin Tops when mechanical gremlins robbed Peugeot 306 driver Nigel Tongue of a deserved win on the final lap.

Driving the race solo, Tongue had hunted down Richard Woods's Ford Focus to claim second place at Riches on lap two. He then duelled with leader Nigel Ainge's Honda Civic, before a lengthy pitstop dropped Ainge out of contention.

When the dust settled

following the mandatory pit visits, John Hammersley's Honda Civic briefly led, before being overhauled by a charging Tongue, who quickly established a four-second gap.

With Hammersley suffering gearbox issues, the similar Civic of Carey Lewis swept past him into second on Senna Straight eight laps from home. But he never looked like threatening the lead until Tongue slowed.

"I turned into Riches and there was nothing there – it went straight on," Tongue noted. While his Peugeot crawled around to the pits, a grateful Lewis/Mark Livens scooped the win.

● Oliver Timson

RESULTS (27 LAPS)

1 Mark Livens/Carey Lewis (Honda Civic Type R); 2 Nigel Ainge (Honda Integra DC5) +3.326s; 3 Simon Taylor/John Hammersley (Civic Type R); 4 Richard Woods (Ford Focus); 5 Nigel Tongue (Peugeot 306); 6 Gavin Spencer/Andy Hancock (Honda CRX V-Tec). **CW Spencer/Hancock; Garry Barlow/Danny Cassar (Proton Coupe); Jamie Rumbelow/Sam Grogan (Peugeot 106 XSi). FL Ainge** 1m24.564s (84.46mph).

SWINGING SIXTIES SNETTERTON 300, APRIL 14

Wos wins with ease

HAVING ALREADY guided his Corvette to third in the HVRA race, Luke Vos went two better with a faultless solo drive in the Swinging Sixties, beating a 45-car grid by almost a minute in the process.

Wos got off to a flyer, leaping from fourth on the grid to the lead ahead of Gideon Hudson's Lotus 7. He was helped by the absence of polesitter Simon Lane, who'd damaged his Camaro's crankshaft at the end of qualifying.

Having got his pitstop out of the way at one-third distance, Vos raced back into the lead within three laps and was never headed thereafter.

"Coming in early allowed us to get into a rhythm and bang in the laps," he said.

While Vos controlled the race, Hudson and Harry Wyndham's Jaguar

E-type briefly disputed second until Hudson lost drive and coasted into retirement.

After the pitstops, Wyndham tussled with Chris Edwards's distinctive Lotus 7 over second, before wheelnut issues dropped the Lotus down the order, allowing John Dickson to follow up his HVRA victory with the final podium place.

● Oliver Timson

RESULTS (18 LAPS)

1 Luke Vos (Chevrolet Corvette); 2 Harry Wyndham (Jaguar E-type) +50.002s; 3 Cheng Lim/John Dickson (Corvette); 4 Paul Conway (Morgan Plus 8); 5 Peter Shaw (TVR Tuscan); 6 Ben Gough/Iain Daniels (Marcos). **CW Wyndham; Shaw; Charles Marriott (Turner MkII BMC); Chris Edwards (Lotus 7 S4); Glenn Canning (NSU TT); Michael Gray/Kallum Gray (E-type); Cliff Gray/Piers Bridgeman-Williams (Alfa Giulia); Chris Blewett (Ginetta G4). FL Dickson** 2m14.939s (79.20mph).

NATIONAL RACES & RESULTS

CSCC/SEMSEC
SNETTERTON/LYDDEN

FUTURE CLASSICS QUICK RESULTS

→ Winner **Nick Olson**
→ Pole **Olson**
→ Fastest lap **Rikki Cann**



Was dominated Swinging Sixties

REPORTS SPORTS EXTRA

FUTURE CLASSICS SNETTERTON 300, APRIL 14

Charging Cann can't deny Olson Esprit



Olson just held on for Future Classics win

THE FIRST FUTURE Classics race of the season set a high bar for those that will follow, with a big grid and a grandstand finish. The potent Aston Martin V8 of Rikki and Joseph Cann tore through the field from 26th place after an early pitstop to hunt down Nick Olson's

race-leading Lotus Esprit, just two seconds ultimately separating Cann from what would have been a remarkable victory.

With Olson enjoying a rare weekend without success penalties, he converted pole to the lead and pulled away remorselessly from John

Hammersley's Vauxhall Astra GTE. Hammersley and team-mate Simon Taylor held second for much of the race before slowing as persistent showers made conditions challenging. "You never knew when to push as it was raining at a different corner every time! We decided discretion was the better part of valour," they explained.

Martyn Adams took his chance to capture second, squeezing his scarlet TR7 between Taylor and a backmarker as they hurtled onto lap 14 of 18. Not long after, the charging Rikki Cann further demoted the Astra into the Bomb Hole, before relieving Adams of second into Riches.

The Aston slashed the gap to Olson from 11s to

just 1.7s in the last two laps before the chequered flag cut his victory hopes agonisingly short.

"One more lap was all I needed!" he noted ruefully.

Brett Evans (Porsche 944) put in a quietly effective effort to go from 13th at the end of lap three to fifth at the finish.

● Oliver Timson

RESULTS (18 LAPS)

1 Nicholas Olson (Lotus Esprit S3); 2 Rikki Cann/Joseph Cann (Aston Martin V8 Vantage) +1.707s; 3 Martyn Adams (Triumph TR7 V8); 4 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 5 Brett Evans (Porsche 944 S2); 6 Stuart Jefcoate (Porsche 911 Carrera). **CW** Cann/Cann; Hammersley/Taylor; Jefcoate; James Thorpe/Robert Manning (BMW 2002); Jon Jeffery/John Broadley (Davrian Mk8). **FL** R Cann 2m12.624s (80.58mph).

IN BRIEF



Eastwood took Ferrari Open double

FERRARI OPEN

Gary Eastwood's 458 won the first race at Snetterton after battling past polesitter Paul Bailey. The 430 of Bailey led much of the damp sequel having gambled on rain tyres, but when the rain stopped he dropped behind Eastwood and Michael Dwayne, who claimed top spots.

FERRARI CLASSIC

Danny Winstanley and James Cartwright dominated the Snetterton races. Winstanley led Cartwright home in the first, while early spinner Wayne Mars salvaged fourth. In race two, a late slip on oil by Winstanley while narrowly leading handed victory to Cartwright.

JAGUAR SALOONS/XJS

David Howard (XJ12) dominated the opening Jaguar race at Snetterton, ahead of fast-starting James Ramm's XJS. Patrick Doyle's XJS headed Howard early on in race two, until the XJ12 powered ahead at half-distance.

SEMSEC SPORTS

With two confident championship wins and a sub-40s lap under his belt, Mark Burton was clearly on form at Lydden. But his chance of a hat-trick was blown, along with his engine, in the SE Challenge. Mike Roberts went on to win.

JOHN TAYLOR HANDICAP

There was a close finish to this Lydden race as William Hornsey's Peugeot 106 held on to beat the fast-closing Mazda MX5 of Daniel Williams by half a second. As you might expect, the Radical SR3 of Paul Martin-Jones set fastest lap.

SEMSEC SINGLE SEATERS

Double winner Kevan McLurg and his FVL Monoposto-F3 Dallara hybrid dominated at Lydden. Chris Chandler was next best and led race two initially, but retired.

McLurg's Dallara took two victories



MAGNIFICENT SEVENS SNETTERTON 200, APRIL 15

Pittard leaves it late before powering to victory

JAMES SHARROCK HAD looked the man most likely to secure Magnificent Sevens honours as he headed the huge grid for most of the 40-minute pitstop race. But his relative lack of grunt finally showed in the closing stages as Christian Pittard and Paul Caller leapfrogged him to claim first and second.

"I'm about 30 or 40 horsepower down," Sharrock explained afterwards.

Once ahead, Pittard stretched his lead to three seconds in the closing minutes and claimed an impressive win. But it was also a lucky one, as he

revealed that he'd stalled on the parade lap and only made the race after marshal assistance got him restarted at the second attempt.

● Oliver Timson

RESULTS (29 LAPS)

1 Christian Pittard (Caterham 7); 2 Paul Caller (Caterham CSR) +3.393s; 3 James Sharrock (CSR); 4 David Walley (CSR); 5 Bill Hailstone (Caterham C400); 6 Richard Green (C400). **CW** Sharrock; Andrew O'Connell (Caterham R400); Tim Woodman (7); Andrew Welch/Duncan Cundall-Curry (Super 7 Roadsport); Gary Davison (Tiger R10); Edward Spurrier/Ben Kieft (Tiger Avon). **FL** Pittard 1m16.926s (92.84mph).



