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F1'S NEW SENSATION

PEREZ

Good enough for Ferrari?

Why Mexico's rising star could be Massa's worst nightmare

EXCLUSIVE INTERVIEW **P32**





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BMW bounces back after 20-year break

BMW Spengler gives the Munich marque first win since its return DTM arena for the German touring car series

AS THE CARS UNZIPPED ON the track for the second round of the DTM at Lausitz, the BMW team were looking for a way to get back on top. The team had been struggling since the start of the season, but now they were looking for a way to get back on top. The team had been struggling since the start of the season, but now they were looking for a way to get back on top. The team had been struggling since the start of the season, but now they were looking for a way to get back on top.

GP3's TARGET MAN

Mitch Evans has plenty to live up to, but evades the pressure to all part of the deal. By GORDON FREEMAN

Mitch Evans has plenty to live up to, but evades the pressure to all part of the deal. By GORDON FREEMAN

Renault racers injured in Spanish Eurocup crash

Dan Cammish and Hans Villemi break bones

Dan Cammish and Hans Villemi break bones



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Model shown is Boxster S at £52,893 including metallic paint, 20" Carrera Classic wheels with full-colour Porsche crests, Sport seats Plus, interior in natural leather, Bi-Xenon lighting system with PDLS, Roll-over bars finished in exterior colour, first year road fund licence and first registration fee. Fuel consumption figures for the new Boxster S in mpg: Urban 25.2; Extra Urban 40.9; Combined 32.1. CO₂ emissions (g/km) 206.

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POLE POSITION

Perez and Ferrari: are they right for one another?



THIS WEEK'S COVER ASKS IF SERGIO Perez is good enough for Ferrari. My answer would be yes. But to the supplementary question, 'Is Ferrari the right place for him now?', my response would be no.

Perez is serving an impressive apprenticeship with Sauber. It's a strong midfield team where he can shine on its good days (Australia, Malaysia, first stint in China) and be anonymous when it's not (rest of China, Bahrain). In the pressure-cooker environment at Ferrari, you don't get that luxury. Just ask Felipe Massa.

I believe Perez is a stronger long-term bet than Massa, but I don't see the worth of him being rushed. Ferrari's pressing issue isn't so much with its second driver; it's with its F2012 (see p8).

As Edd Straw explains on page 32, Perez hasn't enjoyed a straightforward path to F1, yet he's always had a spark about him that's got him there. I reported on his first race weekend in Europe, chasing Nico Hulkenberg home in Formula BMW at Hockenheim in 2005. Potential world champions both, provided they play their cards wisely.

Charles Bradley

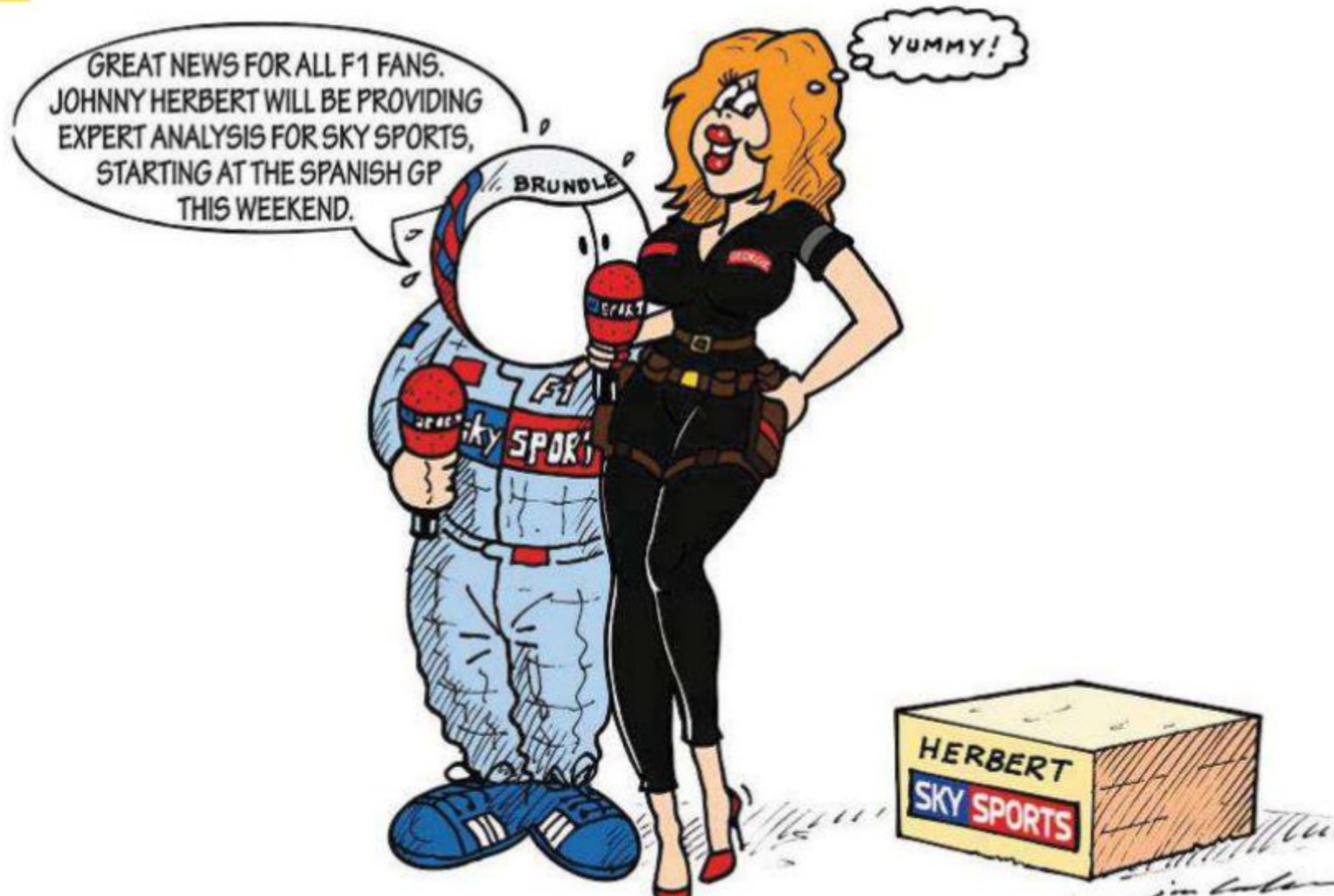
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BAMBER'S WEEK



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REMEMBERING GILLES

A poignant tribute from a son to his late father

Former world champion Jacques Villeneuve drove his father Gilles' Ferrari 312T4 Formula 1 car from 1979 at the Fiorano test track on Tuesday, 30 years to the day since the Prancing Horse legend lost his life in a qualifying crash at Zolder.

Pic: Colombo/Ferrari



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Ferrari pushes back its winning target

Difficult Mugello test and the lack of a big performance gain from new exhausts mean the F2012 is still off the pace. By EDD STRAW



Ferrari has revised its expectations for the Spanish Grand Prix in the wake of last week's Mugello test.

Although positive progress was made with the F2012, with a new exhaust set-up running on the final day of the test, the car still appears to be short of race-winning pace.

AUTOSPORT understands that a new front wing and diffuser could

be tried at this weekend's Spanish GP, which it is hoped will allow Ferrari to take a further step forward.

In what appears to be a change of its goals for the upcoming races, Fernando Alonso has characterised his home race as just another step in the battle to get back on terms with the pacesetters. He pointed to further upgrades slated for the Canadian and European GPs, by which point he

hopes to be "close" to the leaders. For this weekend, the target appears to be to make it into Q3 comfortably.

"Barcelona has to be the first step, Canada the second step and then Valencia the third to be close to them," said Alonso, who crashed the updated car on the final day of the test. "There is no magic bullet that means that in Barcelona we will be on pole position because everyone will improve their cars as well. But we need to improve the gap."

Alonso said after Bahrain that he hoped to "start a different championship from that point on". Team principal Stefano Domenicali echoed those sentiments, saying "we must step up a gear". But while Ferrari has certainly improved, it's likely that Alonso faces another weekend of fighting for minor placings rather than podiums.

Ferrari has had to take a less-aggressive approach to its upgrades than originally hoped. Team sources suggested that more dramatically

"Barcelona has to be the first step, Canada the second, Valencia the third"

Fernando Alonso

modified sidepod and exhaust configurations were planned for the Mugello test but it became clear as early as the Chinese GP that such dramatic changes wouldn't be ready.

Alonso questioned the benefit of adopting a McLaren-style exhaust, which hints that Ferrari might not have made the kinds of gains that it had hoped for with its mooted new design. It has opted for a more orthodox version (see bottom left picture), featuring exhausts nestled in the sidepods, as introduced on the final day of the test. Alonso also hinted at other aero problems that must be solved rather than any focusing exclusively on exhausts.

"Felipe [Massa] and I have tried the three different exhaust solutions,

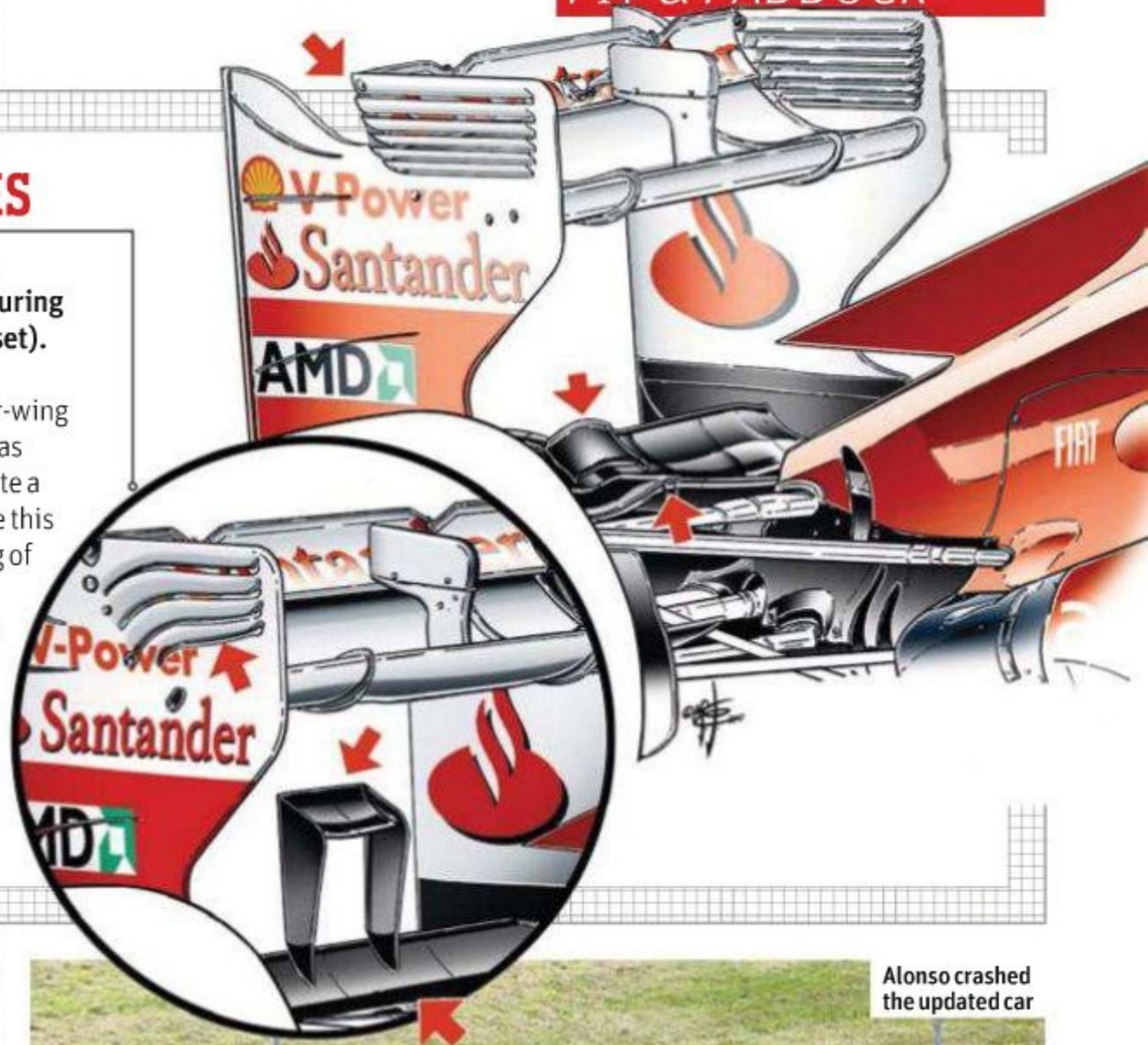


New exhaust layout was tried at Mugello

REAR WING CHANGES

➔ Ferrari ran a new rear wing in Mugello (main drawing), featuring modified endplates (old design inset).

GARY ANDERSON: "Ferrari's new rear-wing design follows the same philosophy as the one implemented by Renault quite a few years ago. McLaren currently use this detail, too. By reducing the overhang of the endplates behind the rear flap surface the vortex that comes off the upper corner of the wing will be reduced, thus increasing the efficiency of the component by reducing the drag. It will only be useful on tracks where maximum downforce is not required."



Ferrari still has a lot to do with the F2012



Alonso crashed the updated car

but it doesn't change a thing as far as driving and loads are concerned," said Alonso. "Exhausts are not the key. It's pointless to lose even five minutes in that area.

"This year, what position you choose is not important. In Australia, one of the quickest cars – McLaren – had lateral exhausts. We saw in China two Red Bulls running different positions. In Bahrain, Red Bull won with the lateral ones but the quickest car was the Lotus with a straight [exhaust]. There are bigger areas on the car that we need to improve."

Ferrari tried various other aero tweaks at Mugello, including a modified rear wing (see panel above). Overall, AUTOSPORT technical editor Gary Anderson estimates the net gain made to be around a couple of tenths of a second.

"What I saw at Mugello was easily worth that," said Anderson. "Maybe it could be worth a little more, but not by a huge amount. The exhaust

packaging is much better and compromises the Coke-bottle area far less, so that will produce more downforce. The radiators are still in an odd place – efficient in themselves but bad aerodynamically. I'd give the package eight out of 10.

"It will be interesting to see how the upgrades in Spain go. With the diffuser and front wing there is a danger that you may trip up rather than go forward. If that works, it should be a good step, but it's still has a bit further to go in terms of aerodynamic understanding."



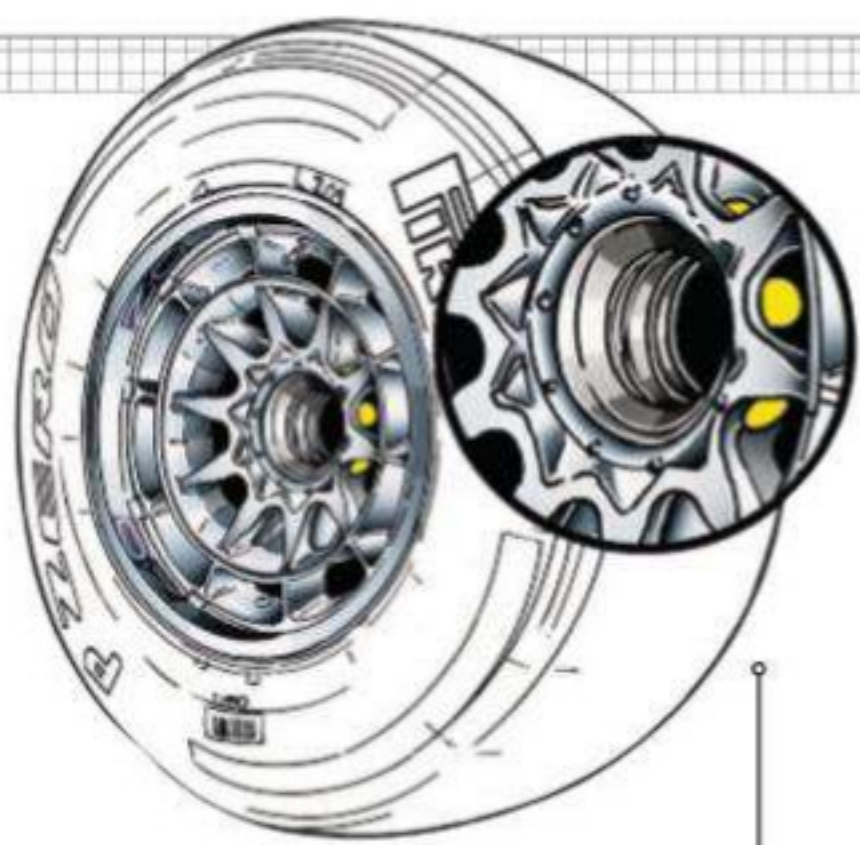
Alonso still has doubts

MUGELLO F1 TEST, MAY 1-3

POS	DRIVER	CAR	TUESDAY	WEDNESDAY	THURSDAY
1	Romain Grosjean (F)	Lotus-Renault E20	-	1m21.603s	1m21.035s
2	Sebastian Vettel (D)	Red Bull-Renault RB8	-	1m21.825s	1m21.267s
3	Fernando Alonso (E)	Ferrari F2012	1m22.444s	-	1m21.363s
4	Kamui Kobayashi (J)	Sauber-Ferrari C31	1m24.736s	1m21.603s	-
5	Daniel Ricciardo (AUS)	Toro Rosso-Ferrari STR7	-	1m22.588s	1m21.604s
6	Mark Webber (AUS)	Red Bull-Renault RB8	1m23.648s	1m21.997s	-
7	Sergio Perez (MEX)	Sauber-Ferrari C31	-	-	1m22.229s
8	Felipe Massa (BR)	Ferrari F2012	-	1m22.257s	-
9	Nico Hulkenberg (D)	Force India-Mercedes VJM05	-	-	1m22.325s
10	Jean-Eric Vergne (F)	Toro Rosso-Ferrari STR7	1m23.891s	1m22.422s	-
11	Pastor Maldonado (YV)	Williams-Renault FW34	-	-	1m22.497s
12	Nico Rosberg (D)	Mercedes F1 W03	1m24.100s	-	1m22.579s
13	Oliver Turvey (GB)	McLaren-Mercedes MP4-27	1m25.303s	-	1m22.662s
14	Paul di Resta (GB)	Force India-Mercedes VJM05	-	1m24.749s	1m23.002s
15	Heikki Kovalainen (FIN)	Caterham-Renault CT01	-	-	1m23.169s
16	Michael Schumacher (D)	Mercedes F1 W03	no time	1m23.404s	-
17	Timo Glock (D)	Marussia-Cosworth MRO1	-	1m24.499s	1m23.466s
18	Charles Pic (F)	Marussia-Cosworth MRO1	1m27.359s	1m23.982s	-
19	Jerome d'Ambrosio (B)	Lotus-Renault E20	1m24.048s	-	-
20	Vitaly Petrov (RUS)	Caterham-Renault CT01	-	1m24.312s	-
21	Gary Paffett (GB)	McLaren-Mercedes MP4-27	1m50.898s	1m24.480s	-
22	Bruno Senna (BR)	Williams-Renault FW34	-	1m24.842s	-
23	Jules Bianchi (F)	Force India-Mercedes VJM05	1m25.475s	-	-
24	Rodolfo Gonzalez (YV)	Caterham-Renault CT01	1m27.197s	-	-
25	Valtteri Bottas (FIN)	Williams-Renault FW34	1m29.179s	-	-

MUGELLO TEST UPGRADES

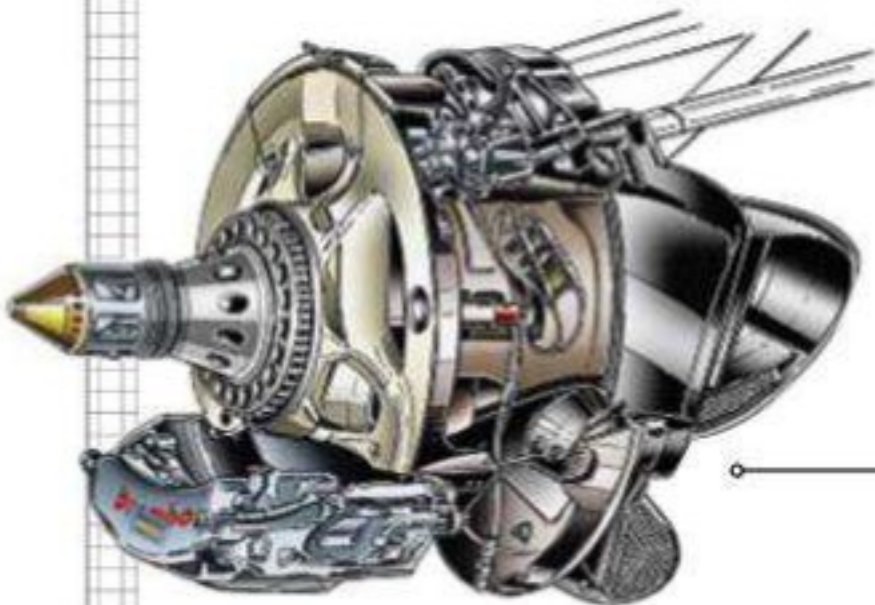
Last week's three-day Mugello test was the only chance Formula 1 teams have during the 2012 season to run their cars in anger outside a grand prix weekend. GARY ANDERSON runs the rule over some of the more attention-grabbing changes that he spotted, including a radical change of direction from McLaren



RED BULL'S CLEVER FRONT-AXLE TWEAK

➔ This front-wheel axle design, used in Bahrain, features an intricate arrangement of holes designed to link up the airflow through the whole assembly.

The air is taken through the brake duct, fed past the calliper and disc and exits through these holes (left of bottom drawing) which align with similar holes on the wheel (yellow in top drawing). You would not put these holes in the chamfered section of the axle from a stress-distribution viewpoint, because they will create high-stress sections. To give the assembly the same stiffness as a conventional piece you'd have to make it heavier. So therefore the reason has to be aerodynamic. There are several potential advantages. Firstly, you don't want the waste air going inboard and interrupting the flow to the floor – this takes it outboard with more force. Secondly, this reduces the transference of heat from the rim to the tyre – which can be a good or a bad thing depending on circumstances. It was notable that in the cool of China Red Bull ran with a different arrangement. By acting like an extractor, the wheel design may also be linking up the airflow to the vane and undercut section behind.



SAUBER GIVES YOU WINGLETS

The Sauber sprouted some new horizontal turning vanes on the top of the front of the sidepod. These are primarily designed to control the airflow over the top of the sidepods and avoid spillage. They will also play a part in ensuring the sidepods don't generate too much lift through low pressure on the surface, while maximising airflow to the diffuser.



Sidepod tweak not obvious from distance

McLAREN NOSE JOB

On the final afternoon of the Mugello test, McLaren trialed a high nose. This effectively increased the height of the nose to the maximum possible on the MP4-27 without going to the extreme of modifying the front of the chassis. Despite that, this is still not the kind of thing you would do on a whim because you have to go to the trouble of crash testing it to be able to run it. McLaren clearly has a keen interest in trying to get more out of the airflow under the front of the car.

The wing pillars are significantly longer, so there is a big difference in height between the normal nose and this new one. The turning vane under the nose is now getting more air to it, so that will have gained the team a fraction. The original nose will also create a problem with airflow spillage thanks to the slope, so this version should be more consistent in that regard.

Unfortunately, even if McLaren opts to race this high nose, the gain it will be getting will be a fraction of what it could have done by going down the conventional stepped-nose route and having the front of the chassis as high as possible. It's very interesting that McLaren

OLD NOSE



New approach at rear of Caterham



AUTOSPORT SAYS...

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Mugello proved it: a fully-fledged 21st century Formula 1 team doesn't need to test a great deal. Of the grandee teams, Red Bull and McLaren questioned the value of the running and only Ferrari, which had pushed so hard to hold an in-season test, seemed to be embracing last week as key.

That's perhaps symptomatic of a team that hasn't evolved in the same way as its rivals. All teams have invested heavily in developing 'dry' testing technology, such as simulators, dynamic rigs and advanced CFD. But by Ferrari technical supremo Pat Fry's own admission, the Scuderia is behind in this area. The old empirical ways of building parts, track-testing them and binning any that don't yield improvements have not only gone, but have been rendered largely obsolete by better processes.

McLaren's Paddy Lowe suggested that not only would this test be scrapped for 2013, but that the three days of running that were taken out of pre-season testing to fit it in should simply be binned too. That 12 days is deemed enough by the technical director of one of F1's biggest teams tells you everything you need to know.

It also suggests that Ferrari's problems are about more than just a car design that isn't quite there. It was late onto the bandwagon of 'dry' testing technology and it's going to take a few years, rather than a few months, to change that philosophy.

Ferrari: still reliant on track testing



EXHAUST EXPERIMENTS

While Red Bull, Mercedes and Lotus were conservative with the parts they tried, only running tiny tweaks, Caterham and Force India tried out revised exhaust positions.

While there are gains to be had from getting the exhausts right, it's not anything like what was possible last year. And, as Fernando Alonso has pointed out, it's not a magic bullet. If the rest of your car is perfect, then there's something to gain here, but there is more to be found elsewhere for most.



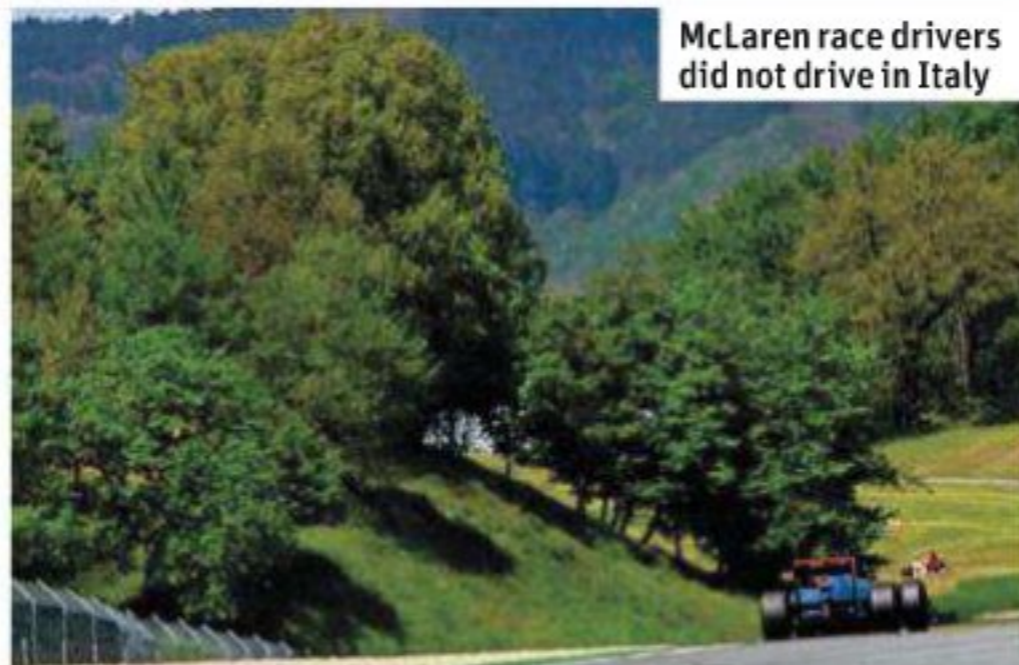
Force India sensors behind exhaust

is trying this, given the amount of stick I got from Ron Dennis for criticising this approach when the car was launched!

It's not clear whether McLaren will run this nose in Barcelona, but it's telling that it felt the need to evaluate it at the Mugello test.

It was puzzling that McLaren decided against taking its race drivers to the test. Gary Paffett and Oliver Turvey are very capable drivers, but given that tyre management has been a problem – and the fact that neither will drive in exactly the same way as Lewis Hamilton and Jenson Button – it was a surprise.

McLaren race drivers did not drive in Italy



NEW NOSE



REMEMBER WHEN ...

JULY 8-10 2008



McLaren evaluated a trend... Just because McLaren tested a higher nose it doesn't guarantee it will race it. At a Hockenheim test in 2008, the team tried the shark fin engine cover design popular with its rivals, but never raced the design.

PICS: HONE, DUNBAR, FERRARO/LAT, THOMPSON/GETTY



Toro Rosso outgrows its roots

New facilities mean team secures expansion from its lowly Minardi origins. By DIETER RENCKEN & EDD STRAW

Scuuderia Toro Rosso expects the first phase of its expansion programme, which will be completed this summer, to have a positive impact on its competitiveness as soon as 2013.

The team is in the first phase of an ambitious building plan that will almost double its workspace to around 7500 square metres.

Toro Rosso principal Franz Tost describes the building work as part of a three-year project that will allow a team that has long outgrown its Minardi origins to move up the grid.

Team owner Red Bull is

committed to ensuring that the squad continues to be based in the Italian town of Faenza – this was a condition of the mooted sale talks that came to naught a few years ago. The investment is proof that the team's long-term future will remain in the town where founder Giancarlo Minardi was born.

A new building that will house composite-fabrication facilities is on target to be completed at the end of July. Toro Rosso will begin moving equipment there in August ahead of construction work starting on next year's car. Once the

"We're building a new hall for composite work. It should be finished in July"

Toro Rosso team boss Franz Tost

Hospitality unit used as extra office space



composites department is complete, work will begin on a machine shop. Toro Rosso will build a permanent home for its design and CFD groups, which are currently based in temporary structures in Faenza.

"We are building a new hall for composite work and that should be finished at the end of July," Tost told AUTOSPORT. "From August, we will transfer all the machines over there and start production for 2013 around this new hall. We will have 3400 square metres for composite production, which is a good space to bring in new equipment and

A BRIEF HISTORY OF MINARDI/TORO ROSSO

Starts	452
Wins	1
Poles	1

1985

Minardi makes F1 bow with single car for Pierluigi Martini.



1988

Martini scores Minardi's first point for sixth in Detroit on the team's 49th start.



1989

Minardi leads first lap in F1, lap 40 of the Portuguese Grand Prix, with Martini.

1991

Lands Ferrari engines, allowing Martini to claim two fourth places. Minardi finishes seventh in the championship but switches to Lamborghini power for the following year.

1993

Returns to Ford power. Fittipaldi and Fabrizio Barbazza score points in four of the first six races.

1999

After Minardi fails to score from 1996-98, Marc Gené takes a point for sixth at the Nurburging.



2001

Paul Stoddart buys the ailing team, ensuring that it remains on the grid.



2002

Mark Webber finishes fifth on debut in Australia for Minardi.

Faith in new driver line-up



Tost talks with his 2012 STR charges

Toro Rosso team principal Franz Tost believes that there is more to come from Formula 1 newcomers Daniel Ricciardo and Jean-Eric Vergne after the pair's mixed start to the year.

Both have impressed at times, with Australian Ricciardo scoring his first points for ninth in his home race and qualifying sixth in Bahrain, and Frenchman Vergne finishing eighth in Malaysia. But Tost expects the inexperienced pair to show an improvement in the coming races, particularly as they have rough edges to eradicate.

"I'm confident that through the season they will take another step forward," said Tost. "Currently, Jean-Eric is a little bit too aggressive in qualifying but I am convinced he will change this. Daniel is a bit too aggressive in the starts, but he will learn. They will do a good job."

Vergne is confident that his recent qualifying travails will turn around once he returns to familiar territory.

"It has been a bit up and down, but that's OK because I'm here to learn," he said. "Barcelona [this weekend] is the first track that I know well, so it should be good."

Toro Rosso plans to keep moving forward



increase our performance."

Tost expects the expanded facility to allow Toro Rosso to produce more of its car in-house rather than outsourcing work. This figure could rise further as facilities are further expanded.

The new buildings will also allow Toro Rosso to increase its staff from its current level of below 300. While there are no plans to increase this dramatically, Tost is keen to bolster aerodynamic and design strength.

"A little bit, but not too much," he said regarding new staff. "We have reached a good level. We need some more people in the aerodynamic department and some more designers, but the core we have. If we see some parts that are weak, then we will bring in some more people, but it isn't planned."

Toro Rosso has improved its

championship position each year since a change in regulations prevented it from running Red Bull-designed machinery from the start of 2010. That season it finished 10th, and in subsequent campaigns it has finished ninth and eighth in the end-of-year constructors' standings.

New facilities are progressing well



2005
Christijan Albers and Patrick Friesacher finish fifth and sixth in the six-car United States Grand Prix to take Minardi's final points.

2006
Rebirth under Red Bull as Scuderia Toro Rosso. Tonio Liuzzi scores its first points with eighth at Indy using rev-restricted V10 powerplants.

2007
STR lands Ferrari engine deal, taking a best finish of fourth in China with rookie driver Sebastian Vettel.



2008
Finishes a best-ever sixth in the constructors' championship and wins the Italian Grand Prix from pole position thanks to Vettel.

2010
Ban on customer cars means that STR has to become a constructor again after four years running Red Bull designs.



2011
Toro Rosso eighth in the constructors' championship, its best finish since 2008.

THE TOP SIX out of Faenza

Minardi and Toro Rosso have had some famous drivers over the years. Here are the six that had the ability to become grand prix winners:

1 SEBASTIAN VETTEL (2007-08)
One of two double world champions among Minardi/STR alumni, but holds the distinction of being the only driver to win with the team. Raced for Toro Rosso for 15 months, scoring a total of 40 points.



2 FERNANDO ALONSO (2001)
The Spaniard didn't score a point during his year with Minardi in 2001, but his stunning drives caught the eye, notably 17th on the grid at Indianapolis that was likened to a pole, given the car.



3 MARK WEBBER (2002)
It was all downhill after that famous fifth place on his debut in Australia, but he did enough in his first season to prove himself as a potential star. It took him a few years to win, but he made good in the end.



4 GIANCARLO FISICHELLA (1996)
Started just eight races for Minardi, losing his seat to the monied Tarso Marques and later Giovanni Lavaggi. Showed enough to convince Eddie Jordan that he was the ideal young gun.



5 JARNO TRULLI (1997)
Marked himself out as a man to watch during his six starts for Minardi, meaning that when Prost driver Olivier Panis broke his legs, he was the ideal replacement. Led in Austria three months later.



6 ALESSANDRO NANNINI ('86/'7)
The coffee-loving Italian had raced in F2 for Minardi and showed glimpses of promise in F1. This was despite finishing races only four times over two years. Earned a switch to Benetton and, in 1989, won the Japanese Grand Prix.



MADE FOR MONACO ENGINEERED FOR THE M25



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It's no surprise to see the Renault Mégane 2012 line up effortlessly devouring the miles – the new diesel dCi 110 Stop & Start engine delivers an impressive 80.7 MPG on a combined cycle while producing only 90g/km of CO₂. And because it features Stop & Start technology – as do all three of the Renault Mégane's new engines – it's great in traffic too: when you stop so does the engine, delivering great fuel savings, perfect with fuel prices at a record high. Hill Start Assist and the brilliant Visio system by Renault are more useful technologies that create an unmatched driving experience and improve safety. Find out more and you could win a luxury weekend in Monaco, just visit renault.co.uk/monaco



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DRIVE THE CHANGE



The official fuel consumption figures in mpg (l/100km) for the Mégane Coupé GT Line dCi 110 Stop & Start are: Urban 72.4 (3.9); Extra Urban 88.3 (3.2); Combined 80.7 (3.5). The official CO₂ emission is 90g/km.

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THIS WEEK IN F1



Vergne demonstrates in style

Jean-Eric Vergne demoed the 2010 Red Bull RB6 at last weekend's World Series by Renault event at Motorland Aragon. The Frenchman was spectacular, but had a brief off at the first corner in wet conditions on Saturday.

SILVERSTONE SEEKING INVESTORS

Silverstone owner the British Racing Drivers' Club is pushing to bring in new investors to fund its ambitious plans to expand the track's leisure and business facilities. An exclusive deal with a group of Qatar-based investors is on the verge of coming to an end, meaning that the way is open for new partners.



F1 set for flotation

Formula 1's mooted flotation on the Singapore stock market is close to coming to fruition according to Peter Brabeck-Letmathe, a board member of Delta Topco, the company that holds the commercial rights to F1. "We intend to float in Singapore soon," the Austrian told *Salzburger Nachrichten*.

HRT OPEN TO NAME CHANGE

F1 backmarker HRT could change its name in the future. Team principal Luis Perez Sala has admitted that such a move is under consideration, although no decision has been made.

"There is no plan at the moment but it's true that we are thinking about it," Sala told AUTOSPORT.



Alguersuari's F1 return



Spaniard Jaime Alguersuari made his Formula 1 comeback on Monday driving Pirelli's Renault R30 test hack at Jerez. The 22-year-old had not driven an F1 car since last year's Brazilian Grand Prix.

I don't think we should have come here. It's not safe and wide enough. If you lose it, the walls are so close and you will smash into the tyres. It's not for Formula 1 and, if you lost the steering or the tyre pressure dropped or whatever, then it will be a big crash



Vitaly Petrov questions Mugello's F1 test credentials

3929

Number of testing kilometres completed by Nico Rosberg, F1's most prolific tester in 2012, so far



HORNER PROMISES WEBBER TALKS

Red Bull will talk to Mark Webber about a new contract for 2013 "later in the year" according to team principal Christian Horner. In the week of rumours linking Webber to Ferrari, a team that has shown an interest in him in the past, Horner said: "He is happy here and we are happy with him. We will sit down and talk about the future."



Rossi set for more outings

Caterham test driver Alexander Rossi is set for further Friday outings with the team after his planned free practice debut at Barcelona tomorrow (Friday).

"Caterham has been really good to me," Rossi told AUTOSPORT. "I should get more outings later in the year but there has been no decision on where they'll be."





SPANISH GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Red Bull has been dominant in Spain

Barcelona: the ultimate F1 aero test

More than any other track, the Circuit de Catalunya is all about downforce. Will it be Red Bull territory once again?

Barcelona's Circuit de Catalunya has a deserved reputation as the most aero-dependent track in a formula that is largely dictated by aerodynamic performance. Here the underlying downforce levels of each car will be ruthlessly laid bare. It's not without reason that, over the past two years, Adrian Newey's Red Bulls have been, on average, a second faster than the rest in qualifying.

It's unlikely, therefore, that the pack will be quite as closely matched as in the past two races. However, what we will get is, finally, a clear indication of which car might

be the best overall. Track temperatures in Spain are likely to be slap bang in the middle of the expected range, and history suggests it should be a dry race. All of that will add up to provide perhaps the best indicator yet of which team is destined to win the title. If Fernando Alonso ends up finishing a lap down again, it will be bad news for Ferrari.

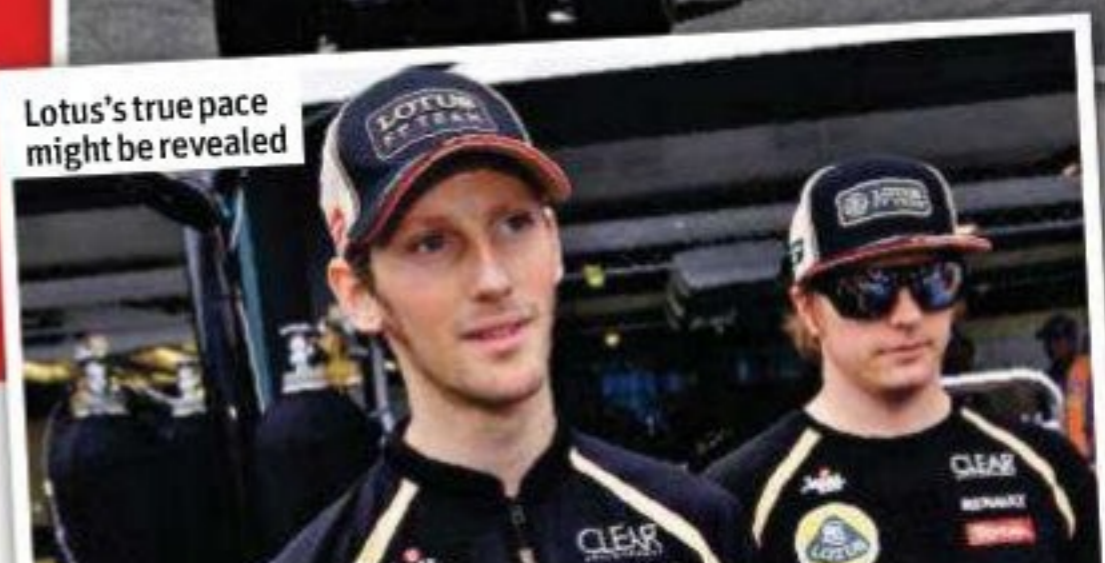
That doesn't mean it will be a procession, though. While passing isn't easy in Barcelona – even with the assistance of DRS – it is possible, and with McLaren, Red Bull and Lotus all in the mix, expect some tense racing.