Sibley beat the Lydden regulars

SEMSEC SALOONS & SPORTS CARS LYDDEN, APRIL 14

Sibley defeats Richards

PAUL SIBLEY'S RAPID MG Midget led both Saloon rounds from start to finish, well clear of Bill Richards, whose Mini Clubman was slowed by a severe gearbox problem.

In the first race, Tony Skelton fought Sibley until his Renault Clio slid onto the grass on the first lap.

Richards made sure of second place when he fought off a strong challenge from Tommy Field Sr, whose Fiesta hot-rod was destined to retire. Further back, Nigel Craig held on to finish third, just ahead of Skelton.

Richards made a sluggish start in second gear in race two, but soon moved up

from sixth to second. Skelton caught and passed Craig for third, while Mary Grinham put in a late burst to finish fifth.

● Kerry Dunlop

RESULTS (BOTH 20 LAPS)

1 Paul Sibley (MG Midget); 2 Bill Richards (Rover Mini Clubman) +9.834s; 3 Nigel Craig (Ford Escort RS2000); 4 Tony Skelton (Renault Clio); 5 Barry Cope (Vauxhall Nova); 6 Andy Banham (Subaru Impreza). **CW** Richards; Craig; William Hornsey (Peugeot 106); Tristram Barden (Rover Mini). **FL** Sibley 44.586s (80.74mph).

RACE 2 1 Sibley; 2 Richards +25.914s; 3 Skelton; 4 Craig; 5 Mary Grinham (Maguire Mini); 6 Cope. **CW** Skelton; Grinham; Barden. **FL** Sibley 44.837s (80.28mph).

Pittard came to the fore late on



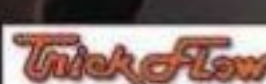
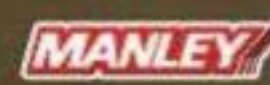
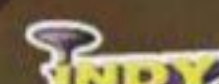
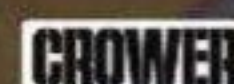
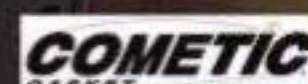
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BARC Club Finals Meeting
14th October



Call us on 01264 882000 or visit www.barc.net

*pre-booked

SPORTS EXTRA RESULTS ROUND-UP



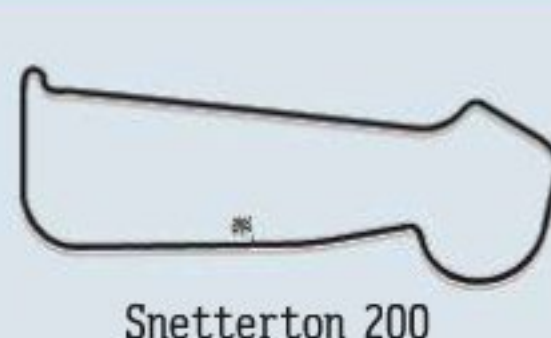
Silverstone GP



Mondello Park



Snetterton 300



Snetterton 200



Lydden



Pembrey

Fenn/Barclay took Lotus Cup UK success at Silverstone



SILVERSTONE GRAND PRIX MSVR, APRIL 14-15

SPORTS 2000 DURATEC (14 LAPS)

1 Mike Jenvey (Jenvey-Gunn TS6); 2 Matt Manderson (March 09/R) +9.711s; 3 Craig Mitchell (Gunn TS11); 4 Patrick Sherrington (MCR); 5 Nick Bates (Lola B07/90); 6 Robert Oldershaw (Gunn TS11). **Class winners** Paul Tickner (Carbir CS2); Paul Streat (Swift DB2); Damien Griffin (Lola T598) Simon Aldworth (Lola T492). **Fastest lap** Jenvey 2m08.294s (102.73mph). **LOTUS CUP UK (24 LAPS)** **1** Rob Fenn/James Barclay (Elise); 2 Steve Train (Z11) +34.292s; 3 Martin Donnelly/Steve Williams (Evora GTN); 4 Doug Setters/Chris Setters (Exige); 5 Liz Halliday (Z11); 6 David Harvey (340R). **CW** Train; Donnelly/Williams; Steve Quick (Elise). **FL** Chris Randall (Europa) 2m22.382s (92.55mph).

MONDELLO PARK IMRC, APRIL 15

FORMULA SHEANE (15 LAPS)

1 Brian Hearty; 2 Robbie Allen +7.312s; 3 Kevin Sheane Jr; 4 Anton Savage; 5 Timmy Swail; 6 Sean Hynes. **FL** Hearty 57.665s (71.77mph). **HRCA HISTORICS (15 LAPS)** **1** Jackie Cochrane (Sunbeam Tiger); 2 Billy Crosbie (Lotus 7) +1.689s; 3 John Cardoo (Austin Mini); 4 Bernard Foley (MGB V8); 5 Noel Collins (Ford Escort MkII); 6 Michael Doyle (Lotus Elan). **FL** Cochrane 1m01.912s (66.84mph). **RACE 2 (14 LAPS)** **1** Cochrane; 2 Foley +1.208s; 3 Cardoo; 4 Collins; 5 Vincent O'Reilly (Austin Healey Sprite); 6 Martin White (Jaguar E-type). **FL** Cochrane 1m02.154s (66.58mph).

FORMULA VEE (15 LAPS)

1 Lee Newsome (Sheane FV94); 2 David Kelly (Sheane FV02) +5.277s; 3 Robert Casey (Sheane); 4 Ray Moore (Leystone); 5 Colm Blackburn (Leystone); 6 Morgan McCourt (Leystone OH004). **FL** Newsome 1m00.009s (68.96mph) **record**. **ITCC (15 LAPS)** **1** Garrett Haydon (Honda Integra); 2 Robert Savage (Honda Integra) +1.766s; 3 Brian Sexton (Nissan Pulsar); 4 Brian Fitzpatrick (Honda Civic); 5 Philip Brennan (BMW E36); 6 Erick Carroll (Honda Integra). **FL** Savage 1m01.598s (67.19mph). **RACE 2 (14 LAPS)** **1** Brennan; 2 Hayden +3.085s; 3 Savage; 4 Carroll; 5 Robert Butler (Honda Integra); 6 Fitzpatrick. **FL** Brennan 1m01.184s (67.64mph).

FORMULA LIBRE (BOTH 17 LAPS)

1 Eamon Matheson (Mission T5); 2 Eugene Heary (Reynard) +0.442s; 3 Peter Dwyer (Dallara F399 Renault); 4 Martin Daly (Tatuus Renault); 5 Fergus Flaherty (Tatuus Renault); 6 John Daly (Lola). **FL** Matheson 53.129s (77.89mph). **RACE 2** **1** Dwyer; 2 Matheson +9.380s; 3 Michael Roche (Dallara F301); 4 Philip Shields (Tatuus Honda); 5 Flaherty;

6 Paul Heavey (Leystone F5). **FL** Dwyer 54.383s (76.10mph).

STRYKERS/LEGENDS (13 LAPS)

1 Paul Yeomans; 2 Stephen Ross +2.724s; 3 Brian Kingston; 4 Roger Welaratne; 5 Peter Aubrecht; 6 Greg Kelly. **FL** Alan Watkins 1m02.450s (66.27mph). **RACE 2 (15 LAPS)** **1** Yeomans; 2 Watkins +0.772s; 3 Welaratne; 4 Ross; 5 Kingston; 6 Aubrecht. **FL** Yeomans 1m02.055s (66.69mph). **FIAT PUNTO ABARTH/UNO (BOTH 14 LAPS)** **1** Alastair Kellett (Punto Abarth); 2 Barry-John McHenry (Punto Abarth) +0.540s; 3 Gordon Kellett (Punto Abarth); 4 Gary Miller (Punto Abarth); 5 John Denning (Punto Abarth); 6 Paul Copeland (Punto Abarth). **FL** G Kellett 1m05.790s (62.90 mph). **RACE 2** **1** Miller; 2 A Kellett +1.017s; 3 McHenry; 4 G Kellett; 5 Denning; no other finishers. **FL** A Kellett 1m05.786s (62.90mph).

SNETTERTON CSCC, APRIL 14-15

FERRARI OPEN (13 LAPS of Snett 300)

1 Gary Eastwood (458 Challenge); 2 Paul Bailey (430 GT2) +7.652s; 3 Wayne

Marrs (360 GTC); 4 Sam Smeeth (430 Challenge); 5 Michael Dwane (458 Challenge); 6 Nick Kaye (360 Challenge). **CW** Marrs; Kaye; Paul Brooks (456 GT); Darren Lavery (F355 Challenge). **FL** Bailey 1m56.098s (92.06mph).