P18
TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Passing's tough in Catalunya



Lotus's true pace might be revealed





Teams with most wins

Ferrari 7



Williams 5



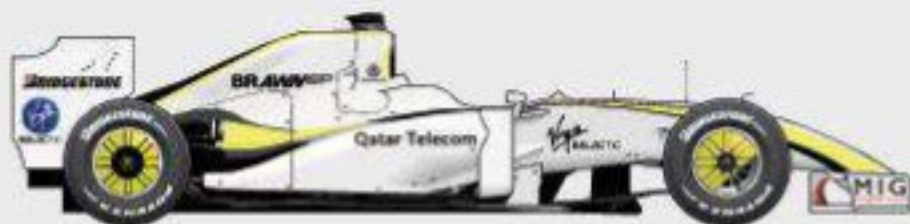
McLaren 4



Red Bull 2



Brawn, Benetton, Renault 1



6 MICHAEL SCHUMACHER

3 MIKA HAKKINEN

2 KIMI RAIKKONEN

Winning drivers

Nigel Mansell 2; Alain Prost 1; Damon Hill 1; Jacques Villeneuve 1; Fernando Alonso 1; Felipe Massa 1; Jenson Button 1; Mark Webber 1; Sebastian Vettel 1

Races at Barcelona: 21

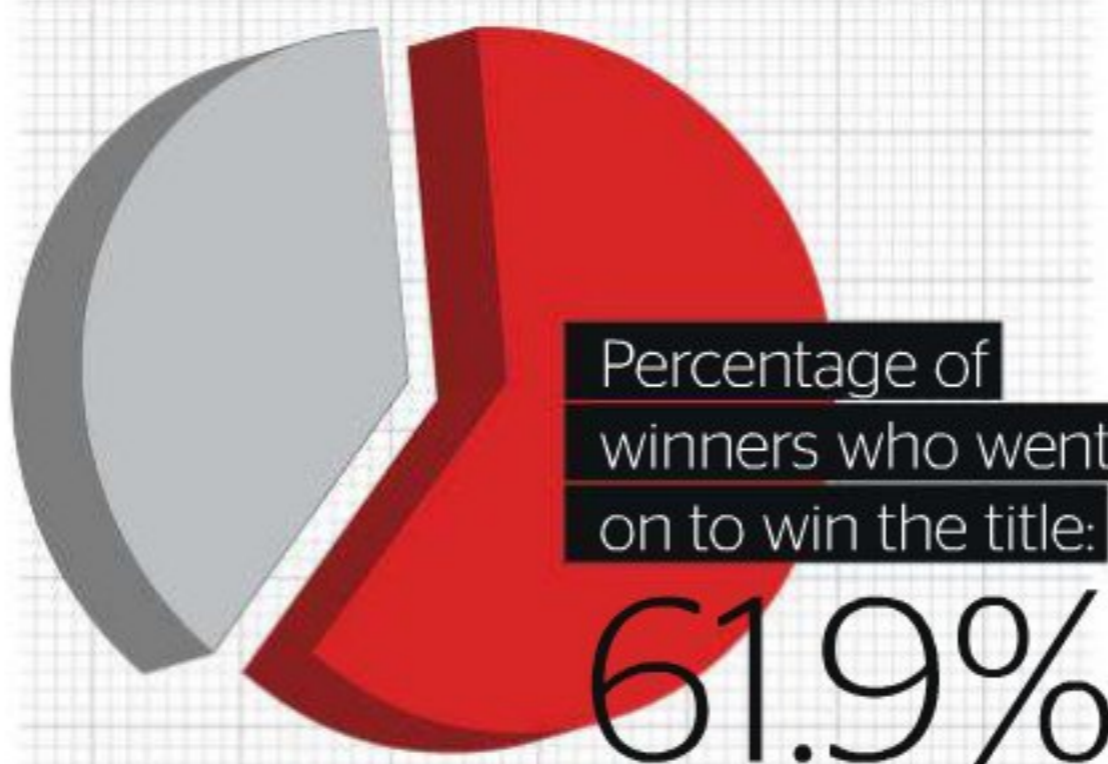


AVERAGE
NUMBER OF
FINISHERS

14.2

Average winning margin: 19.067s

Biggest: 51.988s (1995); smallest: 0.630s (2011)



SAFETY CARS **1**



SPANISH GP TV AND RADIO LISTINGS

FRIDAY MAY 11

0845-1050 Free practice 1
LIVE (Sky Sports F1)
0855-1035 Free practice 1
LIVE (BBC Red Button &
Radio 5 Live SX)
1245-1450 Free practice 2
LIVE (Sky Sports F1)
1255-1435 Free practice 2
LIVE (BBC Red Button &
Radio 5 Live SX)

SATURDAY MAY 12

0945-1115 Free practice 3
LIVE (Sky Sports F1)
0955-1105 Free practice 3
LIVE (BBC Red Button &
Radio 5 Live SX)
1200-1435 Qualifying LIVE
(Sky Sports F1)
1210-1415 Qualifying LIVE
(BBC1)

SUNDAY MAY 13

1130-1630 Grand Prix LIVE
(Sky Sports F1)
1210-1515 Grand Prix LIVE
(BBC1)
1245-1445 Grand Prix LIVE
(BBC Radio 5 Live)

GET THE LATEST FROM THE F1 PADDOCK
AS IT HAPPENS WITH

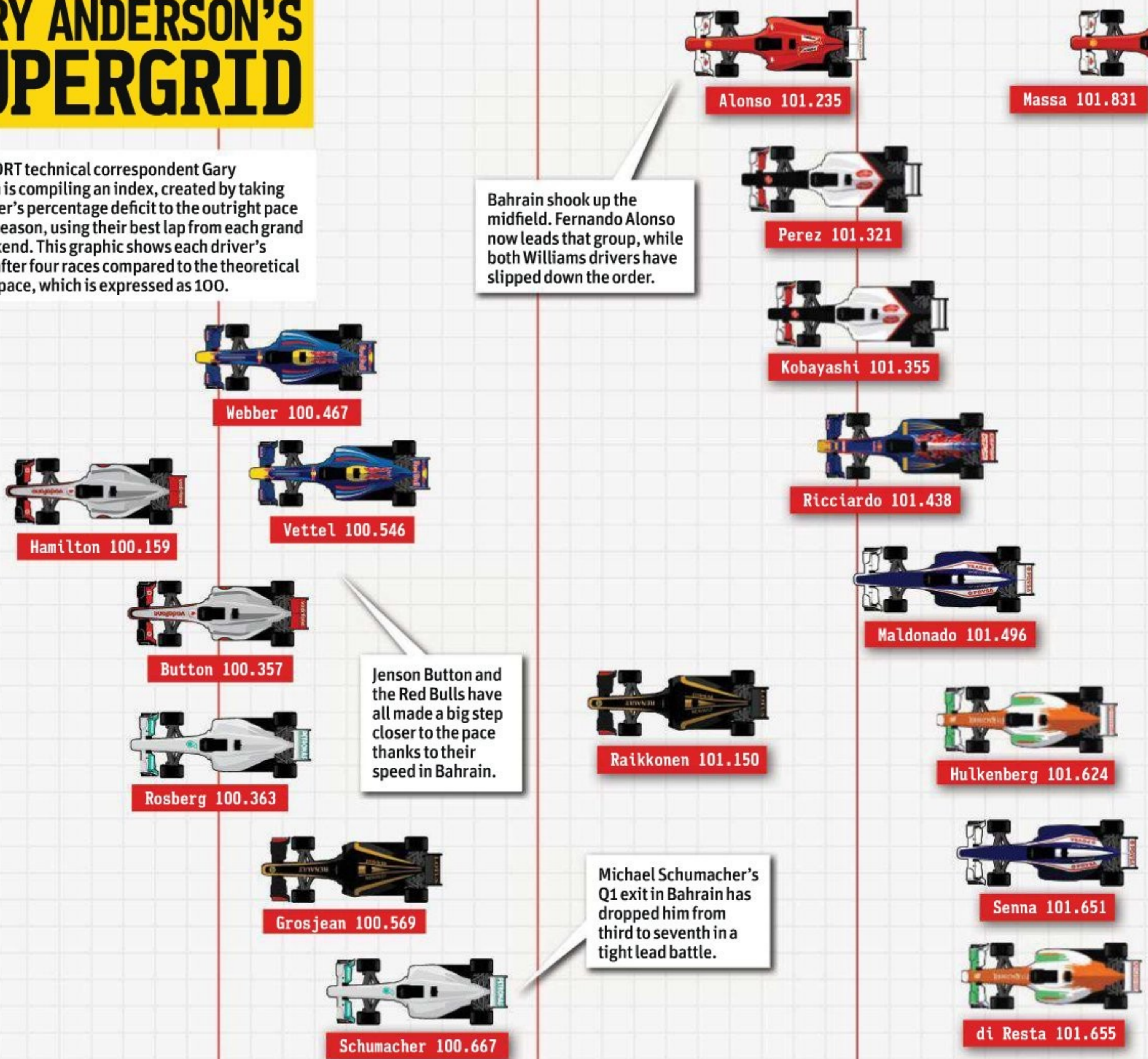
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ONLINE COVERAGE AUTOSPORT.com will bring you up-to-the-second coverage of every race weekend from our team of reporters in the paddock. Look out for improved PLUS features and live commentary too.

GARY ANDERSON'S SUPERGRID

AUTOSPORT 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 four races compared to the theoretical absolute pace, which is expressed as 100.

100%



FLASHBACK

VETTEL KEEPS HAMILTON AT BAY

Sebastian Vettel fended off a late-race charge from Lewis Hamilton to win the 2011 Spanish Grand Prix. The German appeared to have the race under control, but Hamilton came back into the fight for victory when both were running the harder compound tyre for the final stint. Fernando Alonso starred to lead early on, but eventually finished a lap down.

2011 SPANISH GRAND PRIX

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Lewis Hamilton (McLaren)
3	Jenson Button (McLaren)

TYRE ALLOCATION TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD





AND AS FOR THE REST

All four of the Supergrid's backmarkers have made more small inroads into their deficit to the pace. Timo Glock has extended his lead in this group.

Glock 105.124
Pic 105.659
de la Rosa 106.842
Karthikeyan 107.418



Vergne 102.366

Caterham has crept a little closer to the midfield, meaning Vitaly Petrov's car appears in full on our scale for the first time this season.



Petrov 103.816



Kovalainen 103.315

104%

TRACK GUIDE

FASTEST CORNER
TURN 3 152MPH
5TH GEAR 3.8G

CIRCUIT DE CATALUNYA

NUMBER OF LAPS 66

CIRCUIT LENGTH 2.89 MILES

LAP RECORD 1:21.670 K RAIKKONEN (2008)

UK START TIME 1PM



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STRAIGHT TALK DAVID COULTHARD

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

'Fake Racing' that's brought about by unpredictable tyre wear? Not according to DC, who reckons four winners from four races is great for the sport. And that randomness may just continue in Barcelona...

Fake racing. I've heard that term banded around recently to describe what's going on in Formula 1 as a result of Pirelli bringing along tyres that are super-sensitive to temperatures and drop off dramatically. I don't see it that way myself.

Look back to what many people consider the golden era of F1 in the 1980s. Was it fake racing when one guy used his turbo to make a move on a rival? Of course not, it was part of the game back then. And what we have now is something similar; managing tyres was then, and still is, a skill that separates the good from the great in any era. Not only is it not fake, but it's adding excitement for the fans.

In my day you pushed until the final stops and then weaved like a bastard for the last 20 laps to make sure you won, but now we genuinely don't know if the leader after the last stops is going to win the race. That's brilliant for anyone watching, surely?

We've had four winners in four

races, with the most dominant of those – Nico Rosberg's Chinese grand prix victory – coming from arguably only the third-best package in a race situation. How can that be bad for F1? How can that be 'fake'?

MUGELLO TESTING

Probably the biggest 'news story' to come out of Mugello was Vitaly Petrov saying that the track was too dangerous for Formula 1 cars. It was a brave thing to say and I agree with him.

The big problem is that there's no real braking to be done around the track, and the corners are such that you carry bags of speed in and only really slow down when you really load up the car. It's not like regular F1 tracks where you're braking and then turning in, or just taking a corner flat. You have to commit to the corners early and you'll either be too fast or too slow. If it's the former, then you're for it, because there's no time to correct.

Of course, McLaren went there without Jenson or Lewis, which was probably down to neither of them wanting to do the test. I can understand that because when Mika Hakkinen and I were at McLaren, if neither of us wanted to do a test, we didn't.

I did a lot of testing in my career and sometimes there was little to be gained. What's fascinating is that somewhere like Silverstone, where I was never great, there was far more to learn from having someone that could get 100 per cent out of the car so as to compare upgrades, whereas if I was in there and only getting 95 per cent out of it, you could end up with flawed data and go the wrong way with an upgrade.

In this era of limited testing, verifying your simulator is incredibly important so using the regular simulator drivers makes complete sense.

WATCH OUT FOR VETTEL

So Sebastian Vettel finally got his first win of the year in Bahrain, and didn't it just expose the fickle nature of Formula 1? He'd been written off by sections of the press just because he hadn't won for four races. *Four races...*

Look at the first few races of the year and you could see that he had the underlying race pace – apart from in China maybe – but that he and Red Bull just failed to bring it all together in the way they managed so frequently last year. They're right in the fight and they always have been.

Back to round five: Red Bull? McLaren? Mercedes? Ferrari? Lotus? Place your bets! ☘

DC agrees that Mugello is not suitable for F1



PICS: FERRARO/LAT

“Four winners in four races.

How can that be bad for F1?”

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Auto GP 2012 Calendar:

10-11 March Monza (I)
31 March-1 April - Valencia (E)
14-15 April - Marrakech (MA)

5-6 May - Budapest (H)

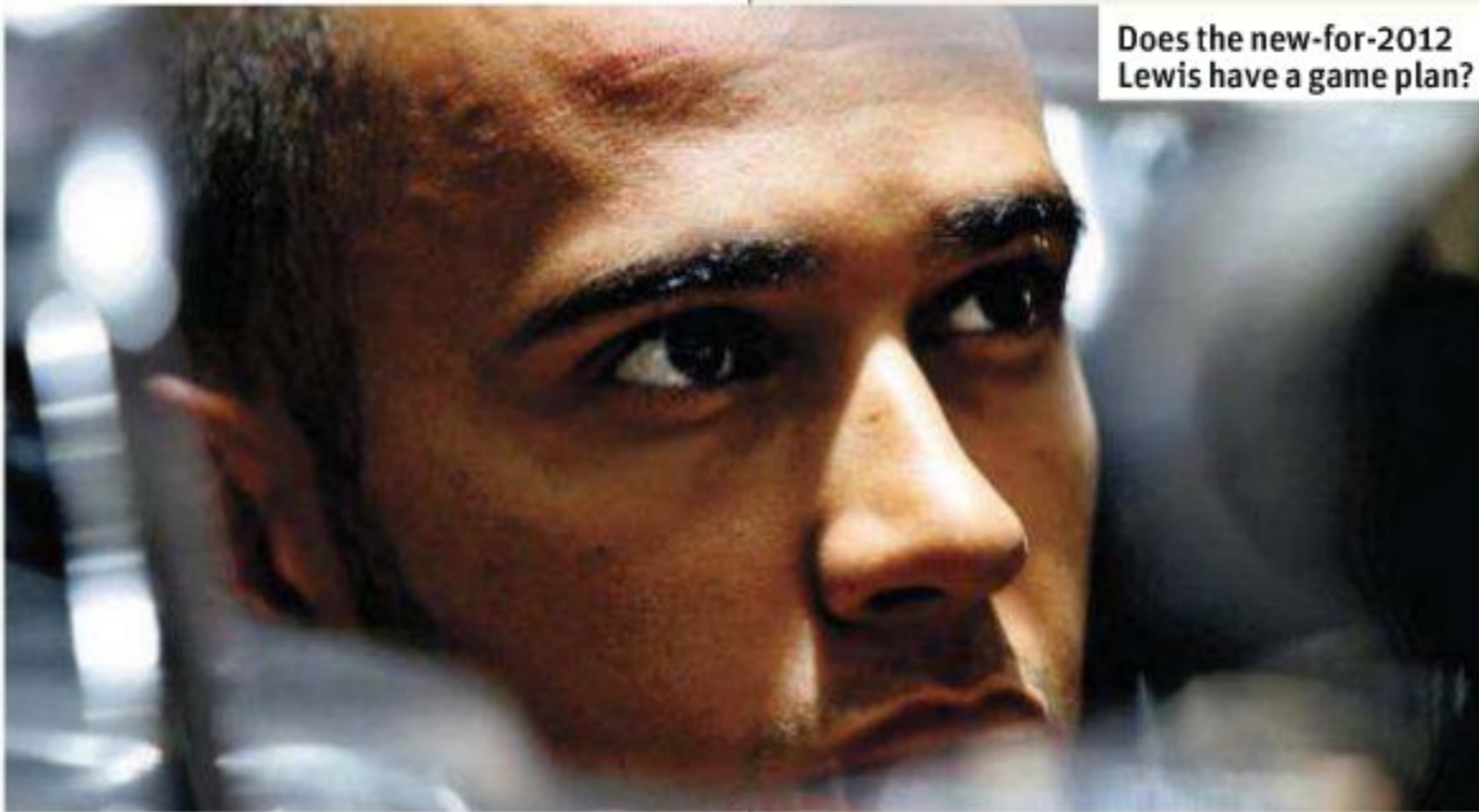
2-3 June - Portimao (P)
21-22 July - Curitiba (BR)
22-23 September - Sonoma (USA)



MARK HUGHES GRAND PRIX EDITOR

Lewis Hamilton has yet to win a race this year, yet he's racking up the points, seemingly reining in that fearsome attacking instinct. Could this be how he plans to secure a second world championship?

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON
AUTOSPORT.COM PLUS



Does the new-for-2012 Lewis have a game plan?

PIC: TEE/LAT

Has the on-going success juggernaut of Sebastian Vettel – taking all those records Lewis believes should be his – brought a renewed focus? Have Jenson Button's performances over that same two-year period shown Hamilton the way he should apply that focus?

The first four races have been such a blur of jumbled-up competitive order that it's easy to have overlooked one thumping bassline-like model of consistency: Lewis Hamilton.

He's yet to win a race this year or even look like doing so, hasn't yet displayed any of the high-octane mix of adrenaline and ambush that have thrilled fans over his previous five F1 seasons – but what do you know, he's lying second in the championship, just four points adrift of the lead. Are we seeing a game plan unfold here?

Three low-key third places and an eighth thanks to the problematic wheelnuts in Bahrain are all he has. But there's been no hint of error. Has he taken stock of his wildly fluctuating 2011 season?

"I'd maybe like you to think there's a game plan," he smiled when I asked in Bahrain. "But whether there is or not..."

A non-committal answer, but then it's probably not something you'd want to advertise or be held to, especially in the headline-dominant mainstream media environment of today.

But there's a plausibility to the theory that's only deepened when the endurance driving techniques required by the Pirellis are factored in. The game has long been about the most efficient trade-off between pace and tyre management, but the advent of the Pirelli control tyre has ensured that the balancing point of that trade-off has shifted more towards tyre usage than outright race pace.

Every driver on the grid can comfortably drive at the pace required in the early laps, when the fuel load is high and the tyres are at their most vulnerable and need to be nursed. The pace quickens as the drivers can more nearly lap closer to the limits as the fuel load comes down and the rubber is less stressed, but the approach still leaves much of Hamilton's natural arsenal not accessible, surplus to requirements other than in qualifying.

Last year he often appeared to rage against that limitation. So far this year, he's kept a remarkable equanimity even when circumstances have conspired to limit his opportunity to display his huge talent. That the speed is still all there has been quite evident in qualifying where he's been supreme. He took two poles in the opening two races – each secured after just one run – then split the

dominant Mercs in Malaysia (though that was disguised by a five-place gearbox penalty) and a front-row place in Bahrain, just 0.1s off pole in a McLaren that was a long way from its best.

The drama of him wringing the McLaren's neck on a Saturday afternoon has been as thrilling and intense as ever and the fire is still clearly burning very bright – something underlined on Friday morning in Bahrain when he was reportedly like a caged animal after his car developed a problem that kept him in the pits for the start of first practice. But it's as if he's now controlling and directing that fire, in much the same way that the similarly intense Fernando Alonso has long been able to do.

There will be days when Lewis's heady combination of pace and attack will be absolutely what's required and he can then let himself off the leash. But to keep the animal restrained in those other circumstances that may comprise much of the season is going to be a very big challenge. It will be going against the natural wildcat grain of his personality, whereas Button, for example, can coolly take it in his stride. To maintain that focus and approach over the grind of a long season is going to be incredibly difficult for Hamilton – if indeed it is a deliberate strategy.

Four races is not really an adequate statistical sample to judge whether there really is something different about Lewis this year. But it's a start, and when the time comes to add all the numbers up at the end of the year, it may turn out to be one of the most significant facets of the season. ☼

“The fire burns bright, but it's as if Lewis is now controlling it”

AULT RENAULT RENAULT



When anti-stall kicked in, startline chaos unfolded

FORMULA RENAULT 3.5

Reliability issues 'under control'

Renault 3.5 bosses say teething problems with new single-seater won't be repeated. By GLENN FREEMAN

Leading figures from the Formula Renault 3.5 series believe they can iron out the small technical issues encountered by teams during the first race weekend for the new Dallara T12 racer at Aragon last weekend.

The championship's new car had a relatively trouble-free debut weekend, where it lapped comfortably about three seconds quicker than its predecessor.

Renault Sport was able to iron out most of the reliability issues with the car during pre-season testing, but there were still a few glitches that became apparent in race conditions at the season opener.

STARTLINE CHAOS

The first race start of the season was marred by several cars struggling or failing to get away when the red lights went out, leading to a crash on the startline and more collisions at the first corner as the field bunched up.

Drivers complained that the car's anti-stall system is too sensitive,

but Renault Sport Technologies circuit technical manager Benoit Dupont told AUTOSPORT that the teams just have to get used to the new system.

"There was much more grip on the grid because of the [Formula Renault] two-litre race that took place just before," said Dupont. "I think this surprised most of the teams, so they didn't get wheelspin."

Championship-winning team Carlin was one of the few to spend a lot of time mastering its getaways before this weekend, but driver Kevin Magnussen is still cautious about race starts.

"Everyone is going to have a bad one at some point," said the Danish ex-Formula 3 ace. "It's too close to the edge with the anti-stall for you to get it right every time."

ENGINE TWEAK COMING

A few cars suffered misfires over the weekend, including Jules Bianchi's Tech 1 Racing machine when he was challenging for the lead at the end



Dupont: more updates to come for next round

of race one. Renault put this down to a spark problem caused by the engine coil. This had surfaced in testing, but further updates are coming to prevent it happening again.

"We have already updated the coil once," said Dupont. "We thought we had this one covered, but we will make another evolution for the next race."

DRS: WORK IN PROGRESS

The championship's rear-wing Drag Reduction System made a low-key debut, mainly due to the fact that a lot of cars were running lower downforce levels than will be the case at most tracks. That reduced the effect of the DRS, but Renault noted that cars running higher wing levels were getting the expected gains of around 0.8 seconds per lap.

Race winner Robin Frijns, who leads the championship, had charged through the field to fourth in race one after a poor start. But despite pulling off several passes on track he was unsure if his progress had been due to the DRS.

Renault limited the use of the DRS to a total of 15 minutes in each 45-minute race, which most drivers felt was too generous.



P58
FR3.5
REPORT

GP2
Grosjean backs Monaco changes

REIGNING GP2 CHAMPION

Romain Grosjean has backed a decision by the series to split the field into two groups for Monaco qualifying to reduce the amount of cars on the track.

Grosjean was a victim of a chaotic 26-car qualifying session for the Monaco Grand Prix support race last year. The Frenchman, who went on to win the championship and graduate to Formula 1, had to start the feature race from the back of the grid after crashing into DAMS team-mate Pal Varhaug as a queue of cars backed up towards the end of the lap to find some clear space.

That, and several other incidents, sparked controversy in the paddock.

Many in the field argued with officials in a heated drivers' briefing after those who crashed into the back of cars that were deliberately slowing down were deemed to be at fault (including Grosjean).

The solution for the May 25-27



Monaco qualifying was crowded last year

event means that only 13 cars will be qualifying at any one time.

"Last year I wished we had the split qualifying," Grosjean told AUTOSPORT. "It's the worst case if you are the fastest but you start P26. It's easier to split into two groups."

"What happened last year was not very fair; Casino and Rascasse were blocked every lap. It was more of a

lottery than any other session."

Grosjean accepts that the split session means qualifying is not a totally level playing field, as each session decides one side (odd or even positions) of the grid.

"It will never be 100 per cent fair," he said. "But it's a good solution, and it should mean less time in the stewards' office."

AUTOSPORT SAYS...

GLENN FREEMAN
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Based on some of the talk coming out of pre-season testing in Formula Renault 3.5, it was easy to head to the season opener at Aragon last weekend expecting to see the majority of the field breaking down every time the cars went out on track.

There were drivers in the paddock last Friday night admitting that they had yet to complete a race distance in the new-for-2012 racer. Some still haven't, but that owed more to first-corner pile-ups in both races than outrageous unreliability.

Race starts were clearly a concern, hence Renault's decision to run a dummy start procedure at the final pre-season test. But that took place on a green track and, in the heat of the moment on Saturday, with trails of support-race rubber already laid down, a frightening number of cars struggled or failed to get away.

Despite those few seconds that made everyone wince, Renault chiefs held their heads high, convinced that teams just hadn't adapted to the conditions. It was brave to declare that race two would be much cleaner, rather than consider the soft option of a rolling start, but they were right. With that in mind, we have to take their word for it when it comes to solving the other minor issues that appeared last weekend.

The jury is still out on DRS, but overall Renault's flagship series looks in pretty excellent shape.

The racing was close in FR3.5



FORMULA RENAULT 3.5

Bianchi unlikely to win Aragon appeal

TECH 1 RACING'S APPEAL

against Jules Bianchi's exclusion from second place in the Formula Renault 3.5 season opener at Aragon is unlikely to be successful.

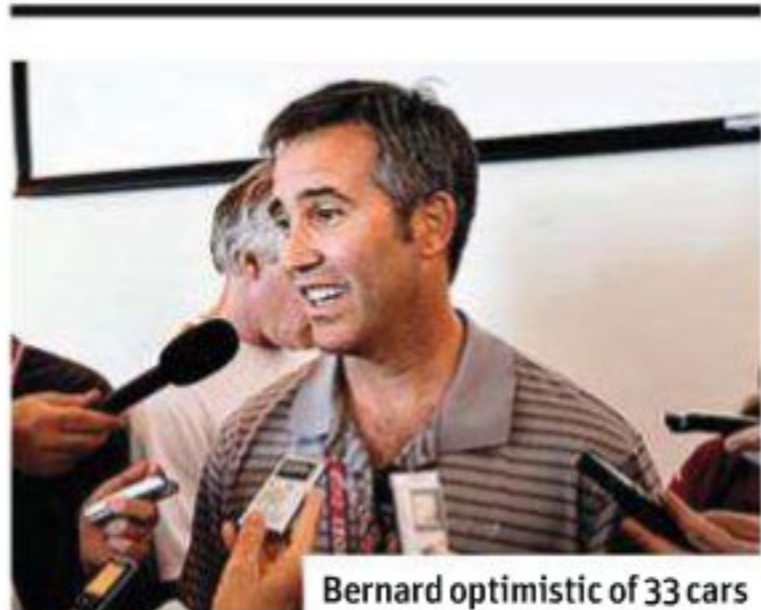
Bianchi was excluded after post-race scrutineering revealed that Tech 1 had used elasticised washers in its differential stack, when the rules only permit what Renault Sport Technologies described as 'plain' materials.

The team had until shortly after AUTOSPORT closed for press to formally lodge its appeal. It stated its intention to do so over the weekend,

claiming that it has run cars like this for the past three years.

RST circuit technical manager Benoit Dupont told AUTOSPORT: "The teams are allowed to use washers to make the diff stack the correct height. The kind Tech 1 was using offers the benefit of acting like a spring, which can reduce wear. Every time we have checked for this on their cars before we have not found anything."

"I doubt they were trying to cheat to gain an advantage, but this material is not permitted so they have to be excluded."



Bernard optimistic of 33 cars

INDYCAR

Indy 500 set to hit 33-car grid

INDYCAR IS ON TARGET TO HIT ITS

traditional 33-car field for this month's Indianapolis 500, despite Michael Shank Racing having to release driver Jay Howard from his deal last week.

Shank announced that he was freeing Howard to find another drive due to his struggle to secure an engine deal. That would have left the number of Indy-only entries at six, which combined with the 26-strong full-time grid would have left the grid short of the 33-car count.

But AUTOSPORT understands that at least one additional entry, most likely a Lotus-powered car to be run under the Fan Force United banner for Jean Alesi, will be announced. Series boss Randy Bernard would not reveal details, but said that he had no doubt that IndyCar's blue-riband event would be fully subscribed. "I am very confident that we will have 33 cars," he told AUTOSPORT. "I'm an optimist."

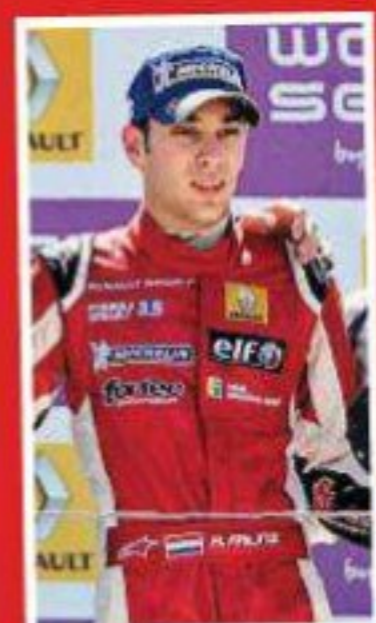


Bianchi was thrown out

QUOTE OF THE WEEK



Renault can do what they like, it's their car. I just get in and drive it"



Formula Renault 3.5 points leader Robin Frijns is not fussed about the series tweaking its car package

SIMS UNHURT IN SPA SHUNT

Status GP withdrew its LMP2 Lola-Judd from the Spa 6 Hours after Alexander Sims crashed heavily at Eau Rouge during Friday practice. The Briton was unhurt in the 6g impact.



DTM

Ekstrom: Audi 'must close gap'

Audi's leading light says the manufacturer has fallen too far behind Mercedes and BMW and must act now

Mattias Ekstrom has admitted that Audi has a lot of work to do to close the gap to rival DTM manufacturers Mercedes and BMW following the opening two races of the season.

The two-time series champion finished fifth at Lausitz last weekend, 21 seconds behind Bruno Spengler's winning BMW, and was 19s adrift of Gary Paffett's victorious Mercedes at

the Hockenheim season-opener.

Despite lying fourth in the championship, courtesy of his Hockenheim podium finish, the Swede – who is Audi's highest-placed driver in the points – does not believe he can battle for the title unless improvements are made to his A5 machine quickly.

"I'm not the best racing driver in the world, but I know what

equipment I need to use my skills to the maximum, and at the moment it's not happening," Ekstrom told AUTOSPORT. "I know I can do better when the car does what I want, and at the moment it doesn't."

"I see [HWA Mercedes driver] Jamie Green doing lap times on 22-lap-old tyres that are faster than I can do on new tyres, and that's very frustrating. Yes, we are complaining on a very high level, and if you look at the average performance of the three manufacturers, it looks pretty close, but this championship is so tight, that you look pretty stupid when you are not good."

Ekstrom said that the deficit to the Mercedes C-coupe experienced at the first two races was an artificial margin, and that the gap could have been even bigger if the race circumstances had allowed.

"We were 21 seconds behind here and 19 behind at Hockenheim," he added. "But Gary told me he lifted by half a second a lap for 10 laps at Hockenheim, so that would have been 25 seconds. And here if he

hadn't had traffic [in the form of Spengler's BMW], then it would have been the same, but I think because I started eighth here, instead of on pole, and lost some more time on the first lap [4.5s to the leader], the gap was actually a little closer. The feeling was better, like we'd done more things right, but it's still much too big a gap."

He even dismissed his Hockenheim pole position, which was achieved after his three Q4 rivals all made mistakes on their single flying laps, as unrepresentative of the Audi's performance.

"It was not a true reflection. It was because I didn't make a mistake, and the other guys did. When I really pushed for more performance in the race, I made mistakes."

"What is wrong is not just one thing," Ekstrom added. "It's many different things. If it were something we could solve quickly, then we would have solved it already."

Ekstrom battled for P5 with Scheider at Lausitz



LE MANS

Stoneman targetting Le Mans

DEAN STONEMAN IS IN THE FRAME FOR A Le Mans 24 Hours drive with the Murphy Prototypes LMP2 squad.

The 21-year-old Briton, who is beginning his comeback from successful cancer treatment last year, tested Murphy's RLR Motorsport-run ORECA-Nissan O3 at Snetterton at the end of April. His chances of racing the car now hinge on financial considerations.

The 2010 Formula 2 champion, said: "They contacted me because they wanted another quick driver in the car. The test went well, but right now it's all down to the sponsors. It might happen, it might not."

RLR boss Nick Reynolds said: "Dean went very well. He's a young pro who just jumped in and was quick straight away."

Stoneman said that he wanted to race



Stoneman's deal hinges on money

as many different types of car as possible this year before trying to resume his single-seater career in 2013.

Another single-seater racer made his sportscar debut in the Murphy car at the Spa-Francorchamps FIA World Endurance Championship round last weekend. GP2 driver Brendon Hartley completed a deal with the team the day before practice to drive its ORECA with

Warren Hughes and Jody Firth.

The Kiwi is also in the frame for a seat at Le Mans, along with Barry Gates and Rob Garofall. They drove the RLR MG-Lola EX265 in the Le Mans Series last year and tested the Murphy ORECA along with Hartley.

P44 WEC SPA REPORT

IN BRIEF

Rubens: 11th quickest



BARRICHELLO'S OVAL DEBUT

Rubens Barrichello made his oval test debut at Texas Motor Speedway on Monday. The KV Racing driver was 11th fastest in the open IndyCar test. Scott Dixon set the pace at a speed 3mph slower than last year's pole-position time.

DUO RETURN TO AUTO GP

Sten Pentus and Adderly Fong returned to AutoGP at the Hungaroring last weekend. Pentus replaced Giacomo Ricci at Zele Racing while Fong took Yann Cunha's drive at Ombra. The Brazilian was on Formula Renault 3.5 duty at Aragon.

WSR TO CONTINUE AT ARAGON

World Series by Renault has signed an extension to its deal to race at Aragon. The new agreement, one of the few in the series that is for more than one year, will run from 2013-2015 and encompass all WSR championships, including Formula Renault 3.5.

HOWSON BACK TO JAPAN

British driver Matt Howson will return to Japanese F3 at Motegi this weekend. Howson has rejoined the KCMG team with which he made five starts last year and plans to contest the rest of the season in a National Class Dallara-Toyota.

DTM NOT USING OVAL TURN

The DTM has dismissed speculation that next year's Lausitz race could bypass the twisty first section and instead use Turn 1 from the oval. Hans Werner Aufrecht, chairman of series organiser ITR, said the rumours were "complete bullshit".

NEW LADA MAKES WTCC DEBUT

James Thompson posted two retirements as Lada's new Granta Sport made its World Touring Car debut at the Hungaroring. Meanwhile Proteam BMW driver Isaac Tutumlu quit the series ahead of the round in favour of a return to the Porsche Supercup at Barcelona this weekend.



Lada: back in WTCC

LE MANS

Pescarolo defiant on Le Mans participation

Pescarolo ran Dome at Spa



SPORTSCAR LEGEND HENRI

Pescarolo has vowed that his new LMP1 prototype will race at the Le Mans 24 Hours despite a shortfall in funding.

The French team owner, who won the event four times as a driver between 1972-84 has revealed at present he only has the finance to complete the build of the new Judd-powered Pescarolo O3. But he believes he can now find the money to field it in the classic event on June 16-17.

Pescarolo, whose team ran a Dome S102.5 at the Spa-Francorchamps FIA World Endurance Championship round

last weekend, said: "We have the money to complete the car and it should be on its wheels this week, but to race it at Le Mans, we still have to find a solution.

"I want to be at Le Mans with that car, because I am sure it will be very good. I will do everything to be there and I am saying that I will definitely be there."

Pescarolo blamed the breakdown of a partnership with the Luxury Racing Ferrari team, which was providing a significant percentage of his budget, for his financial problems. He said that the matter was now with his lawyers.

INDYCAR

DRR and Panther to complete 2012 together

DREYER & REINBOLD RACING WILL run Chevrolet powerplants for the remainder of the year after entering a strategic partnership with Panther Racing and taking over the team's second engine lease.

The announcement means that Oriol Servia, who was powered by Lotus until DRR ended its supply deal with the engine builder in April, will be a teammate to Panther's JR Hildebrand from the Indianapolis 500 onwards.

DRR's IndyCar race operation will

be run from inside Panther's premises in Indianapolis as a result.

"We wanted to compete as a two-car team for many years, but the right



opportunity never came along," said Panther CEO John Barnes.

Servia added: "This is the best of both worlds. I already had a great team at DRR and now I get to become part of another. John and I have often sat down and tried to sort out a deal before."

● Townsend Bell has agreed a deal to race a second Sam Schmidt Motorsports car at the Indianapolis 500. Bell, 37, has started the race five times and took a best result of fourth with KV Racing Technology in 2009.



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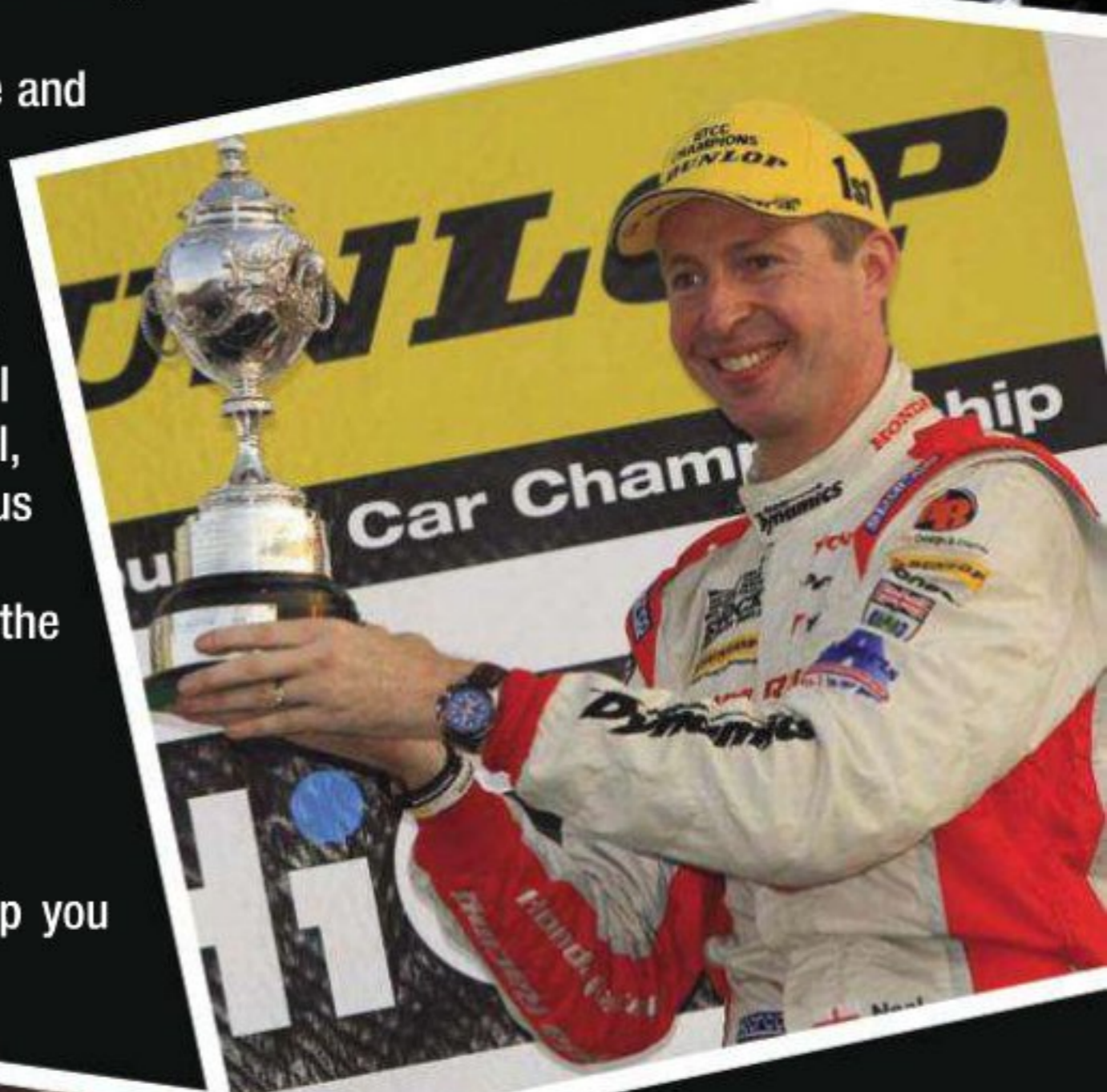
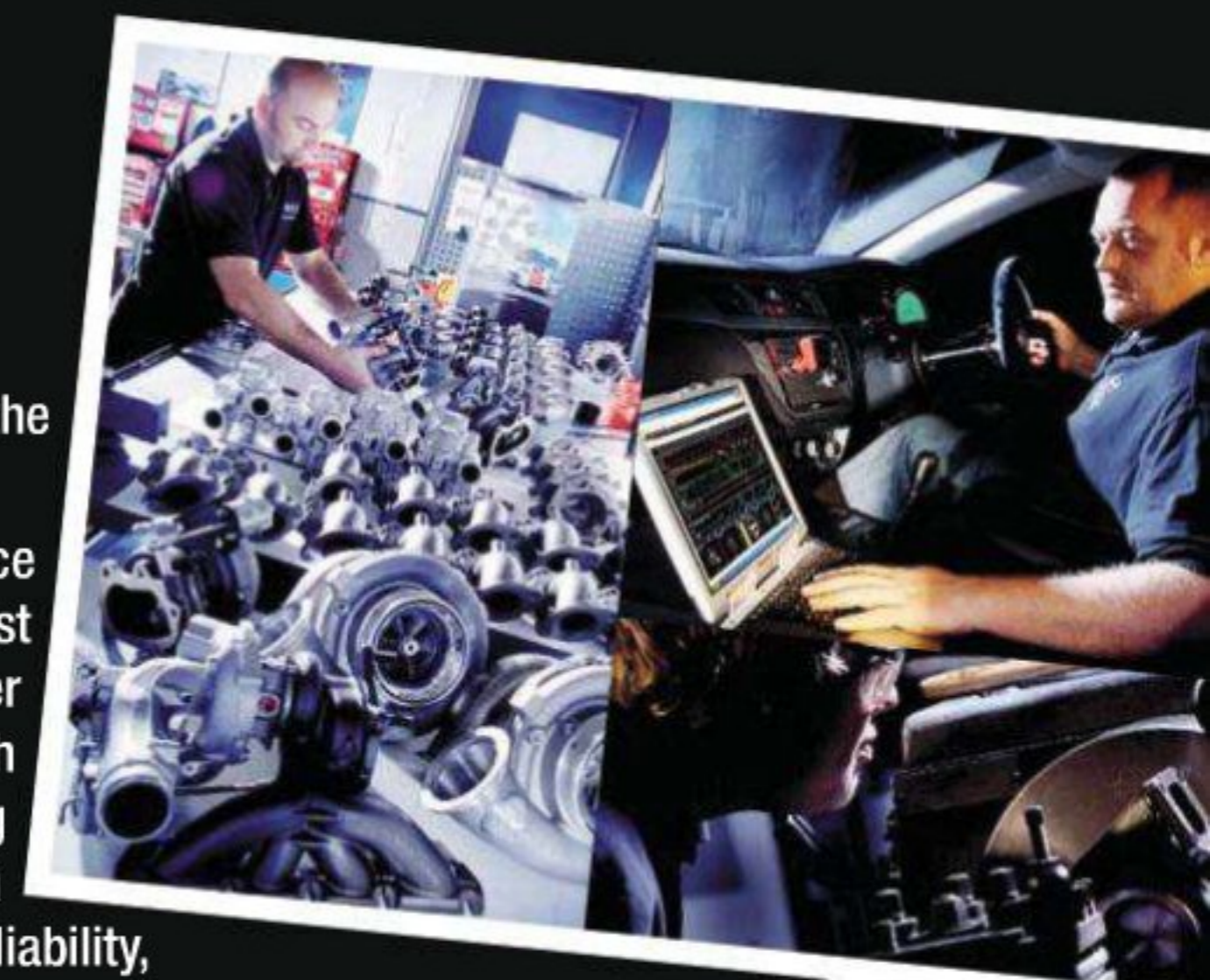
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P44 NEW AUDI WINS ON DEBUT



LE MANS

Crash won't hamper Toyota

Japanese manufacturer returns to testing this week with revised TS030

Toyota believes it can regain the development miles it lost as a result of the accident that wrote off its first TS030 HYBRID in time for the Le Mans 24 Hours.

The Toyota Motorsport GmbH squad in Cologne, which is masterminding the Japanese manufacturer's return to the French endurance classic, has rescheduled two endurance simulations prior to the Test Day on June 3. It will undertake long-distance runs at Aragon this week and Paul Ricard at the end of the month.

TMG technical director Pascal Vasselon said on a visit to last weekend's Spa Six Hours, which

Toyota had been due to contest before the accident: "We will recover the two test sessions lost, but what we will not recover is the opportunity to race here."

"What we are planning to do at Aragon is a race simulation without stopping. We will operate the car as we would in a race."

Toyota revealed its definitive 2012 aero package when the TS030 was taken to Spa for a pre-Le Mans promotional photoshoot with the Audi R18 e-tron quattro. The photos reveal the more aggressive aerodynamics about which Vasselon had previously spoken.

"We began with a generic LMP

aero package to get started," he said. "We have gone away from a classic LMP splitter and now use the splitter like a wing."

The Toyota driver line-up will undergo a change ahead of Le Mans. Hiroaki Ishiura, who was to have shared the second TS030 with Anthony Davidson and Sebastien Buemi, has withdrawn from the race because of a back complaint.

Toyota has blamed the high g-forces generated by an LMP1 car for the withdrawal of Ishiura, who won last Friday's Super GT event at Fuji. TMG is evaluating potential replacements for the Japanese driver.

IN BRIEF



RUDHOLM TOPS SWEDISH TEST
Robin Rudholm headed last week's official TTA test at Karlskoga in his Flash Engineering Saab. West Coast BMW driver Fredrik Larsson set the pace as testing took place at Anderstorp the next day.

BERGMEISTER'S SERIOUS CRASH
Tim Bergmeister remained in intensive care in Japan as AUTOSPORT closed for press after a major accident in Fuji's Super GT race last Friday. The German suffered six broken ribs, a punctured lung and a fractured lower vertebra when his Porsche crashed on the main straight.

LIUZZI'S FAILED SPA DRIVE
Vitantonio Liuzzi's hopes of a drive with the Lotus LMP2 team at last weekend's Spa 6 Hours ended when Luca Moro was declared fit ahead of the race. He is in the frame to drive its second Lola-Judd at Le Mans if it moves from the reserve list.

HYDROGEN CAR TO MISS TEST
The GreenGT experimental prototype powered by a hydrogen fuel cell will not take part in the Le Mans Test Day as originally planned. It will be demonstrated on the full circuit during the lunch hour.

GRIFFIN GETS LE MANS DRIVE
Irish Ferrari racer Matt Griffin will make his Le Mans 24 Hours debut next month. He will drive the AF Corse Ferrari 458 Italia he shares with Piergiuseppe Perazzini in the European Le Mans Series.



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Mini has entered Dani Sordo

IRC

Dual-spec cars for Tour de Corse

Turbocharged and S2000 machines to go head-to-head in Island classic for the first time. By DAVID EVANS

This week's Tour de Corse will be a defining event in the future of the Intercontinental Rally Challenge as two specifications of rally car go head-to-head in the series for the first time.

Since its inception in 2006, the title has always been won by a conventional Super 2000 car – but 1600cc turbocharged machinery

from Mini and Ford will be ranged against Skoda's Fabia S2000 and the Peugeot 207 S2000 on the French island this week.

Increasingly, turbocharged S2000 cars – known as Regional Rally Cars – are more in vogue as manufacturers turn their backs on bespoke naturally aspirated motors.

RRCs can be converted into World Rally Cars by switching to a bigger air intake restrictor (30mm for RRC, 33mm for WRC), new engine map and bigger rear wing.

Norwegian driver Mads Ostberg has demonstrated the versatility of the new rules, running one of his Fiestas in RRC-spec one week and WRC-spec the next.

Peugeot has already announced its four-wheel-drive 208 will run

in turbocharged form, leaving Skoda as the sole champion of the non-turbo formula.

This week's event will offer the best indication yet of where the future lies for IRC.

Dani Sordo will drive a Mini while Giandomenico Basso uses the same Fiesta RRC with which he won last month's Mille Miglia round of the Italian series.

Defending IRC champion Andreas Mikkelsen admits he is looking forward to the event that stars from Ajaccio today (Thursday).

"It's going to be a very interesting event," said Mikkelsen. "There will be a lot of good guys out there, but it's going to be nice to see Dani [Sordo] in the Mini and [Giandomenico] Basso in the Fiesta

and to see how they go."

Prodrive has built the car Sordo will drive and technical director of the Banbury firm David Lapworth says he expects a lot from it. "The car is better than I could have hoped," said Lapworth, who shook down Sordo's car last week. "The 30mm restrictor does mean the Mini's peak power is down on the unrestricted two-litre cars, but with the turbo it's far more driveable."

Basso admitted that, while his Italian-series win did come against Paulo Andreucci's Peugeot 207 S2000, it didn't prove which S2000-spec car will be quicker.

"I am very experienced on that event," said Basso. "We'll have to wait [for Corsica] to see for a representative comparison."



Basso will drive Fiesta RRC

IRC

Solberg: McCormack must shine in Corsica

PETTER SOLBERG SAYS HE WANTS TO see British driver Marty McCormack, who makes his debut with the Norwegian's team on this week's Tour de Corse, making the most of his biggest opportunity yet.

The 26-year-old McCormack has stepped in for Patrik Sandell, who was due to drive the PSEngineering Ford Fiesta S2000 before breaking his collarbone in

the lead up to the rally. McCormack has never driven a Super 2000 car before.

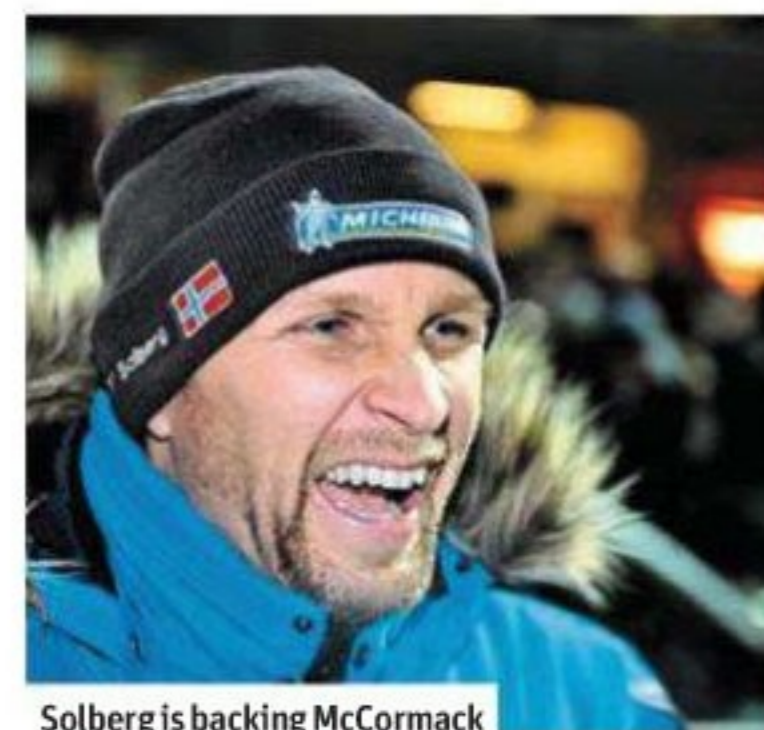
Solberg said: "The main thing for him is to make the finish, but we want to see his speed improving through the rally. It would be nice to see him sixth or seventh at the finish."

Solberg won the Tour de Corse himself in 2003 and knows what a tough event it

can be – he crashed at shakedown before the start of the rally.

"The best conditions for Marty will be either full wet or full dry – consistent conditions is the main thing," said Solberg.

"It's really exciting. Of course, it's sad for Patrik, but some times talent comes along quite unexpectedly. Let's see what happens on the rally."



Solberg is backing McCormack

WRC

Team chiefs in dispute over dates

CITROEN WRC TEAM PRINCIPAL

Yves Matton insists the French firm won't put up with a budget hike to compete in 2013, as the FIA and leading teams disagree over the number of events.

The calendar was set for its first airing in the WRC Commission in Paris yesterday (Wednesday) before being discussed in a manufacturers' meeting today. Matton and his opposite number at Ford, Malcolm Wilson, both have grave concerns over the budget required for next year's championship.

One of the areas where the FIA and the manufacturers are likely to clash is in the number of rounds on the calendar, with the FIA reckoned



New Zealand faces 2013 cull

to be chasing a repeat of this year's 13 rounds, while the manufacturers would prefer one round fewer.

Matton said: "We have to stay on the same level of the budget. I accept that if they [the FIA] wants to have four rallies which are outside of Europe then that is OK, but it means we can only have eight rallies inside Europe. It is not possible to have nine – the budget will not work."

As outlined by AUTOSPORT last week, the Acropolis Rally and Rally New Zealand are likely to be the biggest losers in the calendar discussions, with Brazil and South Africa tipped to be incoming rounds.

Sources in Brazil report a positive meeting between WRC manager Michele Mouton and the promoter of an event running from Sao Paulo to Rio de Janeiro.

AUTOSPORT SAYS...

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Can you imagine the WRC without the Acropolis Rally? No, me neither. I find it equally hard to stomach a schedule without New Zealand; the arguments against Auckland might be stronger, but on a personal level the land of the long white cloud is an absolute favourite for me.

I remember writing the same sad story 10 years ago and four years ago when the WRC lost the Safari Rally and the Tour de Corse.

The Acropolis, Safari and Corsica were all founding WRC rounds in 1973 and the very foundations of our great series. And you don't need an engineering degree to know what happens when you whip out the foundations from beneath the building...

Corsica continues, and this week's IRC round is evidence of the fact that there is life after the WRC. The organisers have put together a classic route – the kind of race around the island that made this event great. It's just a shame the WRC will be missing out.

We can't let that happen to the Acropolis. Granted, there is a moral question involved with the arrival of multi-million-pound budgets in a country that's in the red to the tune of £300 billion-plus, but surely running a WRC round will help rather than hinder.

With no Kenya and no Calvi on the calendar, the long-term loss of the Acropolis would further undermine the WRC and its historical relevance. The potential riches of the BRIC economies may be vital to a sustainable WRC, but is it worth sustaining something with no provenance.

Acropolis is historic fixture



IN BRIEF

Ostberg won in Fiesta RRC



OSTBERG WINS AT HOME

Mads Ostberg switched from the WRC to the Norwegian Rally Championship last weekend, winning the Mandal-based Rally Sorland in his Ford Fiesta RRC.

TOYOTA BOSS TESTS GT 86

President and CEO of Toyota Motor Corporation Akio Toyoda has driven the Japanese firm's latest rally car. The 56-year-old requested the opportunity to test the Toyota GT 86 – a rear-wheel-drive car built in conjunction with Subaru for the All Japan Rally Championship – last month. The test took place at Toyota's private test track in Japan.

PADDON FOR ESCORT RUN

Reigning Production Car World Rally Champion Hayden Paddon will step back in time on the Rally of Otago later this month, when he tackles the event in a Ford Escort RS.

NIKARA OUT IN CORSICA

Jarkko Nikara will begin his Subaru IRC campaign on this week's Tour de Corse. The Finn drives alongside

reigning IRC Production Cup champion Toshi Arai in the Tommi Makinen Racing team. Nikara completed a two-day test in his Impreza R4 in France last week.

TARGA IN FOR MECSEK

The Targa Florio Rally will replace the Mecsek Rallye on this year's IRC schedule after the Hungarian event allegedly ran out of cash. The Sicilian asphalt event, which takes its name from one of the most famous road races in the world, runs from June 14-16 and marks the IRC's first time on the Italian island of Sicily.

NEUVILLE CRASHES KART

Thierry Neuville's run of accidents continued on Saturday, when the Belgian rolled a kart at an event in the centre of Brussels. Neuville was driving a gravity-powered Red Bull kart when he suffered a right-front suspension failure and the wheel fell off.

BOUFFIER BACK FOR TdC

Last year's Monte Carlo Rally winner Bryan Bouffier will tackle this week's Tour de Corse after clinching a deal with the Delta Rally team to run his 207 S2000 on this week's IRC round. Former Peugeot factory driver Bouffier finished third on the season-opening event in the Azores, but has missed the most recent two rounds due to a lack of budget.

Sarrazin will drive Peugeot 208



IRC

Peugeot 208 for IRC airing in Corsica

PEUGEOT'S LATEST RALLY CAR WILL break cover at this week's Tour de Corse, with Stephane Sarrazin driving the 208 R2 as course car on the French island.

The car is still under development in Paris and will contest Rally Northern Ireland in August as part of the programme. The car will be available for sale in November.

The 208 is the first of two rally cars to come from Peugeot Sport's Paris factory, with an R5 version expected in September. The R2 is a 1.6-litre naturally aspirated, front-wheel-drive car, while the R5 will feature a turbocharger and four-wheel-drive transmission.

The R2 has been developed by PSA Group stablemates Peugeot and Citroen. The car, which will sell in kit form for £30,500 or pre-built for £46,700, features a five-speed sequential, steering column-mounted gearbox.

Sarrazin will remain in Corsica for a week-long test after the IRC round.

IRC PREVIEW

Event:	Tour de Corse
Round:	4/13
Based:	Ajaccio-Calvi-Bastia
Date:	May 10-12
Stages:	14
Mileage:	197
Surface:	Asphalt
Last year's winner:	Thierry Neuville
Championship leader:	Andreas Mikkelsen



May 3 2012 autosport.com





SERGIO PEREZ
ON A MEXICAN WAVE

IS THIS FERRARI'S NEXT F1 STAR?

It's common knowledge that Sergio Perez is good – but is he good enough for the top? *EDD STRAW* asks those in the know, including the man himself

So how does it feel to be the next big thing in Formula 1? “It’s great that people are talking positively about me,” says Sergio Perez Mendoza, known to his friends as ‘Checo’. “But I’m very realistic because one day you can be the next star, and the next you don’t have a seat. I will just keep working hard, preparing myself as well as possible and giving my best.”

Wise words. Perez isn’t going to make the mistake that many 22-year-olds would in believing the hype. He knows that his status as a possible Ferrari driver in waiting doesn’t mean that the heavy lifting of his career is complete. But he certainly looms large on the Scuderia’s radar. Even before that sensational near-victory in Malaysia in March, the Mexican was being touted as an imminent replacement for Felipe Massa. While the Brazilian’s improved, if far from earth-shattering, performances in China and Bahrain have eased the pressure for Ferrari to make a change, Perez remains a serious candidate. It’s not without reason that he is a member of the Ferrari Driver Academy.

Perez is a very good driver, no question. His performances in 2011 shattered the claims that he owed his graduation purely to Telmex backing. He merits his place on the grid regardless. The question is, how good is he? His reputation for eking life out of Pirelli rubber in races without losing speed is well known. But as well as being a virtue in itself, it’s symptomatic of an uncanny capacity for adapting. After all, there are times when Perez is seriously aggressive on track and more than happy to attack kerbs as he explores the circuit limits. ▶



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Running with the big boys in Malaysian GP

F1'S OTHER MEXICANS

Sergio Perez is only the fifth Mexican to race in the world championship. His predecessors were a mixed bag:

RICARDO RODRIGUEZ

At the age of 19, Rodriguez qualified a sensational second in a sharknose Ferrari on his debut at Monza in 1961. He started five races for the Prancing Horse, scoring four points with a best finish of fourth (in Belgium in '62), before being killed driving a Lotus in practice for the non-championship Mexican GP later that year.



PEDRO RODRIGUEZ

Ricardo's older brother is the only Mexican to have won a world championship F1 race – the 1967 South African GP for Cooper and the '70 Belgian GP in a BRM. He was also a sportscar star before being killed in a crash in an Interserie race at the Norisring.



MOISES SOLANA

Started eight races in BRM, Lotus and Cooper machinery from 1963-68. His best qualifying was seventh driving a works Lotus in the '67 US GP. Failed to score a point, but was on course to finish in the top five in Mexico in '65 when he retired with an ignition problem. Killed in a hillclimb crash in Mexico in '69.



HECTOR REBAQUE

A journeyman F1 driver from 1977-81, his big chance came in his final season when he bought a place at Brabham alongside Nelson Piquet, finishing fourth three times. Also raced Hesketh and Lotus machinery, as well as his own Lotus-based Rebaque chassis, and claimed a CART Indycar win at Road America in 1982.



◀ While his reputation is of something of a junior Jenson Button, there are times when he is more reminiscent of Lewis Hamilton on-track.

“When I came into F1, people kept asking me what my driving style was,” says Perez. “But there is no straightforward style. Nobody has a style in F1 – it’s all about adapting yourself to the conditions because they change so much. For example, if you have too much understeer, maybe you try to brake earlier so you don’t kill the tyres.”

That Perez makes these style modifications sound so blindingly straightforward is a good sign. The shorthand for this is usually ‘natural talent’, but what it really means is that the driver has learned certain skills so completely that he adapts without having to think about it. Perez’s race engineer, Marco Schupbach, has certainly noticed this.

“He’s quite good in adapting himself and knowing what he has to do to hit the targets,” agrees Schupbach. “At some points it’s not intentional, it’s subconscious.”

Crucial as adaptability is, no driver can be successful in F1

“I’m sure that if I went back to that race now, with the experience I have, I would win it”

Perez talks of his Malaysian near-miss

without a prodigious turn of speed. This, perhaps, is the area in which Perez has the most to prove. Were he to be flung in alongside Fernando Alonso at Ferrari, would he really have the last few tenths that divide the great from the merely good? It’s a tough question to answer because of lack of data. The only direct comparison to Perez in F1 has been team-mate Kamui Kobayashi, a driver who is quick enough to be a handy midfielder but whose greatest strength lies in his ability to string together a good, consistent race run. The pair’s qualifying record favours Perez 13-9. That’s pretty good, but it’s not decisive enough that you would stake the farm on the Mexican being in the same bracket as Hamilton, Alonso or Sebastian Vettel on Saturday afternoon.

Ferrari will have a pretty good grasp of his raw pace. Last year he ran extensively in its simulator, primarily to master the tracks in his rookie season, but he was also being monitored closely and tested a 2009 Ferrari at Fiorano last September. Based on this accumulation of knowledge, you can be sure that Ferrari considers him very quick if the team were to sign him.

“He gets quite close to getting the best out of the car.” ▶

On podium, with future boss and team-mate?





Straw quizzes Perez about Ferrari rumours

◀ reckons Schupbach. "If he has a car balance he likes, then he is able to pull it out. Many drivers struggle when they have a car that they don't like, but he's not super-critical on that."

Where Perez also shows signs that he could cut it at the front on a regular basis is in his approach and confidence. He was bitterly disappointed to have lost the possible win at Sepang through his own mistake, but unhesitatingly declares that he would prevail if in the same situation again.

"I'm sure that if I went back to that race now, with the experience I have, I would certainly win it," reckons Perez. And Schupbach is quick to back him up.

"He made one mistake," he says. "Other than that, it was perfect. The race was close to the maximum and if he was in that position again, I think he would do it."

Perez and Schupbach aren't boasting, simply stating facts. Perez's drive at Sepang was remarkable, one that bears comparison with many of the great wet-weather drives. The Sauber is still only a midfield car, and the Mexican absolutely wrung its neck. You only have to watch a few minutes from the onboard camera, while he was closing on Alonso in the wet, for evidence of that. Given how on the edge he was for much of the race, the mistake is excusable.

Sauber was quick to note his maturity and approach when he came on board. Monisha Kaltenborn, team CEO and Peter Sauber's designated successor as team principal, cites his reaction to the heavy accident in Monaco last year as evidence

PEREZ'S KEY RACES

While the Mexican didn't gain the buzz that, say, Lewis Hamilton and Nico Hulkenberg did in their junior careers, there were signs of potential

April 16 2005

Makes his first steps in European racing, qualifying a strong third for the German Formula BMW season opener at Hockenheim with Telmex backing.



September 9 2007

Perez seals his first title in Europe, clinching the British F3 National Class crown at Croft.



April 27 2008

Leads from start to finish in changeable conditions to claim his first outright British F3 victory for the unfancied T-Sport team at Croft. For the first time, the European racing establishment really takes notice of the name Sergio Perez.



May 17-18 2008

Charges from 14th on the grid in both British F3 races at Monza to take a double victory. Now he is considered a genuine title contender.



January 24 2009

Claims a first GP2 Asia win in only his sixth start. While he benefits from the reversed grid, it marks him out as one to watch at this level.



May 14 2010

Wins the Monaco Grand Prix-supporting GP2 feature race from second on the grid, his first victory in the main series, to emerge as Pastor Maldonado's main title rival.

March 27 2011

Is the only driver to one-stop in the first race of the Pirelli control-tyre era, finishing a sublime sixth on his F1 debut in Australia. Is stripped of the result for a non-performance-enhancing wing-design blunder, but the point had been made.



May 28 2011

Shows he can fly in qualifying at Monaco, reaching Q3, only to suffer concussion in a massive accident.



March 25 2012

Finishes an astonishing second in the Malaysian GP. Would likely have won but for an off-track moment while chasing Fernando Alonso.



of this. Perez's willingness to withdraw when he returned in Canada two weeks later, and realised he wasn't quite up to it, impressed. "It's amazing to see how he coped with the situation and how maturely he reacted when he got back into the car and realised that he wasn't quite there," says Kaltenborn. "I don't know how many drivers, particularly young drivers, would have the guts and strength to be that honest."

"Sergio, apart from the talent, is very determined to be successful. He's very focused on what he wants to do and very passionate in a positive way. But we must always keep in mind that he's not that experienced. It's easy to believe that he's much further ahead than he actually is."

Then again, Perez had to grow up fast. Dispatched to Europe by the Escuderia Telmex scheme in 2005 to race in German Formula BMW, the 15-year-old Mexican found himself living on his own above a restaurant in a village. He didn't speak German and lacked the support network that most of his European rivals had. Two years later, he moved to the UK to race in Formula 3. As T-Sport team boss Russell Eacott recalls, Perez was very much on his own.

"It was chaotic and mad," he says of Perez's early days. "He was deposited in England and he had to sort all of his own stuff out because there was no management team. We helped, but he was 17. He got in a road car and we got a call from him. 'I'm at a garage,' he said. 'Which one?' 'The one on the road. I have no money. My card will not work.'



Ready for GP debut, Australia 2011

Perez is tipped to replace Massa alongside Alonso



PICS: FERRARO TOWNSEND, ETHERINGTON/LAT

"One day, we were putting up awnings at Oulton Park and I asked the engineer to find out where Sergio was. He said, 'I'm nearly there, I'm across the bridge now.' 'Bridge? What bridge?' He was in Wales as he'd punched Pembrey into his satnav. It was about five hours later that he rocked up totally exhausted!

"He's a good kid. I texted him straight after the race [in Malaysia] to say top job and well done. He texted me straight back to say thank you very much."

That Mexican-abroad experience must have played a big part in Perez now being so self-assured today. He has the air of a man with half a decade of F1 experience, rather than fewer than two-dozen starts. When he went toe to toe with Alonso, his racing hero, in Malaysia, he wasn't overawed. Some drivers very rapidly acquire the air of being at ease in F1 and Perez is one of them. Considering the field features half a dozen world champions, that's no mean feat.

"When we're on track, it doesn't matter who it is I'm racing against," says Perez. "You go for it and you fight them as hard as possible. Even though they're great champions, there's no reason to give them any more room than any other driver. I will fight them 100 per cent."

"I want to win world championships and I came into F1 with big targets. I want to win big-time and I want to be in a team that can offer me this. If it's Sauber, I will be very pleased to stay here. But if I have to go somewhere else to find it, I have to look. My target is not to drive for one particular team, it's

"I don't see anything that can stop him, but he still has a long way to go"

Sauber CEO Monisha Kaltenborn

to win titles. I will do anything to win the title."

It's clear what he means. While it's a nice idea to win the championship for Sauber, it's hard to see that happening. At least, not in the short or medium term. If Ferrari wanted him, the team would have no trouble plucking him from the Swiss squad. It seems to be a question of when, rather than if, Perez will get an opportunity with a bigger team, even if the Italian giant decides against bringing him in.

The tricky question is timing. While it's not a foregone conclusion that Ferrari will pick him up, the fascinating question is when would be the right time... A Ferrari driver needs to be as close as possible to the finished article, certainly a driver who, at worst, needs only a little polishing. Perez still isn't quite that driver, nor should he be, with his lack of experience. Had he enjoyed prodigious testing before his first F1 season, like Lewis Hamilton, then perhaps he would be, but for now the sensible thing is surely for him to stay at Sauber for at least this season, maybe even for 2013.

"Looking at how drivers move ahead when they are successful with a team like ours, it's important that they have a strong basis," says Kaltenborn. "You develop without a certain pressure that allows you to improve your skills. Drivers are very young today but they still need time and experience. You still need to prepare yourself in the right way otherwise there's a danger that you don't realise your full potential. I don't see anything that can stop him, but he still has a long way to go."

In the days of limited testing, it takes longer for a driver to bed down in F1, and it wasn't so long ago that Perez was completing a rookie season that featured plenty of mishaps along with the eye-catching drives. Ferrari is a pressure-cooker environment and, if a driver wants to thrive alongside Alonso, he will need to be at the top of his game.

Perez has certainly impressed the right people in F1 during his short career at this level. Perhaps by the end of this year he will be ready to step up. He proved in Malaysia that he's a potential grand prix winner. But only once he's in a genuine frontrunning car can his championship-winning potential be proven.

As Perez himself says: "The more experience I get, the better I get." ❧

Shaken but not stirred

Piquet's Tamburello recovery

It's 25 years since Nelson Piquet's San Marino accident, a crash with more severe results than the Brazilian let on at the time. **MIKE DOODSON** looks back

For many motor racing fans, especially the English-speaking ones, Nelson Piquet was always something of an enigma. They saw him as a bit distant, probably because he shunned publicity and didn't cultivate the mainstream press. He was known to have a cruel sense of humour, while the manner in which he had won some of his races carried a sulphurous odour. Nevertheless, he enjoyed the loyalty of a coterie of European journalists and was positively adored during his Brabham years (1978-85) by the brilliant, free-wheeling bunch of mechanics whose efforts helped him win his first two world titles in 1981 and '83.

After he moved to Williams-Honda for the 1986 season, opinions about Piquet became polarised by the toxic feud he deliberately initiated with team-mate Nigel Mansell. The long-established Williams policy was not to interfere, allowing the drivers' duel to fester. The garage was divided, as Piquet intended, and the mutual loathing became meat and drink for the shamelessly partisan British tabloids.

Then, in May 1987, the wise-cracking 34-year-old Brazilian was painfully confronted with the realities of his profession when he came unstuck as the result of a tyre failure during qualifying for the second race of the year, the San Marino GP at Imola.

Although Piquet was able to hide the debilitating physical effects of the crash, they would blight the rest of his 1987 season. It happened as he approached the 190mph Tamburello corner, just after he had set the fastest time of the Friday afternoon session. The Williams-Honda squirmed out of control and slammed sideways into the retaining wall.

There were anxious moments as the driver, unconscious for several minutes, was removed from the wreck. A helicopter took him to hospital in Bologna, where he was held overnight. Marks on the track suggested the likely cause of the incident, and Goodyear called for reserves of a different type of tyre to be brought in overnight.

When a battered and bandaged Nelson returned on Saturday morning, he insisted he was fit to drive and ready to resume his duties in the spare Williams. There followed an animated discussion with Professor Sid Watkins, FISA's medical expert, who had to point out that however willing the patient might be to drive again, it was a risk that he could not approve. Despite not even being able to get his swollen foot in a shoe, Nelson tried indignantly to persuade the Prof that he was fit for purpose. The matter was resolved only after Williams had formally withdrawn the entry.

With a miserable Piquet co-opted as a commentator in the TV Globo box, Mansell handily won the race on Sunday. Although Nelson led the Belgian GP two weeks later until an engine problem stopped him, at Monaco he had to admit that he was still handicapped by the foot injury and his lack of physical fitness (but still finished second). Indeed, the Imola bang had knocked some of the stuffing out of the Brazilian, who was having difficulty in sleeping. It was only some weeks later when he got some specialist medical treatment that matters began to improve.

In a conversation at the beginning of 1991, I put it to Nelson that the Imola shunt had affected his mental approach, subduing the 'have-a-go' bravado for which he had previously been celebrated. He energetically rejected that suggestion. "No, no," he insisted, "the accident ▶



Imola impact left
Piquet unconscious



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◀ in Imola changed for some time my physical condition. I lost concentration, I was not able to relax like before.

“There were things that I used to be good at doing, like sleeping for only four hours a night, that I cannot do anymore. And that all happened after the accident. I went [to consult] some doctors I know, and when I said I cannot do this relax thing, they said, ‘Stop and try again in two or three years’. But every time I start, it is not as good as I was doing before.”

Then Nelson made a devastatingly frank confession about the effects of the crash, which cast a fresh light on his astonishing achievement in winning the 1987 title from Mansell. As he pointed out, in their first year as team-mates at Williams, his speed had been arguably fractionally but decisively superior to Mansell’s. “In technical driving... I was quicker than Mansell in 1986,” he said. “And the second year, for all the first part of the year [after Imola] he was quicker than me by a long way. Not by two or three tenths, but sometimes by more than a second. That is where he made his name on top of me, and I was stuffed. A driver does not like to admit this. You don’t know how bad you are because you think you are still quick, but you are not. It was only at the end of the year that [my speed] started getting better again.”

With his team-mate still recovering, Mansell hit terrific form and took the championship lead. But although the Englishman was victorious in France, in the four races immediately after Imola Nelson actually closed the points gap by finishing three times in second place. With Mansell in scintillating form, picking up points at every opportunity

Effects of his crash made it hard to relax



“ [Mansell] was quicker than me by a long way, sometimes by more than a second. I was stuffed”

Piquet reveals how crash hurt his speed

was the best policy for the still-concussed Piquet. The two men arrived at Silverstone (round seven of 16) separated by three points, 24 to 21.

Preoccupied though he was with finishing, Nelson had set his heart on defeating Mansell “at home”, an aim that was destined to be frustrated in a race which those British fans who were there will relish for a lifetime.

This, remember, was the beginning

of Mansell Mania. ‘Our Nige’ had been making newspaper headlines for two years and had been voted 1986’s BBC Sports Personality of the Year. The Williams-Honda had started the season strongly, and although there had been early threats both from Alain Prost’s McLaren-TAG/Porsche and Ayrton Senna’s Lotus-Honda, the Didcot outfit had the edge in power and handling, respectively. Boosted by his flag-waving supporters, surely a pumped-up Nigel would have this one in the bag.

Well, not exactly. It was Piquet whose car would start from pole and Piquet who whipped past a fast-starting Prost on the first lap to snatch the lead over Mansell. When the Englishman’s ‘Red Five’ ▶



Piquet not allowed to race at Imola

◀ dodged into the pits on lap 35 for a fresh set of tyres (a balance weight had come off a front wheel, setting up a vibration that blurred his vision), Piquet had a 28-second advantage, with 30 laps still to run. The stage was set for a comeback, and Mansell, on his fresh rubber, was up for the challenge.

The advantage now appeared to be with the pursuer, whose car had been set up with slightly less wing. With 10 laps to go, the gap was down to 7.5s and Mansell was setting ever-faster lap times. Four laps to go and the margin was less than one second. Mansell made his move at Stowe, where he sold his adversary a spectacular dummy.

Approaching the Woodcote chicane, he almost slid off while dodging a backmarker. At the flag, though, the race was his, the crowd ecstatic and Mansell the undeniable hero, even though his car had stopped halfway round his victory lap, forcing him to return for the podium ceremony in a Transit van.

But just how glorious had the victory been? This, of course, was the era of fixed fuel allocations in F1, and Williams sources later revealed that Mansell's on-board fuel read-out, normally accurate to within a few hundred yards, showed that he should never have finished the race. "My fuel had been well behind the meter, but after he stopped for fresh tyres I was able to bring it back and back," said Nelson. "I was still behind [on the meter], so when I saw Nigel coming from behind and the times he was doing, I said, 'Jeez, how does he do it?' It was unbelievable, because he always used much more fuel than me, and he was coming very quick.

"To cut things short, he took a gamble. According to his meter, his fuel [should have] finished one lap before the finish. But he continued going, and he finished the race. Of course, it was the right thing to do. I was running on the fuel meter. When we checked afterwards, I had one and a half litres left in the tank, and I

could have gone a little bit quicker. There was some trouble from me for the Honda people after that, though..."

Mansell himself has happily conceded that he had had no intention of being beaten in 'his' race, and that it had been death-or-glory tactics all the way for him. Indeed, when the fuel ran out on the slowing down lap, the hot pistons seized and the Honda V6 was ruined.

The implications of the Briton's confession were not universally understood at that time. The fact that Mansell's tanks had run dry seconds after he'd crossed the line was of no interest to British newspaper hacks, of course, because their stories would then have had to point out that the glory was tinged with recklessness bordering on irresponsibility, and how close their hero had come to self-inflicted ignominy. Such tactics may win the occasional race, but not a title.

Today, with so many inquisitive and gened-up journos beavering around in the paddock, it would have quickly emerged how big a risk Mansell had taken. Only two years ago, when Sebastian Vettel clattered himself and his team-mate Mark Webber off the road while battling for the lead of the Turkish GP, both the media centre and a TV audience of millions were rapidly alerted to the fact that the two drivers had been on different fuel strategies. There was no sympathy for Vettel then, and rightly so.

It is difficult to avoid reflecting on that Silverstone race in 1987 and wondering how different our attitudes would have been if everyone had known about the desperate radio messages to the drivers to save fuel. Where would the sympathies of the press (not to mention the public) have been if Piquet had held his ground like Webber did in Turkey? Surely not with the impatient gambler behind?

The irony is that half of today's press pack seem to have watched Silverstone 1987 as youngsters, on TV, and most of them still regard it as an example of the British bulldog spirit at its unstoppable best. Some of us prefer a different interpretation, one which admires Mansell but holds up Piquet as a canny champion who was robbed of a race win by a tiny technical miscalculation on the part of his engineers.

By now, although there were still difficulties in sleeping, some of the old Piquet brio was coming back. He took victories in three of the next four races, while Mansell was running out of luck. In Hungary, where he led 70 of the 76 laps, the Englishman was forced out when a wheelnut came unscrewed. It was Piquet who led the last six laps there. Another satisfying win for the Brazilian came at Monza, where he was allowed to bring out the active-ride car, on which Mansell had declined to do any testing, for its maiden race appearance. Capitalising on his chassis' gentler tyre



wear, he passed Senna's Lotus-Honda as it ran wide on fading rubber, and held off his fellow-countryman's comeback. An increasingly desperate Mansell tangled with Gerhard Berger's Ferrari on the first lap, finishing third with overheating.

Piquet was now edging away at the top of the championship table, having 63 points to Mansell's 43. They both ran into trouble in Portugal, where Piquet had to stop for repairs after a first-lap clash with Michele Alboreto's Ferrari and came home third. Mansell, though, was out with dud electrics. But Mansell fought back with two terrific wins in Spain and Mexico (Piquet fourth and second) and, with the points now standing at 73-61, Our Nige could look forward to the final two rounds with much more confidence.