RACE 2 (19 LAPS of Snett 200)

1 Eastwood; 2 Dwane +42.522s; 3 Bailey; 4 Marrs; 5 Jacques Duvyer (430 Challenge); 6 Kaye. **CW** Marrs; Kaye; Lavery. **FL** Dwane 1m15.699s (94.35mph). **FERRARI CLASSIC (9 LAPS of Snett 300)** **1** Danny Winstanley (328 GTB); 2 James Cartwright (328 GTB) +4.972s; 3 Nigel Jenkins (328 GTB); 4 Wayne Marrs (328 GTB); 5 Chris Butler (328 GTB); 6 Peter Everingham (328 GTB). **CW** Cartwright; Tristan Simpson (308 GT4); John Swift (308 GTB). **FL** Cartwright 2m14.307s (79.57mph).

RACE 2 (14 LAPS of Snett 200)

1 Cartwright; 2 Winstanley +17.287s; 3 Jenkins; 4 Marrs; 5 Tim Walker (328 GTB); 6 Butler. **CW** Winstanley; Simpson. **FL** Cartwright 1m24.564s (84.46mph). **JAGUAR SALOONS/XJS (9 LAPS of Snett 300)** **1** David Howard (XJ12); 2 James Ramm (XJS) +3.326s; 3 Patrick G Doyle (XJS); 4 Roger Webster (XJS); 5 Derek Pearce (MkII); 6 Paul Merrett (XJS). **CW** Ramm; Pearce; Philip Comer (XJS). **FL** Howard 2m21.230s (75.67mph). **RACE 2 (15 LAPS of Snett 200)** **1** Howard; 2 Doyle +3.842s; 3 Ramm; 4 Pearce; 5 Webster; 6 Neil Taylor (XJ6). **CW** Ramm; Pearce; Ian Drage (XJS). **FL** Howard 1m27.387s (81.73mph).

DEUTSCHE MARQUE (17 LAPS of Snett 200) **1** Phillip Perryman/John Young (BMW M3); 2 Kevin Maxted/Nick Starkey (BMW E36 M3) +25.767s; 3 Barry Johnson/Luke Johnson (Porsche 944 S2); 4 Andrew Toon/Peter Morris (Porsche 968); 5 Graham Knight (Porsche 944); 6 James Neal/Neil Harvey (Porsche 964). **CW** Maxted/Starkey; Johnson/Johnson; Mark Humphries/Matthew Humphries (BMW E36 Coupe).

FL Young 1m25.429s (83.60mph).

MORGAN CHALLENGE (14 LAPS of Snett 300)

1 Keith Ahlers (Plus 8); 2 Philip Goddard (Plus 8) +1m17.319s; 3 Matthew Wurr (Plus 8R); 4 Ray Higgs (Plus 8); 5 Tony Lees (Plus 8); 6 Andy Green (Plus 8). **CW** Lees; Simon Orebi Gann (Roadster Lightweight); Sharlie Goddard (Plus 8); Jack Bellinger (Plus 8); John Bevan (4/4). **FL** Ahlers 2m07.265s (83.98mph) **record**.

LYDDEN SEMSEC, APRIL 14

SEMSEC SPORTS RACING & KIT CARS (BOTH 22 LAPS)

1 Mark Burton (Jade Trackstar); 2 Mike Field (Stohr DSR) +9.551s; 3 Charles Harvey-Kelly (Radical SR4); 4 Mike Roberts (ADR3); 5 Mark Bishop (Caterham 7); 6 Bruce Wilson (Caterham CSR Superlight). **FL** Burton 39.785s (90.48mph). **RACE 2** **1** Burton; 2 Field +5.704s; 3 Harvey-Kelly; 4 Steve Garner (Westfield Megabusa); 5 Wilson; 6 Bishop. **FL** Burton 40.307s (89.31mph). **SE CHALLENGE (21 LAPS)** **1** Roberts; 2 Harvey-Kelly +1.035s; 3 Wilson; 4 Peter Hargroves (Caterham SLR); 5 Gerry Fincham (Caterham R400); no other finishers. **FL** Burton 41.560s (86.43mph).

JOHN TAYLOR HANDICAP (12 LAPS)

1 William Hornsey (Peugeot 106 Rallye); 2 Daniel Williams (Mazda MX5) +0.507s; 3 John Sandilands (Mazda MX5); 4 Bill Brown (Peugeot 205 GTi); 5 Ed Fuller (Tiger Super 6); 6 Ian Fletcher (Fletcher Hornet Mk4). **FL** Paul Martin-Jones (Radical SR3) 43.926s (81.95mph).

SEMSEC OPEN SINGLE SEATERS (14 LAPS)

1 Kevan McLurg (Dallara F397); 2 Christopher Chandler (Jedi Mk6) +14.835s; 3 Chris Mabey (Jedi Mk6); 4 Ryan Hayes (Jamun T25); 5 Innes Hickman (Van Diemen RF89); 6 Richard Burton (Royale RP26). **FL** McLurg 41.040s (87.71mph). **RACE 2 (21 LAPS)** **1** McLurg; 2 Matt Hayes (Jamun M972) -1 lap;

3 Burton; no other finishers.

FL McLurg 41.012s (87.77mph).

RAFMSA CHALLENGE (20 LAPS)

1 Paul Martin-Jones (Radical SR3); 2 Ian Fletcher (Fletcher Hornet Mk4) +2.742s; 3 Ken Paton (RAM Jaguar D-type); 4 Matt Preston (Locost Locoblade); 5 Ed Fuller (Tiger Super 6); 6 Chris Slater (Peugeot 306 Rallye). **FL** Martin-Jones 44.322s (81.22mph).

PEMBREY RDRTC, APRIL 15

NIPPON CHALLENGE AND SPORTS SALOONS (ALL 14 LAPS)

1 Patrick Havill (Caterham Vauxhall); 2 Adam Lockwood (Nissan 200SX) +39.038s; 3 Jason West (Nissan 200SX); 4 Jason Jesse (Toyota Celica GT4); 5 Danny Precious (Subaru Impreza); 6 Andy McLennan (Suzuki Swift). **CW** Lockwood; West; Gareth Newton (Mitsubishi Mirage). **FL** Havill 1m03.209s (82.92mph).

RACE 2

1 Havill; 2 West +47.532s;

3 Precious; 4 Lockwood; 5 McLennan;

6 James Janicki (Nissan Skyline).

CW West; Precious; Newton.

FL Havill 1m02.071s (84.44mph).

RACE 3

1 Havill; 2 Precious +37.641s;

3 West; 4 Lockwood; 5 Janicki; 6 Mark

Firth (Mitsubishi 3000GT0).

CW Precious; West; Newton.

FL Havill 1m03.570s (82.45mph).

TOYOTA MR2 Mk4s (ALL 13 LAPS)

1 Paul Corbridge; 2 Gary Lawrence

+2.309s; 3 Richard Avery; 4 Peter

Higton; 5 Neil Stratton; 6 Iain Davies.

FL Lawrence 1m10.558s (74.28mph).

RACE 2

1 Corbridge; 2 Lawrence

+2.370s; 3 Avery; 4 Higton; 5 Stratton;

6 Neale Hurren. **FL** Avery 1m10.879s

(73.95mph). **RACE 3** **1** Lawrence;

2 Hurren +0.255s; 3 Stratton; 4 Davies;

5 Paul Dobbie; 6 Avery. **FL** Corbridge

1m11.442s (73.36mph).

David Howard's XJ12 was top Jaguar runner at Snetterton



FINAL DRIVE

LETTERS ■ GEAR ■ ON-TRACK ■ ON-SCREEN ■ PICS ■ TECH ■ ARCHIVE

YOUR SAY

What you think of the motorsport news of the past week



Great Scot: Franchitti unfurls Rampant Lion

Power of Scotland

Your pie chart (April 12, p13) listing Formula 1 champions by nations is not strictly accurate. Britain tops it with 14 – deservedly so – but five of those were won by Scots, which reduces England's score to nine, first equal with Germany, and places Scotland third equal with Argentina, ahead of Finland, France, Austria, Australia etc.

I believe my homeland is recognised as a nation in all sports (except for the Olympics!). Example: have you ever heard of Dario Franchitti, Colin McRae, John Cleland etc identified as other than Scottish?

Chris John, Linlithgow, West Lothian

EDITORIAL CONTACT mail@autosport.com

What's most shocking in the decision-making process re the Bahrain GP is that the F1 circus seems to have shown little concern for anything other than their own welfare. So long as *their* security is assured, they see no problem with holding the race.

Deciding to go to Bahrain this year is shameful. For the first time in over 30 years I will not watch a grand prix. Shame on the FIA for acting like F1 lives in a bubble divorced from the world around it.

Peter Dick
By email

The human rights records of some of the other countries the F1 circus visits are not too favourable either, but the difference with Bahrain is that this conflict is live and the pain is raw.

The grand prix will inevitably become a target for protests and there is a real chance there will be bloodshed. I cannot believe the teams, the sponsors or F1 would want that on their consciences.