In fact the 1987 title would be Piquet's two days before the Japanese GP, where Mansell made an unforced error during Friday qualifying, when his car hit a tyrewall and rode up in the air before

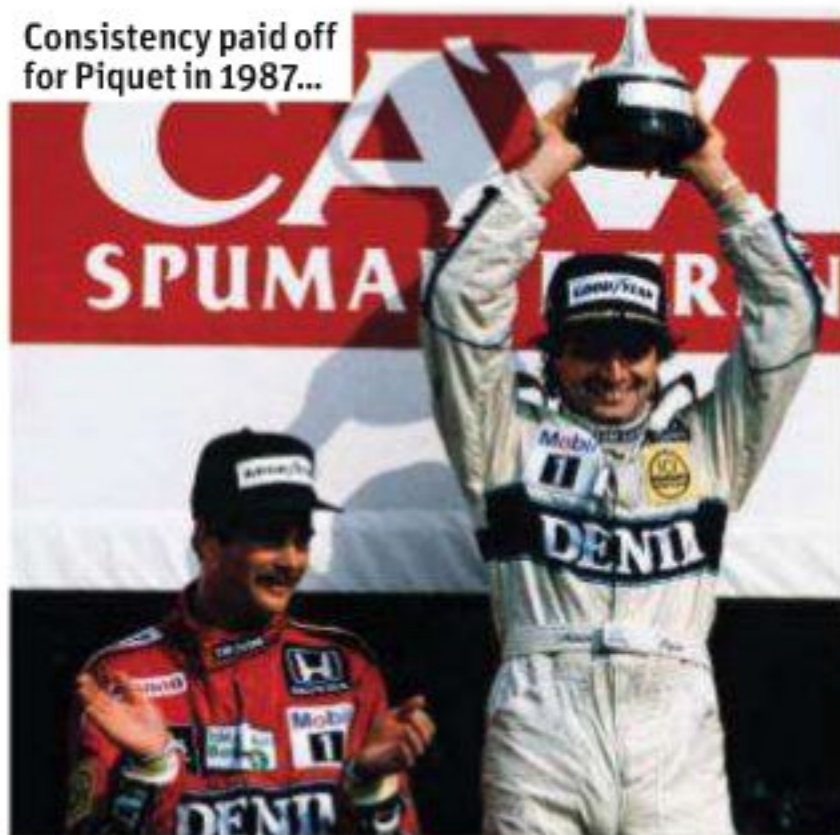
crashing down on a kerb. That very night its driver was on the plane back to London, where he was ruled out of the Australian finale with what was described as "spinal concussion".

Nelson's theory that championships can be won by caution rather than outright speed was vindicated. But it can hardly have been a comfort to Mansell when his Brazilian nemesis failed to finish either of those last two races.

What with the Imola crash and the constant battles with his team-mate, it had been a gruelling season for the new champion. When someone mentioned a remark by Alain Prost that it had been a lucky title win, Nelson erupted. "It's not true!" he said. "Alain was lucky last year that we fought each other and Nigel blew his tyre in Adelaide. That was Alain being lucky. This year, being 15 points in front of Nigel was not luck, I was champion by being consistent and by finishing all the races. That's the deal."

Difficult to argue with that... ❄️

Consistency paid off for Piquet in 1987...



"When I saw Nigel coming I said, 'Jeez, how does he do it?' It was unbelievable"
Piquet on Silverstone '87

PIQUET/MANSELL WILLIAMS QUALIFYING COMPARISON

BEFORE IMOLA 1987

Piquet **8**
Mansell **9**

Mansell outqualifies Piquet by an average of **0.129s** (Piquet outqualifies Mansell by an average of **0.003s** if Williams' troubled 1986 Monaco GP is excluded)

AFTER IMOLA 1987*

Piquet **4**
Mansell **8**

Mansell outqualifies Piquet by an average of **0.607s**

*Excludes San Marino, Japan and Australia



...unlike Mansell's do-or-die approach

PEEWEE'S VERDICT



Piquet took the "long view" at Silverstone

One of Nelson Piquet's most treasured friends is Gregg 'PeeWee' Siddle, the Australian businessman who ran his winning British Formula 3 campaign in 1978. Siddle recalls his friend's 1987 Silverstone defeat and is as certain as ever he was that the wrong driver got the credit...

"Even to this day, whenever Mansell's name is brought up, he's still feted for that unbelievable drive at Silverstone, how he ran out of fuel and was then carried shoulder-high back to the pits... or something like that," says Siddle. "When I asked Nelson what happened, he said, 'Patrick [Head] was screaming at me down the phone to back off, saying I was going to run out of fuel'."

"Patrick had been on to both drivers with the same message, of course, and he can be pretty persuasive. If the Honda boys had not made that mistake, Nigel could have run out of fuel one kilometre earlier, and he'd have looked a total goose. That was how Nigel was, but Nelse wasn't, he wanted the championship."

"Nelson said, 'Look, PeeWee, I'm in this to win the world championship, I am not going to take that risk. I don't give a [fig] if he's seen as the hero, or if it looks as though he blew me away. I don't care. This is all about winning the championship.'"

"This thoughtful attitude, the cunning, had always been a part of Nelson. What more could any young kid aspire to, than to get in an F1 car and be world champion? Nelson was no different. By the time he retired he had proven to himself that he could be the best in the world, not just once but three times."

"The kids of his era were no different then. Racing is tough, like any sport, and in those days there wasn't the entourage of people that the kids have now. And apart from the help that I gave him in those early days, Nelson did pretty much everything himself, as Gerhard [Berger] used to do, and Vettel does even today. I hear that with Seb there's no interference from anyone except his lawyer."

"And Nelson made those decisions for himself. They were all pretty much the right ones, too, even going with Bernie [in 1978]. Someone tells me that in one of those biographies Bernie is quoted as claiming that he screwed Nelson on money when he first drove for him. But Nelson and I had a lot of discussions about that, and he just accepted what had been put on the table. Nelse said he cared only about getting into a car. He didn't see it as being screwed."

"Silverstone 1987 was a great example of Nelson taking the long view. Of course there will always be some English journalist out there who's ready to discredit Nelson for every one of the three championships he won, for some reason. But would Nelson want to sit down with the journalists to discuss it? Of course not, he wasn't like that. He may have told you privately. But he didn't care that nobody had bothered to ask him. That's just the kind of guy he was."

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AT A GLANCE

- **Winners Romain Dumas/Loic Duval/Marc Gene**
- **Pole position Allan McNish**
- **Fastest lap Marcel Fassler**




Kristensen leads Lotterer early on

Audi debut is ultra strong

The German giant had four new cars out at Spa, and it was the ultra that prevailed over the hybrid e-tron quattro in this Le Mans curtain raiser



Audi e-tron quattro 

Dumas takes winning Audi over the line

IT WAS A CASE OF HORSES FOR courses at Audi in the Spa 6 Hours last weekend. When the going was wet the R18 e-tron quattro enjoyed a clear advantage, and when it was dry the R18 ultra had the edge. That goes a long way to explaining why Marc Gene, Loic Duval and Romain Dumas came out on top in the four-car Audi battle aboard one of the non-hybrid ultras: only the

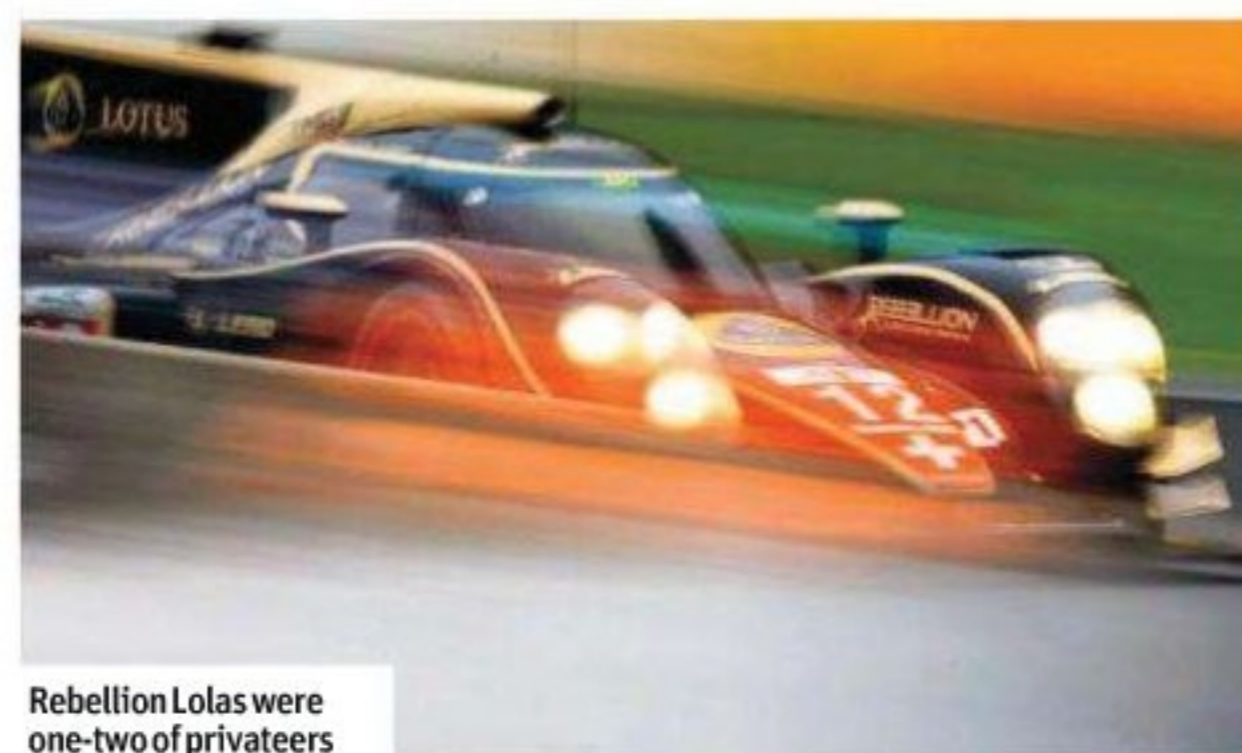
first hour of round two of the FIA World Endurance Championship was fought out on a wet track.

Explaining why the hybrids had the pace on their more conventional cousins in the wet isn't quite so straightforward, and certainly not as simple as you may think. The e-tron quattros, as their name implies, do have four-wheel drive, but it's

very much part-time. The 500kJ of recovered energy the rules allowed to be released five times over the lap at Spa drove the front wheels for just seconds. So get that image of an Audi A4 quattro Super Tourer driving circles around everyone at a wet British Touring Car Championship race in the mid-1990s out of your mind.

Yet four-wheel drive even for a few seconds is clearly worth something, as Gene pointed out.

"Even at 120km/h [the speed at which the Audi can start using retrieved energy], we have quite a lot of wheelspin," he said. "The extra power they have through the front wheels means their speed at this point was much better than ours."



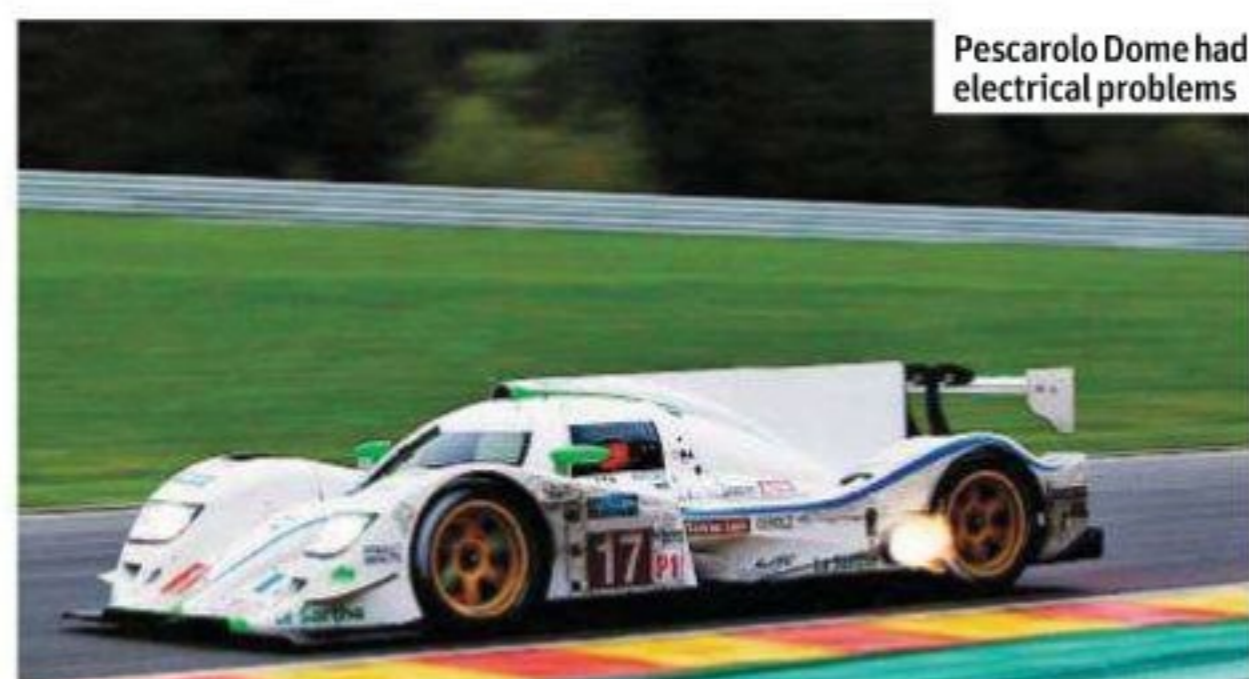
Rebellion Lolas were one-two of privateers

The wet pace of the e-trons in comparison to the ultras still came as something of a shock to Audi and the factory Joest team.

"The difference between the cars in the wet surprised us a little bit," said Joest Racing technical director Ralf Juttner. "We knew there would be an advantage for the e-tron, but we didn't

think it would be that big."

And big it most certainly was. Tom Kristensen, who started the e-tron that Allan McNish had qualified on pole, and Lotterer were already four seconds up on the two ultras by the end of the opening lap. By the time Lotterer took the lead after three laps, he was more than 10 seconds clear of the conventional turbodiesels.



Pescarolo Dome had electrical problems

RACE RATING

★★★★☆

Intriguing rather than exciting, this race had undertones of a science experiment

“Today the e-trons didn’t have the speed; we weren’t expecting that”

Race winner Marc Gené after his ultra beat the new hybrid Audis in the first race for the 2012 machines

GARY WATKINS
reports



When the Audis began their pitstop sequence, Lotterer was 11s up on Kristensen and a further 26 up on Marco Bonanomi in the best of the non-hybrid R18s. Four-wheel drive, part-time or not, looked good for three seconds a lap.

Juttner wasn’t so sure the early stages of the race could be explained away like that: “We think it was more down to set-up than anything else. By accident, we ended up with a very good wet set-up on the e-tron and a very good dry set-up on the ultra.”

The e-tron and ultra may look the same from the outside, bar their distinct liveries, but they are very different machines to set up. The differing weight distribution of the two cars sees to that.

“The set-up exaggerated the advantages of the e-tron in the wet,” Juttner continued, “and made it less competitive in the dry.”

The ultra was definitely the more competitive car on a dry track on Saturday, although trying to analyse the respective performance of the different types of Audi was complicated by the differing tyre choices.

Gene opted for a slick tyre at his first stop, whereas the other three Audis departed on intermediate Michelins. The reasons why the Spaniard, standing in for the injured Timo Bernhard here, vaulted from fourth to second and then took 30s out of Lotterer’s lead had less to do with any differences in the cars and more to do with what was connecting them to the track.

That situation changed after the next round of stops when all the Audis were on slicks. With a totally dry racing line, the ultra had the advantage. Duval rejoined just over 20s behind Benoit Treluyer and needed just 14 laps to catch and pass his fellow Frenchman.

Duval maintained that advantage after the next round of pitstops, pulling away into a 20s lead by the time he and Treluyer were due to hand over to Dumas and Marcel Fassler respectively.

“It worked out for us in terms of set-up compared with the e-tron guys,” said Duval. “I was surprised by the car, because I could go quicker than in qualifying.”



Winning Audi cuts through the traffic

Treluyer, meanwhile, complained of understeer and admitted that he was powerless to do anything about Duval’s advances.

The second e-tron was also struggling. Kristensen had lost time and two places when the nose was changed at the first pitstop. McNish, who subsequently took over from the Dane, went out on a tyre not to his liking, which at one point resulted in a quick trip through the gravel at Stavelot.

The race was effectively over in the middle of the third hour. Two safety-car periods increased the winning car’s advantage from just over 20s to more than double that amount. A late puncture for Fassler had no bearing on the result.

Bonanomi overhauled fellow Italian Rinaldo Capello late in the fourth hour. He and Oliver Jarvis, both racing a factory Audi prototype for the first time, hung onto third despite a

puncture, after the car that Capello shared with Kristensen and McNish received a stop-go penalty for a pitlane infraction.

Spa has become the dress rehearsal for the Le Mans 24 Hours. No doubt Audi and Joest learned a lot on the debut of their two different 2012 LMP1 contenders in Belgium last weekend, but the race posed as many questions as it answered. Or, at least, that’s what Audi would have us believe.

LMP2

Jota on top as British teams dominate in Belgium

British-based teams locked out the three podium positions in LMP2. The Kent-based Jota squad took class honours, but the silverware could just as easily have headed to Northamptonshire with ADR-Delta or much further north to Bolton with the RLR-run Murphy Prototypes squad.

Each team reckoned it could have won at Spa with some ease. Jota ended up taking victory with its Zytek-Nissan Z11SN driven by Sam Hancock and Simon Dolan, despite a 30s stop-go penalty two thirds of the way through the race for pitlane speeding. ADR-Delta’s Nissan-powered ORECA 03

was in the lead with five minutes to go when Robbie Kerr dived into the pits for a splash of fuel, while the similar Murphy car had to fight back from a spin not of its own making on the first lap and an early stop-go penalty.

ADR-Delta perhaps deserved to win this one. John Martin had put the car on pole and led the class from lap eight. Two separate contacts over the course of the Australian’s triple stint ultimately cost Martin and team-mates Kerr and Tor Graves the victory.

The car lost time in the pits having its nose changed, but more significantly a holed sidepod courtesy of a clash

with a P1 car pushed up the fuel consumption. That would ultimately deprive the car of victory.

Kerr stopped for the final time with 50 minutes to go, just one lap before the Jota and Murphy cars. They both got new tyres, giving the ADR-Delta ORECA a handy lead that it looked set to retain to the end.

With Jota a European Le Mans Series visitor and therefore not eligible for points, the team decided to play it safe and bring the car in for a splash and settle for second. “There’s a championship at stake here,” Kerr pointed out afterwards.

The Murphy ORECA, in



Hancock on way to Jota’s first LMP2 win

which sportscar debutant Brendon Hartley joined team regulars Warren Hughes and Jody Firth, ended up 40s down in third. Firth had been punted into a spin on the opening lap, but what really

upset the team was that early stop-go. WEC rules for LMP2 state that the qualifying driver must take the green flag, but Murphy had written permission to start Firth and still got penalised.

GTE

FIA WEC
Round 2/8

AT A GLANCE

- **Winners Marc Lieb/Richard Lietz**
- **Pole position Frederic Makowiecki**
- **Fastest lap Makowiecki**



Makowiecki drove Luxury Ferrari to class pole

Porsche outsmarts Ferrari

Felbermayr-Proton used an inspired strategy - and smart driving from Lieb and Lietz - to beat the Italians



Felbermayr win puts Porsche in points lead

THE WEATHER PLAYED A part in Porsche's return to the winner's circle in GTE Pro at Spa last Saturday, but it wasn't just that the rear-engined 911 GT3-RSR was the car to have when the conditions were at their wettest at the start of the race. Marc Lieb and Richard Lietz came out on top after the Felbermayr-Proton team called the conditions right to put Lieb back out on slicks long before any of his rivals.

Lieb was six, seven or even eight seconds per lap faster than any of his rivals in the five-car GTE Pro class and had built up a lead of over a minute by the end of the second hour. That buffer would prove crucial because the lead AF Corse Ferrari 458 Italia, driven by Gianmaria Bruni and Giancarlo Fisichella, was always going to

save a pitstop over its German opponent.

Lietz stopped for the final time with half an hour to go and the team knew there would be no time for a change of tyres. He emerged with 13s in hand over Bruni, an advantage that had all but disappeared by the penultimate lap.

Bruni lost a handful of tenths after contact with an Audi, which gave him too much to do on the final time around the majestic Circuit de Spa-Francorchamps. The final margin of victory was just six tenths.

"In a dry race, I don't think we would have had a chance today," said Lieb, "but the car worked very well on the drying wet [a grooved tyre that carries good pace on a drying track] at the beginning. I thought about slicks, and then said to the team, 'Let's do it,

we've got nothing to lose.'

"I knew it was the right choice straight away because I was two or three seconds faster than before in the first sector out of the pits."

AF ultimately lost this race because it refused to budge from its four-stop strategy. The time that a wet-shod Fisichella lost in the 20 minutes or so between Lieb's pitstop and his own ultimately

decided this race.

There was another player in the mix for the GTE Pro honours in Belgium. The best of the Luxury Racing Ferraris driven by Frederic Makowiecki and Jaime Melo led at the end of the first hour in what turned out to be an eventful race for the duo. Makowiecki had spun on the formation lap, but then charged back through the field on

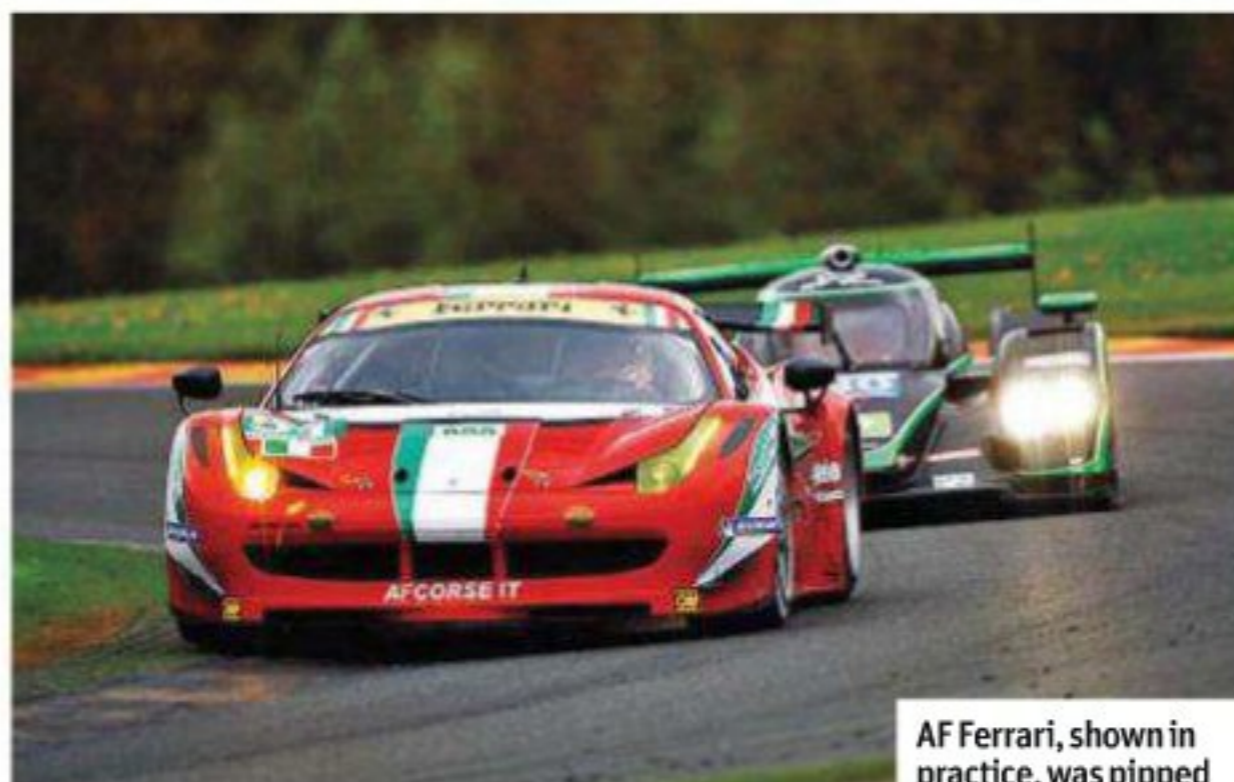
intermediates to take the lead before the end of the opening hour.

The car lost 30s at its first pitstop with a problem removing a screen tear-off. Melo then lost time when he was punted off by a prototype, but Makowiecki, running a five-stop strategy, had the pace to fight back and pass Bruni.

Any chance the Luxury car had of finishing second, which was slim given that it would have to make an extra stop, disappeared when race officials deemed that the wing mirror lost in Melo's incident had to be replaced.

The second AF Corse Ferrari, shared by Andrea Bertolini and Olivier Beretta, was never in the mix. Chronic understeer left it three laps back at the finish.

The only other GTE Pro class runner started at the



AF Ferrari, shown in practice, was pipped

RACE RATING

★★★★☆

Porsche led most of the way, but it was always going to be close

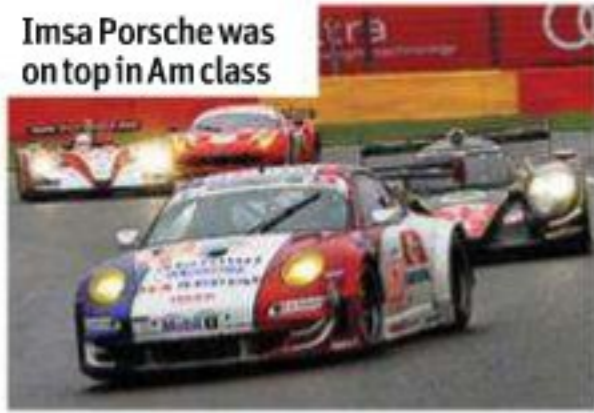
MILESTONE

Lieb and Lietz hadn't won with Felbermayr since the Hungaroring LMS race in 2010



REPORT SPA 6 HOURS

Imsa Porsche was on top in Am class



beginning. Aston Martin Racing had opted for the softest Michelin wet, which allowed Darren Turner to shoot into the class lead on the opening lap.

The Vantage's moment of glory was short-lived, however. A gearbox glitch intervened after a handful

of laps, resulting in retirement for the car.

The Imsa Performance Porsche squad, a visitor from the European Le Mans Series, dominated the GTE Am category. The team's professional, Nicolas Armindo, flew when the conditions were at their wettest, and team boss Narac and Anthony Pons did enough for the French squad to take victory by nearly a minute from the 'Am' Felbermayr car driven by Paulo Ruberti, Gianluca Roda and Christian Ried.



Aston sprinted away at the start

RESULTS

FIA World Endurance Championship, round 2 of 8, Spa 6 Hours, Spa-Francorchamps (B), May 5

GRID		160 LAPS, 696.325 MILES					
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID	
2	BONANOMI	1	McNISH				
2:02.093	2:01.579						
4	DUVAL	3	FASSLER				
2:02.705	2:02.232						
6	WATTS	5	JANI				
2:04.636	2:04.234						
8	CHANDHOK	7	BELICCHI				
2:06.946	2:05.078						
10	NOREAU	9	BOURDAIS				
2:07.504	2:06.954						
12	ROSSITER	11	MARTIN				
2:09.343	2:09.302						
14	PLA	13	HANCOCK				
2:09.656	2:09.634						
16	AYARI	15	VD ZANDE				
2:09.965	2:09.833						
18	LEINDERS	17	JULTAN				
2:10.875	2:10.656						
20	POTOLICHO	19	CLARKE				
2:11.185	2:11.052						
22	RAGUES	21	HUGHES				
2:11.520	2:11.266						
24	LONBARD	23	HEICHTRY				
2:12.078	2:11.667						
26	DELETRAZ	25	JOHANSSON				
2:15.537	2:14.297						
28	MAKOWIECKI	27	HAZEBRUCK				
2:19.770	2:17.810						
30	HUCKE	29	FISICHELLA				
2:20.227	2:20.143						
32	BERTOLINI	31	LIEB				
2:20.885	2:20.251						
34	CIOCI	33	ARMINDO				
2:21.975	2:21.640						
36	CANAL	35	JEANNETTE				
2:22.534	2:22.062						
38	AGUAS	37	BELLOC				
2:23.116	2:22.542						
40	RIED	39	PALTTALA				
2:25.358	2:24.035						
		41	KROHN				
		2:26.763					
1	Marc Gene (E)/Romain Dumas (F)/Loic Duval (F)	Audi Sport Team Joest	Audi R18 ultra	LMP1	6h00m22.708s	4	
2	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+46.801s	3	
3	Marco Bonanomi (I)/Oliver Jarvis (GB)	Audi Sport North America (Joest)	Audi R18 ultra	LMP1	-1 lap	2	
4	Tom Kristensen (DK)/Allan McNish (GB)/Rinaldo Capello (I)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-1 lap	1	
5	Neel Jani (CH)/Nicolas Prost (F)/Nick Heidfeld (D)	Rebellion Racing	Lola-Toyota B10/12/60	LMP1	-4 laps	5	
6	Andrea Belicchi (I)/Harold Primat (CH)	Rebellion Racing	Lola-Toyota B09/12/60	LMP1	-5 laps	7	
7	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-6 laps	6	
8	Sam Hancock (GB)/Simon Dolan (GB)	Jota	Zytek-Nissan Z11SN	LMP2	-9 laps	13	
9	John Martin (AUS)/Robbie Kerr (GB)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan O3	LMP2	-9 laps	11	
10	Jody Firth (GB)/Warren Hughes (GB)/Brendon Hartley (NZ)	Murphy Prototypes (RLR)	ORECA-Nissan O3	LMP2	-9 laps	21	
11	Bas Leinders (B)/David Heinemeier Hansson (DK)	OAK Racing	Morgan-Judd P2	LMP2	-10 laps	18	
12	Karun Chandhok (IND)/David Brabham (AUS)/Peter Dumbreck (GB)	JRM Racing	HPD ARX-03a	LMP1	-10 laps	8	
13	Jack Clarke (GB)/Bastien Briere (F)/Jens Petersen (D)	Boutsen Ginion Racing	ORECA-Nissan O3	LMP2	-11 laps	19	
14	Stefan Johansson (S)/Fabien Giroix (F)/Maxime Jousse (F)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	-12 laps	25	
15	Sebastien Bourdais (F)/Nicolas Minassian (F)	Pescarolo Team	Dome-Judd S102.5	LMP1	-13 laps	9	
16	Elton Julian (USA)/Ricardo Gonzalez (MEX)/Christian Zuegel (D)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-13 laps	17	
17	Olivier Pla (F)/Matthieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Morgan-Judd P2	LMP2	-16 laps	14	
18	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	-16 laps	31	
19	Giancarlo Fisichella (I)/Gianmaria Bruni (I)	AF Corse	Ferrari 458 Italia	GTE P	-16 laps	29	
20	Frederic Makowiecki (F)/Jaime Melo (BR)	Luxury Racing	Ferrari 458 Italia	GTE P	-17 laps	28	
21	Andrea Bertolini (I)/Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia	GTE P	-19 laps	32	
22	Nicolas Armindo (F)/Raymond Narac (F)/Anthony Pons (F)	Imsa Performance	Porsche 911 GT3-RSR	GTE A	-21 laps	33	
23	Jean-Denis Deletraz (CH)/Keiko Thara (J)/Frederic Fatien (CI)*	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	-21 laps	26	
24	Christian Ried (D)/Paolo Ruberti (I)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	-21 laps	40	
25	Soheil Ayari (F)/Pierre Kaffer (D)/Luis Perez Companc (RA)	Pecom Racing (AF Corse)	ORECA-Nissan O3	LMP2	-21 laps	16	
26	Marco Cioci (I)/Piergiuseppe Perazzini (I)/Matt Griffin (IRL)	AF Corse	Ferrari 458 Italia	GTE A	-22 laps	34	
27	Julien Canal (F)/Patrick Bornhauser (F)/Fernando Rees (BR)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-23 laps	36	
28	Gunnar Jeannette (USA)/Pierre Ehret (D)/Frankie Montecalvo (USA)	Luxury Racing	Ferrari 458 Italia	GTE A	-23 laps	35	
29	James Rossiter (GB)/Kevin Weeda (USA)/Luca Moro (I)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	-23 laps	12	
30	Pierre Ragues (F)/Roman Rusinov (RUS)/Nelson Panciatici (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-24 laps	22	
31	Markus PalTTala (FIN)/Paul Daniels (GB)/Joel Camathias (CH)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-26 laps	39	
32	Tracy Krohn (USA)/Niclas Jonsson (S)/Michele Rugolo (I)	Krohn Racing	Ferrari 458 Italia	GTE A	-31 laps	41	
33	Olivier Lombard (F)/Franck Mailleux (F)/Jordan Tresson (F)	Signatech Nissan	ORECA-Nissan O3	LMP2	-32 laps	24	
34	Enzo Potolichio (YV)/Ryan Dalziel (GB)/Stephane Sarrazin (F)	Starworks Motorsport	HPD ARX-03b	LMP2	-37 laps	20	
R	Bertrand Baguette (B)/Guillaume Moreau (F)/Dominik Kraihamer (A)	OAK Racing	OAK Pescarolo-Judd/BMW O1	LMP1	151 laps-suspension	10	
R	Renger van der Zande (NL)/Mirco Schultis (D)/Thomas Holzer (D)	Lotus (Kodewa)	Lola-Judd/BMW B12/80	LMP2	124 laps-accident	15	
R	Philippe Haezebrouck (F)/Philippe Thirion (F)	Extreme Limite Aric	Norma-Judd M200P	LMP2	83 laps-accident	27	
R	Ralph Meichtry (CH)/Michel Frey (CH)/Jonathan Hirschi (CH)	Race Performance	ORECA-Judd O3	LMP2	45 laps-gearbox	23	
R	Jean-Philippe Belloc (F)/Christophe Bourret (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	39 laps-engine	37	
R	Darren Turner (GB)/Adrian Fernandez (MEX)/Stefan Mucke (D)	Aston Martin Racing (Prodrive)	Aston Martin Vantage V8	GTE P	11 laps-gearbox	30	
NS	Rui Aguas (P)/Brian Vickers (USA)/Robert Kauffman (USA)	AF Corse-Waltrip	Ferrari 458 Italia	GTE A	accident in warm-up	38	
NS	Alexander Sims (GB)/Yelmer Buurman (NL)/Romain Iannetta (F)	Status GP	Lola-Judd/BMW B12/80	LMP2	accident in practice		

Winners' average: 115.932mph. Fastest lap: Fassler, 2m01.851s, 128.578mph. LMP2: Sarrazin, 2m09.835s, 120.671mph. GTE Pro: Makowiecki, 2m20.116s, 111.817mph. GTE Am: Ruberti, 2m22.085s, 110.267mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race (except Sims and Aguas). * qualified but did not drive in race.

POINTS - DRIVERS			LMP1 MANUFACTURERS		WEC LMP1 PRIVATE TEAMS		LMP2 TEAMS		GTE MANUFACTURERS		WEC GTE PRO TEAMS			
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Dumas/Duval	43	1	Audi	52	1	Rebellion	37	1	ADR-Delta	36	1	Porsche	68
2	Cap/Kri/McN	41				2	Strakka	33	2	OAK	31	2	Ferrari	67
3	Gene	25				3	JRM	27	3	Starworks	29	3	Corvette	30
4	Fas/Tre/Lot	19.5				4	Pescarolo	25	4	Greaves	27			
												4	Aston Martin	15

LAUSITZ

 GERMANY
May 4-6
DTM
Round 2/10



AT A GLANCE

- Winner **Bruno Spengler**
- Pole **Bruno Spengler**
- FL **Jamie Green**



Wickens was on course for a point



Spengler celebrates his and BMW's win

BMW bounces back after 20-year break

Bruno Spengler gives the Munich marque first win since its return this season to the German touring car series



Mortara leads from Green and Tomczyk

AS THE CARS LINED UP ON the grid for the second round of the revamped DTM at Lausitz last weekend, a question lingered in the air, as potent as the threat of rain at the East German venue: in only its second race back in the championship after a 20-year hiatus, could BMW really win?

Bruno Spengler and Augusto Farfus, who sat on the front row in their M3s to awaited the starting lights procedure, certainly believed so. When the chequered flag

was waved 52 laps later, the answer was delivered in definitive fashion; the arm pump from within Spengler's black machine, clearly visible from behind the windscreen, indicating that, yes, the Munich manufacturer really was back in business.

Spengler had to work hard for it, though. A quick start by Gary Paffett from the second row brought the black HWA Mercedes C-coupe onto the bootlid of Spengler's similarly-coloured Schnitzer M3.

Pitstops excepted, Paffett was never more than 1.6 seconds behind his rival. For the final stint, he stayed within half that gap until a slight mistake under braking for Turn 1 on the final lap took him beyond the corner and over the Ludwig kerb that lay on the run-off area to the outside of it. The half-second loss meant that Spengler, now onto "one of the longest laps of my life", was home and dry.

The relief from the former Merc racer, who had ended a seven-year tenure in Swabia

and gambled on a move to Bavaria during the winter, was palpable. Ahead of the race, he had his doubts.

"We struggled in the warm-up, no doubt," said Spengler, whose win was also BMW's 50th in the series. "But what was amazing was how the team reacted to it. We still have so little experience as a team in the DTM, so to make a few adjustments here and there and make the race pace this strong was really special.

"I think in the first stint I was quicker than Gary,

and in the second stint as well I just had enough pace to really push and open the gap [to more than a second] just before the pitstops, but apart from that he was faster."

The key to Spengler's 10th DTM victory – and his first away from Mercedes – was the performance of his pit crew, who 24 hours earlier earned their driver a €2000 fine for sending him out in practice without properly attaching his right-front wheel (the legacy of a wheel-gun problem).

RACE RATING

★★★★☆

Not too much on-track passing, but tense all the same

MILESTONE

Spengler scored BMW's 50th DTM win and the first since 1992



REPORT DTM LAUSITZ

JAMIE O'LEARY
reports



Paffett (l) harried leader Spengler throughout



"Imagine the pressure on them after that happened," Spengler pondered. "Especially on my wheel guy. He didn't know it wouldn't happen again. In addition, they didn't do a race pitstop at Hockenheim because we went out too early [after both he and his team-mate Dirk Werner were the victims of an early assault by Ralf Schumacher]. And this time it was for a win.

"But they handled the pressure like kings, and did two perfect stops. Not as fast as Gary's [although Spengler actually spent 0.4s less than the Briton in the pitlane during the race], but quick enough. If Gary had passed me at the stops, he would have been gone."

Schnitzer boss Charly Lamm has seen it all before, having run Roberto Ravaglia to the 1989 DTM title and securing drivers' crowns in World, European and British touring cars to name but a few. Despite his current staff being a little light on DTM experience and procedures, the 3-4s stops and the all-round intensity that go with it, they know a thing or two about race tactics.

"We knew Mercedes would pit Gary early to try to get ahead on fresh tyres," said Lamm. "We had to react to that straight away. It was the only way to stay ahead because Gary and even Jamie Green were the fastest drivers today [indeed, Green's 27-lap opening stint was the best of all at an average of 96.7mph – beating Spengler's 96.5]. We had an

advantage at the start, and we had to make that count."

Paffett agreed with that sentiment, and was left to rue the 0.005s by which he missed out on the front row the previous day

"I got a good start, and if I'd been next to Bruno, rather than right behind him, maybe I could have got him," said Paffett. "I was faster than him over the balance of the race, so I'm pretty sure I could have won, but second's still a good result. I've had a win and a second, and increased my series lead [to 13 points over Green], so it's not a bad way to start the year."

Indeed not, but Spengler, despite his non-score at Hockenheim, is only five points further back. He's got his win now, and BMW has answered the question posed over the winter. What price a title push now? ☘

Farfus splits Mercs for maiden podium

 Gary Paffett's rocket start from the second row denied Augusto Farfus a chance to protect his stablemate Bruno Spengler, but the Brazilian spent the second half of the race acting out a terrific rearguard defence against another HWA Mercedes; that of Jamie Green.

Showing much improved form off the startline in 2012, Green spent the first nine laps bottled up behind Edoardo Mortara's Rosberg Audi (and just ahead of Martin Tomczyk's RMG BMW), but moved ahead when the Italian had a wobble on entry to Turn 6 and slid a little wide. Finding 0.6s per

lap instantly, Green closed up on Farfus, and after a long and impressive 27-lap opening stint would probably have passed the RBM BMW had a problematic left-rear wheel not caused him to lose four seconds at his first stop. Like Paffett, he never left the BMW's rear diffuser alone and finished just 0.6s behind as Farfus claimed his maiden DTM podium just a week after his series debut.

For the second race running, Mattias Ekstrom could find little race pace, but great pitwork from the Abt Audi crew squeezed him ahead of Tomczyk – by a few inches at

best – at his first pitstop. He then held off his charging team-mate Timo Scheider – up from 12th on the grid after the second Abt man exited from his final stop alongside him – to take fifth.

Tomczyk, Mortara and his team-mate Filipe Albuquerque were next up, with Ralf Schumacher (HWA) taking the final point when Robert Wickens' Mücke Mercedes stopped with a loss of drive with just four laps left.

Mike Rockenfeller dropped four spots on the first lap from fourth on the grid, and fell to 13th by the flag, a victim of zero race pace in his Phoenix Audi.



The lower order jockey for position early in the race

RESULTS

DTM, round 2 of 10, Lausitz (D), May 6

GRID	DRIVER	TIME
1	SPENGLER	1:18.777
2	FARFUS	1:18.815
3	PAFFETT	1:18.820
4	ROCKENFELLER	1:19.206
5	MORTARA	1:18.374
6	GREEN	1:18.461
7	TOMCZYK	1:18.490
8	EKSTROM	1:18.569
9	MOLINA	1:18.667
10	TAMBAY	1:18.686
11	ALBUQUERQUE	1:18.749
12	SCHIEDER	1:18.758
13	PRIAULX	1:18.771
14	HAND	1:18.817
15	WICKENS	1:18.840
16	SCHUMACHER	1:19.506
17	MERHI	1:19.557
18	VICTORIS	1:18.862*
19	MOLFF	1:19.584
20	COULTHARD	1:19.672
21	WERNER	1:19.737
22	FREY	1:20.415

52 LAPS, 112.378 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	1h09m45.795s	1
2	Gary Paffett (GB)	HWA	Mercedes C-coupe	+1.019s	3
3	Augusto Farfus (BR)	RBM	BMW M3	+7.069s	2
4	Jamie Green (GB)	HWA	Mercedes C-coupe	+7.676s	6
5	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+21.362s	8
6	Timo Scheider (D)	Abt Sportsline	Audi A5	+22.607s	12
7	Martin Tomczyk (D)	RMG	BMW M3	+25.446s	7
8	Edoardo Mortara (I)	Team Rosberg	Audi A5	+32.202s	5
9	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+32.658s	11
10	Ralf Schumacher (D)	HWA	Mercedes C-coupe	+35.513s	16
11	Christian Vietoris (D)	HWA	Mercedes C-coupe	+45.699s	18
12	David Coulthard (GB)	Mücke Motorsport	Mercedes C-coupe	+46.355s	20
13	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+47.667s	4
14	Joey Hand (USA)	RMG	BMW M3	+48.034s	14
15	Miguel Molina (E)	Phoenix Racing	Audi A5	+48.836s	9
16	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	+56.454s	17
17	Andy Priaulx (GB)	RBM	BMW M3	+58.984s	13
18	Adrien Tambay (F)	Abt Sportsline	Audi A5	+1m04.646s	10
19	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	+1m05.201s	21
20	Rahel Frey (CH)	Abt Sportsline	Audi A5	+1m08.570s	22
21	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	-1 lap	19
R	Robert Wickens (CDN)	Mücke Motorsport	Mercedes C-coupe	47 laps - lost drive	15

CHAMPIONSHIP TABLE	POS	DRIVER	PTS
1	Paffett	43	
2	Green	30	
3	Spengler	25	
4	Ekstrom	25	
5	Farfus	15	
6	Vietoris	12	
7	Rockenfeller	10	
8	Priaulx	8	
9	Scheider	8	
10	Schumacher	7	

* Two-place grid penalty.
Winner's average: 96.652mph.
Fastest lap: Green, 1m19.025s, 98.450mph.

INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
Talladega (USA),
Rd 10/36

QUICK RESULTS
→ Winner **Brad Keselowski**
→ Pole **Jeff Gordon**
→ Most laps led **Matt Kenseth**
→ Points leader **Greg Biffle**

RACE RATING Restrictor-plate classic that went right to the wire
★★★★☆

NASCAR SPRINT CUP TALLADEGA (USA), MAY 6, RD 10/36

Double draft gives Dodge man victory



Keselowski (2) and Busch (18) double-drafted all day

BRAD KESELOWSKI WASN'T even born the previous time Dodge won a NASCAR Cup race around the Talladega superspeedway, but he ended that drought in style to claim his second win of the year and practically assure himself a Chase spot.

For much of the scheduled 188 laps, the race ran without incident and Keselowski's Penske-run Charger was marginal on fuel. But a series of late-race cautions, culminating with a green-white-chequered finish, eased those worries and allowed him to put his plan to the test.

As the race restarted for the final time, Roush Fenway Ford team-mates Matt Kenseth and Greg Biffle shot to the front. Kenseth had been the class of the field, but he allowed

his Fusion to inch too far ahead of Biffle's and lost the benefit of the tandem draft.

Meanwhile, Keselowski had teamed up with the Joe Gibbs Toyota of Kyle Busch and they swept around the separated Ford pair. In this situation it has traditionally been beneficial to be second heading into the final lap, but this is where Keselowski's scheme played out to perfection.

"I had this whole plan in my head that if I got into that situation I knew [the move] I wanted to pull," he said. "I went into Turn 3 high and broke the tandem."

It was his second win in 10 Cup races, and should mean he's guaranteed a wild-card entry to the Chase even if he misses out on a top-10 finish in points.

Daytona 500 winner

Kenseth came home third.

Hendrick Motorsports' Kasey Kahne pipped points leader Biffle for fourth on the line. His Chevy had run a charmed race, three times avoiding debris from crashes ahead of him. Kahne also led a lap for his new team for the first time.

All three of Kahne's Hendrick team-mates led too: Jeff Gordon started from pole but was taken out during a huge mid-race wreck sparked by a collision between Aric Almirola and Dave Blaney; Jimmie Johnson worked his way to the front from 19th but retired with an overheating engine; Dale Earnhardt Jr was a regular at the front, but was delayed when Denny Hamlin (Gibbs Toyota) and AJ Allmendinger (Penske Dodge) clashed at the

penultimate restart. He fought back to take ninth.
● Connell Sanders Jr

RESULTS 1 Brad Keselowski (Dodge Charger), 194 laps in 3h13m17s; 2 Kyle Busch (Toyota Camry), +0.304s; 3 Matt Kenseth (Ford Fusion); 4 Kasey Kahne (Chevrolet Impala); 5 Greg Biffle

(Ford); 6 Clint Bowyer (Toyota); 7 David Ragan (Ford); 8 Trevor Bayne (Ford); 9 Dale Earnhardt Jr (Chevy); 10 Jeff Burton (Chevy).

Points 1 Biffle, 378; 2 Kenseth, 371; 3 Earnhardt, 369; 4 Denny Hamlin, 351; 5 Kevin Harvick, 333; 6 Martin Truex Jr, 332; 7 Tony Stewart, 328; 8 Jimmie Johnson, 324; 9 Kyle Busch, 308; 10 Bowyer, 302.

JOEY LOGANO BEATS KYLE BUSCH BY A WHISKER...

...by just 0.034s in fact, as the Joe Gibbs Toyota man (18) won at Talladega in the Nationwide Series. Third went to 2011 champion Ricky Stenhouse Jr, who took the points lead.



Castrol EDGE
Rankings

CURRENT
STANDINGS

- 1 **Sebastian Vettel** <> 29,045
- 2 **Mark Webber** <> 21,225
- 3 **Jenson Button** <> 19,708
- 4 **Lewis Hamilton** <> 19,465
- 5 **Fernando Alonso** <> 18,660

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

While Brad Keselowski scored his second Cup win of the year, Matt Kenseth's third spot moves him into the top 10 for the first time. His team-mate Carl Edwards (9) falls a spot, meaning his seven-month spell as the top NASCAR driver could end next weekend.

To see the full list, visit castroldriverrankings.com



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INTERNATIONAL RACES & RESULTS

AUTO GP
Hungaroring (H),
Rd 4/7

QUICK RESULTS

→ Winners **Quaife-Hobbs/Varhaug**
→ Pole **Adrian Quaife-Hobbs**
→ Fastest lap **Quaife-Hobbs x 2**
→ Points leader **Quaife-Hobbs**

RACE RATING

★★★★☆

A superb R2 battle for the win made up for R1 non-contest

REPORTS

WORLD OF SPORT

AUTO GP WORLD SERIES HUNGARORING (H), MAY 5-6, RD 4/7

Quaife-Hobbs victorious again in Hungary

ADRIAN QUAIFE-HOBBS WAS in irresistible form at the Hungaroring. Sitting 1.4 seconds clear of the pack in qualifying, the Auto GP points leader sat out the rest of the session, knowing that having an extra set of Kumho tyres for the race would be a huge advantage.

So it proved in race one as Quaife-Hobbs beat team-mate Victor Guerin to record the first one-two of the year for Super Nova.

Both of David Sears' drivers made bad starts, allowing Pal Varhaug and Sergey Sirotkin to debate the lead, but contact at the last corner on lap one bent the trackrod on the Norwegian's Virtuosi UK car and gave Quaife-Hobbs a gap through which he squeezed before pulling away to a 29s victory.

Sirotkin looked destined for second, only for his Euronova car to stop with a gearbox failure four laps from home. Misfortune then



AQ-H about to pass the battling Sirotkin (l) and Varhaug (r)

hit Manor MP's Daniel de Jong, whose Zytec engine cut out during a late mandatory stop. This handed second to Guerin and third to Campos's Facu Regalia.

Regalia's team-mate Giuseppe Cipriani led the early laps of race two, but Varhaug and Quaife-Hobbs overtook the 46-year-old Italian in quick succession.

Unable to find a clear passing opportunity on

track, Quaife-Hobbs attempted to undercut at the pitstops. Despite an excellent 5.1s turnaround, the tactic failed by the slenderest of margins and he finished 0.8s adrift.

Behind the wheel-to-wheel battle at the head of the field, Sirotkin produced a masterly drive to rise from 14th on the grid to finish in third place.

● Peter Mills

RESULTS

Race 1 1 Adrian Quaife-Hobbs, 19 laps in 30m39.787s; 2 Victor Guerin, +29.614s; 3 Facu Regalia; 4 Giancarlo Serenelli; 5 Pal Varhaug; 6 Giuseppe Cipriani. **Race 2 1 Varhaug**, 19 laps in 32m02.890s; 2 Quaife-Hobbs, +0.789s; 3 Sergey Sirotkin; 4 Sten Pentus; 5 Chris van der Drift; 6 Cipriani. **Points 1 Quaife-Hobbs**, 148; 2 Varhaug, 105; 3 Sirotkin, 88; 4 van der Drift, 83; 5 Regalia, 52; 6 Sergio Campana, 43.

IN BRIEF

Winkelhock was Lausitz victor



VW SCIROCCO-R CUP

Guest entrant Markus Winkelhock used his 'push-to-pass' to move by Jan-Hendrik Ubben on lap four and win at Lausitz. Adam Gladysz was third ahead of Ola Nilsson, who lost his points lead to Ubben.

CARRERA CUP GERMANY

A win and a third place at Lausitz moved Britain's Sean Edwards to within touching distance of his championship-leading team-mate Rene Rast. Attempto driver Nicki Thiim won race one.

GERMAN F3

Lotus duo Jimmy Eriksson and Kimiya Sato won a race each as the championship's turbo era began at Zandvoort. Yannick Mettler (Performance Racing) won the other.

ITALIAN F3

Sergey Sirotkin took his maiden win at the Hungaroring, the Euronova by Fortec driver beating Patric Niederhauser (BVM) in race three. Eddie Cheever Jr (Prema) and Riccardo Agostini (JD) won the others.

V8 STOCK CARS

Caca Bueno converted pole into a win at Velopark, the Red Bull Chevrolet driver beating RC team-mates Ricardo Mauricio and Max Wilson to increase his championship lead.

SPEED EUROSERIES

Avelon Wolf GBO8 driver Ivan Bellarosa made it three wins in 2012 in race one, while Pegasus Ligier's Julien Schell and Frederic Makowiecki won a wet race two.



Ligier won in wet

V8 SUPERCARS BARBAGALLO (AUS), MAY 5-6, RD 4/14

Whincup takes advantage, despite FPR wins

JAMIE WHINCUP SNATCHED back the lead of the V8 Supercar Championship at Barbagallo, but not in the manner expected. The Triple 8 Holden driver's pair of runner-up spots and a third place were enough to push him ahead of Will Davison in the points, but it was the latter's Ford Performance Racing squad that dominated.

Despite winning twice with Davison and once with

Mark Winterbottom, FPR's weekend was not perfect. In race one, Davison lasted only a lap before he was involved in a multi-car shunt and was left with a lot of work to do. At least he kept going, unlike Garth Tander, who made a hasty exit from his burning Holden Racing Team Commodore.

On Sunday, Davison ran opposing tyre strategies in the two races. He started race two on softs and the

later encounter on hards. In what could turn out to be the defining moment of the season he came from behind in race two to pass Whincup and pull away to a 3s win.

Lee Holdsworth (Stone Brothers Ford) and 2011 Barbagallo winner Jason Bright (Brad Jones Holden) were the best of the rest, while Craig Lowndes (Triple 8) was perhaps the man hardest done by over the weekend.

Veteran Lowndes looked to be in contention to win race three, but a gain behind a safety car, which appeared to put him in the lead after a speedy pitstop, was negated when officials moved him back in the queue. He soldiered on to finish in

sixth place, behind Michael Patrizi (Tekno Honda).

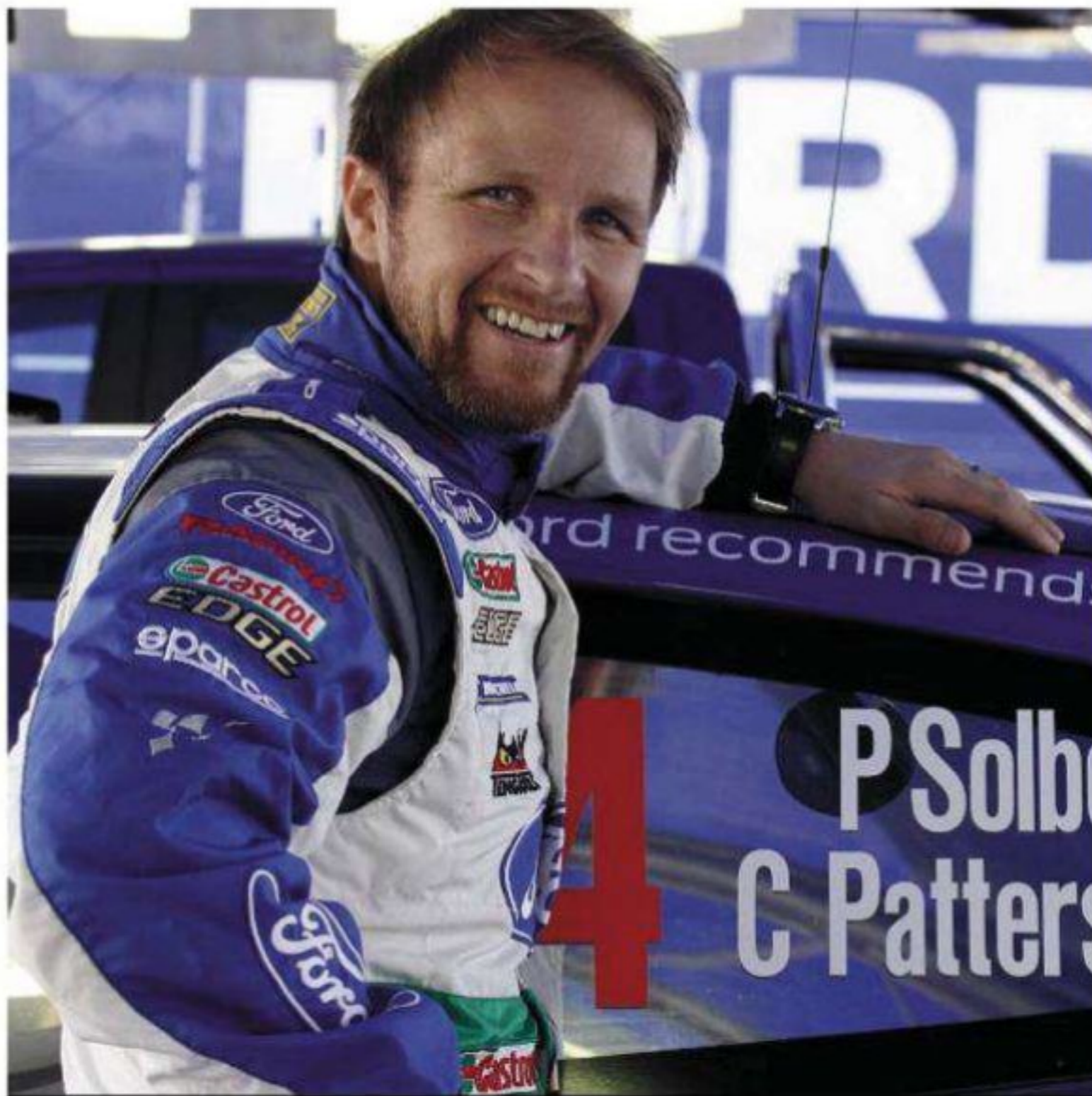
● Phil Branagan

RESULTS

Race 1 1 Mark Winterbottom (Ford Falcon FG), 50 laps in 52m48.802s; 2 Jamie Whincup (Holden Commodore VEII), +3.286s; 3 Craig Lowndes (Holden); 4 Lee Holdsworth (Ford); 5 James Courtney (Holden); 6 Tim Slade (Ford). **Race 2 1 Will Davison (Ford)**, 50 laps in 49m02.217s; 2 Whincup, +2.920s; 3 Winterbottom (Ford); 4 Fabian Coulthard (Holden); 5 Holdsworth; 6 Lowndes. **Race 3 1 Davison**, 50 laps in 50m38.309s; 2 Winterbottom, 0.495s; 3 Whincup; 4 Jason Bright (Holden); 5 Michael Patrizi (Holden); 6 Lowndes. **Points 1 Whincup**, 1095; 2 Davison, 1066; 3 Winterbottom, 935; 4 Lowndes, 779; 5 Holdsworth, 737; 6 Shane van Gisbergen, 695.



Davison (8) closes in on Whincup



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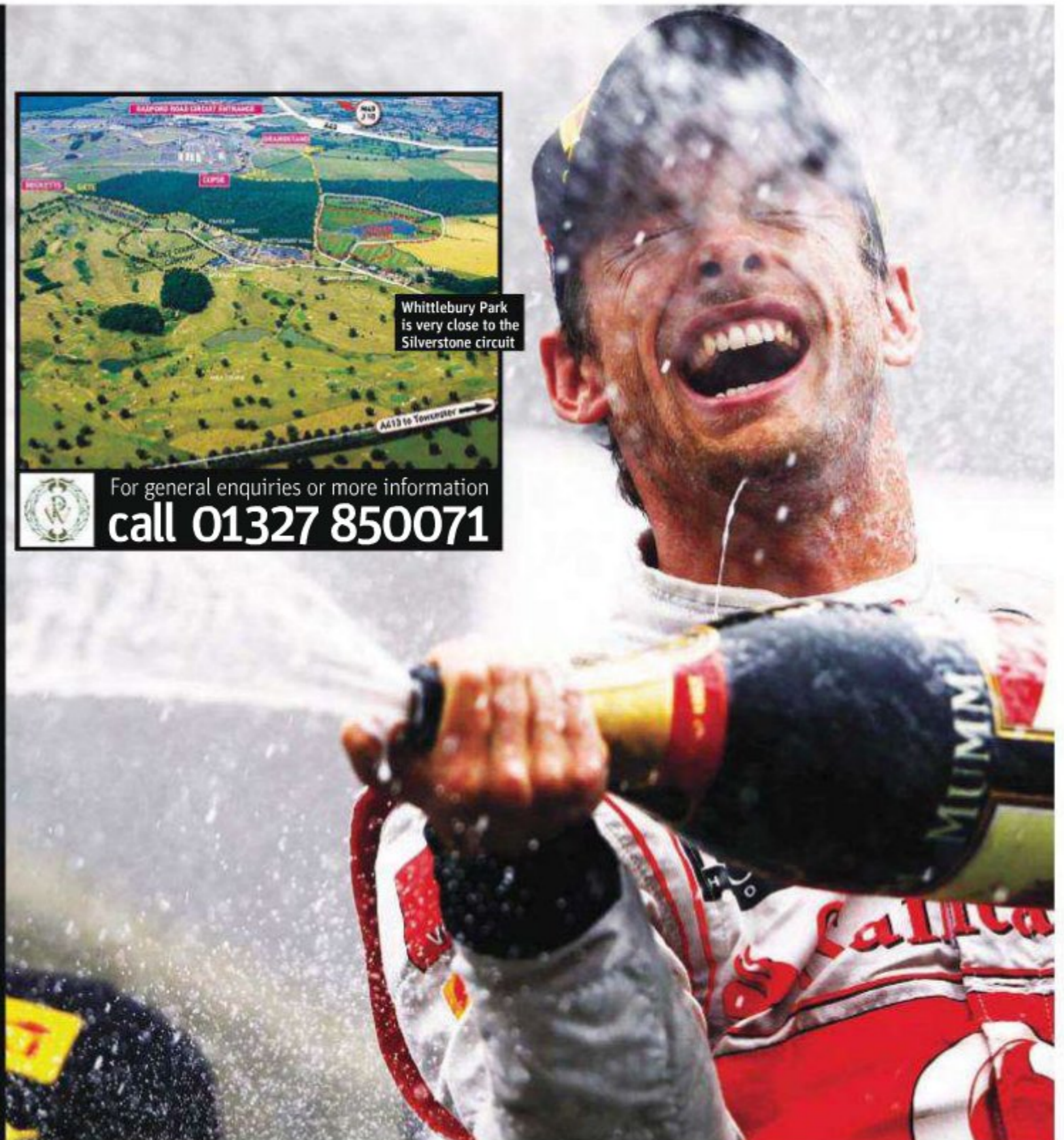
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INTERNATIONAL RACES & RESULTS

SUPER GT

Fuji (J), Rd 2/8

QUICK RESULTS

- Winners **Wakisaka/Ishiura**
- Pole **Ryo Michigami**
- Fastest lap **Ronnie Quintarelli**
- Points leaders **Izawa/Yamamoto**

RACE RATING

★★★★☆

Changeable weather made for an unpredictable Super GT event

REPORTS

WORLD OF SPORT

SUPER GT FUJI (J), MAY 4, RD 2/8

Lexus duo triumph in rain-affected Fuji enduro



SARD Lexus pair deliver Fuji win

JUICHI WAKISAKA AND Hiroaki Ishiura won the second Super GT race of the season at Fuji, mastering damp conditions to come home 12 seconds clear of the chasing pack in their SARD Lexus.

Rain hit as the drivers were getting into their cars

on the grid, but with all crews staying on slicks, the opening laps were run behind the safety car. Only fifth-placed starter Kazuki Nakajima opted to pit for wets, and this proved beneficial early on as he carved through the field to take his TOM's Lexus into

the lead. However, with the rain stopping soon after, the former Williams grand prix driver had to switch back to slicks on lap 26, which cost time and positions.

This promoted the SARD car, which had started in third, into the lead, but Wakisaka was under

pressure from the Impul Nissan driven by Tsugio Matsuda. Impul's driver change was swifter, allowing Matsuda's co-driver Joao Paulo de Oliveira to grab the lead.

More rain was to decide the outcome of the race, though, with the Bridgestone rubber on the GT-R not giving up the same amount of grip in the cold, damp conditions as the Michelins on the SC430. Oliveira pitted for wets first, but, crucially, Ishiura's slicks were still proving more adept in the damp than Oliveira's rubber, meaning that when the rain increased and the leader was forced to switch to his own wets, he did so without losing the top spot.

Takuya Izawa/Naoki Yamamoto took second in their Kunimitsu Honda, while NISMO Nissan duo

Michael Krumm/Satoshi Motoyama were third.

The GT300 class was won by Ukyo BMW duo Nobuteru Taniguchi/Tatsuya Katayoka, but more significant was a huge crash for ART Porsche driver Tim Bergmeister, who was left in intensive care after hitting the pit exit barrier (see P&P).

● Jiro Takahashi

RESULTS

1 Juichi Wakisaka/Hiroaki Ishiura (Lexus SC430), 110 laps in 3h21m14.137s; 2 Takuya Izawa/Naoki Yamamoto (Honda HSV-010), +12.055s; 3 Michael Krumm/Satoshi Motoyama (Nissan GT-R); 4 Richard Lyons/Kazuki Nakajima (Lexus); 5 Joao Paulo de Oliveira/Tsugio Matsuda (Nissan); 6 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda).

Points 1 Izawa/Yamamoto, 30; 2 Yuji Tachikawa/Kohei Hirate, 23; 3 Wakisaka/Ishiura, 22; 4 Krumm/Motoyama, 19; 5 Kaneishi/Tsukakoshi, 16; 6 Nakajima, 14.

SCANDINAVIAN TOURING CARS MANTORP PARK (S), MAY 4-5, RD 1/8

Double win for Superstar Kristoffersson at Mantorp



Kristoffersson on top

JOHAN KRISTOFFERSSON continued his Superstars-winning form by dominating the opening STCC weekend of the year at Mantorp Park.

Driving a Volkswagen Scirocco run by his father Tommy's Kristoffersson Motorsport squad, he squandered pole in race one, but passed Johan Stureson's similar car at one-third distance and then Rickard Rydell's works Chevrolet.

In the second race, Kristoffersson used the

torque advantage of his biogas-powered Scirocco to stay ahead of Rydell, who looked faster in the twisty middle sector.

Stureson was third in both races, with series newcomer Jordi Gene taking a fourth and a sixth in another VW.

● Tege Tornvall

RESULTS

Race 1 1 Johan Kristoffersson, (Volkswagen Scirocco), 15 laps in 20m40.620s; 2 Rickard Rydell (Chevrolet Cruze), +4.232s; 3 Johan Stureson (VW); 4 Jordi Gene (VW); 5 Patrik Olsson (VW); 6 Michel Nykjaer (Chevy). **Race 2 1 Kristoffersson**, 15 laps in 20m33.712s; 2 Rydell, +0.424s; 3 Stureson; 4 Nykjaer; 5 Olsson; 6 Gene. **Points** 1 Kristoffersson, 50; 2 Rydell, 36; 3 Stureson, 30; 4 Nykjaer, 20; 5 Olsson, 20; 6 Gene, 20.

ADAC GT MASTERS ZANDVOORT (NL), MAY 5-6, RD 2/8

Corvette pairing take the spoils

DESPITE A 10-PLACE penalty for overtaking while red flags were out during practice, Callaway Competition duo Diego Alessi and Daniel Keilwitz took a brilliant win at Zandvoort to move into the series lead.

Alessi did the hard work in climbing through the field, while Keilwitz was able to assume the lead after the mandatory driver changes and pull away to beat DB BMW duo Jeroen den Boer/Simon Knap, who held off the Frogreen Porsche of Jeroen Bleekemolen/Robert Renauer.

Maxime Martin and Dino Lunardi looked set to win race two before their Alpina stopped with a broken throttle spring. That handed victory to

den Boer/Knap, with Claudia Hurtgen/Dominik Schwager right behind in their similar Z4.

● Rene de Boer

RESULTS

Race 1 1 Diego Alessi/Daniel Keilwitz (Chevrolet Corvette Z06), 35 laps in 1h00m56.370s; 2 Jeroen den Boer/Simon Knap (BMW Z4); 3 Jeroen Bleekemolen/Robert Renauer (Porsche 911 GT3 R); 4 Nico Verdonck/Jesse Krohn (Ford GT); 5 Dino Lunardi/Maxime Martin (Alpina B6); 6 Ferdinand Stuck/

Johannes Stuck (Aston Martin Vantage). **Race 2 1 den Boer/Knap**, 35 laps in 1h00m54.868s; 2 Claudia Hurtgen/Dominik Schwager (BMW), +3.721s; 3 Sebastian Asch/Maxi Gotz (Mercedes SLS); 4 Christian Abt/Carsten Tilke (Audi R8 LMS ultra); 5 Christian Nygaard/Kristian Poulsen (Aston Martin); 6 Alessi/Keilwitz. **Points** 1 Alessi/Keilwitz, 48; 2 den Boer/Knap, 47; 3 Lunardi/Martin, 47; 4 Asch/Gotz, 41; 5 Hurtgen/Schwager, 36; 6 Nick Tandy/Christian Engelhart, 35.



Keilwitz heads den Boer to the flag

ARAGON

SPAIN
May 4-6
FR3.5
Round 1/9



AT A GLANCE

- Race 1 **Nick Yelloly**
- Race 2 **Robin Frijns**
- Poles **Arthur Pic x 2**
- Fastest laps **Frijns/Pic**



Frijns made his way up from third to win the second race

Yelloly fever for shock British win

No-one had him on the list of pre-season favourites, but Nick Yelloly proved them all wrong at Motorland Aragon



Yelloly capitalised on slow start by Pic (yellow car)

AS HE LIFTED THE WINNER'S trophy, all of the trials and tribulations of his 2011 season were forgotten. He had led from start to finish, barely put a wheel wrong all race, and kept his cool under intense pressure in the closing stages.

You'd have thought this could be the story of Jules Bianchi's start to the 2012 Formula Renault 3.5 season, but it isn't. It's the tale of Briton Nick Yelloly, who beat the Frenchman to start his season in style in Aragon after finishing 21st in the GP3 standings last year. Surprised? So was he.

"I'm sure I've surprised loads of people," he said after turning his front-row start for the season opener into victory. "After the season we had last year, everyone would have written me off,

but we've proved them all wrong. This is far beyond what we expected coming into this weekend, but that's fine with me!"

Of course, Yelloly's 2011 was not a complete disaster. He joined the FR3.5 field for the final six races of the season and was a bit of a revelation, qualifying seventh or higher for four of them, and scoring points three times on his way to 14th in the championship. So why the contrast?

"I don't actually know how to explain it," he said. "The GP3 car is unique to drive because of the turbo engine, and the first time I jumped in the World Series car I was fast. I'm not sure what made the difference."

Given their respective reputations, it would have been understandable for

Comtec Racing-run Yelloly to crumble as Ferrari junior and Force India F1 test driver Bianchi closed in, once he was past an ailing Carlos Huertas for second. But Yelloly didn't put a wheel wrong, and was rewarded as Bianchi's engine developed a misfire in the final couple of laps.

If Saturday's results raised a few eyebrows, the same couldn't be said for race two on Sunday. Dutchman Robin Frijns, the reigning

Formula Renault Eurocup champion and dominant force in pre-season testing, won in style, stretching his lead to 10 seconds over the chasing pack before settling down and cruising to the flag. It was proof that his testing form was genuine, but he knew that already after charging from 17th (after a bad start) to fourth in the first race.

"The car was good in race trim yesterday as well," said the Fortec Motorsports man

after his win. "But today we put it all together in qualifying and I made a good start. The car was great so I could just pull away."

Sam Bird salvaged a second place from a tough weekend as he and ISR work to catch the pacesetters, but the ex-GP2 racer had no hesitation in admitting that Frijns, who passed him for second early in the race, was "in a different world".

But there were a couple of drivers who could have stolen the rookie's thunder. Marco Sorensen had been leading the race comfortably in the early stages, even responding to match the pace of Frijns when the eventual winner got into second place. But a throttle problem left the Dane coasting back to the pits, ruining what Frijns expected

Sorensen grabs the second-race lead



RACE RATING

★★★★☆

Both races had enough going on, but Bianchi's problem robbed us of a nailbiting end

MILESTONE

Arthur Pic took double pole for DAMS on team's first FR3.5 appearance since the 2005 season



REPORT FR3.5 ARAGON

GLENN FREEMAN
reports



Bianchi: it's 'GP2' gloom all over again

to be "a very exciting fight".

Meanwhile, Arthur Pic took pole for both races, but fluffed the start (easily done with this new car) both times. His first race ended with an early crash thanks to Jake Rosenzweig, but he salvaged a podium from race two, making up for another poor getaway and an error-filled opening lap.

"I have a very good car," Pic said after race two, praising the efforts of series returnee DAMS. "Maybe in testing we weren't as fast as Robin - he was on his own. But I think we had the edge on speed this weekend."

Pic's impressive late-race speed enabled him to overcome Alexander Rossi, who was grateful for some points as Arden continues to make up for lost track time in testing, and Kevin

Korjus, who put up a phenomenal fight in the battle for the final podium place. So much so that even Bird acknowledged that the Estonian had made his life easier by delaying Pic.

So with the expected names starring on Sunday, what of Bianchi? After his near-win on Saturday, his weekend then took on an all-too-familiar catastrophic theme. Not only was he excluded from race one (which his team, Tech 1 Racing, has appealed), but his engine wouldn't fire on the grid for race two, leaving him to start from the pits. Then came a drive-through penalty because his mechanics were on the grid when the formation lap began. So much for a change of series bringing a change in fortune. ☹️

Kvyat starts the season in style

Red Bull-backed Russian Daniil Kvyat dominated the opening weekend of the Formula Renault Eurocup with two victories to immediately establish a significant championship lead.

Kvyat, who was third in the 2011 standings, set the tone for the weekend by taking pole position for the first round. He was in control until spots of rain meant he had to be cautious, allowing star newcomer Nyck de Vries to close in.

But before the Dutchman could pose a real threat to the leader, the safety car was brought out when Hans Villemi somersaulted through the air after making contact with Daniel Cammish at the first corner. The Estonian was unable to extract himself from the car, and during the safety car period the heavens opened. With just a couple of minutes left on the clock and everyone on slick tyres, the organisers took the decision to red-flag the race, handing Koironen Motorsport-run Kvyat the win.

Race two was more straightforward, although Kvyat did have to put a bold

move on polesitter Oscar Tunjo in the opening corners. From there, he was able to edge away from the Colombian, who admitted that he made mistakes every time he tried to match the pace of the leader.

De Vries continued his impressive weekend - he only made his car racing debut in the recent FRenault NEC event at Hockenheim - by taking third, but he was penalised post-race after it emerged that he had spun on the warm-up lap and retaken his position too late. That cost him second in the points, giving Kvyat an even bigger lead leaving Spain.

Britain's Oliver Rowland battled handling issues all weekend. His Fortec team, after exhausting every other

possible cause, suspected that his chassis had sustained damage in a pre-season testing crash. Still, the 2011 McLaren AUTOSPORT BRDC Award winner came away with some solid points, salvaging sixth in race one from 12th on the grid, and eighth in race two having started 15th.

RESULTS

Race 1 1 Daniil Kvyat, 8 laps in 17m00.571s; 2 Nyck de Vries, +0.678s; 3 Stoffel Vandoorne; 4 Norman Nato; 5 Paul-Loup Chatin; 6 Oliver Rowland. **Race 2** 1 Kvyat, 14 laps in 27m25.242s; 2 Oscar Tunjo, +2.221s; 3 de Vries; 4 Nato; 5 Vandoorne; 6 Esteban Ocon. **Points** 1 Kvyat, 50; 2 Vandoorne, 27; 3 Nato, 27; 4 de Vries, 18; 5 Tunjo, 18; 6 Rowland, 12.



Kvyat made hay at opening round

RESULTS

Formula Renault 3.5 Series, round 1 of 9, Motorland Aragon (E), May 5-6

RACE 1 GRID

1 PIC	2 YELLOLY
1:40.027	1:40.161
3 KORJUS	4 STANAWAY
1:40.170	1:40.250
5 BIANCHI	6 ROSENZWEIG
1:40.266	1:40.321
7 HUERTAS	8 MULLER
1:40.385	1:40.419
9 BIRD	10 NOVE
1:40.483	1:40.597
11 GRUBMULLER	12 FRIJNS
1:40.682	1:40.726
13 ROSSI	14 MARTSENKO
1:40.741	1:40.764
15 GHIRELLI	16 SORENSEN
1:40.776	1:40.785
17 STEVENS	18 AMBERG
1:40.796	1:40.983
19 MAGNUSSEN	20 NEGRAO
1:40.986	1:41.123
21 ALESHIN	22 WILLIAMSON
1:41.153	1:41.169
23 VENTURINI	24 FORESTI
1:41.351	1:41.407
25 N'LTITSKIY	26 CUNHA
1:41.576	1:42.209

RACE 1 - 25 LAPS, 83.015 MILES

POS	NAME	TEAM	TIME	GRID
1	Nick Yelloly (GB)	Comtec Racing	46m55.350s	2
2	Jules Bianchi (F)*	Tech 1 Racing	+1.675s	5
3	Kevin Magnussen (DK)	Carlin	+12.543s	19
4	Robin Frijns (NL)	Fortec Motorsports	+17.855s	12
5	Carlos Huertas (CO)	Fortec Motorsports	+18.761s	7
6	Nicolay Martsenko (RUS)	BVM Target	+19.385s	14
7	Will Stevens (GB)	Carlin	+21.827s	17
8	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	+22.562s	16
9	Andre Negrao (BR)	International Draco Racing	+24.569s	20
10	Sam Bird (GB)	ISR	+25.066s	9
11	Zoel Amberg (CH)	Pons Racing	+26.054s	18
12	Lucas Foresti (BR)	DAMS	+28.867s	24
13	Vittorio Ghirelli (I)	Comtec Racing	+36.584s	15
14	Anton Nebylitskiy (RUS)	Team RFR	+37.709s	25
15	Lewis Williamson (GB)	Arden Caterham	+40.272s	22
16	Yann Cunha (BR)	Pons Racing	+40.586s	26
17	Walter Grubmuller (A)	P1 Motorsport	-1 lap	11
18	Daniil Move (RUS)	P1 Motorsport	-3 laps	10
R	Mikhail Aleshin (RUS)	Team RFR	17 laps-engine	21
R	Jake Rosenzweig (USA)	ISR	7 laps-accident	6
R	Arthur Pic (F)	DAMS	6 laps-accident	1
R	Kevin Korjus (EE)	Tech 1 Racing	1 lap-accident	3
R	Richie Stanaway (NZ)	Lotus (Gravity-Charouz)	0 laps-accident	4
R	Giovanni Venturini (I)	BVM Target	0 laps-accident	23
R	Nico Muller (CH)	International Draco Racing	0 laps-spin	8
R	Alexander Rossi (USA)	Arden Caterham	0 laps-accident	13

RACE 2 GRID

1 PIC	2 SORENSEN
1:39.194	1:39.460
3 FRIJNS	4 BIRD
1:39.524	1:39.811
5 HUERTAS	6 KORJUS
1:39.822	1:40.038
7 BIANCHI	8 GRUBMULLER
1:40.054	1:40.059
9 MULLER	10 MAGNUSSEN
1:40.110	1:40.221
11 STANAWAY	12 ROSENZWEIG
1:40.230	1:40.255
13 YELLOLY	14 NOVE
1:40.488	1:40.574
15 ROSSI	16 GHIRELLI
1:40.597	1:40.745
17 ALESHIN	18 FORESTI
1:40.745	1:40.755
19 AMBERG	20 STEVENS
1:40.812	1:40.813
21 VENTURINI	22 MARTSENKO
1:40.874	1:41.271
23 N'LTITSKIY	24 WILLIAMSON
1:41.093	1:41.271
25 NEGRAO	26 CUNHA
1:41.346	1:41.963

RACE 2 - 27 LAPS, 89.656 MILES

POS	DRIVER	TIME/REASON	GRID
1	Frijns	46m38.013s	3
2	Bird	+9.908s	4
3	Pic	+10.898s	1
4	Korjus	+15.787s	6
5	Rossi	+21.180s	15
6	Stanaway	+23.843s	11
7	Move	+33.602s	14
8	Stevens	+39.995s	20
9	Venturini	+46.079s	21
10	Negrao	+46.623s	25
11	Aleshin	+47.346s	17
12	Huertas	+47.869s	5
13	Bianchi	+51.700s	7
14	Nebylitskiy	+55.574s	23
15	Martsenko	+56.528s	22
16	Amberg	+1m02.589s	19
17	Ghirelli	+1m20.057s	16
18	Yelloly	+1m39.983s**	13
R	Grubmuller	13 laps-stuck in gear	8
R	Sorensen	10 laps-throttle	2
R	Cunha	9 laps-spin	26
R	Williamson	1 lap-spin	24
R	Magnussen	0 laps-accident	10
R	Rosenzweig	0 laps-accident	12
R	Muller	0 laps-accident	9
R	Foresti	0 laps-accident	18

CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Frijns	37
2	Yelloly	25
3	Bird	19
4	Bianchi	18
5	Magnussen	15
5	Pic	15
7	Korjus	12
8	Huertas	10
9	Rossi	10
10	Stevens	10
POS	TEAM	PTS
1	Fortec Motorsports	47
2	Tech 1 Racing	30
3	Comtec Racing	25
4	Carlin	25
5	ISR	19
6	DAMS	15

KEY *car excluded, results provisional due to appeal
****** 20-second penalty
Race 1 Winner's average speed: 106.152mph. Fastest lap: Frijns, 1m41.577s, 117.686mph.
Race 2 Winner's average speed: 115.354mph. Fastest lap: Pic, 1m41.376s, 117.919mph.

HUNGARORING

HUNGARY
May 4-5
WTCC
Round 5/12



AT A GLANCE

- Race 1 Yvan Muller
- Race 2 Norbert Michelisz
- Pole position Yvan Muller
- FLs Muller/Michelisz



Muller led Chevy race-one steamroller...



Michelisz: a mighty Magyar

Hungary hasn't had much to be excited about as far as home-grown motorsport heroes are concerned. Until now!

...before Michelisz provided local joy

READERS OF OZZY

Osbourne's Sunday newspaper medical-advice column may be familiar with the story of a severely injured Everest climber who believed he was saved from death by nothing more than the mysterious chants of his Himalayan Sherpas.