Nigel Day
Witney, Oxon

I've noted in recent weeks the word 'protestors' has been substituted for such as 'terror threat' by people in F1 who should know better.

I've not read a single report suggesting there is any threat of terror over the Bahrain weekend; my assumption has always been that protests will be attempted.

That is why I fear the weekend will end in tragedy, because I suspect there will be a crackdown in Bahrain like no other seen before to ensure no protest takes place.

David Herron
Washington, Tyne & Wear

I would love to see a woman in F1. But unless the one to break through is a genuine prospect who's been given the chance because of her talent, she will not succeed, and will do more harm than good.

The best prospect has to be Simona de Silvestro. Her battling performances in IndyCar in 2011 convinced me she could succeed in F1.

When Peter Sauber retires, his team will be run by Monisha Kaltenborn. A female driver with a female team boss? I'd love to see it!

Rob MacDonald
Coventry

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **ROSSI: 'I CANNOT RIDE THIS DUCATI'**
2. **McLAREN 'STUCK' UNTIL DRS CLARIFICATION**
3. **SCHUMACHER QUICKEST IN SECOND PRACTICE**
4. **HAMILTON HIT BY GRID PENALTY IN CHINA**
5. **ROSBERG FLIES TO MAIDEN F1 POLE IN CHINA**

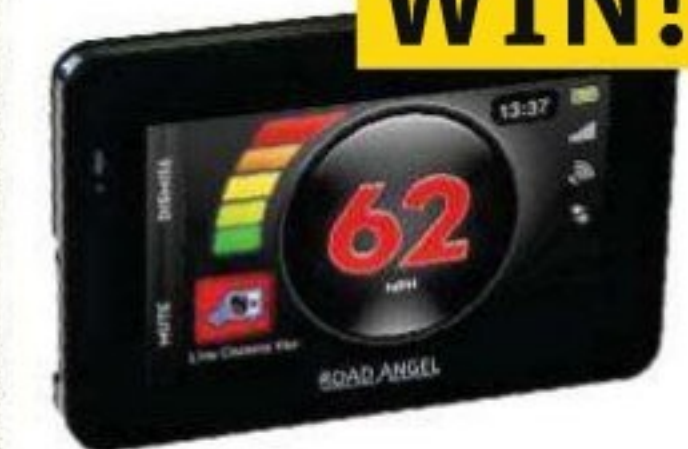
AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHEN FORMULA 1 APPEALS GO BAD

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Skoda UK Motorsport would like to point out that Andreas Mikkelsen has not signed a 2013 VW contract as stated in AUTOSPORT last week.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

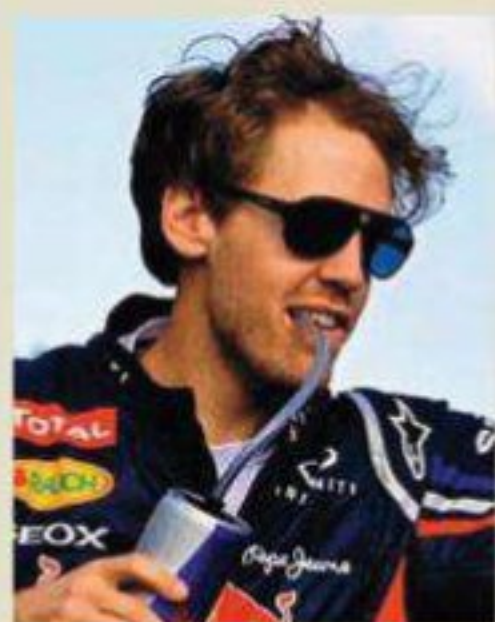
Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



VALENTINO ROSSI MERCHANDISE

From £24.99 (autosport.com/shop)

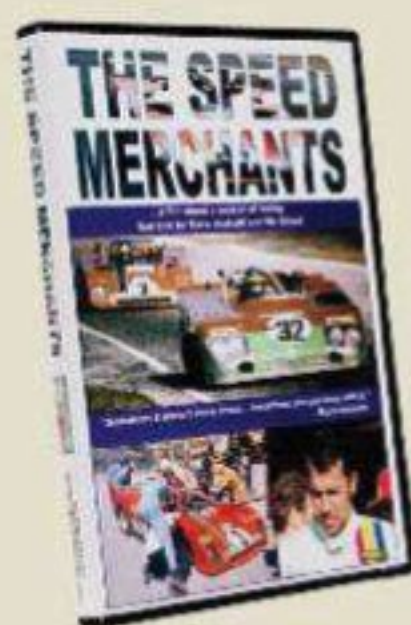
MotoGP star Valentino Rossi may be having a torrid time on his Ducati at the moment but the multiple world champion still commands a huge and passionate following. So it stands to reason that the Italian's 2012 official merchandise is likely to fly off the shelves. The range includes, clockwise from above, a kids' 'The Doctor' logo T-shirt in yellow (£24.99), Stripe zip hoodie in black and yellow (£64.99), 'Sun & Moon' logo T-shirt in black (£29.99) and 'Large 46' logo T-shirt in white (£29.99). Check the website for more items.



RED BULL SUNGLASSES

£279.99
autosport.com/shop

Red Bull's official range of sunglasses, kindly modelled above by world champion Sebastian Vettel, are made of carbon and fibreglass, so weigh just 14 grammes. The lenses have been treated with an anti-reflective coating for clear sight and glare reduction and come with UVA/UVB/UVC protection.



SPEED MERCHANTS DVD

£19.99 (94 mins)
autosport.com/shop

Relive the 1972 World Manufacturers' series in the company of stars of the day Mario Andretti and Vic Elford. There's superb action from Daytona, Sebring, the Targa Florio, Nurburgring, Le Mans and Watkins Glen and rare off-piste chat at drivers' homes. Manna from heaven for sportscar fans.



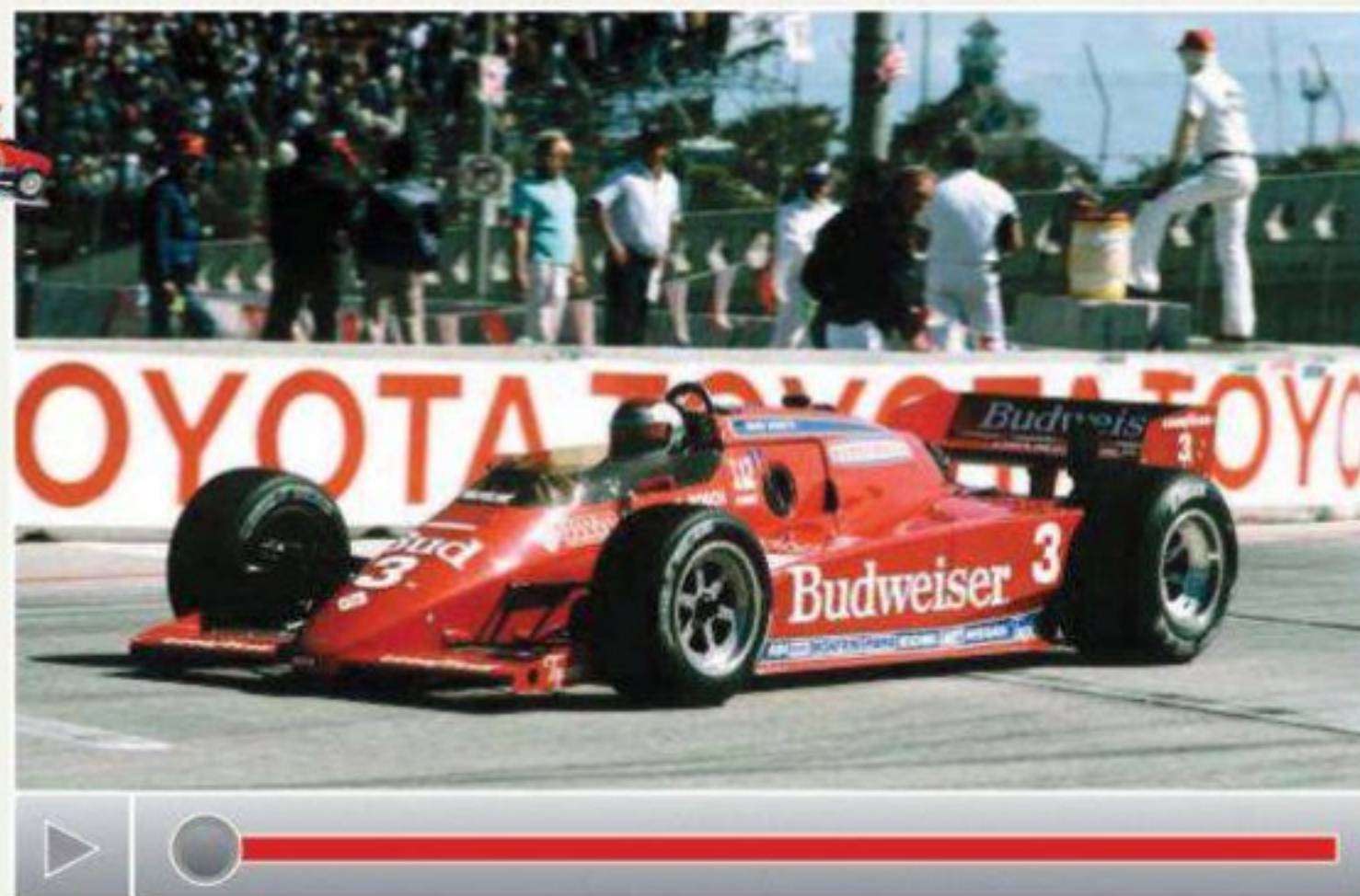
FERRARI TRANSPORTER

£199.99
(autosport.com/shop)

Brumm's fantastic 1:43-scale Fiat 642 RN Bartoletti transporter from the ill-fated 1961 Italian GP comes with the Ferrari 156 Sharknose racers of Phil Hill, Richie Ginther, and Ricardo Rodriguez, as well as driver figures, mechanics and accessories. Perfect for Ferrari collectors, it's limited to just 1000 sets.