While the tale left Osbourne unconvinced, events at the Hungaroring's World Touring Car round

last Sunday could cause sceptics to reconsider. Protracted cries of "Norbert! Norbert! Norbert!" around the natural amphitheatre ahead of the reversed-grid race two preceded local hero Norbert Michelisz making an almost uncanny, superhuman getaway.

Even allowing for the superior traction of his rear-wheel-drive BMW, the Zengo Motorsport man

executed an outstanding flier from fifth on the grid to lead into Turn 1. Presented with an open road, Michelisz zoned out the fervour of a 52,000-strong crowd to score his second reversed-grid WTCC victory.

The welcome reception included an offbeat slowing-down lap marked by dancing, bowing and worshipping marshals. After being mobbed exiting his car in parc ferme, Michelisz was reduced to an emotional state. "I can't believe this," said the Independents' Trophy racer. "Hungary has a strong sporting tradition in Olympic sports, but certainly not in touring car racing. This is really unexpected."

Alain Menu's factory RML-run Chevrolet Cruze had led the pursuit. The Swiss racer's

progress to the front was delayed by spending four laps behind the fourth-placed Tuenti Racing SEAT of Tiago Monteiro. The former grand prix driver's car demonstrated strong straight-line pace, forcing Menu to stage an unorthodox pass.

Monteiro's team-mate Pepe Oriola held second over the opening laps. But the Spanish teenager's position appeared fragile owing to the intimate attentions of an inspired Mehdi Bennani. The Moroccan was enjoying the strongest run of his WTCC career, the sudden turnaround in fortunes apportioned to a fresh engine installed in his Proteam BMW at the preceding meeting in Slovakia.

The deadlock for second was broken when Bennani

outbraked Oriola into Turn 1 and subsequently drifted wide on the exit to delay both men. A grateful Menu took advantage to snatch the runner-up position, but the Swiss veteran ran out of laps in which to close down a 4.4s deficit to Michelisz.

"I don't think I've ever seen a reaction from a crowd like that," said Menu. "Even if I only finished second, I'll remember the emotion of being on the podium for a long time. I can assure you, if ever I won a race in Switzerland, people would never respond that way!"

Amid the Michelisz mania, it was easy to overlook Zengo's second Hungarian, Gabor Weber. The 40-year-old received only fleeting screen time when his crash with returnee James



Tarquini finds his room running out

RACE RATING

★★★★☆

Home hero fired up the best atmosphere of the season, but races weren't classics

MILESTONE

First appearance of Lada in World Touring Car Championship since Macau 2009



REPORT WTCC HUNGARORING

PETER MILLS
reports



It's probably not Hungarian riesling



Thompson was broadcast (see panel). Weber earned a drive-through for the clash.

Menu's pleasure at being the highest-placed factory Cruze in race two was in contrast to his mood after a traffic-interrupted qualifying.

The front row for the rolling start was occupied by Menu's title rival team-mates, championship leader Yvan Muller and Rob Huff. Fourth qualifier Tarquini threatened to break the Chevrolet stranglehold on the run to Turn 1. But, turning in from an outside line, the Slovakia Ring winner was thrust two wheels off the ground after sharp contact with Huff.

Chevy's closest threat was immediately eliminated as the 2009 World Champion limped his Lukoil SEAT Leon into the pits to retire at the completion of the opening lap. Huff suffered misaligned rear camber in the impact

but continued in second.

Menu also counted himself fortunate to escape the first-corner melee. A broken wheelrim was the only legacy of boisterous jostling with Michelisz and Darryl O'Young's Special Tuning SEAT Leon.

Hong Kong racer O'Young rejoined into the path of an unfortunate Franz Engstler. The damage proved costly for both parties. The Team Engstler mechanics were only able to complete 90 per cent of the repairs ahead of the German assuming his race-two reversed-grid pole.

The Chevrolet formation run at the front was briefly spiced up when Muller kicked up dirt and track debris at the last corner on lap five. The chasing Huff momentarily lost ground, but covered his inside line from Menu's advances at the following Turns 1 and 2 to secure the position.

Thompson's Lada gives food for thought

Expectations among the Lada Sport team were measured ahead of the race debut of the Granta Sport WTCC car. The new machine arrived at the Hungaroring having completed just a half-hour shakedown at Magny-Cours, but Viktor Shapovalov's team worked wonders to prepare the car only four months after the start of the project.

Lada's appointment at the Hungaroring was decided on, in part, due to the presence of the Granta Cup one-make series on the support

package, for which Lada's WTCC programme is intended to act as a showcase.

Despite the minimal preparation, the Granta proved a promising package. Without fuel-pressure difficulties, Thompson felt confident a top-10 qualifying position had been achievable. Rising temperatures forced him to park up in the opening race, and development miles were again cut in race two through the intervention of the overenthusiastic Gabor Weber.

"We haven't done many

laps in anger at all," said Thompson, "so we're pleased with our starting position on one-lap pace. The rest of it is getting the niceties of making it last for a race. Given that, at the moment, some of the fundamentals are not operating correctly, we have good potential. It's now a matter of making them work properly and then developing the weak areas."

While Thompson believes points are unrealistic at the team's final confirmed WTCC outing at Algarve, such a result would not be a shock.



Thompson was in sniffing distance of Q2

RESULTS

FIA World Touring Car Championship, round 5 of 12, Hungaroring (H), May 6

GRID RACE 1		RACE 1 - 12 LAPS, 32.667 MILES					RACE 2 - 12 LAPS, 32.667 MILES			CHAMPIONSHIP TABLE				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS		
2	HUFF					1	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	23m23.462s	1	1	Muller	180
1	MULLER					2	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.259s	2	2	Menu	157
4	TARQUINI					3	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.759s	3	3	Huff	150
3	MENU					5	Mehdi Bennani (MA)	Proteam Racing	BMW 320 TC	+10.983s	5	4	Tarquini	97
6	MICHELISZ					7	Tiago Monteiro (P)	SUNRED (Tuenti)	SEAT Leon 1.6T	+15.206s	7	5	Coronel	97
5	BENNANI					21	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+15.786s	21	6	Michelisz	78
8	O'YOUNG					6	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+16.480s	6	7	Oriola	69
7	MONTEIRO					9	Pepe Oriola (E)	SUNRED (Tuenti)	SEAT Leon WTCC	+16.971s	9	8	d'Aste	59
10	ENGSTLER					11	Alex MacDowall (GB)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+18.106s	11	9	Engstler	36
9	ORIOLA					15	Gabor Weber (H)	Zengo Motorsport	BMW 320 TC	+20.950s	15	10	Bennani	35
12	NASH					12	James Nash (GB)	Arena Motorsport	Ford Focus S2000 TC	+24.446s	12			
11	MACDOWALL					17	Pasquale di Sabatino (I)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+26.296s	17			
14	THOMPSON					20	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	+26.493s	20			
13	D'ASTE					16	Aleksei Dudukalo (RUS)	Lukoil Racing Team	SEAT Leon WTCC	+30.396s	16			
16	DUDUKALO					18	Tom Chilton (GB)	Arena Motorsport	Ford Focus S2000 TC	+31.116s	18			
15	WEBER					22	Charles Ng (PRC)	Team Engstler	BMW 320 TC	+31.897s	22			
18	CHILTON					13	Stefano d'Aste (I)	Wiechers-Sport	BMW 320 TC	-3 laps	13			
17	SABATINO					14	R James Thompson (GB)	Lada Sport	Lada Granta Sport	7 laps-o'heating	14			
20	CERQUI					10	NC Franz Engstler (D)	Team Engstler	BMW 320 TC	-8 laps	10			
19	BOARDMAN					8	NC Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	-9 laps	8			
22	NG					4	R Gabriele Tarquini (I)	Lukoil Racing Team	SEAT Leon WTCC	1 lap-acc damage	4			
21	CORONEL					19	R Tom Boardman (GB)	Special Tuning Racing	SEAT Leon TDI	0 laps-accident	19			

Race 1 Winner's average: 83.72mph. Fastest lap: Muller, 1m55.937s, 84.52mph. Race 2 Winner's average: 82.89mph. Fastest lap: Michelisz, 1m56.714s, 83.96mph. *grid penalty. **times disallowed.



GP3'S TARGET MAN

Mitch Evans has plenty to live up to, but realises the pressure is all part of the deal. By **GLENN FREEMAN**

Met the favourite for this year's GP3 Series title. That's a pretty hefty tag to place on a 17-year-old, but it's one that Mitch Evans appears to be dealing with very well on the eve of this weekend's season opener at Barcelona.

The stock response to this is often to declare that you're not thinking about such things, that you're just doing your best and taking it race by race. Evans has his own variation on those lines, but is more than prepared to acknowledge the expectation he is racing under this year.

"Obviously there is a bit of a target on my back," the New Zealander says with a hint of a chuckle under his breath. "It's all good saying that, but I've still got to do the job. I'm ready for the challenge."

On the eve of a new campaign, drivers also often shy away from questions about the pressure they are under. But once again Evans cuts to the chase, speaking with an honest and frank approach that he has surely picked up from his mentor, Mark Webber.

"There's a lot of expectation," he admits. "Obviously I've been told I need to perform this year, and if I don't perform then it means I'm not meant to be here."

Webber is more than just a mentor to the young Kiwi, who made his debut on the European racing scene last year after cutting his teeth by starring in various categories back home and in Australia.

Evans drives for a team co-owned by the Red Bull racer, hence the name MW Arden. But this isn't one of those relationships where the F1 star occasionally meets up with his protegee to spin him some cliches about how to make it in the sport. The two train together every day (when Webber's schedule allows for it), and Evans is very appreciative of the help he has received from the multiple grand prix winner.

"I see quite a bit of him," says the teenager. "He's just down the road from me which is very handy, and he's always just a phone call away if I need anything. We train together when we can, but a lot of the time we just chill out, have a chat if I'm wondering about something, or maybe play a bit of Xbox."

"He's helped me a lot, guiding me along the way, which has been fantastic. He's been keeping me very disciplined, which is something he is a great example of. It's just little things, a lot of off-track stuff to make sure I'm in the right frame of mind and fully prepared for everything."

While Evans was back home in New Zealand over the winter, Webber was "just over the water" in Australia, and the two had their own training week in January in between a few outings for Evans in the Toyota Racing Series that he has twice won in the past. Webber even stopped off in New Zealand after the Malaysian Grand Prix, and now both are back at their UK bases for

"I see quite a bit of Mark Webber. We train together but a lot of the time we just chill out, have a chat or maybe play a bit of Xbox"

the bulk of the 2012 campaign.

While the F1 circus got on with its early flyaway races, Evans had a pre-season testing programme to get through in GP3. Nobody stood out to begin with but, when the teams turned up at Silverstone for the last two days of running before this weekend's Spanish Grand Prix-supporting opening round, Evans and MW Arden pulled the trigger and laid a marker for the season, going fastest on both days.

"Testing went reasonably well, we just



learned a bit in the first few tests and then put it into practice at Silverstone," he says, rather ominously. "We're pretty happy going to Barcelona, so we've just got to make sure we do all the right things, not try to be too clever, and put everything in place when it counts."

There has been a bit for Evans to learn ahead of his second season in GP3, as the rules have changed to allow teams more freedom with downforce levels in practice and qualifying, although they still have to run the 2011-spec low wing levels for the races. For Evans, who only has a handful of top-line F3 starts to his name, learning to drive with more downforce has been a priority.

"I've had to get used to the high downforce, and we've tweaked the car a bit to compensate for that," he says. "It all seemed to work pretty well, and we've got a pretty good baseline for the low downforce because we had mega pace last year. We've ticked all the boxes over testing, so we're coming in well prepared for Barcelona."

That sort of confident talk, along with an acceptance of the level of expectation placed upon him this year, suggests that Evans will lose little sleep over any targets put on his back this year. ❧

MITCH EVANS CV

Age 17
2007 9th in New Zealand Formula First (Formula Vee)
2008 2nd in New Zealand Formula Ford (6 wins)
2009 2nd in Australian Formula Ford; races in Australian F3 and Toyota Racing Series
2010 Toyota Racing Series champion (3 wins), 2nd in Australian F3 (8 wins)
2011 9th in GP3 (1 win), Toyota Racing Series champion (7 wins), selected races in British F3 and FIA F3 Trophy

2011: MISSED OPPORTUNITY

The day after his 17th birthday, Mitch Evans found himself atop the GP3 table. It happened almost by accident: his rookie season was just five races old and he was at the top of a tree including all sorts of hot prospects with far deeper CVs than his. He had already taken an assured race win in his second meeting (Barcelona). The sky was the limit.

But that was as good as it got. Evans picked up no points at Silverstone (partly due to a race-one throttle problem), and at the Nurburgring his MW Arden team

squandered his pole position by not having his tyres fitted to the car in time. A rookie error led to a crash in Hungary. The early-season momentum was gone.

"I don't think our pace went away," says Evans. "A lot of things went wrong and the results [ninth in the series] don't show what we could have done. I don't think we dropped off, we just didn't get the opportunities to show our pace."

"There's a lot of little things we can take last year and learn from, and we'll put that right."

Tyre blunder wasted Nurburgring pole





ART-run Lotus squad looking for hat-trick



Monaco is on the GP3 calendar for first time

PREVIOUS CHAMPIONS

- 2011** Valtteri Bottas (ART)
- 2010** Esteban Gutierrez (ART)



WHERE TO WATCH ON TV

Just like big brother GP2, this year's GP3 coverage comes as part of Sky Sports F1's live race weekend coverage.

GP3 2012 CALENDAR

- May 12-13**
Barcelona, Spain
- May 25-26**
Monte Carlo, Monaco
- June 23-24**
Valencia (street), Spain
- July 7-8**
Silverstone, Great Britain
- July 21-22**
Hockenheim, Germany
- July 28-29**
Hungaroring, Hungary
- September 1-2**
Spa-Francorchamps, Belgium
- September 8-9**
Monza, Italy

ONES TO WATCH



Antonio Felix da Costa (Carlin)

It's a surprise to see the Portuguese back for another crack at GP3, given that he has never been that fond of the car's characteristics. But he is a race winner in the category and vastly experienced at this level now.



Daniel Abt (ART)

After a difficult season in the F3 Euro Series with Signature, he's hopping into a car that's as close as possible to a guaranteed winner. The German went well in the end-of-2011 tests so will expect to start strong.



Conor Daly (ART)

Daly had a baptism of fire as he got used to relentless European racing last year in a fiercely competitive GP3 field, and his improvement over the year was easy to miss. Deserves his second chance; no excuses at ART.



Aaro Vainio (ART)

Another of Nicolas Todt's charges, the Finn moves into the team co-owned by his manager after a tough rookie season at Tech 1. Showed promise last year, but suffered when team lost lead driver Andrea Caldarelli.



Kevin Ceccon (Trident Racing)

The talk over the winter was of the Italian teenager trying to land a seat in F1, so quite how he ended up stepping from a GP2/Auto GP dual campaign to GP3 is a mystery. As Auto GP champion he should do well.



Tamas Pal Kiss (Atech CRS GP)

Like Vainio, the Hungarian was settling in nicely at Tech 1, and had an early win, when Caldarelli left for Japan and the team found itself lacking direction. Atech had a tough 2011, so he will need to lead it forwards.

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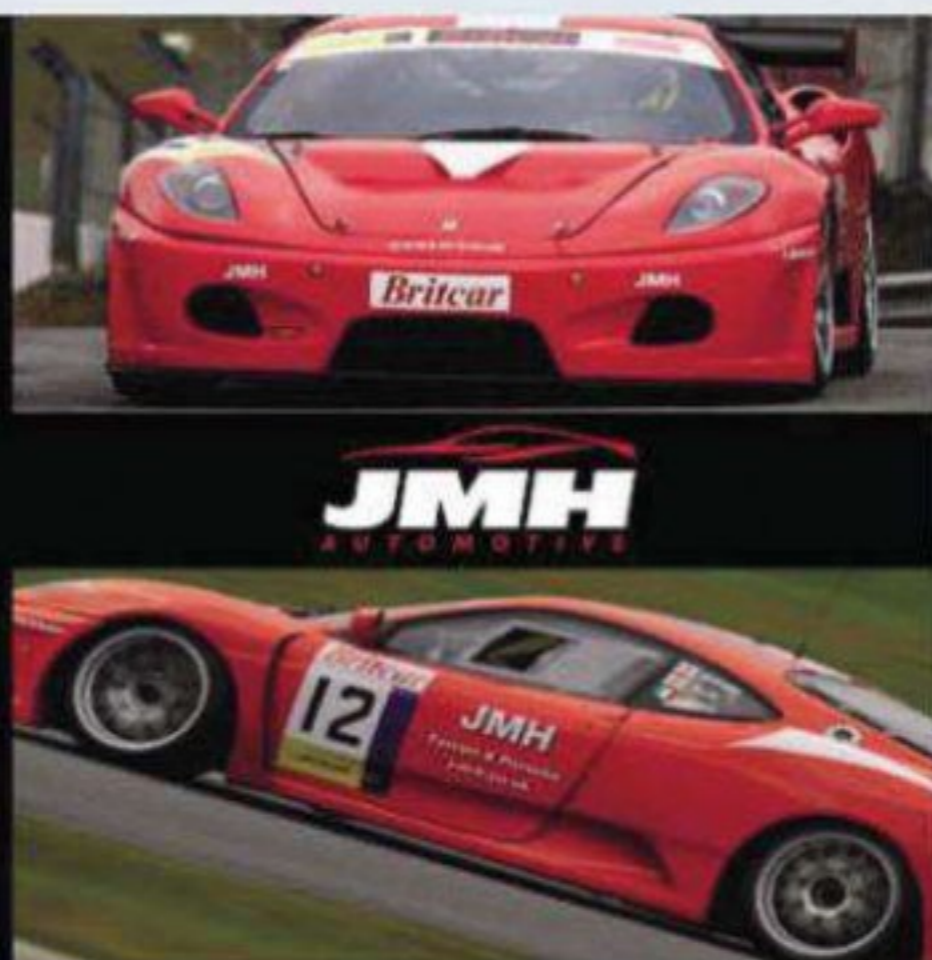
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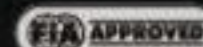
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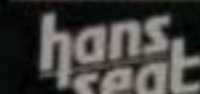
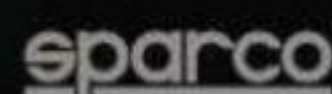


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Damon to race VW at Brands

F1 champion Hill comes out of retirement for DTM support event

Blundell has raced Scirocco

» **DAMON HILL WILL COME** out of retirement to contest the VW Scirocco Cup race at Brands Hatch's DTM meeting on May 19.

The 1996 Formula 1 World Champion has not competed in a car race since the end of his front-line career in '99. He will join former rivals Mark Blundell, Perry McCarthy, Julian Bailey, Martin Donnelly and David Brabham as guest drivers in the VW series.

They will raise money for the HALOW charity, which supports young people with learning disabilities. Hill and wife Georgie helped set up the charity after their oldest son, Oliver, was diagnosed

with Down's syndrome.

"The only thing that's persuaded me is HALOW, which is particularly important because it's for people like my son," said Hill, 51, who confirmed VW has also made a donation. "Plus Perry wouldn't leave it alone!"

With the exception of Brabham, the guest drivers are all members of the 1980s 'Rat Pack' racing gang that rose through the sport together. Hill is looking forward to racing them again.

"I can't stand any of them – I had enough of them when I was younger!" joked Hill, who hopes to test the car. "Maybe they'll act like gentlemen this

time around – they weren't gentlemen before! – and it should be good fun.

"Perry, Julian and I are coming out of retirement for this race so we are sure to be rusty. Hopefully I haven't forgotten everything."

McCarthy added: "We're all really good friends and have regular reunions. This one will be a bit more serious, but we're all looking forward to it."

"I haven't actually sat in a racing car for eight years so I don't expect great things, but it will be a lot of fun and we'll be ready for a party when the chequered flag is waved."

While Blundell, Donnelly and Brabham are still racing, Blundell has the most relevant experience. He finished third on a guest outing in the series at the equivalent meeting in 2010.

VW Scirocco Cup practice at Brands is scheduled for 16.00 on Friday May 18, with qualifying at 11.55 on the Saturday. The race is due to start at 15.45 that same afternoon.



DAMON HILL F1

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AUTOSPORT SAYS...

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AS RACING COMEBACKS GO, this probably isn't one to get too carried away with – although I find that difficult, because Damon Hill is my all-time racing hero (alongside Caterham legend Clive Richards, of course).

Damon was the reason I followed Formula 1 avidly from 1994 (aged nine) until 1999, when he stopped racing altogether.

I always admired him for taking a gracious route out of the sport, stopping soon after he began to lose the desire to compete at the highest level rather than meandering towards retirement while trying to eke out a living at the lower levels.

The charitable reason Damon has decided to don that famous London Rowing Club crash helmet once more is also laudable.

For someone who has not raced a car for 13 years, expectations will rightly have to be kept in check – even if that person is an F1 world champion. The Scirocco series is Germany's answer to the Renault Clio Cup and not to be sniffed at.

High profiles aside, this should be a great chance for Damon and his 'Rat Pack' racing mates to enjoy a pressure-free, fun-filled weekend of motorsport – the way it's meant to be.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

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Formula Renault Eurocup

Renault racers injured in smash

Dan Cammish and Hans Villemi break bones in Eurocup opener accident



Villemi flies through the air after hitting Cammish



BRITISH SINGLE-SEATER racer Dan Cammish is recovering after fracturing his pelvis in the Formula Renault Eurocup opener at Motorland Aragon last weekend.

The ex-Formula Ford and Formula Renault UK frontrunner had agreed a late deal with Atech Reid GP to contest the event.

The 23-year-old was on a comeback drive in race one after starting from the pitlane when the accident happened.

Hans Villemi was launched into the air after contact with another car and landed on Cammish at the first corner. Cammish was taken to hospital with a fractured pelvis, while Villemi broke a leg.

"I turned in and I was accelerating, when I got a massive whack," said Cammish. "It snapped my car in half. He was doing a wheelie when he hit my cockpit. I was very lucky. It could have been a lot worse."

Cammish is unsure how soon he will be able to race again. "I'm feeling all right. I'm in a bit of pain, but they reckon I shouldn't even attempt to

walk for 10 days," he added.

"There had been a chance I'd have been in the car for the second round and it was good to be asked to do it. In the end I was in the wrong place at the wrong time."

Oliver Rowland was top Brit at Aragon, with a sixth and an eighth, while Melville McKee scored a best of 15th and Jordan King retired twice.

Renault Clio Cup

Rookie impresses in first Clio test

INEXPERIENCED RACER TOM

Blackmore enjoyed an impressive maiden Renault Clio Cup test with leading team Total Control Racing at Mallory Park last week.

The test marked the first time the 21-year-old, who has limited club-level karting pedigree and hasn't raced for four years, had driven a car on a race circuit. He drove well enough to lead team boss Lee Brookes to compare him with former champions Jonny Adam and Tom Onslow-Cole.

Brookes said: "Tom was very impressive, even more so considering



Blackmore impressed TCR in Mallory run out

it was his first-ever test. His pace was fantastic and he was actually on a par with the likes of Jonny and Tom when we first tested them.

"He's got a lot of natural ability and we're hopeful he'll be able to raise the budget to make his race debut with us in Clios. They're not easy cars to instantly be quick in, especially for a driver with so little experience. Tom is a really strong prospect."

Radical Masters

Spa double for 360 Racing duo

ROSS KAISER AND TERENCE

Woodward won twice as the Radical Masters supported the Spa round of the World Endurance Championship last weekend.

An early round of pitstops following a safety car period to clear Jeremy Ferguson's crashed car at Eau Rouge left Silverstone winner Greg Hart in the lead of race one.

He was hunted down by Kaiser and Alex Mortimer, but managed to hang on to second as Kaiser claimed victory with a late pass at La Source.

Sunday's wet sequel was even tighter, as 360 Racing duo Kaiser/

Woodward snatched a second win at the final corner of the race.

A late safety car period created a three-minute sprint to the flag and Woodward claimed the win as leader Chris Hyman's similar SR8 faltered at the Bus Stop chicane.



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Le Mans-style 'start' for Snett Six Hours

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Snett Six Hours to soldier on as grid is opened up to Caterhams

ORGANISERS OF THE SNETTERTON

Six Hours plan to continue running their event next season despite failing to achieve a grid of 20 or more cars for last weekend's third running.

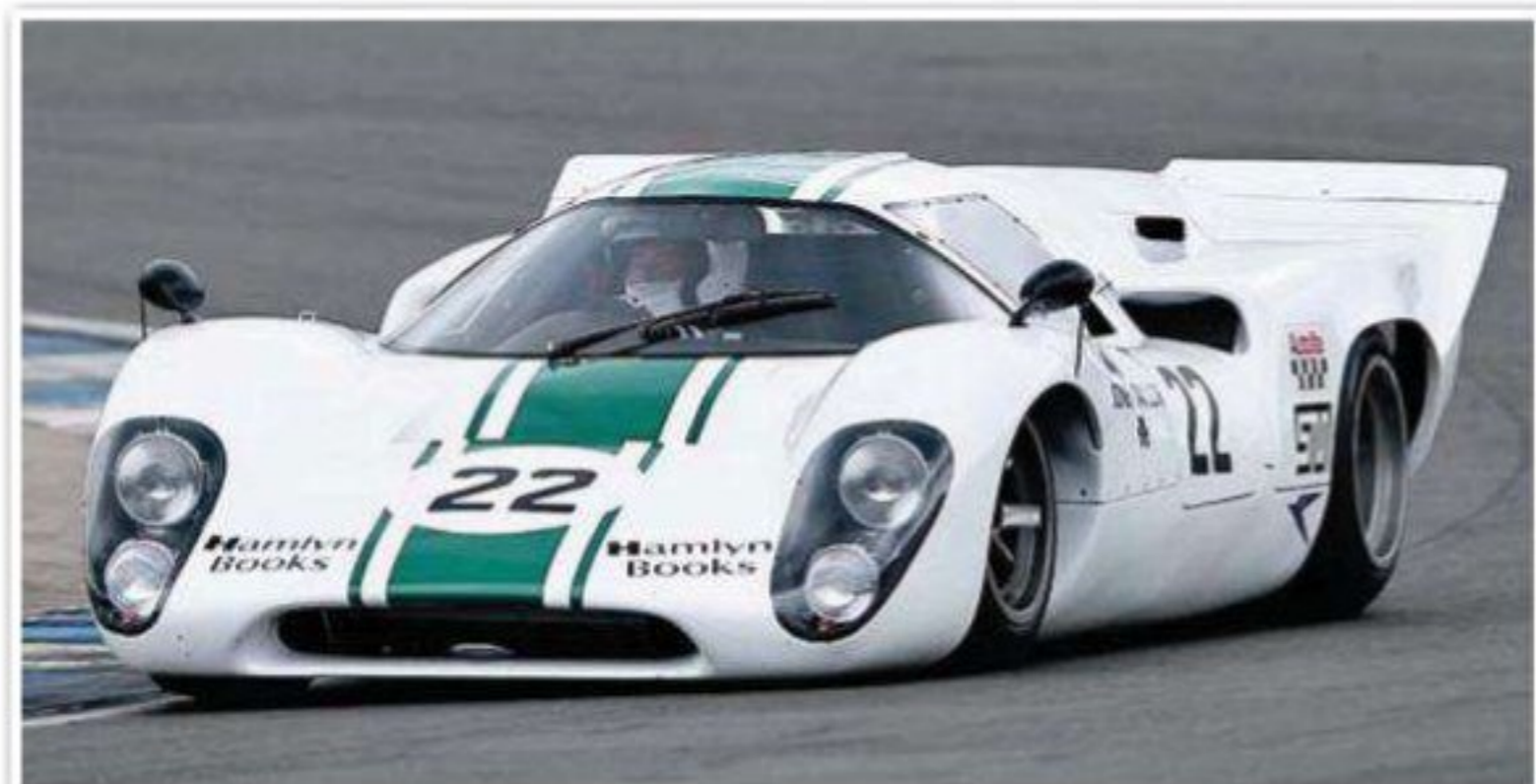
The field has grown incrementally for each of the first three of the clubman enduros and the 2012 numbers were boosted by the inclusion of four Caterham teams, three of which finished on the podium.

Claire Smith, chair of event organiser the 360 Motor Racing Club, said: "It's not where we originally expected it to be, and some people would consider whether Caterhams are appropriate,

but you have to be pragmatic. Unfortunately we went from having 27 cars [before the event] to less than 20.

"However, I'm very happy with the overall event and we're pleased with how the HRDC [support races] fitted in - it has given us a greater presence. The plan is to continue to grow and to explore widening the criteria.

"We strongly believe there is an untapped market for the clubman to do a six-hour event. We're also looking at possibly doing a series of endurance races and teaming up with other clubs. We will do a 360 event again in some guise next year."



Sytner returns to racing with podium at Donington

Ex-BTCC champion Frank Sytner returned to racing last weekend, one year on from suffering a heart attack at the wheel in the first Donington Historic Festival. He drove his Lola T70 to third in the 1000Km event.

Global Rallycross

Scooby for Euro champ Isachsen

REIGNING EUROPEAN RALLYCROSS champion Sverre Isachsen has signed a three-year deal to race in the fledgling US-based Global Rallycross Championship with Subaru.

The 41-year-old Norwegian, who



Isachsen will drive a Subaru in global series

raced for the Subaru Rally Team USA in the 2010 edition of the X Games, will race alongside Dave Mirra and Bucky Lasek in the factory Subaru squad.

Isachsen said: "I'm so glad for this deal. I have worked day and night for the past 15 years to get an opportunity like this, and now it's here. I needed a new challenge, and the GRC is a very interesting championship.

"The car manufacturers are involved, and next year there are plans for a world championship. I want to be the first world champion in Rallycross with the Subaru Rallycross team."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

Patrick was honoured to drive Old Yeller Mk2



The Donington Historic Festival has become a serious player on the international calendar in just two years. Based on the quality of last weekend's edition, the fame of the joint venture between Duncan Wiltshire's Historic Promotions concern and the rejuvenated venue itself can only spread.

Hopefully, increased demand will warrant a third day and attract some earlier single-seater grids for balance in 2013.

A glimpse round the packed paddock revealed not only a host of sensational machinery, but also some great racers of yore. Sir Stirling Moss was there on Sunday to demonstrate the Jaguar C-type that his early benefactor Tommy Wisdom raced at the dawn of the 1950s. And a healthy turnout of spectators also saw the drivers who finished first and third in the final real Canadian-American Challenge Cup series of 1974 competing hard.

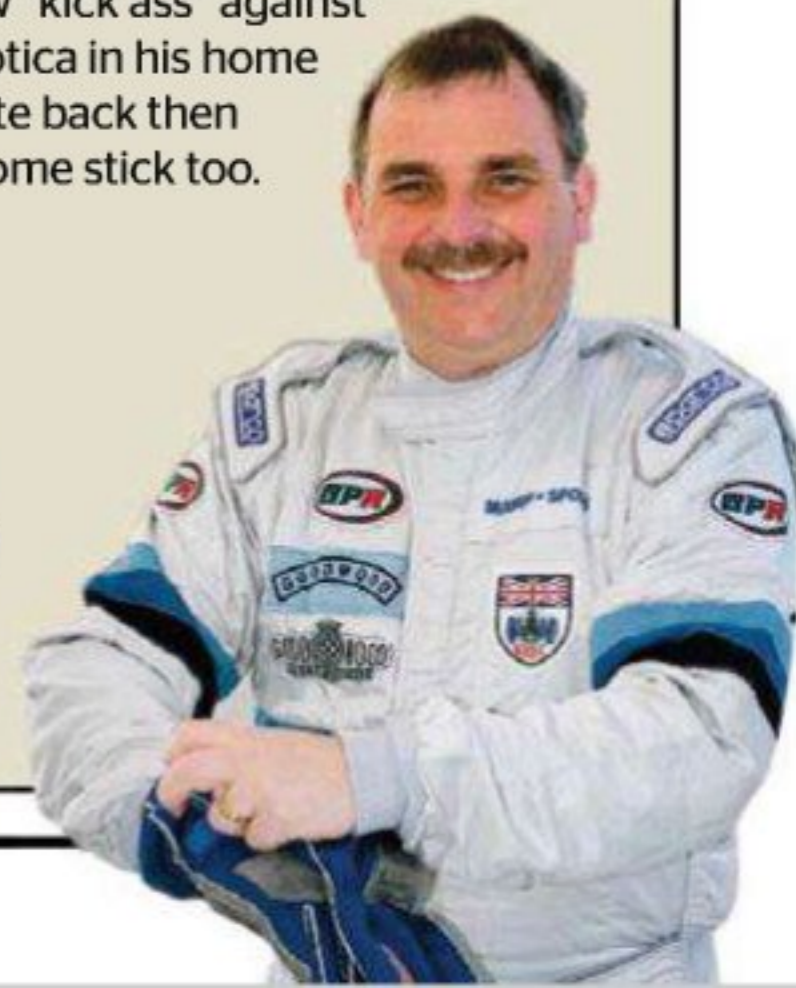
Jackie Oliver dominated that '74 season in his UOP Shadow DN4, steamrolling the first four races with contemptuous ease. The Brit was leading the fifth at Elkhart Lake's wonderful Road America circuit - where I was privileged to

attend the 30th Anniversary Can-Am reunion in 1996 - by a country mile when his 8.1-litre Chevrolet V8 grenaded like a gunshot over Wisconsin, triggering a surprise result.

Into victory lane thundered Merlin 'Scooter' Patrick in privateer Herb Kaplan's blue McLaren M20. And to complete US Racing's joy its older M8F (in the hands of Canadian John Cordts) rumbled into second. As if pre-ordained with the two home countries atop the podium at last, the anything-goes, big-banger championship ground to an ignominious halt after nine years. Patrick finished a point shy of Oliver's team-mate George Follmer in the table.

Now 79, Patrick was in England for the first time last weekend and was honoured to drive Ernie Nagamatsu's well-travelled Old Yeller Mk2, the roustabout Californian special that builder Max Balchowsky entrusted to all manner of top shoes in the late '50s and early '60s. Scooter gave the 6.4-litre V8-engined beast - which he saw "kick ass" against exotica in his home state back then - some stick too.

“Scooter gave the 6.4-litre V8-engined beast, which he saw 'kick ass' in his home state, some stick too”



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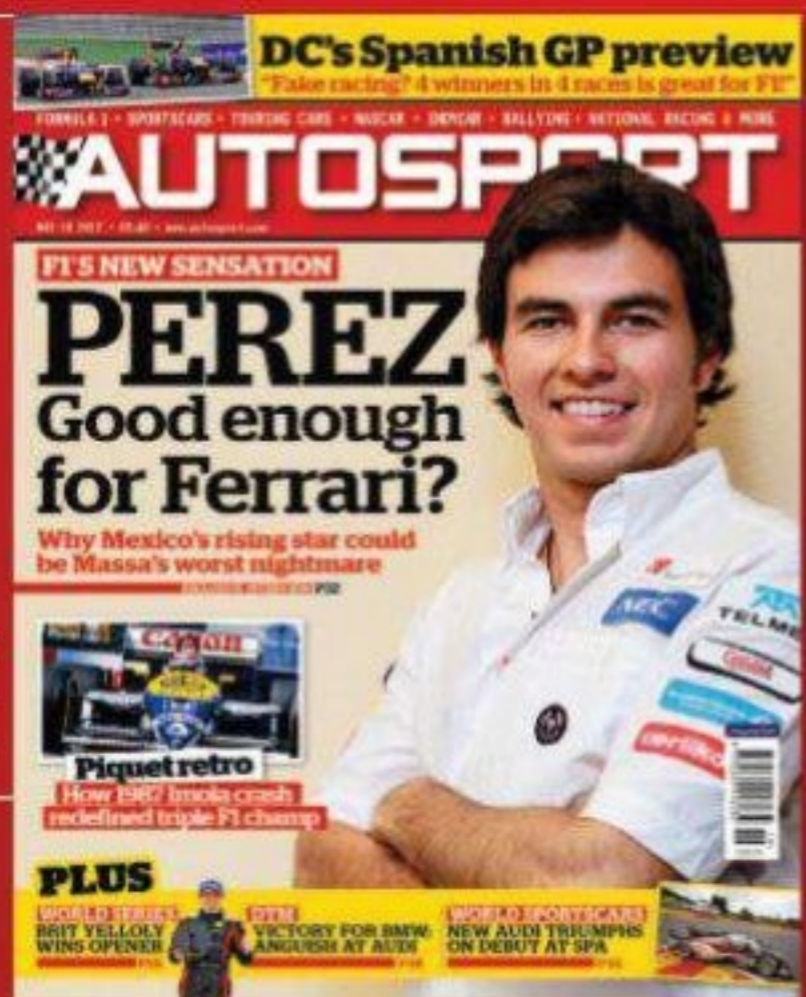
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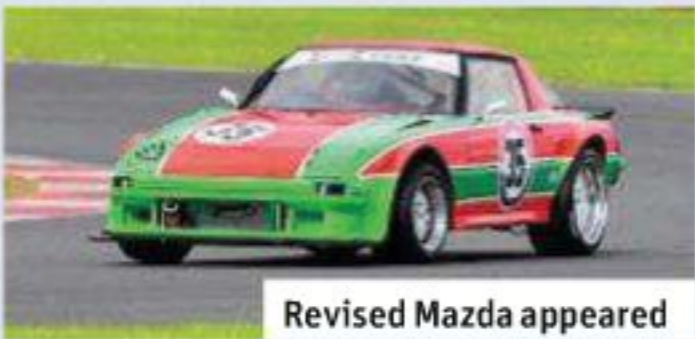


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IN BRIEF



Revised Mazda appeared

FORMER CLASSIC GROUP 1

Touring Car champion Stacy Vickers made his racing return at Silverstone last weekend, with his highly modified Mazda RX7 now in Classic Thunder trim. "It's my old shell with a turbo, new suspension, sequential gearbox, so virtually a new car," he said. "We had a few problems, so only did a few laps in each race."

EX-BRITISH F3 RACER CRAIG

Fleming, 30, broke a two-year layoff to debut his Juno in last Monday's Castle Combe Sports & GT round. The former long-circuit karting ace recorded a best finish of second with the 250bhp Ford Duratec-powered car, which is prepared by his brother Alex, Fortec Motorsport's FRenault 2.0 team manager.

CSCC TIN TOPS REGULAR RICHARD

Gane debuted his Porsche 911SC at last weekend's Snetterton Six Hours, having converted it from his road car shortly before the race. The car broke a driveshaft early on. "I'm crestfallen not to have brought a spare," he admitted. Gane has not decided whether to race it again.

THE ASTON MARTIN OF JOE AND

Rikki Cann had to pull out of last weekend's Snetterton Six Hours after a glut of issues before the race. Joe smashed the front-end in first qualifying after an altercation with the Agostini barriers, before a wheel hub sheared on the repaired car during second qualifying.

SPORTSCAR RACER SAM HANCOCK

will drive Jota Historic's ex-Anders Olofsson Ralt RT1 in the Monaco Historic Grand Prix event for 1974-84 two-litre Formula 3 machinery this weekend. Car owner Simon Dolan has decided against racing the car because of a lack of testing.

THE EX-MIKE BEUTTLER/DAVID

Purley March 721G, into which Swede Arnold Sundqvist bolted a jet engine in 1974, has been restored for Frank Sytner by Simon Hadfield's team. Hadfield shook down the car at Donington last Thursday in preparation for this weekend's Monaco GP Historique.



March 721G ready for Monaco



MERC IS MARKED

Bob Berridge crashed his Mercedes-Benz C11 in testing ahead of the Group C/GTP event at Donington Park last week. He was using the test as a shakedown for Le Mans.

Pau GP Historique

F3 aces star at Pau Historique

Alex Lynn and Harry Tincknell score top results on historic racing debuts

BRITISH F3 RACERS ALEX LYNN

and Harry Tincknell starred at last weekend's GP de Pau Historique.

Lynn (in Steve Hare's Van Diemen RF81) stormed to a 12-second win in the first FF1600 race and won a wet race two by 18 seconds.

Tincknell finished second in both Formula Junior races, which he contested in Frank Lyons's Lotus 20.

Both drivers were learning the street

circuit before this weekend's British F3 round. Lynn said: "The car and track were really nice to drive. I was just amazed at how much oil goes down at a historic meeting - it felt like something had broken on the car!"

Tincknell set fastest lap in both his races, but was beaten in both by local hero Stephane Rey (Lola Mk5A).

Tincknell said: "Stephane is a good driver to be fair. I had fuel leaking onto

my rear tyres, which gave me a few scary moments, but now I've done 65 laps of the track - and brought Frank's pride and joy back in one piece."