HOT ON THE WEB THIS WEEK

YOUTUBE: INDYCAR'S FIRST VISIT TO LONG BEACH



SEARCH FOR: 1984 CART IndyCar Toyota Grand Prix of Long Beach (1:19:57)
The new-look IndyCar series raced on the streets of Long Beach last weekend, but what happened the first time the US open-wheel series visited the California street circuit – on April 1 1984? Here's archive footage of the whole race.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE VSCC

April 21

Admission: £10

Tel: 0844 3728250

The Vintage Sports-Car Club is holding its Spring Start meet at Silverstone. The pre-1966 Grand Prix car race already has 10 Lotus, two Coopers, a Lola, a Brabham and Ferguson P99 (as raced by Stirling Moss in period). The day's programme includes a Regularity Trial for Pre-war Sports-Cars and then 10 races: Short Scratch for Pre-war Cars; Front Engine Pre-1961 Racing Cars; Standard and Modified Pre-war Sports Cars; Vintage Racing Cars; Short Handicap for Pre-war Sports Cars; Vintage Racing Cars; Short Handicap for Pre-war Sports Cars; Special Pre-war Sports Cars; 1950s Sports Racing Cars; Short Handicap for Pre-War Sports Cars; HGPCA Pre-1966 Grand Prix Cars; Short Scratch for Pre-War Cars.

DONINGTON PARK BARC

April 21-22

Admission: £15

Tel: 01332 810048

The second round of the British Endurance Championship, plus Britcar Production Cup, Production Touring Car Trophy, InterSteps, Mini Se7en, Mini Miglia, Smart 4 Two Cup and Super Mighty Mini.

OULTON PARK BRSCC

April 21

Admission: £13

Tel: 01829 760301

The line-up includes Northern Formula Ford 1600 and Caterhams.

BRANDS HATCH BARC

April 21-22

Admission: £13 Saturday,

£21 Sunday

Tel: 01474 872331

The Trucks will be supported by Pickup Trucks, Legends, Quaife /MN Saloons and Caterham Graduates.

CADWELL PARK HSCC

April 21-22

Admission: £13

Tel: 01507 343248

The HSCC Wolds Trophy returns to Cadwell Park after a successful inaugural event last year. The event celebrates the history of Formula 3 through

races for its Classic, Historic and 500cc divisions. Also on the 11-race programme are Historic Road Sports, 70s Road Sports, Historic Touring Cars, Historic Formula Ford, Classic Racing Cars, Formula Junior, Historic Formula Ford 2000 and Classic Clubmans.



Road Sports supplement the F3 action

BAHRAIN GRAND PRIX

Formula 1 World Championship

Rd 4/20

Sakhir, Bahrain

April 22

formula1.com

Well, it's going ahead, and those connected with the decision will be hoping it serves up China levels of excitement and drama – on track, that is. The form of Nico Rosberg and Mercedes will be the main talking point.



Vettel still looking for first win of '12

GP2 SERIES

Rd 2/12

Sakhir, Bahrain

April 21-22

gp2series.com

NASCAR SPRINT CUP

Rd 8/36

Kansas Speedway, USA

April 22

nascar.com

FIA GT1 WORLD CHAMPIONSHIP

Rd 2/10

Zolder, Belgium

April 21-22

gt1world.com

V8 SUPERCARS

Rd 3/15

Hamilton, Australia

April 21-22

v8supercars.com.au

SUPERSTARS

Rd 2/9

Imola, Italy

April 22

eurosuperstars.com

Television

THURSDAY APRIL 19

1200-1300, 1600-1700 **ESPN Classic**
Alain Prost: Racing Through Life
1600-1700 **ESPN**
Blancpain Endurance: Monza
2335-2350 **Eurosport**
Porsche Supercup: Season Preview
2350-0020 **Eurosport**
WTCC: Inside WTCC

FRIDAY APRIL 20

0745-0950 **Sky Sports F1 LIVE**
Formula 1: Bahrain GP Free Practice 1
0955-1040 **Sky Sports F1 LIVE**
GP2: Bahrain Practice
1145-1350 **Sky Sports F1 LIVE**
Formula 1: Bahrain GP Free Practice 2
1200-1300, 1600-1700 **ESPN Classic**
Le Mans: A Century of Passion
1355-1435 **Sky Sports F1 LIVE**
GP2: Bahrain Qualifying
2100-2300 **Sky Sports F1**
Senna: The Movie

SATURDAY APRIL 21

0355-0420 **Channel 5**
Motorsport Mundial
0500-0600 **Sky Sports 3**
Racemax
0655-0820 **Sky Sports F1 LIVE**
GP2: Bahrain Race 1
0700-0725 **Channel 4**
The Grid
0725-0755 **Channel 4**
British GT
0805-0905 **AUTOSPORT.com LIVE**
FIA GT1: Zolder Qualifying

0845-1015 **Sky Sports F1 LIVE**
Formula 1: Bahrain GP Free Practice
1100-1345 **Sky Sports F1 LIVE**
Formula 1: Bahrain GP Qualifying
1245-1345 **AUTOSPORT.com LIVE**
FIA GT1: Zolder Qualifying Race
1500-1630 **ESPN**
FIA GT1: Zolder
1720-1840 **BBC1**
Formula 1: Bahrain Qualifying
2030-2130 **Motors TV**
Formula 2: Silverstone Highlights
2100-2230 **ITV4**
BTCC: Donington Park Highlights

SUNDAY APRIL 22

0955-1105 **Sky Sports F1 LIVE**
GP2: Bahrain Race 2
1130-1600 **Sky Sports F1 LIVE**
Formula 1: Bahrain Grand Prix
1515-1615 **AUTOSPORT.com LIVE**
FIA GT1: Zolder Championship Race
1600-1625, 2030-2100 **Sky Sports F1**
Formula 1 Legends: Jack Brabham
1700-1820 **BBC1**
Formula 1: Bahrain Highlights
1730-2130 **Premier Sports LIVE**
NASCAR Sprint Cup: Kansas
2100-2230 **Sky Sports F1**
Formula 1: Bahrain GP Highlights

MONDAY APRIL 23

1630-1800 **Sky Sports F1**
Formula 1: Bahrain GP Highlights
1830-1930 **Sky Sports 3**
NASCAR: Kansas Highlights

Online

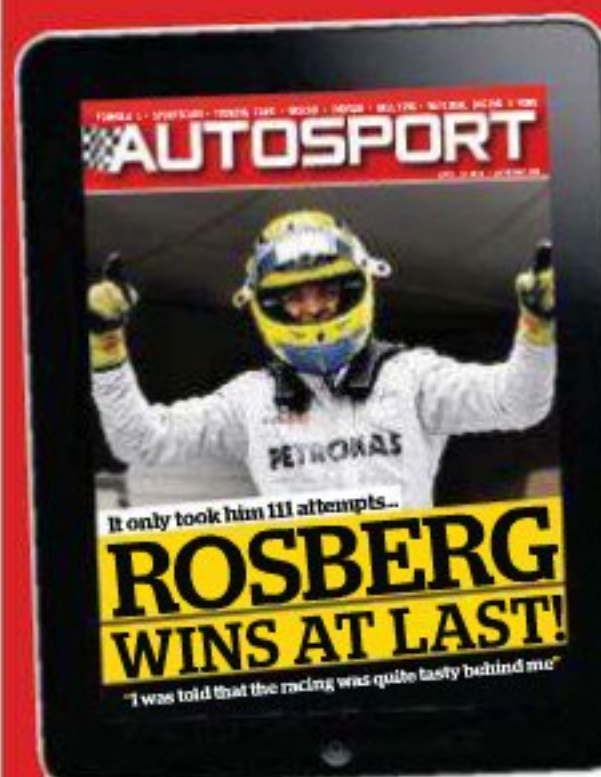
AUTOSPORT.com PLUS

Coming up in our premium web content this week



BAHRAIN GRAND PRIX

Provided the Bahrain GP hasn't been cancelled by the time you read this, the race should be another corker. You can get right to the heart of the action at Sakhir with AUTOSPORT Plus as Mark Hughes delivers his Friday form guide, Edd Straw answers your questions, David Coulthard names his pre-race favourites and Dieter Rencken puts his unique spin on the latest political intrigue.



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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



BBC/Sky 'simulcast' was intriguingly similar

COKE OR PEPSI. BUTTER or Margarine. Pepsi or Shirley. Choice. That's what makes living in a westernised democratic society better than, say, a Maoist communist state where a ruling elite determines what's best for you (and them).

And after years of having our F1 coverage force-fed to us by the Trotskyite BBC (copyright *Daily Mail*), now we have the luxury of choice. All hail choice and its magnificent wastefulness, where now two enormous teams of UK telly people fly all around the world making that carbon footprint just a little bigger, not that global

warming exists (copyright *Daily Mail* forum users).

The wonderfully free-marketing Chinese GP gave us the first chance to compare and contrast the BBC and Sky's live offering. Honestly, there was very little difference.

At the start, the Beeb's Ben Edwards said: "Rosberg gets off the line beautifully well." While on Sky David Croft observed: "Rosberg gets a great start." Both lead commentators took us through the opening two corners before either DC ("Looks like Vettel has dropped grid positions") or Martin Brundle ("I'll tell you who had an awful

start – Sebastian Vettel in 11th place") noticed what had happened to the world champion.

The biggest difference came with Schuey's retirement. DC instantly picked up that it was a wheel problem, citing the mechanic banging the ground. On Sky, pitlane reporter Ted Kravitz was busy telling us that "McLaren think they've got this won" (really? On lap 12?), and it was a further three laps before the cause of Schuey's retirement was confirmed. This did give rise to Brundle delivering the best line: "I haven't been this disappointed since *Shrek II*."

Ted also stated that Mark Webber would be making four stops (he made three), and Edwards was far more certain of the damage inflicted by Jenson Button's slow stop ("Look at all the places he's lost. And Jenson Button's chances have gone out of the window") compared to Croft's ("Has that cost Button this race?").

But the Sky team did make the race feel more exciting, and Anthony Davidson's 'new toy' (more of which next week) was a great addition.

In the end, I guess it depends on whether you prefer Coke to Pepsi. *Revved up*

THE WEEK IN PICTURES

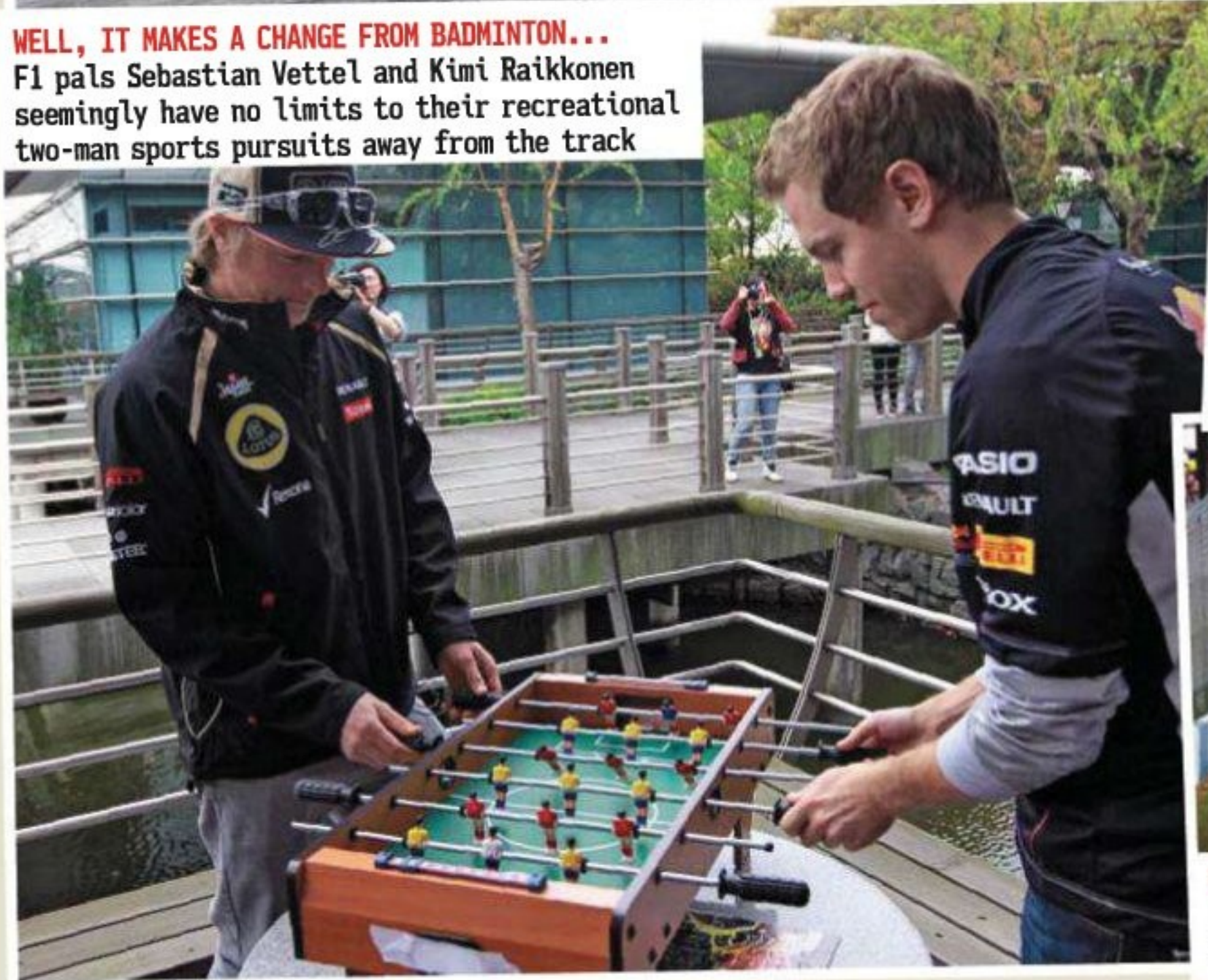
Our lensmen pounding the beat from Long Beach to Shanghai



THE VIEW FROM SHORELINE DRIVE

Takuma Sato leads Dario Franchitti to a restart in Sunday's IndyCar Series race at Long Beach - but neither of them scored the top results they were looking for

WELL, IT MAKES A CHANGE FROM BADMINTON...
F1 pals Sebastian Vettel and Kimi Raikkonen seemingly have no limits to their recreational two-man sports pursuits away from the track



I'VE SEEN YOU SOMEWHERE BEFORE, RIGHT?
Fernando Alonso's Chinese superfan gets her man again in the paddock at Shanghai



NOT SO NEATE - SOMEONE'S GOT TO CLEAR THAT UP!
The MG of Andy Neate and Aron Smith's Ford Focus cause some mayhem in the BTCC bash at Donington