Other British winners included Lynn's father Shaun in the second Phil Hill Trophy GT race (his AC Cobra blew a head gasket in race one), two Trophee Legende wins for Richard Pilkington (Talbot T26 SS), and a Mini double for Nick Swift.

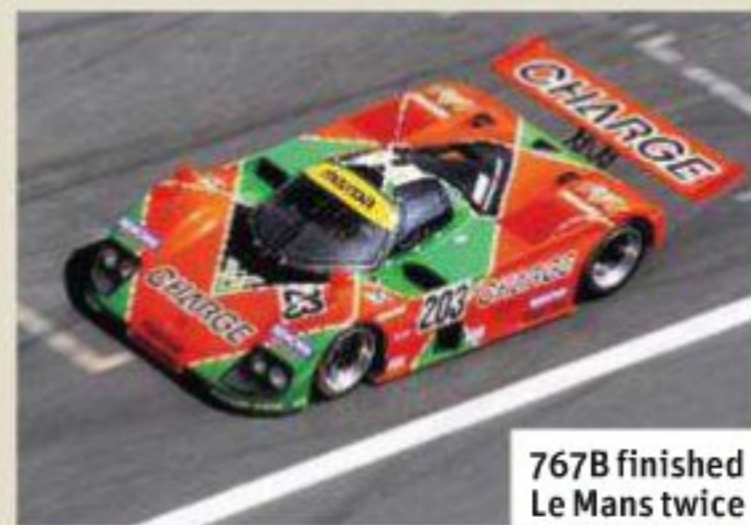
Group C/GTP

Rare rotary Mazda set for Group C races

A RARE ROTARY-POWERED Mazda is on course to race in the Group C/GTP Racing series for the first time later this year.

The 1989 IMSA GTP-class Mazda 767B is in the final stages of restoration in the US.

It is due to race at Laguna Seca



767B finished Le Mans twice

in August before being shipped to Europe in time for the Paul Ricard and Imola Group C/GTP events in October.

South African Alan Dike, who

paces a Mazda RX2 in historic events in his homeland, has purchased the car.

Jim Downing, who won three IMSA Lights titles with Mazda-engined prototypes in the 1980s, is rebuilding the car and Alan Macdonald's South African team will run it.

Dike's Mazda finished the Le Mans 24 Hours in both 1989 and 1990. The privateer Pleasure Racing team subsequently raced it with a Ford Cosworth engine in Japan in 1991-92.

Scottish Minis

Knockhill track-limit rules upset drivers

A TOUGH LINE FROM OFFICIALS

on exceeding track limits upset many drivers in the Scottish Mini Cooper Cup at Knockhill last weekend.

The clampdown, for reasons of safety and fairness, was explained to the drivers at a briefing where consequences were laid out for competitors gaining an advantage by running wide.

Sleet, snow and hail hit the track during

race one, causing many drivers to run wide, particularly at Clark Corner.

Eighty-one complaints were lodged with race officials following race one, after a sequence of warning flags were issued for driving standards.

Additional clarification was then given, with officials deciding to issue time penalties to two transgressors who fell foul of the rules in the remaining races.



Mini races were controversial

NATIONAL RACES & RESULTS
MRL HISTORIC FESTIVAL
DONINGTON PARK

QUICK RESULTS
→ Pre-'63 GTs **Oliver/Pearson**
→ Historic F2 **Watts & Gladman**
→ Pre-'61 Sports **Verdon-Roe**

“That was a proper, proper race”

Stirling Moss Trophy winner Bobby Verdon-Roe



HSCC DONINGTON PARK, MAY 5-6

Forza Ferrari in Festival GT thriller



TOP QUALITY RACING between some of the world's greatest cars highlighted the second Donington Historic Festival. Ferrari's defeat of Jaguar and Aston Martin in a magnificent Pre-'63 GT re-enactment topped the action.

Partnered by Gary Pearson, Jackie Oliver won first time out in his buddy's glorious yellow Ferrari 250 GT Berlinetta – one of five SWBs on the grid – with the Cottingham brothers' E-type and the Wolfgang Friedrichs/David Clark Project 212 in melodious pursuit.

“The E-types ganged-up on me and as I'd got delicate aluminium bodywork I steered away from them and it came back unscathed,” beamed Oliver.

The Jags of Alasdair McCaig (Barry Wood's) and Guy Minshaw started strongly, only to be zapped by the Cottinghams.

Minshaw fell to fifth, sandwiched by Nick Naismith and Paul Drayson/Martin Stretton

(DB4s). Nigel Winchester/Chas Mallard (Ginetta G4) overhauled the Lotus Elite of Americans Michael Gans/Jason Wright among the tiddlers.

Hockenheim conqueror Stretton seized Formula 2 pole despite a tyre blowout in the Craner Curves! After his March 742 charged the barrier leaving the pits for Saturday's race, however – “It just got away from me” – Matthew Watts (772) dominated.

Ignition failure halted leader Watts on Sunday, and after a coil lead parted company and stranded David Gathercole, and a detached oil line ended Dave Methley's blast from the back, Phil Gladman triumphed in his Chevron. “I had old rear tyres and ancient dampers so it was handling like a dog. After a mistake dropped me into the pack I drove as hard as I could, but had no idea I'd won,” he said ecstatically.

Alsatian Robert Simac (ex-Jean-Pierre Jaussaud March 712) and Tim

Barrington (Lola T240) merited 1600cc honours, while Chris Sharples (Chevron B29) and single-seater debutant Frazer Gibney (ex-James King March 76B) shared F1 Atlantic spoils after two breathless dices.

A jubilant David Coplowe and Stretton (Lola T70) won the opening leg of the cumulative 1000km endurance series, Martin having ousted Rob Hall (in Abba Kogan's droolsome

V12 Matra MS650) after a pace car interlude. A misunderstanding at the chicane on the penultimate lap resulted in the T70s of Simon Hadfield and Leo Voyazides (which Hadfield had started) colliding.

“That was inept,” conceded Hadfield, who continued, putting car owner Frank Sytner on the podium a year after his near-fatal heart attack in it!

Hadfield earned redemption in Sunday's

frenetic U2TC finale with Voyazides' Lotus Cortina. The Greek had closed down leader Alex Furiani's Alfa Romeo GTA as oil went down then pitted a lap later. A lightning driver change got Hadfield out a few seconds clear of Frank Stippler in the Alfa and, in a relentless pursuit through traffic, Audi's pro driver could match Simon, but not reel him in. Hadfield narrowly survived being squeezed onto the

Verdon-Roe took fine win in Aston DBR1





Watts was an F2 winner



Ferrari beat Jaguars and Astons in Pre-'63 GTs

grass under Starkey's Bridge by Maurice Dumas (GTA) and Stippler congratulated him warmly. The heavy BMW 1800Ti of Jackie Oliver/Richard Shaw made it three makes in the top three.

After an elegant full-blooded duel with Martin Stretton (Lister-Jaguar), Bobby Verdon-Roe twirled Stirling Moss's 1958 Goodwood TT-winning Aston Martin DBR1 to victory in MRL's homage to



Meyrick Jr (left) battles to head Group C pack

Britain's favourite race ace. Receiving his trophy from the great man amplified the result. Andrew Smith brought Ewan McIntyre's Lotus 15 home third on their first acquaintance.

Young pro Andy Meyrick scored a first Group C victory for Paul Whight's thuggish Aston Martin AMR1, but needed all his talent to wrestle it back past the brilliantly driven C2 Spice-Cosworth of Mike Donovan, who had snatched the lead during lappery. Bob Berridge howled Rupert Clevely's Lancia LC2 past Peter Meyrick's Spice for third.

There was rather too much argy-bargy in Saturday's E-type race. Pacesetter Alex Buncombe's trail-braking into Redgate resulted in several lock-ups that exposed him to Martin O'Connell's attacks. The ex-FVauxhall champ eventually rattled past the crossed-up Buncombe with some contact.

When the youngster retaliated on the left into Schwantz Curve, O'Connell found himself off-balance while defending furiously. A tap in the rear quarter sent him spinning into the gravel. Graeme Dodd and the Minshaw brothers,

Jon and Jason, chased Buncombe's battered steed home.

Sunday's bout was more ruly until an oil-triggered accident on the pit straight resulted in a red flag. O'Connell and Jeremy Welch had carved from the back to third and sixth by then. Buncombe was declared the winner from the brake-troubled Jon Minshaw, whose early "half-spin" at the Old Hairpin had dumped him to fourth.

Mark Wright screamed his Klaus Ludwig replica Ford Escort RS1800 clear of Gary Pearson's TWR Jaguar XJS in the thin Touring Car set. Pearson handed the baton to Buncombe who deposed Dave Coyne in the now brakeless Escort, but Coyne was reprieved when he found the Jag spinning through Hollywood on the last lap.

John Guyatt's Talbot-Lago surged ahead of the splendid Pre-War Sportscar miscellany at Redgate on the first lap, only to spin away his chances. Frazer Nash chain-gangers Fred Wakeman/Patrick Blakeney-Edwards were uncatchable thereafter.

● Marcus Pye

MRL WOODCOTE TROPHY DONINGTON PARK, MAY 5-6

Pearson's 'D' man for Jaguar double

FESTIVAL PROMOTER Duncan Wiltshire's earlier sportscar enduro was a fascinating glimpse into the mid-1950s, with Jaguar D-types out front as they finished thrice at Le Mans. There is no finer D exponent than Gary Pearson, but his route to first and second places was spiced with drama.

Pearson started the long-nosed car to be handed to brother John, but Carlos Monteverde did well to keep him in sight in the short-nosed version into which he would relay the preparation guru. But the Brazilian complicated matters by pitting too soon, thus was not greeted by Gary.

Carlos had to return to the fray, now fifth, but was back to third, behind the yet-to-stop Barry Cannell (in Barry Wood's RGS Atalanta-Jaguar) and Michael Steele (HWM-Jaguar) by the time the reception party was ready. Once Pearson was

in the white ex-Jim Clark machine he made up 30 seconds on his sibling in 13 laps and roared ahead.

John never gave up chasing, but was over five seconds down at the flag. Nick Wigley, clearly enjoying Peter Mann's Cooper-Bristol, finished a splendid third having relieved John Ure.

Frank Stippler screamed Lukas Huni's Maserati A6GCS past the 300Ss of Carlo Vogele and Willie Green (before the latter careered off on his own oil) for fourth.

RESULTS (41 LAPS)

1 Carlos Monteverde/Gary Pearson (Jaguar D-type); **2** Gary & John Pearson (D-type) +5.563s; **3** John Ure/Nick Wigley (Cooper-Bristol T25); **4** Lukas Huni/Frank Stippler (Maserati A6GCS); **5** Carlo Vogele (Maserati 300S); **6** Barry Cannell/Barry Wood (RGS Atalanta-Jaguar). **CW** Ure /Wigley; Vogele; Cannell/Wood; Mike Thorne/Johnny Todd (Austin-Healey 100M); Barry & Richard Hodson (Lotus 6). **FL** G Pearson 1m23.140s (85.69mph).



Pearson worked hard for his one-two

PRE-'63 GT (42 LAPS) **1** Jackie Oliver/Gary Pearson (Ferrari 250 SWB); **2** James & Jeremy Cottingham (Jaguar E-type) +1m01.937s; **3** Wolfgang Friedrichs/David Clark (Aston Martin DP212); **4** Nick Naismith (Aston Martin DB4); **5** Guy Minshaw (E-type); **6** Paul Drayson/Martin Stretton (Aston Martin DB4GT). **Class winners** Cottingham/Cottingham; Nigel Winchester/Chas Mallard (Ginetta G4); John Emberson/Bill Wykeham (Morgan +4 Supersports). **Fastest lap** Oliver 1m25.118s (83.70mph).

HISTORIC F2 (23 LAPS) **1** Matthew Watts (March-BMW 772); **2** David Gathercole (Chevron-FVC B25) +19.471s; **3** Peter Meyrick (March-Hart 782); **4** Jamie Brashaw (March-BMW 782); **5** James Claridge (Brabham-BDG BT38); **6** Mike Bletsoe-Brown (Chevron-BDG B27). **CW** Robert Simac (March-BDA 712M); Chris Sharples (Chevron-BDA B29).

FL Watts 1m06.086s (107.80mph).

RACE 2 (22 LAPS) **1** Philip Gladman (Chevron-BDG B34); **2** Meyrick +1.571s; **3** Claridge; **4** Tim Barrington (Lola-BDA T240); **5** Bletsoe-Brown; **6** Simac. **CW** Barrington; Frazer Gibney (March-BDA 76B). **FL** Dave Methley (Chevron-BDG B35D) 1m07.034s (106.28mph).

1000KM PRE-'72 SPORTS

PROTOTYPES (40 LAPS) **1** David Coplowe/Martin Stretton (Lola T70-Chevrolet Mk3B/C); **2** Rob Hall (Matra MS650) +26.904s; **3** Frank Sytner/Simon Hadfield (T70-Chevrolet Mk3B); **4** Simon Hadfield/Leo Voyazides (T70-Chevrolet Mk3B); **5** Ewan McIntyre (McLaren-Chevrolet MIC); **6** Charles Allison (Chevron-BMW B8). **FL** Stretton 1m09.184s (102.97mph).

U2TC (42 LAPS) **1** Leo Voyazides/Simon Hadfield (Ford Lotus Cortina); **2** Alexander Furiani/Frank Stippler

(Alfa Romeo Giulia Sprint GTA) +5.008s; **3** Jackie Oliver/Richard Shaw (BMW 1800Ti); **4** John Griffiths/James Thorpe (Cortina); **5** Neil Brown (Cortina); **6** Michael Gans/Jason Wright (Alfa). **CW** Oliver/Shaw; Andrew Hack/Dan Wheeler (Austin Cooper S). **FL** Stippler 1m23.293s (85.53mph).

MRL STIRLING MOSS TROPHY FOR PRE-'61 SPORTSCARS (36 LAPS)

1 Bobby Verdon-Roe (Aston Martin DBR1); **2** Martin Stretton/Jon Minshaw (Lister-Jaguar Knobbly) +14.32s; **3** Ewan McIntyre/Andrew Smith (Lotus-Climax 15); **4** Mark Clubb/Martin Stretton (Cooper-Climax T49 Monaco); **5** Alan & Jason Minshaw (Maserati T61 Birdcage); **6** Darren McWhirter (Lister-Jaguar Costin). **CW** McIntyre/Smith; Dion & Gabriel Kremer (Lotus-Climax 17); Peter Rutt (Lola-Climax Mk1); Stephen Bond (Maserati 250S). **FL** Verdon-Roe

1m20.716s (88.26mph).

GROUP C (49 LAPS) **1** Andy Meyrick (Aston Martin AMR1); **2** Mike Donovan (Spice SE89) +1.709s; **3** Rupert Clevely/Bob Berridge (Lancia LC2); **4** Peter Meyrick (Spice SE89C); **5** Peter Stubber (Veskanda); **6** Henrik Lindberg (Porsche 962). **CW** Donovan. **FL** Berridge 1m02.304s (114.34mph).

JAGUAR E-TYPE CHALLENGE

(23 LAPS) **1** Alex Buncombe; **2** Graeme Dodd +19.081s; **3** Jon Minshaw; **4** Jason Minshaw; **5** Ant Scragg; **6** Mike Wigley. **CW** Harry Wyndham; Roger Cope. **FL** Martin O'Connell 1m19.920s (89.14mph).

RACE 2 (7 LAPS)

1 Buncombe; **2** Jon Minshaw +5.033s; **3** O'Connell; **4** Mark Wright; **5** Chris Scragg; **6** Jeremy Welch. **CW** Wyndham; Jo Gomm. **FL** O'Connell 1m20.486s (88.51mph).

JD CLASSICS CHALLENGE FOR 1966-85 TOURING CARS (29 LAPS)

1 Mark Wright/Dave Coyne (Ford Escort RS1800); **2** Gary Pearson/Alex Buncombe (Jaguar XJS) +8.329s; **3** Bert Smeets (Rover SD1); **4** Sean & Robert Brown (Ford Escort RS1600); **5** Tom Pochciol/Mike Wigley (Ford Capri); **6** Allen Tice/Chris Conoley (Ford Escort RS1600). **FL** Buncombe 1m16.692s (92.89mph).

PRE-WAR SPORTSCARS (28 LAPS)

1 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Super Sport); **2** Gary Caroline/Sue Darbyshire (Morgan Super Aero) +55.292s; **3** Clive & Stuart Morley (Bentley 3-41/2); **4** John Guyatt/Sam Stretton (Talbot-Lago T150 CMD); **5** Jo & Simon Blakeney-Edwards (Frazer Nash Shelsley); **6** John Polson (Delahaye 135CS). **CW** Morley/Morley; Guyatt/Stretton; Blakeney-Edwards. **FL** P Blakeney-Edwards 1m35.681s (74.46mph).



SNETTERTON SIX HOURS SNETTERTON, MAY 5-6

Caterham squads dominate third Snetterton Six Hours

FOR THE THIRD YEAR, the 360 Motor Club ran its annual six-hour endurance race, primarily aimed at club historic drivers.

Although incidents and accidents had whittled the expected entry of almost 30 cars down to 17, there was plenty of drama in store. Not least before the race, as Climax Motorsport's BMW 325 was pushed off the grid leaking fuel. Rapid repairs remedied the problem and they rejoined without losing a lap.

Meanwhile, with the entry criteria having been relaxed this year to allow Caterhams, a quartet of nimble Sevens set the pace, ahead of the more traditional mix of BMWs, Porsches *et al.*

The Alemdent squad

quickly asserted itself in the lead group, blending speed with a double-sized fuel tank that allowed them to complete the race with only a couple of stops. They duly took the flag two laps clear.

Behind Alemdent, the similar cars of Scuderia BOG, TCS Motorsport and Child Labour gave chase, with BOG and TCS completing the podium. Child Labour's race, which included an impressive stint by 16 year-old debutant Alex Potter, was cut short by engine failure.

Fuel capacity was also decisive in the non-Caterham contingent, where Climax's decision to fit an enlarged fuel tank (which contributed to their dramas before the start) paid back



BMW squad was the first tin-top home

handsomely in the race. With hard-charging lead driver Jody Halse staying out for half the race before stopping, they leapfrogged the other tin-tops. They eventually finished fourth, three laps ahead of Rusty Nail Racing's indefatigable VW Golf.

Sixth overall went to the well-driven 924 of Cliff Ryan and Mike Bell, well

clear of an ebullient squad of Spanish historic rally regulars, who guided their Mitsubishi Starion to seventh.

● Oliver Timson

RESULTS (6 HOURS - 147 LAPS)

1 Alemdent Limited (John Saunders/Alexander Saunders/Patrick Scharfegger) Caterham Supersport; 2 Scuderia BOG (Robert Cooper/Ian Payne/Paul

Begley) Supersport -2 laps; 3 TCS Motorsport (Dean Becker/Matt Spark/John Saunders) Caterham Tracksport; 4 Climax Motorsport (Jody Halse/Cem Osman) BMW 325; 5 Rusty Nail Racing (Nick Jarvis/Ray Grimes) VW Golf; 6 Tango 924 (Mike Bell/Cliff Ryan) Porsche 924. **Class winners** Climax Motorsport; Tango 924; RAF MSA (Jon Sandilands/Ian Swift/Brian Watson) BMW Mini. **Fastest lap** Scuderia BOG 2m12.851s (80.45mph).



Elwell heads Davis in great lead battle

HRDC GRAND TOURING GREATS SNETTERTON 300, MAY 5-6

Elwell triumphs after Jem of a scrap with Davis

A KEENLY BUT CLEANLY contested racelong battle between Gordon Elwell's Austin Healey Sprite and Castle Combe winner Rae Davis's Mini Jem GT was one of the highlights of an enthralling historic GT race.

The pair ran nose to tail for the first three laps before Davis squeezed his way past up the inside through Coram, only for Elwell's greater grunt to help get him back ahead

into lap five of 12.

They swapped the lead a number of times until Elwell finally edged away on the penultimate lap to win. Sadly, Davis trailed smokily into the pits to retire with the finish almost in sight.

That briefly promoted the long-running third-placed tussle in which Brian Arculus (WSM Midget) and Adam Gittings (MG Ashley GT) scrapped from mid-race until the final lap. Arculus

won that fight, but both were beaten by the flying Austin Healey of James Prentice. He had dropped from fourth to eighth after a tardy start, but a banzai last-lap move through Coram allowed him to steal the runner-up spot.

● Oliver Timson

RESULTS (12 LAPS)

1 Gordon Elwell (Austin Healey Sebring Sprite); 2 James Prentice (Austin Healey Le Mans Prototype) +31.843s; 3 Brian Arculus (WSM Midget); 4 Adam Gittings (MG Ashley GT); 5 Aidan Donegan (Ashley GT); 6 John Hiberny (Lotus Elite). **CW** Prentice. **FL** Rae Davis (Mini Jem GT) 2m28.960s (71.75mph).

HRDC TOURING GREATS SNETTERTON 300, MAY 5-6

Big Cats to the fore

A FANTASTIC BLEND of evocative machinery produced hard-fought racing in the pre-1960 tourers, where the lead battle was decided by less than a second.

Although the field boasted 13 different marques, a clutch of Jaguar Mk1s controlled the front. Nigel Webb swept past polesitter Peter Burton at Riches to lead at the start, while Peter Dorlin leapt up from sixth to make it a Jag 1-2-3.

Burton reclaimed the lead into Riches on lap five of 18, only to drop back after the mid-race pit visits. Webb's rapid early stop allowed him to edge ahead when his rivals resumed. Shortly afterwards, Burton lost all brake fluid and retired, handing Webb a decent lead. But he soon found Dorlin, who'd lost time after

a moment at Montreal, reeling him in. "The car was oversteering all the time," explained Webb, who nevertheless held on to win.

Having recovered from a poor opening lap, the Volvo Amazon of Malcolm Harrison/Paul Taft improved throughout the race, battling past William Lynch's Austin A35 to finish an impressive third and top non-Big Cat.

● Oliver Timson

RESULTS (18 LAPS)

1 Nigel Webb (Jaguar Mk1); 2 Peter Dorlin (Jaguar Mk1) +0.691s; 3 Malcolm Harrison/Paul Taft (Volvo Amazon); 4 William Lynch (Austin A35); 5 James Turner (Ford Zodiac); 6 Russell Martin (Morris Minor). **CW** Harrison/Taft; Lynch; Gavin Watson (Borgward Isabella); Richard Haythornthwaite (Jaguar XK150); Aidan Donegan/Ron MacGregor (Austin A40). **FL** Webb 2m30.706s (70.92mph).



Kirkpatrick worked hard for MGB win

CLASSIC THUNDER SILVERSTONE, MAY 5-6

Skylines out of reach in Thunder races



Skylines dominated at Silverstone

THE NISSAN SKYLINES of Darren Bly and Mark Biggers shared the Classic Thunder victories as they dominated the field.

Biggers led from the opening lap of race one and was joined by Bly in an early and decisive break.

But as the lead pair went either side of a backmarker on lap 12 of 20, Biggers's car momentarily cut out.

Bly was left in the clear, with Andy Robinson's Ford Falcon a distant second.

Joss Ronchetti (Vauxhall Monaro) retired from third after depositing his oil around most of the circuit. That promoted Paul Dobson's Mazda RX7, which just made it home before the engine expired.

Biggers recovered to take fourth, after the BMW

M3 of Garrie Whittaker retired with a split oil cooler, while Kevin Wendt (M3) and Colin Tester (Ford Sierra Cosworth) completed the top six. "When I got going again I couldn't get traction on the oil," said Biggers.

Although poleman Robinson led race two into Copse, he was soon ousted by Bly on the exit, then by Biggers as they headed down the Wellington Straight. "They were just in a different league," admitted Robinson.

After a number of early lead swaps, Bly took charge around one-quarter distance, only for Biggers to clinch the win in the closing stages. Robinson was left with a lonely third, while Ronchetti charged through from the back of

the grid to hold fourth from the second lap.

Whittaker fought his way up from the back to take Wendt for fifth at half-distance.

● Peter Scherer

RESULTS (20 LAPS)

1 Darren Bly (Nissan Skyline); 2 Andy Robinson (Ford Falcon) +13.018s; 3 Paul Dobson (Mazda RX7); 4 Mark Biggers (Skyline); 5 Kevin Wendt (BMW M3); 6 Colin Tester (Ford Sierra Cosworth).

CW Robinson; Tester; Lawrie Dunster (BMW E36 M3); Andy Johnson (Renault Clio).

FL Bly 58.640s (100.70mph).

RACE 2 (21 LAPS) 1 Biggers;

2 Bly +1.067s; 3 Robinson; 4 Joss Ronchetti (Vauxhall Monaro V8); 5 Garrie Whittaker (BMW E36 M3); 6 Wendt. **CW** Robinson; Whittaker; Dunster; Johnson. **FL** Biggers 57.992s (101.83mph).

IN BRIEF



Cortina tracks Jag before pouncing

HRDC TC63

After swapping the lead with Jaguar driver Peter Dorlin for five laps, poleman Joe Allenby-Byrne's Ford Cortina moved decisively ahead into Montreal en route to victory at Snetterton. Having dropped back after a slow lap, Dorlin just failed to overhaul Nigel Webb's similar car for second.

HRDC MGB50

Bill Kirkpatrick claimed an impressive Snett win. Starting sixth, he took third immediately as front-row men James Cottingham and Will Linley struggled away. Then he swiftly picked off Jon Sandilands (into Agostini) and David Alston to secure victory.

OLYMPIC SPRINT

There was a Crossle 1-2-3 in the Olympic Sprint pitstop race at Snetterton. Gwyn Pollard edged past polesitter John Taylor at the lights, then built a decisive lead.

BLUE OVAL

There were three different leaders in the first four laps of the first Ford race at Silverstone. Colin Tester's Sierra Cosworth took Ashley Bird's XR4i and David Mathias (Escort Cosworth) on lap four to lead from Brooklands. Tester led from the second lap of race two, ousting Bird to secure a double.

ALFA ROMEO CHALLENGE

Roz Shaw won both AROC races at Silverstone. Her ex-Toine Hezemans GT AM had it easy in the first race, but Richard Merrell's Giulia was only 0.8s behind Shaw at the flag in race two.

CLASSIC SALOONS & HISTORIC TOURERS

Mark Ashworth celebrated the debut of his Ford Mustang with a double win in at Silverstone, with David Hall's Cortina second twice.

Ashworth won on Mustang debut



PRE-'93 TOURING CARS SILVERSTONE, MAY 5-6

Dunster double in tight Pre-'93 tin-top tussles

THERE WAS A DOUBLE win for Lawrie Dunster's BMW M3 in the Pre-'93 Tourers, despite the efforts of Roger Stanford.

Although Stanford's E30 M3 led from the start of race one, he ran wide at Copse second time round, giving Dunster's later E36 the lead into Maggotts.

They held station, but Stanford keep the pressure up, while Paul Bellamy and his M3 closed in, well clear of the Ford Sierra Cosworth of Richard Millar.

It was Millar who piled pressure on Dunster for much of the second race, but Dunster gradually edged

away. Jim McLoughlin claimed third when Stanford spun twice.

● Peter Scherer

RESULTS (BOTH 14 LAPS)

1 Lawrie Dunster (BMW E36 M3); 2 Roger Stanford (E30 M3) +0.535s; 3 Paul Bellamy (BMW M3); 4 Richard Millar (Ford Sierra Cosworth); 5 Andrew Busby (E30 M3); 6 Malcolm Wise (Sapphire Cosworth).

CW Stanford; Daniel Smoughton (BMW E30 320i); Simon Sheridan (Fiesta XR2). **FL** Stanford 1m06.494s (88.81mph). **RACE 2 1 Dunster;**

2 Millar +1.849s; 3 Jim McLoughlin (Sierra Cosworth); 4 Chris Bright (E36 M3); 5 Busby; 6 Wise.

CW Busby; Smoughton; Sheridan. **FL** Stanford 1m06.012s (89.46mph).



Davey (2) won almost every race

LEGENDS SILVERSTONE, MAY 5-6

Davey takes five from six

LAWRENCE DAVEY was almost unbeatable at Silverstone. But, after taking a clean sweep of victories in Saturday's races and winning Sunday's heats, he was pipped at the post by John Mickel on the last lap of their final race.

Davey and Guy Fastres drove away from the rest from the start of heat one, but it was much closer in the second, with Davey grabbing a late win.

Although Davey was delayed in the final when Mickel was tapped into a spin from the lead, he came out on top with a lap to go.

Davey narrowly took both Sunday heats and led the final. But after doing all the hard work from the back of the grid, he was beaten when Mickel

grabbed the lead at Brooklands on the last lap.

● Peter Scherer

RESULTS - SAT FINAL (10 LAPS)

1 Lawrence Davey; 2 Eliot Bunn +0.278s; 3 Jean-Michel Poncelet; 4 Guy Fastres; 5 David Ward; 6 James Holman. **FL** Davey 1m10.111s (84.23mph). **HEAT 1 (ALL HEATS 8 LAPS) 1 Davey;** 2 Fastres +0.345s;

3 John Mickel; 4 Bunn. **FL** Mickel 1m09.555s (84.90mph). **HEAT 2 1 Davey;** 2 Fastres +0.079s;

3 Richard Pocklington; 4 Mickel. **FL** Davey 1m10.112s (84.22mph).

SUN FINAL (10 LAPS) 1 Mickel; 2 Davey +0.039s; 3 Dean Brace;

4 Bunn; 5 Holman; 6 Pocklington. **FL** D Brace 1m09.247s (85.28mph).

HEAT 1 1 Davey; 2 Mickel +0.112s; 3 Pocklington; 4 Fastres. **FL** Pocklington 1m09.623s (84.82mph).

HEAT 2 1 Davey; 2 Pocklington +0.097s; 3 Mickel; 4 Fastres. **FL** Pocklington 1m08.889s (85.72mph).

Stanford's E30 chased the E36 of Dunster





COMBE FF1600 CASTLE COMBE, MAY 7

Demon lead pass earns Ward his Combe reward

A BREATHTAKINGLY audacious manoeuvre, in which he overtook April winner Roger Orgee and Steven Jensen round the outside into Tower, rewarded Nathan Ward with the maiden win he has craved since switching to a Kevin Mills Racing Spectrum. "It was my one chance so I made sure it paid off," said the ecstatic Coventry lad afterwards.

Ward, beaten to pole by Orgee in the wet, was again outgunned at the start, but picked off the fast-starting David Vivian and Luke Cooper (in Swifts of very different vintages) and homed in on the lead duo with a string of fastest laps on a drying track.

Jensen was disappointed,

though, after a banzai start from row two to lead: "I was feeling confident when I got completely blocked by backmarkers. Otherwise, I don't think they would have caught me."

Ward and Cooper shared the front row for race two, but a fine getaway by former champion Ben Norton from row four put the Wiltshire College Spectrum driver in the frame as he joined Alex Ames and Oliver White in a trio chasing Jensen, Orgee and Ward.

A first-lap incident scattered midfielders on the exit of the Esses and soon there were cars spread elsewhere, but as the dust settled Norton progressed rapidly up the lap charts.



Ward celebrates first Combe FF1600 victory

His decisive move around Jensen at Tower won the day.

"It's been a tough start to the season, but having struggled in the wet we got on top of the car today," grinned Norton. Jensen was also happy, as with three seconds from three

starts he now leads the championship.

● Marcus Pye

RESULTS (11 LAPS) 1 Nathan Ward (Spectrum O11c); 2 Steven Jensen (Spectrum O11b) +1.021s; 3 Roger Orgee (Van Diemen RF00); 4 Luke Cooper (Swift SC10); 5 Ben Norton

(Spectrum O10b); 6 David Vivian (Swift SC92F). **Class winners** Vivian; David Cobbold (Van Diemen RF89).

Fastest lap Norton 1m17.096s (86.38mph). **RACE 2 (9 LAPS)**

1 Norton; 2 Jensen; 3 Orgee; 4 Ward; 5 Oliver White (Van Diemen RF01); 6 Vivian. CW Vivian; Cobbold. **FL** Norton 1m11.738s (92.83mph).



Forster noses ahead as Stoney lurks in pitlane

MINI CHALLENGE CASTLE COMBE, MAY 7

Slick Stoney goes for broke to take victory

A CANNY TYRE decision by reigning 750MC Saxmax champion Shane Stoney's team shook the Mini Challenge establishment, as the Yorkshire teenager started from the pitlane and proceeded to charge to victory in the opening leg of the Motors TV Live event.

"We knew there was a window in the weather so took a gamble on slicks," recounted Stoney coolly. "But I came in before the rolling lap so nobody else would know what we were

doing. It was a late decision, and the guys had to run back to the motorhome to get the tyres!"

Arthur Forster, Lee Allen and Sam Osborne all led the race before Stoney's imperious charge took him to the front on lap eight of the 12-lapper. Osborne and Allen were almost 10 seconds behind at the chequer, by which time the heavens had opened again.

But the race ended abruptly when Forster, unsighted in a group, ran into the back of the crippled

car of Dean Raymond under the start/finish gantry flat-out. Amazingly, both walked from the medical centre later.

Stoney was on the back of a seven-car train led by Martin Depper early in race two, but Allen pipped Lee Pattison, who rued mucking up the start and only deposited Depper from second on a frantic final lap.

● Marcus Pye

RESULTS (12 LAPS) 1 Shane Stoney; 2 Sam Osborne +9.654s; 3 Chris Smiley; 4 Lee Allen; 5 Lee Pattison; 6 Martin Depper. CW Jonathan Brown. **FL** Chris Smith 1m17.375s (86.07mph).

RACE 2 (13 LAPS) 1 Allen; 2 Pattison +0.180s; 3 Depper; 4 Osborne; 5 Smith; 6 Stoney. CW Henry Gilbert. **FL** Pattison 1m16.451s (87.11mph).

MINI MIGLIA & MINI SE7EN CASTLE COMBE, MAY 7

Mini honours shared

THE CUT AND THRUST of traditional Mini racing is a recipe made for television. Once they had jostled their way to the front, young gun Kane Astin and 71-year-old Peter Baldwin were locked together for the second half of the opening stanza and finished in that order, well clear of Colin Peacock.

After a late safety car interlude, with Paul Thompson's car off before Bobbies as rain intensified, Baldwin used his unrivalled experience to beat polesitter Richard Casey, Dave Drew and

Rupert Deeth, who took Astin round the outside of Quarry, as the slick-shod pack slithered home.

Behind the 1300cc Miglias, Gareth Hunt and Andrew Deviny emerged victorious in the 1000cc Se7en division.

● Marcus Pye

RESULTS (13 LAPS) 1 Kane Astin; 2 Peter Baldwin +1.464s; 3 Colin Peacock; 4 Paul Thompson; 5 Dave Drew; 6 Aaron Smith. CW Gareth Hunt. **FL** Astin 1m27.062s (76.49mph). **RACE 2 (10 LAPS)**

1 Baldwin; 2 Richard Casey +1.108s; 3 Drew; 4 Rupert Deeth; 5 Astin; 6 Peacock. CW Andrew Deviny. **FL** Thompson 1m22.881s (80.35mph).



Astin (11) and Baldwin (33) shared the wins



Houlbrook was third at start of Deutsche Marque race

NATIONAL
RACES & RESULTS

CSCC
BRANDS HATCH

QUICK RESULTS

- Tin Tops Ainge/Jordan
- Magnificent Sevens Caller

TIN TOPS BRANDS HATCH, MAY 7

Former BTCC racer takes last-gasp win for Honda duo



Jordan took last-gasp Tin Top win

A BRILLIANT RECOVERY drive by ex-BTCC ace Mike Jordan earned a breathless last-lap win after 40 laps of hectic CSCC Tin Tops action. It was a remarkable result for a Honda Integra that co-driver Nigel Ainge had brought into the pits with rear-end damage more than 20 laps earlier.

Ainge was boxed in by a backmarker while contesting third when Simon Taylor's Honda Civic hit him from behind as they braked for the hairpin. Jordan rejoined in the battered machine, but lay more than 40s adrift in third with only 15 minutes to go.

Russell Hird timed his pit visit to perfection in the flurry of stops during a caution period to move ahead of the Civic and seemed to have a commanding lead. But Jordan had other ideas, passing the James Payne/Tony Hunter Renault Clio for second with three

minutes to go and surviving an encounter with Alan Yearley's Proton, which was dragging a rear wheel after a stub-axle broke.

Jordan caught and passed the Hird Rover halfway round the final lap. "I was watching the race order displayed on the tower working out where I was," said Jordan. "I love this kind of racing."

● Brian Phillips

RESULTS (40 LAPS) 1 Nigel Ainge/Mike Jordan (Honda Integra); 2 Russell Hird (Rover ZR 160) +0.954s; 3 James Payne/Tony Hunter (Renault Clio); 4 Danny & Steve Cassar (Proton Satria); 5 Mark Livens/Carey Lewis (Honda Civic Type R); 6 Richard Woods (Ford Focus). **CW** Hird; Andy Hancock/Gavin Spencer (Honda CRX); Marshall Groves (Alfa Romeo 33). **FL** Jordan 53.936s (80.63mph).

IN BRIEF



Combe Classics race gets underway

COMBE CLASSICS

Local engine builder Nick Stagg led a Ford Escort whitewash of the inaugural Combe Classics race in grizzly conditions.

COMBE SALOONS

Tony Hutchings (Audi TT) won the first Combe Saloon race, but missed a double when a grassy exit to Camp let the shadowing Will di Claudio (Peugeot 106GTi) through after a superb drive that put him atop the points table.

COMBE SPORTS & GT

Simon Tilling's Radical turbo was caught by Martin Baker's slick-shod Clubsport as the opener finished on a drying track. After a pace car, Tilling mugged Craig Fleming on a one-lap dash second time out.

JAGUAR SALOONS/XJS

Chris Palmer won the sequel to a Jaguar Saloons/XJS round held the previous day at the Brands MGCC fixture. By the end, he was well clear of James Ramm and Sunday winner Gary Davis, all driving XJSs.

DEUTSCHE MARQUE

Thomas Houlbrook leapfrogged a backmarker and his BMW team-mate David Ball (sharing with Mark Astall) in a single move when a caution period ended four minutes from the conclusion of the pitstop race at Brands.

SWINGING SIXTIES

Martin and Richard Wager were heading for a runaway win at Brands Hatch until their Mini Cooper S was penalised for overtaking under the safety car. Charles Marriott's Turner passed Tim Cairns's Sprite for victory in the closing stages. Delayed by a startline shunt, the second group also suffered a race of mechanical attrition. This encounter was dominated by the Lotus 7 of Josh Sadler/Gideon Hudson.



Marriott (right) got the better of Cairns

FUTURE CLASSICS BRANDS HATCH, MAY 7

Masaratis use Porsche to defeat Lotus racer

THE JAMIE AND MILES Masarati Porsche triumphed in a rain-threatened Future Classics race, beating Snetterton winner Nicholas Olson, whose Lotus Esprit had a longer pitstop as a success penalty.

These two were among the first to make their compulsory stops, rejoining 22nd and 25th respectively. "The stop was a bit early and surprised me," said son Miles. "I didn't know where I was so I set about overtaking every car I saw."

The decisive moment came at the end of a caution period to recover a stranded car, when Masarati Jr swept

past temporary leader Brett Evans in his Porsche 944. Olson took second in the last two minutes of the race. ● Brian Phillips

RESULTS (35 LAPS) 1 Miles & Jamie Masarati (Porsche 911 Turbo); 2 Nicholas Olson (Lotus Esprit S3) +4.919s; 3 Brett Evans (Porsche 944 S2); 4 John Shoemith/Ray Barrow (Chevrolet Camaro); 5 James Neal/Neil Harvey (Porsche 964); 6 Stuart Jefcoate (Porsche 911 Carrera). **CW** Olson; Neal/Harvey; John Hammersley/Simon Taylor (Vauxhall Astra GTE); Jon Jeffrey/David Bryant (Davrian Mk8); David Hornsey/Steve Miller (Porsche 924). **FL** M Masarati 54.637s (79.59mph).



Caller took Magnificent Sevens bout

MAGNIFICENT SEVENS BRANDS HATCH, MAY 7

Caller holds right line

CAMBRIDGESHIRE'S Paul Caller celebrated his first race win after heading a packed Magnificent Sevens field.

He and David Walley dominated much of the race, although the car shared by brothers Ian and Neil Thompson enjoyed a spell in the lead during the pitstop period.

Rejoining in midfield as the leading pitstoppers, Caller and Walley traded fastest laps until Caller established a healthy lead.

"My tyres went off, and he was too fast for me

through the traffic," admitted Walley.

The Thompsons were nearly 40s behind the pair by the end.