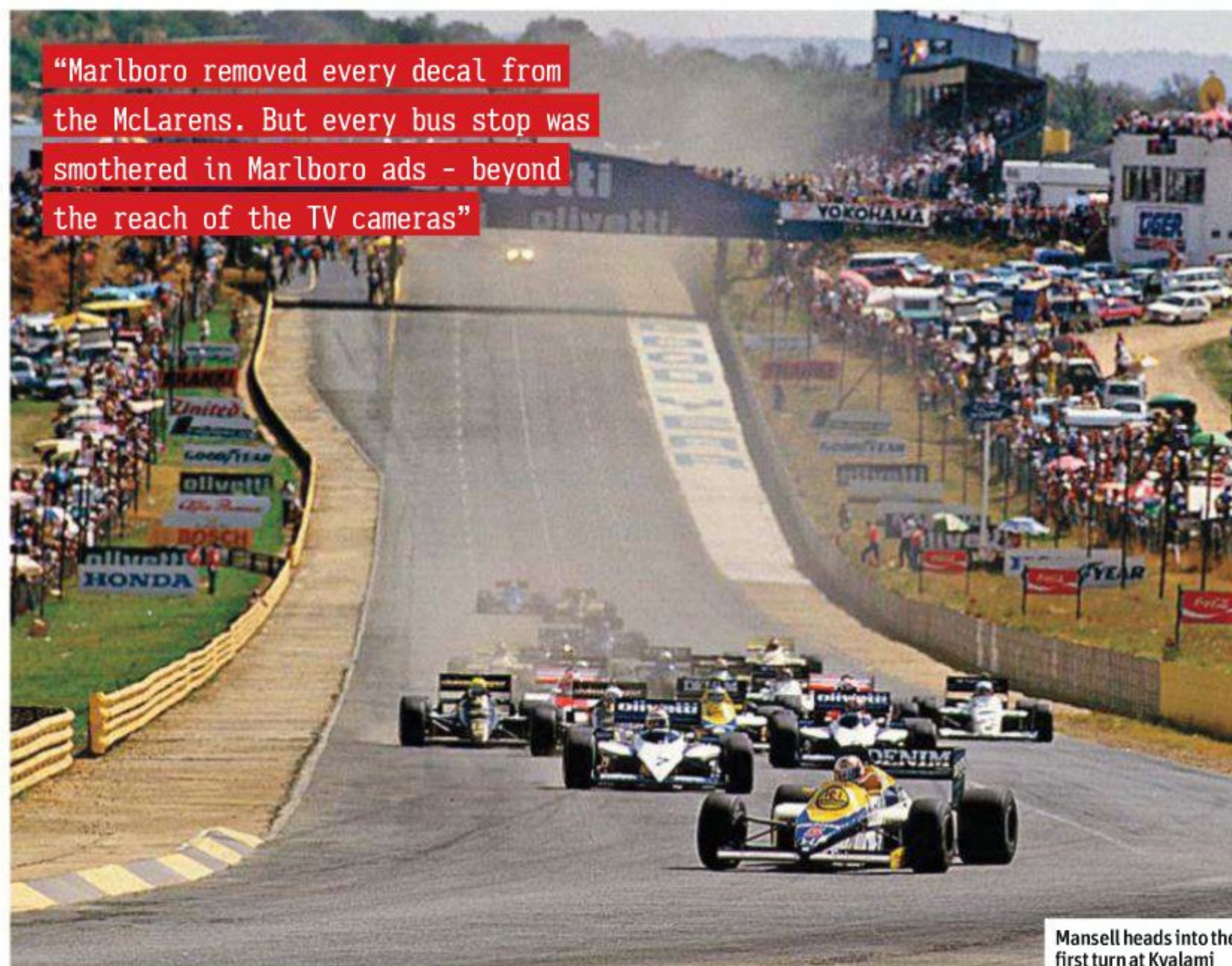
PICS: COATES, EBREY, FERRARO, MILLER/LAT

NEXT WEEK

BAHRAIN GP REPORT ALL THE ACTION FROM F1'S HIGHLY CONTROVERSIAL EVENT **DON'T MISS IT!**

FROM THE ARCHIVE

Kyalami 1985 – racing in apartheid South Africa



“Marlboro removed every decal from the McLarens. But every bus stop was smothered in Marlboro ads – beyond the reach of the TV cameras”

Mansell heads into the first turn at Kyalami

“WE HAVEN’T GOT ANY PROBLEMS; EVERYBODY’S HAPPY. It’s a problem being discussed by the media. They don’t have any idea what’s going on – that’s the problem. The race is on the calendar, and we will be there. All the teams are happy to be there.”

As Formula 1 heads for its controversial date in Bahrain this weekend, the noises from its supremo Bernie Ecclestone have done little to reduce the furore or placate those who deem the decision morally dubious at best.

There are those who feel the other way: that sport should be apolitical, and that F1 cannot be blamed for side-stepping a moral argument that governments have also turned a blind eye to. The difference, of course, is that F1 does not have luxury of disassociation.

F1 has been here before. In the days of South African apartheid, it continued to race at Kyalami long after South Africa had been boycotted by other sports, and in the face of international pressure and criticism that it should stop.

There are obvious parallels between the two situations. Even at Brands Hatch, the preceding race in 1985, there were those who remained adamant that the grand prix would be cancelled, that F1 would pull out.

There was pressure for it to do so. Just as some TV companies will not attend Bahrain, others had pulled out

of South Africa as the French, Swedish and Brazilian governments added pressure for a boycott.

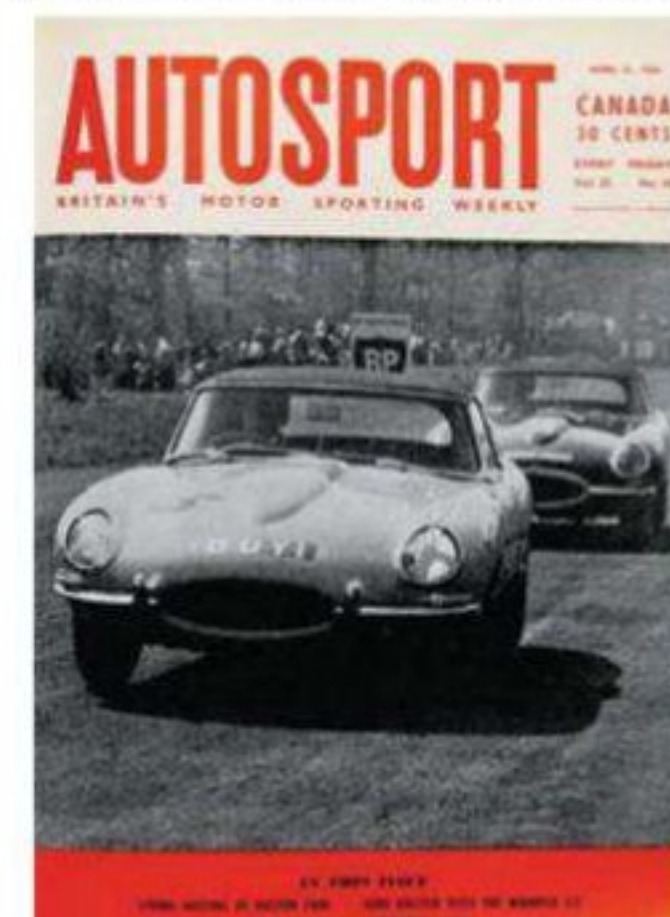
In the end the race went ahead, with then-FISA president Jean-Marie Balestre saying he did not have the personal authority to cancel it. And it was a success on track, with a crowd of around 80,000 turning out to watch Nigel Mansell seal his second grand prix victory in as many races, coming home in front of Williams team-mate Keke Rosberg.

While the race was billed a ‘classic’ by AUTOSPORT’S Nigel Roebuck, it still was not completely free of the surrounding political situation. Renault and Ligier were notable absentees, having stated their decision to boycott some time before the race.

Some sponsors too decided to reduce their branding, while Marlboro removed every decal from the two McLarens – a situation Roebuck labelled ‘faintly absurd... every bus stop was smothered in Marlboro advertising – but then the bus stops were beyond the reach of TV cameras’.

The problem facing F1 over Bahrain is that there will be far less scope to hide any negativity or fallout. Look to South Africa and the Rugby World Cup for the counter-example of how sport can indeed be a unifying force, but if it does not enjoy the support of the populace then F1’s return to Bahrain risks falling wide of that example.

THIS WEEK IN...



APRIL 21 1961

JAGUAR’S E-TYPE MADE AN

impressive competition debut this week in 1961, with two drophead coupes first and third in the BARC Grand Touring trip to Oulton Park.

A crowd of 45,000 turned out to witness the debut of a pair of the new Coventry machines, piloted on the day by Graham Hill and Roy Salvadori.

Despite being in virtually standard trim they proved magnificent from the outset, leading the race in procession until Innes Ireland’s Aston Martin DB4GT squeezed into second late on.

Victory went to Hill, who had taken the lead from Salvadori on lap 13 and crossed the line 150 yards ahead of Ireland. A pair of Ferrari 250GTs – the pre-eminent car of the day, and therefore one of the main rivals to the E-type – could only finish fourth and fifth with Jack Sears and Graham Whitehead.



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GUY SMITH

■ Road America 4 Hours ■ Lola-Mazda B09/86 ■ August 20, 2011 ■ Closest-ever American Le Mans Series finish



Smith (16) fell short of victory by just 0.112s

I WAS TRYING TO THINK OF a few different races to choose – in Formula Renault and F3 – but the one that really stands out is the American Le Mans Series race at Road America last year.

There may not have been many cars in the LMP1 class but my Dyson Racing team had some great battles with the Muscle Milk Lola-Aston.

After the first two ALMS rounds at Sebring and Long Beach we had a long break around the Le Mans 24 Hours and we upgraded our Lola-Mazda to long-wheelbase – which altered the aero set-up a bit – and changed the airbox. We headed off to Lime Rock for round three and found that, although we were quick, we were down on power. My team-mate Chris Dyson and I managed to win, so the fight for the title was on. The Muscle Milk boys [Klaus Graf and Lucas Luhr] won Mosport and Mid-Ohio so the momentum was back with them as we arrived at the mega Road America circuit for round six.

We were half a second off in qualifying, but it was a long race

“I was all over Klaus Graf in the corners, but he would edge away on the straights – that was V12 Aston Martin power against two-litre Mazda power for you!”

– four hours as opposed to the normal 2h45m duration – so we had plenty of time to make it up.

At the start, the sister Dyson Lola of Steven Kane made a mega start to give Lucas a hard time and try to upset Muscle Milk’s strategy, while Chris (in my car), was conserving fuel in third.

Halfway through the race, our car was up to second and I took over. We were 10-15 seconds behind and I started to push like hell. I was driving out of my skin – so determined to get one over them. It was like an out-of-body experience and I was really ‘in the zone’. I was managing to

maintain the gap, but Klaus was soon struggling for grip. It was really frustrating because I was all over him in the corners, but he would edge away on the straights – that was V12 Aston Martin power against two-litre Mazda power for you!

My only chance to get past him was when we were coming up to traffic made up of the slower GT cars. But nothing worked – I even took to the grass as though I was in my old Escort rally car!

Klaus had a bit of a wobble at the last corner on the last lap and I got really close, but he held on to win by 0.112s – the closest finish in ALMS history. He drove really well that day, under a lot of pressure. We both knew that we couldn’t take big risks because of the championship. It was good fun to be in a scrap like that around such a great track.

I felt I’d driven as well as I’d ever driven and got fastest lap by nearly a second. It was also a great boost for the team and ultimately helped win the title. *Guy Smith was talking to Henry Hope-Frost*

IN PROFILE

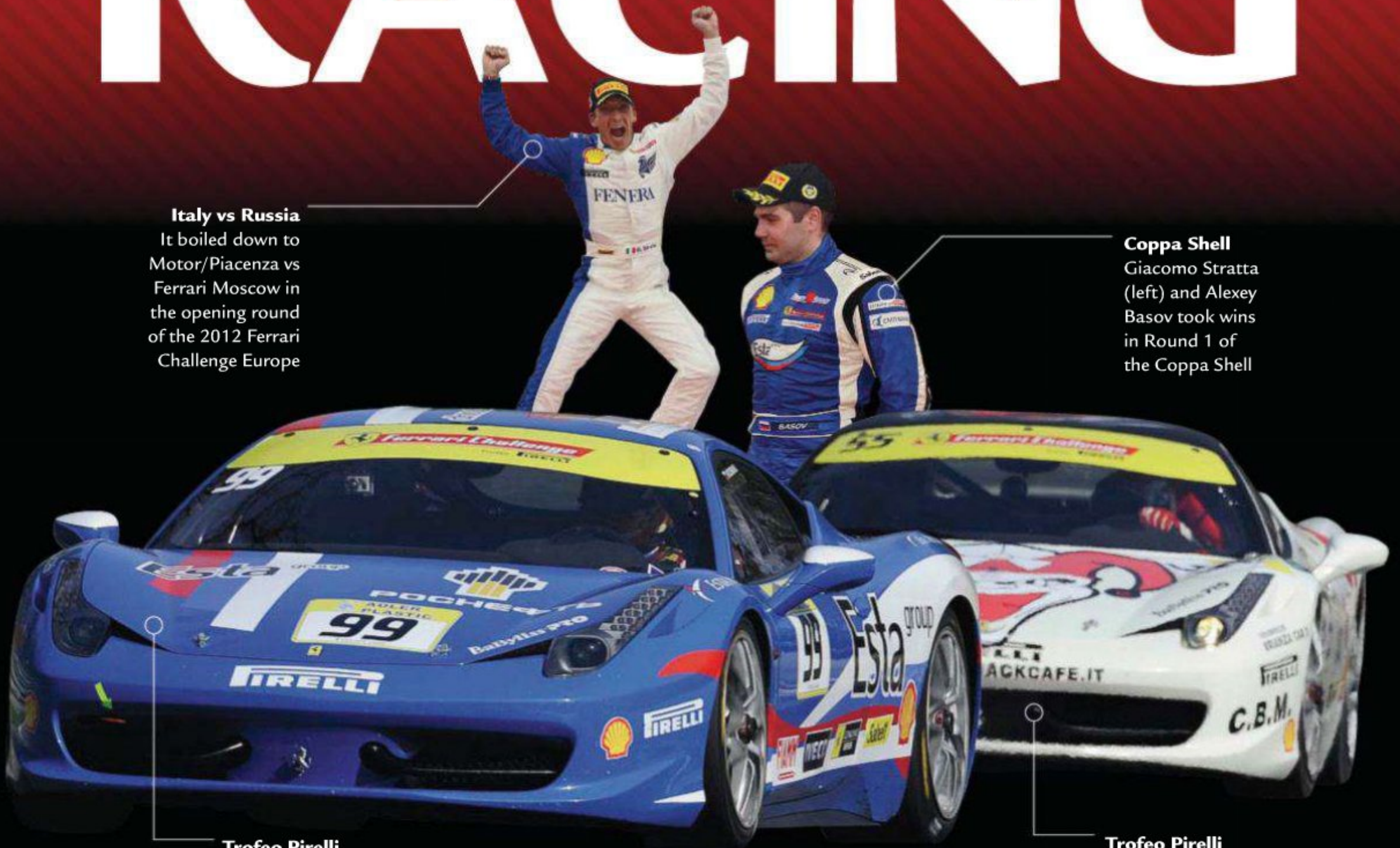


YORKSHIREMAN GUY SMITH HAD a stellar karting career, before moving to cars in late 1991. He was soon winning in FVauxhall Junior, FRenault (he took the ’95 British title) and F3. A move to America led to success for Stefan Johansson’s Indy Lights team and an intro to sportscars, an arena in which he has enjoyed success in Europe and America ever since. Highlights on his endurance CV doubtless include victory at Le Mans for Bentley in 2003 and the 2011 American Le Mans title.

LET'S GO RACING

Italy vs Russia
It boiled down to Motor/Piacenza vs Ferrari Moscow in the opening round of the 2012 Ferrari Challenge Europe

Coppa Shell
Giacomo Stratta (left) and Alexey Basov took wins in Round 1 of the Coppa Shell



Trofeo Pirelli
Bjorn Grossmann of Ferrari Moscow won both of the thrilling opening races in Round 1 of the Trofeo Pirelli

Trofeo Pirelli
Niki Cadei of Motor/Piacenza battled with Grossmann all the way at Imola but could not get past

FERRARI CHALLENGE EUROPE 2012

✓	1 April	Monza (ITA)
NEXT RACE >	22 April	Imola (ITA)
	3 June	Mugello (ITA)
	1 July	Hungaroring (HUN)
	15 July	Spa (BEL)
	16 September	Silverstone (GBR)
	7 October	Valllunga (ITA)
	TBA	Finali Mondiali

FERRARI CHALLENGE ROUND 2: APRIL 22, 2012

After an incredibly close-fought opening round, the Ferrari Challenge Europe continues this weekend. There are already a number of intense personal battles at the top of the leaderboards, and the standards are expected to remain extremely high. Keep up to speed with the action online and on TV.



Porsche GT3 Cup Challenge GB

Steven Liquorish and James Birch were the big winners as the Porsche GT3 Cup Challenge GB season opened at Snetterton over the Easter weekend. Some fine racing and a tremendous sporting atmosphere among the teams and drivers made it an excellent start to the championship.

The opening race provided an elated Steven Liquorish (Team Parker Racing) with a deserved debut win after a rocket start. But a late race safety car allowed the chasing John Ferguson (ASK Racing) to close right in and mount a last lap challenge. But Ferguson pushed just too hard and spun as the chasing Neil Houston (Team Parker Racing) was jumped by his team mate Justin Sherwood in a dramatic final lap. Sherwood went from fourth to second in half a lap to mark his return to racing.

Light rain made the second race a real challenge for the drivers and there were many place changes across 25 minutes of racing. Long-time leader Sherwood went into the closing stages under attack from James Birch (IN2 Racing) and contact at Riches sent them both spinning. Sherwood was out of the race, but Birch recovered to win as Houston and the charging Peter Smallwood (Parr Motorsport) completed the podium.

Mark Cowne (Fearn Sport) topped Class One in both races to gather valuable racing miles on only his second ever weekend of racing.

Provisional points after round 2

Overall

1	Steven Liquorish	35
2	Neil Houston	34
3	Peter Smallwood	30
4	Mark Cowne	24
5	James Birch	22
6	Justin Sherwood	18

Class One

1	Mark Cowne	28
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Next rounds:

Rockingham, 19/20 May

For more information on the Porsche GT3 Cup Challenge GB please call 0118 916 5012 or email gt3cupchallengegb@porsche.co.uk

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