● Brian Phillips

RESULTS (45 LAPS)

1 Paul Caller (Caterham CSR); 2 David Walley (CSR) +7.121s; 3 Ian & Neil Thompson (C400); 4 Richard Green (C400); 5 Jez Hobbs (Caterham Roadsport); 6 Hugh Coulter (R400). **CW** Hobbs; Coulter; Bill Hailstone (C400); Barney Pryor (Roadsport); Neil Garner (Caterham 7); Brian Small (Westfield SE). **FL** Caller 50.255s (86.53mph).



Masarati Porsche leads the field away

NATIONAL RACES & RESULTS

MGCC
BRANDS HATCH

PORSCHE CLUB QUICK RESULTS

→ Race 1 **Mark Sumpter**
→ Race 2 **Ben Demetriou**

“That was one of the best races I’ve ever done”

Demetriou was delighted with race-two win



Prior was top Thoroughbred

BRANDS IN BRIEF



Smith was invincible in his little MGB

ECURIE GTS

Tim Smith was unbeatable in the Ecurie GTS races. His MGB beat Brian Lambert's by 14s in the first encounter and was over 50s ahead of Peter Edney's (who pipped Lambert by 0.08s) in the second race.

FISCAR

Andy Shepherd's AC Ace led the early laps, but Nicholas Ruddell (Aston Martin MkIII) was the man to watch. He sped through the pack from 14th and crossed the line 17s clear of Kevin Zwolinski's Jaguar XK140.

MGOC

Vince Pain (ZR 160) fended off a first-lap challenge from Sam Smith to win race one. Race two was stopped after just five laps when Pain's engine exploded and left oil at Graham Hill Bend. Peter Higton won.

MG METRO CUP

Mike Williams rebuffed Neil Gardiner's early challenges to win race one. Gardiner took the lead at the start of race two and sealed victory when Williams' engine briefly cut out.

CSCC JAGUARS

A tardy start from pole put Gary Davis (XJS) down to third on the first lap. After a safety car period he rose to second, then seized top spot by bravely outraking Chis Palmer's XJS at Paddock in wet conditions.

BRSCC OSS

Tony Sinclair bagged both races. After two safety car periods in race one, Sinclair (Jade) managed to nip up the inside of Hart at Paddock and clinch victory. Race two followed a similar pattern: Hart (Chiron) led early on, but was demoted to second by Sinclair at Paddock.

Hart led Sinclair in OSS, but lost twice



PORSCHE CLUB BRANDS HATCH, MAY 5-6

Porsche aces beat former BTCC racer

DEFENDING CHAMP Mark Sumpter won the first Porsche Club race, but he faced a strong challenge from Peter Morris' 996.

After Andy Purdie, James Hilliard and Ben Demetriou slid off on oil at Surtees on lap two, Morris was promoted to second. The charging 996 reeled in Sumpter, who defended stoutly until Morris dived up the inside of him at Paddock.

With four laps left to run, Morris slowed due to a broken flywheel. Sumpter sailed past him for the win, while Morris coasted across

the line in third place behind Andy Purdie.

The second outing featured fantastic racing at the front. Mark Proctor was determined to win this one – banging wheels with Purdie on the back straight to take second.

Proctor took the lead from Sumpter at Paddock at mid-distance, with Demetriou's Boxster S following suit a lap later.

Demetriou had been quietly going about his business as the Proctor/Sumpter battle raged, sneaking by Andy Purdie when he ran wide at Graham Hill Bend, and he pestered Proctor for the



Demetriou passed Proctor for victory

next eight laps. The former BTCC man did his best to prevent the inevitable but, on the penultimate tour, Demetriou took the lead at Surtees after Proctor was baulked by traffic.

● Matt Upton

RESULTS (27 LAPS) 1 Mark Sumpter (911 Carrera); 2 Andy

Purdie (964 C2) +3.653s; 3 Peter Morris (996); 4 Mark McAleer (996); 5 Ben Demetriou (Boxster S); 6 James Hilliard (968CS). **Class winner** Alex Eacock. **Fastest lap** McAleer 54.711s (79.48mph). **RACE 2 (20 LAPS)**

1 Demetriou; 2 Mark Proctor (993 CS) +0.274s; 3 Sumpter; 4 Purdie; 5 Paul Winter (996 C2) 6 McAleer. **CW** Eacock. **FL** Demetriou 54.651s (79.57mph).

Lees leads Lee in early exchanges



MORGAN CHALLENGE BRANDS HATCH, MAY 5-6

Goddard's Morgan glory

PHILLIP GODDARD scored a dominant win in the Morgan Challenge at Brands Hatch last weekend.

Goddard took the lead on lap three of 32, after both Daniel Lee and Tony Lees had brief spells at the head of the field.

Once he hit the front, Goddard romped clear of the pack, crossing the finish line a comfortable 23 seconds ahead of runner-up Jeremy Knight.

Behind them, there was a fantastic squabble for third between Lee, Lees, Ray Higgs and Matthew Wurr.

Wurr had managed to haul his Plus 8R into the

thick of it from 17th on the grid, and it was he who would take the final podium spot.

Wurr snatched the position on the 19th tour, and bravely kept Lee at bay for the remainder. They were separated by just 0.6s when they crossed the line.

● Matt Upton

RESULTS (32 LAPS) 1 Phillip Goddard (Plus 8); 2 Jeremy Knight (Plus 8) +23.317s; 3 Matthew Wurr (Plus 6R); 4 Daniel Lee (Plus 8); 5 Ray Higgs (Plus 8); 6 Tony Lees (Plus 8). **CW** Lee; Tony Rivers (Roadster); Sharlie Goddard (Plus 8); Simon Scott (4/4 Sport). **FL** P Goddard 54.622s (79.61mph).

THOROUGHbred SPORTSCARS BRANDS HATCH, MAY 5-6

Prior triumphs twice in two chaotic races

IAN PRIOR SCORED A hard-earned double win, but he had to fight off some tough challenges from Rob Spencer and Russell McCarthy.

In race one, fourth-placed qualifier Spencer was up to second by lap four, and a slow-starting McCarthy wasn't far behind. The charging McCarthy tried to pass Spencer round the outside on two occasions at Druids, but to no avail.

This battle allowed Jon Ellison's flame-spitting TR6 to close up on the MG duo, and at Paddock Hill Bend on lap 11 he sneaked up the inside of McCarthy for second. There was the lightest of contact between the two, but it was enough to send McCarthy spinning into the gravel.

A lap later, Spencer had finally got the better of Prior, only for the race to be stopped. McCarthy's

stricken MG was deemed to be in a dangerous position, so the win went to Prior on countback.

The second race had to be restarted when Ian Cripps lost it at Paddock in tricky conditions and slammed into the barriers. Prior crossed the line just a second ahead of McCarthy, who was closing fast.

● Matt Upton

RESULTS (11 LAPS) 1 Ian Prior (MGB GT V8); 2 Rob Spencer (MGB GT V8) +0.033; 3 Jon Ellison (Triumph TR6); 4 Simon Cripps (MGB GT V8); 5 Jonathan Edwards (Morgan Plus 8); 6 Tim Falce (Jaguar Ram D-type replica). **CW** Spencer; Peter Barnard (Elva Courier Mk1). **FL** Ellison 56.003s (77.64mph). **RACE 2 (6 LAPS)**

1 Prior; 2 Russell McCarthy (MGB GT V8) +1.023s; 3 Neil Fowler (MG C); 4 Barry Holmes (MGB GT V8); 5 Colin Jones (MGA Twin Cam); 6 Jon Ellison (Triumph TR6). **CW** Fowler; Holmes. **FL** McCarthy 1m00.352s (72.05mph).



Whyte's Escort beat Westfields

MG TROPHY BRANDS HATCH, MAY 5-6

Bray frustrates Streather with a triple

CHRISTOPHER BRAY was in imperious form in the MG Trophy last weekend, taking the top honours in all three races.

Bray set a blistering pace in qualifying, claiming pole by more than 1.6 seconds from Paul Streather.

It was no surprise, then, that Saturday's race was a

straightforward lights-to-flag victory for Bray.

Streather was the only man anywhere near him, finishing 2.4 seconds behind. Scotsman Paul Luti was third, a whopping 24 seconds in arrears.

The second race was a much tighter affair. Streather was right on

Bray's tail in the early stages and nearly touched the back of his car at Paddock.

At half distance, Streather finally wrestled the lead from Bray. His lead was to be short-lived, though. Two corners later, at a slippery Graham Hill Bend, Streather ran wide and was usurped by both Bray and Luti.

Streather eventually took second place back from Luti at Druids, but he couldn't catch Bray.

"I'm confident I could have held the lead had I not made the mistake," said a frustrated Streather. But his winning rival Bray begged to differ: "I was a little bit ginger – I was worried about oil on the track."

The final outing of the day was a much more

processional affair, with Bray taking the victory having led for the race's duration. Streather and Luti again completed the podium.

● Matt Upton

RESULTS (13 LAPS) 1 Christopher Bray (ZR 180); 2 Paul Streather (ZR 180) +2.442s; 3 Paul Luti (LE 500); 4 Robin Walker (ZR 190); 5 Dan Neaves (ZR 190); 6 Doug Cole (ZR 190). **CW** Luti; Alistair Rushforth (ZR 160); David Koskela (F 160). **FL** Streather 55.40s (77.73mph).

RACE 2 (15 LAPS) 1 Bray; 2 Streather +3.238s; 3 Luti; 4 Cole; 5 Neaves; 6 Paul Savage (ZR 160). **CW** Luti; Savage; Koskela. **FL** Bray 59.814s 72.70mph.

RACE 3 (15 LAPS) 1 Bray; 2 Streather +4.977s; 3 Luti; 4 Cole; 5 Neaves; 6 Savage. **CW** Luti; Savage; Koskela. **FL** Bray 59.646s (72.90mph).



Streather runs wide as Bray claims lead

SCOTTISH FIESTAS KNOCKHILL, MAY 5-6

Allan returns with new car and scores Fiesta victory

FORMER XR2 RACER Andrew Allan returned in a newer Fiesta ST and grabbed a win in difficult conditions at Knockhill.

Allan battled Scott Robertson, who led the early laps, the pair rubbing shoulders on the main straight as the leader defended his position.

At the end of lap two, Robertson went wide at the hairpin, which let Allan into the lead. A last-lap assault was rebuked by a determined move to the inside on the back straight.

"My mirror was off, so I couldn't see him," Allan said. "He squeezed me up the straight and that took my mirror off, so I guess it

was his own undoing [on the last lap]."

Nonetheless, Robertson got his revenge in the second race and led comfortably in the drier conditions, while Dave Colville sneaked past earlier victor Allan to take second.

● Jonathan Crawford

RESULTS (BOTH 10 LAPS) 1 Andrew Allan (ST); 2 Scott Robertson (ST) +1.444s; 3 Dave Colville (ST); 4 Stuart Haston (ST); 5 Blair Murdoch (ST); 6 Wayne MacCauley (XR2). **CW** MacCauley. **FL** Robertson 1m04.828s (71.08mph).

RACE 2 1 Robertson; 2 Colville +2.194s; 3 Allan; 4 Murdoch; 5 George Orr (ST); 6 Haston.

CW Peter Cruickshank (XR2). **FL** Robertson 1m02.853s (72.13mph).



Allan leads ST fight from Robertson



Marshall (3) won five out of six races

SCOTTISH LEGENDS KNOCKHILL, MAY 5-6

Marshall keeps rolling

THE STEAMROLLER performance of Legends ace Ross Marshall continued at Knockhill.

The reigning champion added another perfect score of three wins in Saturday's races, plus two more on Sunday.

Rookie David Newall continues to impress, and he took a second and a third on Sunday despite having to start at the back.

Former champ Carol Brown finished second in Sunday's finale. Her Burnett Motorsport team rallied after a disastrous weekend necessitated three engine changes and a 50-mile round trip to collect the required parts.

● Jonathan Crawford

SATURDAY FINAL (10 LAPS) 1 Ross Marshall; 2 David Hunter +2.512s; 3 Paul O'Brien; 4 Carol Brown; 5 David Allan; 6 Gerard McCosh. **FL** Marshall 1m00.741s (75.86mph).

HEAT 1 (8 LAPS) 1 Marshall; 2 Brown +0.331s; 3 O'Brien; 4 Glenn Burtenshaw. **FL** Marshall 1m00.385s (76.31mph).

HEAT 2 (8 LAPS) 1 Marshall; 2 Hunter +0.554s; 3 Brown; 4 O'Brien. **FL** Marshall 1m00.543s (76.11mph).

SUNDAY FINAL (10 LAPS) 1 Marshall; 2 Brown +0.964s; 3 David Newall; 4 Robbie Burgoyne; 5 O'Brien; 6 Hunter. **FL** Hunter 1m00.342s (76.37mph).

HEAT 1 (8 LAPS) 1 Hunter; 2 Newall +0.178s; 3 Marshall; 4 Burtenshaw. **FL** Marshall 1m00.712s (75.90mph).

HEAT 2 (8 LAPS) 1 Marshall; 2 O'Brien +0.650s; 3 Burgoyne; 4 Newall. **FL** O'Brien 1m02.094s (74.21mph).

IN BRIEF



Weston (left) briefly led Sibley (right)

MG MIDGETS & SPRITES

Paul Sibley dominated at Brands. Despite David Weston's fast start in race one, nobody could stop Sibley. Pete Collinson, who started at the back in race two, claimed a brilliant third.

SCOTTISH CLASSICS

Andrew Smith's Morgan took both wins at Knockhill, but Stan Bernard's Porsche 911 battled through the field, having not qualified on Saturday. He tried to grab second at the last corner of race two, but had to follow Barry Riddell's Triumph home.

NSSCC

Mike Williamson's Evo was the perfect tool for the snowy track during the second NSSCC race at Knockhill, until ignition problems slowed his charge. This left Stephen Kell to take a surprise win in his Sierra XR4.

SCOTTISH MINIS

David Sleigh steered through snow and controversy to take two wins at Knockhill. The meeting was dominated by unrest among drivers and teams, who were upset with officials taking a tough line on drivers exceeding the track limits.

SALOONS/SPORTSCARS

Stewart Whyte's Ford Escort took both Knockhill races ahead of the usual clutch of Westfields. The wintry weather of race two opened the door for Colin Simpson's Marcos, but his pace fell away as the track dried.

SCOTTISH FORMULA FORD

The changeable form of the field continued at Knockhill. Alistair Dow (Ray GRS09) took his first win in race one after Ross McEwan (Van Diemen RF92) spun. McEwan gained revenge in race two after a spin by Dow.

McEwan (74) spun, then won race two





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Knockhill

Rovers to the fore in Silverstone Post Historic/Classic Group 1 race



CASTLE COMBE BARC/CCRC, MAY 7

CASTLE COMBE CLASSICS (11 LAPS)
1 Nick Stagg (Ford Escort RS); 2 Laki Christoforou (Ford Escort RS) +38.425s; 3 Eric Woolley (Ford Escort RS); 4 Justin Wilson (Alfa Romeo 2000GTV); 5 John Dobson (Alfa Romeo 2000GTV); 6 John Moon (Cox GTM). **FL** Stagg 1m30.134s (73.89mph).

CASTLE COMBE SALOONS (9 LAPS)
1 Tony Hutchings (Audi TT); 2 Mark Wyatt (Vauxhall Astra) +4.028s; 3 Mark Funnell (Mini Cooper S); 4 Will di Claudio (Peugeot 106GTI); 5 Rob Ballard (SEAT Leon); 6 Russell Akers (Vauxhall Astra). **CW** di Claudio; Akers. **FL** Hutchings 1m31.518s (72.77mph).

RACE 2 (9 LAPS) 1 di Claudio; 2 Hutchings +0.816s; 3 Wyatt; 4 Ballard; 5 Funnell; 6 Kevin Bird (BMW 1 Series). **CW** Charles Hyde-Andrews-Bird (Ford Fiesta). **FL** Wyatt 1m16.815s (86.70mph).

CASTLE COMBE SPORTS & GT (12 LAPS) 1 Simon Tilling (Radical SR3 turbo); 2 Martin Baker (Radical Clubsport) +0.159s; 3 Josh Smith (Radical PR6); 4 Craig Fleming (Juno TR250); 5 Gary Prebble (Mitsubishi Lancer Evo); 6 Norman Lackford (Radical Prosport). **CW** Prebble. **FL** Baker 1m09.081s (96.40mph).

RACE 2 (9 LAPS) 1 Tilling; 2 Fleming +0.707s; 3 Des Andrews (Megahart 001); 4 Lackford; 5 Prebble; 6 Smith. **CW** Prebble. **FL** Tilling 1m13.194s (90.99mph).

TOYOTA MR2 (13 LAPS)
1 Matthew Palmer; 2 Ben Rowe +1.342s; 3 George Robinson; 4 Jim Davies; 5 Stuart Nicholls; 6 Malcolm Edeson. **CW** Davies. **FL** Palmer 1m22.685s (80.54mph).

BRANDS HATCH CSCC, MAY 7

JAGUAR SALOON/XJS (21 LAPS)
1 Chris Palmer (XJS); 2 James Ramm (XJS) +9.872s; 3 Gary Davis (XJS); 4 David Howard (XJ12); 5 Patrick Doyle (XJS); 6 Paul Merrett (XJS). **CW** Davis; Kevin Doyle (XJ6 Coupe); Ian Drage (XJS); Thomas Barclay (Coupe). **FL** Davis 57.837s (75.18mph).

DEUTSCHE MARQUE (39 LAPS)
1 Thomas Houlbrook (BMW E36 M3); 2 Mark Astall/David Ball (BMW E36 M3) +35.00s; 3 Kevin Maxted/Nick Starkey (BMW E36 M3); 4 Pete Morris (Porsche 968); 5 Phillip Perryman/Thomas Barley (BMW M3); 6 James Neal/Neil Harvey (Porsche 964). **CW** Maxted/Starkey; Barry & Luke Johnson (Porsche 944 S2); Mark & Matthew Humphries (BMW E36 Coupe); Harry Sherrard (BMW Mini Cooper). **FL** Houlbrook 53.586s (81.15mph).

SWINGING SIXTIES GROUP 1 (39 LAPS) 1 Charles Marriott (Turner Mk2); 2 Tim Cairns (Austin Healey Sprite) -1 lap; 3 Roy Chamberlain (Triumph TR4); 4 Glenn Canning (NSU TT); 5 Gil Duffy/Pippa Cow (Austin Healey Sprite); 6 Cliff Fray/Piers Bridgeman-Williams (Alfa Romeo Giulia). **CW** Chamberlain; Canning; Peter Tognola/Peter Monk (Porsche 911). **FL** Martin & Richard Water (Mini Cooper S) 56.620s (76.80mph).

GROUP 2 (31 LAPS) 1 Josh Sadler/Gideon Hudson (Lotus 7); 2 Harry Wyndham (Jaguar E-type) +36.567s; 3 Thomas Barley/Phillip Perryman (Chevrolet Camaro); 4 Chris Edwards (Lotus 7 S4); 5 Andrew Smith (Marcos 1800 GT); 6 David Thomas (Ford Capri Mk1). **CW** Wyndham; Barley/Perryman; Smith; Thomas; Michael & Callum Gray (Jaguar E-type). **FL** Sadler/Hudson 54.598s (79.64mph).

BRANDS HATCH MGCC, MAY 5-6

ECURIE GTS (30 LAPS) 1 Tom Smith (MGB Roadster); 2 Brian Lambert (MGB) +14.110s; 3 John Andon (Triumph TR4); 4 Graham Jones (MGB Roadster); 5 Peter Edney/George Edney (MGB Roadster); 6 Pete Foster (Triumph TR4). **CW** Andon; Roger Whiteside (Morgan 4/4). **FL** Andon 58.695s (74.08mph).

RACE 2 (27 LAPS) 1 Smith; 2 P Edney (MGB Roadster) +51.429s; 3 Lambert; 4 Jones; 5 Mike Harris (MGB); 6 Foster. **CW** Foster; Whiteside. **FL** Smith 1m06.965s (64.93mph).

FISCAR (23 LAPS) 1 Nicholas Ruddell (Aston Martin MkIII); 2 Kevin Zwolinski (Jaguar XK140 FHC) +17.133s; 3 Andy Shepherd (AC Ace Bristol); 4 John Hilbery (Lotus Elite S2); 5 Rob Cobden (Fairthorpe Electron); 6 Jason Kennedy (Lancia Aurelia B20GT). **FL** Ruddell 1m14.343s (58.48mph).

MGCC (16 LAPS) 1 Vince Pain (ZR 160); 2 David Mellor (MGF VVC) +2.844s; 3 Sam Smith (MGF); 4 Simon Kendrick (MGF VVC); 5 Mark Barker (MGF); 6 Dean Sullivan (ZR 160). **CW** Mellor; Paul Eales (MGB GT). **FL** Peter Highton (MG F) 58.417s (74.44 mph). **RACE 2 (5 LAPS)** 1 Higton; 2 Kendrick +1.706s; 3 Mellor; 4 Smith; 5 Barker; 6 Stuart Philips (MGF). **CW** John O'Brien (ZR 160); Eales. **FL** Mellor 58.492s (74.34mph).

MG METRO CUP (15 LAPS)
1 Mike Williams (Rover 100); 2 Neal Gardiner (Rover Metro GTi) +3.189s; 3 Tom Sanderson (Rover Metro GTi); 4 Tony Howe (MG Metro Turbo); 5 Thomas Grainger (Rover 100 GTi); 6 Mark Bellamy (MG Metro). **CW** Grainger; Callum Evison (MG Metro). **FL** Gardiner 58.351s (74.52mph). **RACE 2 (4 LAPS)**

1 Gardiner; 2 Williams +17.741s; 3 Grainger; 4 Sanderson; 5 David Javes (MG Metro Turbo); 6 Howe. **CW** Grainger; Evison. **FL** Gardiner 1m06.936s (64.96mph).

JAGUAR SALOON/XJS (17 LAPS)
1 Gary Davis (XJS); 2 Chris Palmer (XJS) +11.00s; 3 James Ramm (XJS); 4 Ian Drage (XJS); 5 Kevin Doyle (XJ6 Coupe); 6 Paul Merrett (XJS). **CW** Palmer; Drage; Doyle; Thomas Barclay (Coupe). **FL** Davis 1m06.542s (66.35mph).

BRSCC OSS (19 LAPS) 1 Tony Sinclair (Jade 3); 2 Doug Hart (Chiron/Hart 2012) +2.808s; 3 Darcy Smith (Radical SR4); 4 Graham Hill (Radical Prosport); 5 Ginger Marshall (Bowlyby Mark 2); 6 Chris Enderby (Radical SR4). **CW** Hart; Hill; Graham Read (JKS SC10). **FL** Sinclair 53.595s (81.44mph).

RACE 2 (18 LAPS) 1 Sinclair; 2 Hart +6.367s; 3 Smith; 4 Hill; 5 Marshall; 6 Gary Mellors (Radical SR3 RS). **CW** Hart; Hill; Read. **FL** Sinclair 55.069s (78.96mph).

MG MIDGET & SPRITE CHALLENGE (17 LAPS) 1 Paul Sibley (Midget); 2 David Weston (Midget) +5.665s; 3 Martin Morris (Midget); 4 Edward Reeve (Midget); 5 Paul Campfield (Frogeye Sprite); 6 James Dunkley (Midget). **CW** Campfield; Tom Neat (Midget); Tom Walker (Austin Healey Sprite Mk1); John Collinson (Midget). **FL** Sibley 52.322s (83.11mph). **RACE 2 (14 LAPS)** 1 Sibley; 2 Neat +38.445s; 3 Peter Collinson (Austin Healey Sprite Mk1); 4 Weston; 5 Campfield; 6 Morris. **CW** Neat; Campfield; Brian Bedford (Sprite); J Collinson. **FL** Sibley 1m03.971s (67.97mph).

PETER BEST CHALLENGE (16 LAPS)
1 Andrew Ashton (Rover Metro GTi); 2 Simon Hutchinson (MG Midget) +34.52s; 3 David Brown (MG ZR 160); 4 Clive Jones (MGB Roadster); 5 Nick Arden (MG Maestro EFD); 6 Frank Thompson (MGB Roadster). **CW** Hutchinson; Brown; Jones

FL Ashton 1m07.132s (64.77mph). **RACE 2 (14 LAPS)** 1 Ashton; 2 Arden +59.560s; 3 Brown; 4 Jones; 5 Martin Doherty (MGB Roadster); 6 Hutchinson. **CW** Arden; Brown; Hutchinson. **FL** Ashton 1m04.983s (66.91mph).

ICONIC 50s SPORTS CARS (16 LAPS)
1 Chris Owen (MG TA/TC); 2 Peter House (MG TC) +7.893s; 3 George Edney (MG TB); 4 Nick Ashman (MG TF); 5 Jonathan Abecassis (Austin Healey 100/4); 6 Howard Maguire (Playford MG). **CW** Ashman; Colin Youle (Jaguar XK120). **FL** Owen 1m11.037s (61.21mph). **BCV8 (13 LAPS)** 1 Russell McCarthy (MGB GT V8); 2 James Wheeler (MGB Roadster) +29.731s; 3 Simon Wood (MGB); 4 Jonnie Wheeler (MGB Roadster); 5 Mike Harris (MGB); 6 Barry Holmes (MGB GT V8). **CW** Wheeler; Harris; Rob Muir (MGB Roadster). **FL** McCarthy 1m00.346s (72.06mph).

KNOCKHILL SMRC, MAY 5-6

CLASSICSPORTS & SALOONS (10 LAPS) 1 Andrew Smith (Morgan +8); 2 Barry Riddell (Triumph TR8) +0.255s; 3 Raymond Boyd (Porsche 911); 4 Robert Marshall (Ford Escort RS); 5 Willy Toye (Triumph TR8); 6 Stan Bernard (Porsche 911). **CW** Riddell; Marshall; Donald Laird (Lotus Elan); Nick Boyes (Mini Cooper). **FL** Smith 1m00.124s (76.64mph).

RACE 2 (10 LAPS) 1 Riddell +0.703s; 3 Bernard; 4 Marshall; 5 Toye; 6 Boyd. **CW** Riddell; Marshall; Jimmy Crow (Ford Escort); Boyes. **FL** Bernard 59.700s (77.19mph).

NSSCC CLASSES B, C, D (15 LAPS)
1 Mike Williamson (Mitsubishi Evo); 2 Tony Allison (Mitsubishi Evo) +0.480s; 3 Mark Armstrong (Subaru Impreza); 4 Paul Moss (Citroen Saxo); 5 Miles Collins (Peugeot 206GTi); 6 Martin Addison (Peugeot 106). **CW** Moss; Gary Mitchell (BMW 318). **FL** Allison 57.288s (80.44mph).

RACE 2 (15 LAPS) 1 Stephen Kell (Ford Sierra XR4); 2 Williamson +1.345s; 3 Allison; 4 Ken Hall (Metro 6R4); 5 Collins; 6 Moss. **CW** Collins; Mitchell. **FL** Williamson 1m03.325s (72.77mph).

MINI COOPER CUP (9 LAPS) 1 David Sleigh; 2 Steven Clarke +0.336s; 3 Kyle Reid; 4 Tim Sleigh; 5 Ross Wylie; 6 Stefan di Resta. **FL** Wylie 1m03.501s (72.57mph).

RACE 2 (9 LAPS) 1 D Sleigh; 2 T Sleigh +3.798s; 3 Wylie; 4 Clarke; 5 Reid; 6 Kenny McLeod. **FL** Clarke 1m04.773s (71.14mph).

RACE 3 (8 LAPS) 1 Steven Brewster; 2 Reid +0.358s; 3 T Sleigh; 4 D Sleigh; 5 McLeod; 6 Wylie. **FL** D Sleigh 1m03.599s (72.45mph).

SALOONS & SPORTSCARS/NSSCCA, E, F (18 LAPS) 1 Stewart Whyte (Escort); 2 Garry Watson (Westfield) +1.440s; 3 Cameron Purdie (Westfield); 4 David Headen (Caterham CSR); 5 Phillip Duncan (Westfield); 6 Colin Simpson (Marcos Mantis). **CW** Watson; Bill Addison (Caterham Supersport); Adam Kindness (Subaru Impreza). **FL** Watson 52.748s (87.36mph). **RACE 2 (17 LAPS)** 1 Whyte; 2 Watson +1.014s; 3 Headen; 4 Purdie; 5 Simpson; 6 John Grant (Mitsubishi Evo).

CW Watson; Addison; Alasdair McGowan (Citroen Saxo); Mark Robson (Subaru Impreza). **FL** Headen 55.906s (82.42mph).

FF1600 (10 LAPS) 1 Alistair Dow (Ray GR509); 2 Ross McEwan (Van Diemen RF92) +2.216s; 3 Andrew Brennan (Swift SC92F); 4 Michael Gray (Vector); 5 Greg Stark (Van Diemen); 6 Paul Kopec (Ray GR508). **CW** Ivor Mairs (Mondiale). **FL** McEwan 55.865s (82.49mph). **RACE 2 (10 LAPS)** 1 McEwan; 2 Jordan Gronkowski (Van Diemen); 3 Dow; 4 Brennan; 5 Kopec; 6 Andy Paterson (Van Diemen). **CW** Mairs. **FL** Dow 56.277s (81.88mph).

SNETTERTON 300 360MRC/HRDC, MAY 5-6

HRDC TC63 (12 LAPS)
1 Joe Allenby-Byrne (Ford Cortina Mk1); 2 Nigel Webb (Jaguar Mk2) +19.260s; 3 Peter Dorlin (Jaguar Mk2); 4 Ben Shuckburgh (Alfa Romeo Giulia Super); 5 Geoff Tural (Alfa Romeo Giulia Sprint GT); 6 Peter Burton (Jaguar Mk2). **Class winners** Webb; Paul Hocking (Fiat Abarth 1000TC). **Fastest lap** Allenby-Byrne 2m28.300s (72.07mph).

HRDC MGB50 (12 LAPS)
1 Bill Kirkpatrick; 2 Will Linley +6.723s; 3 Jon Sandilands; 4 David Alston; 5 Matthew Green; 6 Peter Mallett. **FL** Green 2m27.757s (72.33mph).

OLYMPIC BREAKFAST SPRINT (20 LAPS) 1 Gwyn Pollard (Crosley 9S); 2 John Taylor (Crosley 9S) +7.366s; 3 Andy Todd (Crosley 9S); 4 John Wilkes (Jaguar D-type Replica); 5 Ken Culverwell (Mamba CZ3R Lotus 23); 6 Dom Spicer/Paul Summerville (Crosley 9S). **FL** Pollard 2m09.556s (82.49mph).

BONUS SPRINT (10 LAPS) 1 John Taylor (Crosley 9S); 2 Paul Begley (Caterham Supersport) +21.381s; 3 Robert Cooper (Supersport); 4 John Saunders (Supersport); 5 Dean Becker (Caterham Tracksport); 6 Neil Philipotts (Mitsubishi Starion). **FL** Taylor 2m10.925s (81.63mph).

SILVERSTONE BARC, MAY 5-6

BLUE OVAL SALOONS (BOTH 19 LAPS)
1 Colin Tester (Sierra Cosworth); 2 Ashley Bird (Sierra XR4) +1.404s; 3 David Matthias (Escort Cosworth); 4 Laki Christoforou (Escort RS1600); 5 Piers Grange (Escort Mk2); 6 Paul Nevill (Escort RS2000). **CW** Christoforou; Ronnie Haines (Escort); Robert Taylor (Fiesta). **FL** Tester 1m03.527s (92.96mph). **RACE 21** Tester; 2 Bird +3.497s; 3 Scott Matthias (Escort Cosworth); 4 Christoforou; 5 D Matthias; 6 Nevill. **CW** Christoforou; Mark Freemantle (Escort Mk1); Taylor. **FL** Tester 1m03.462s (92.79mph).

POST HISTORIC & CLASSIC GROUP 1 TOURING CARS (BOTH 14 LAPS)
1 Tim Scott Andrews (Rover Vitesse); 2 Riorden Welby (Rover SD1) +14.014s; 3 David Howard (Jaguar XJ12); 4 Steve Cripps (Ford Escort RS2000); 5 David Hickton (Opel Ascona); 6 John Wright (Ford Escort RS). **CW** Howard; Cripps; Tom Bateson (VW Scirocco GTI); Neil Bray (Ford Fiesta). **FL** Scott Andrews 1m07.919s (86.94mph). **RACE 21** Scott Andrews; 2 Howard +6.442s; 3 Welby; 4 Cripps; 5 Hickton; 6 William Jenkins (BMW 3.0 CSL). **CW** Howard; Cripps; Bateson; Bray. **FL** Scott Andrews 1m07.031s (88.10mph).

2CVs (BOTH 14 LAPS) 1 Jonathan Rundle; 2 Phil Myatt +0.105s; 3 Wayne Cowling; 4 Alec Graham; 5 Sammie Fritchley; 6 Glenn Oswin. **FL** Myatt 1m26.951s (67.91mph). **RACE 2**

1 Simon Clarke; 2 Sandro Proietti +0.074s; 3 Graham; 4 Matthew Hollis; 5 Oswin; 6 Peter Dalkin. **FL** Proietti 1m27.617s (67.40mph).

Fleming's Juno was denied Combe Special GT win late on





WHAT DOES THE MSA ACTUALLY DO FOR US?

The governing body of UK motorsport is often criticised and little understood, so *AUTOSPORT* sat down with the key players to let them explain its role in our sport

AS: What does the MSA perceive as its role within the sport?

CH: At our essence we're a regulator, and the first job of a regulator is to come up with common rules. That's why the clubs came together 100 or so years ago. So if you've got a car, wherever you go with it, you can play.

The second thing is that because we're perceived to be a 'danger sport' you need common safety standards. Therefore, we set the standards for the cars, the venues and circuits, personal equipment and the driving.

There's also fair play, and for that you need a judicial system of protests and appeals that is independent. There are lots of other things, but I think those are the fundamentals of what we are.

AS: What is the nature of the MSA's relationship with the FIA?

CH: At a lower level you don't want to be bound by the FIA because their rules are constructed for Formula 1 and the World Rally Championship, and you could never apply them to trials, or autotests. The reason there is no

competing ASN is because under the FIA there can only be one for motorsport per country. We'd like to think that the reason we are the only governing body is because we satisfy what people want, but there's nothing to stop people starting up their own members club outside of the MSA and outside of the FIA. If you're not performing as a governing body, you will be challenged by the FIA.

AG: The MSA is also incredibly highly regarded – you may find it hard to believe, but a lot of our national regulations and our rulebook have been copied. That's because we've got more diversification of motorsport than probably anywhere else in the world.

AS: What about other initiatives that are non-regulatory, such as the Go Motorsport campaign?

AG: Sport and business has evolved, and if you look at any successful sport in this country, you will see the governing bodies have become involved in promoting their sport – whether

you're talking about football or rugby or sailing – they all [have] incredibly active governing bodies now.

CH: Take a few examples of some of the other things we do: the sell-off of the forests – we have correspondence with the Government to say if you're going to sell it off, please maintain our rights of access for motorsport. If you go back further, they were talking about changing a 14-day planning rule under which most clubs organise their events – that could have killed motorsport. The other one was the Government trying to tell farmers they couldn't set aside land for motorsport. Why pick on us? So again we lobbied the Government, took them to the High Court, and they folded.

There are lots of issues that come up through legislation that could have an effect on motorsport, and you've got to be strong enough and have the contacts to stop that happening.

AS: These are obviously responses to particular issues, but with things like

KEY

AS: AUTOSPORT

CH: Colin Hilton

AG: Alan Gow

BT: Ben Taylor



MSA sets the UK's safety and judicial standards

Go Motorsport did you drive those or were they a response to licence holders?

AG: No, we drove Go Motorsport. We saw people were doing a great job promoting sailing and decided we needed to do that for motorsport.

I think a lot of people in our sport thought, 'We know motorsport exists, so why are you doing this?' But four years on it's incredibly successful and has achieved more than we thought it would.

AS: So what has it achieved, then? Are you able to demonstrate its impact

on the numbers of licence holders?

CH: The problem you've got is that the churn [turnover of licence holders] in the sport is now about 22 per cent per annum. When you've got a churn of that level, you don't know in a recession whether the Go Motorsport campaign has managed to maintain numbers.

AG: During a severe recession we've only seen a drop of five per cent over three years in licence holders. I'd imagine most businesses would give their right arm to drop their business by five per cent in the past four years.

CH: The number of events has hardly changed, and the number of entries, which is where it really gets hit, has gone down 10 per cent in three years.

AG: It's doing something – even in the most basic terms it's increasing awareness. And marshals are a good point. We've seen a net increase over the past four years. Motorsport has a massive problem retaining marshals, so to have an increase is extraordinary.

AS: Why has the MSA felt the need to get involved in driver development, through programmes like Team UK?

CH: If you look at the interest in a sport, it's down to people. We need our drivers at the pinnacle of the sport.

BT: We're going to do a piece of work this year that will seek to quantify the value of a world champion in Formula 1 or WRC to UK motorsport. We know there's a virtuous circle: the more success you get, the more media coverage you get, the more interest ▶



The MSA team outside its headquarters at Colnbrook

THE MSA'S KEY FIGURES

ALAN GOW

Chairman

Gow chairs and leads the MSA's board of directors to ensure that it remains in full control of the company's affairs and provides good corporate governance. Alan is also president of the FIA Touring Car Commission.



COLIN HILTON

Chief executive

Hilton manages the day-to-day business and operations of the MSA, reporting to the MSA board. Colin is also the UK's deputy member of the World Motor Sport Council.



JOHN SYMES

Technical director

Symes oversees the technical and environmental policies of the MSA. He is responsible for the management of insurance claims on the MSA's policy, and leads investigations into serious or fatal incidents. He is also responsible for the inspection and licensing of venues, and is an FIA-nominated inspector as part of his role on the FIA Circuits Commission.



BEN TAYLOR

Director of development and communications

Taylor leads the MSA's development activities, which focus on developing clubs, attracting new people to the sport and developing young drivers. He also manages the MSA's communications.



SIMON FOWLER

Competitions and clubs manager

Fowler is responsible for a department that issues close to 5000 event permits each year. It also handles route authorisation for events that take place on the public highway, such as navigational rallies and trials, appoints event stewards, handles new club registrations and paperwork for events on the FIA international calendar.



MICHAEL WENTWORTH

Licensing manager

Wentworth is in charge of the MSA licensing department, which issues 32,000 competition licences and processes approximately 6000 marshal registrations and 2500 officials' licences each year. Michael leads a five-person licensing team.



◀ you create, the more likely people are to become aware of the sport and join a club at grass roots level. That makes a broader base at the pyramid, which increases the size of the gene pool from which you can pull in the future, which increases the quality of people coming up through the sport. It's valuable, but we haven't put a figure on it.

It would be great for the sport if we could demonstrate that there's a £200 million benefit to Jenson Button becoming world champion. Silverstone didn't sell out its Grand Prix in the three years before Lewis Hamilton arrived – you couldn't give tickets away. It's been sold out every year now since 2007.

There's a secondary reason, in that the guys that have made it in the past have made it in spite of the governing body, not because of it. Consequently, when you speak to a David Coulthard or a Jenson Button, they have no relationship with the MSA. It's an organisation that just took money off them every year.

What the organisation is doing by having Team UK and the MSA Academy is building a relationship with 50 of the best drivers at Formula 3 level and below on an individual basis. So if they do make it to the top, they're going to be much more likely to engage with the governing body in promoting the sport in the future, and that's got to be of enormous benefit.

AS: Looking at the structure of the MSA, you have two other companies: International Motor Sports Ltd

“Sport and business has evolved. All governing bodies have become involved in promoting their sport”

Alan Gow justifies Go Motorsport

and British Grand Prix Ltd. Can you explain what they do?

AG: BGP is a ring-fence. Because the British GP has about four different contracts [relating to it] it gets really confusing. That company helps us manage the relationship between FOM, the FIA, Silverstone and ourselves regarding the British GP. IMS is a commercial arm of the MSA. The FIA made a directive some 10 years ago that all ASNs should separate their commercial arms from their governments, so there's no conflict of interest. IMS supports the MSA by providing a profit that enables us to do this other work.

CH: The licence holders are not paying for anything more than we provide for them – licences, safe circuits, homologations and the other regulatory things that we do. We don't make money out of licence holders. The other initiatives, such as Go Motorsport, are funded through the commercial activities of IMS.

AS: Why do you need such a strong balance sheet?

CH: Because at any time we could get a claim outside of insurance. We've got public liability insurance, officials'

insurance cover, competitors' insurance cover. No matter what you do, at some point you're going to get hit with a claim that isn't insured.

AG: If we had a big claim outside of insurance that would be the end of the governing body.

AS: Have you ever had to deal with a claim outside of insurance?

CH: We've always managed to cover them, so far.

AS: How do you decide how big a buffer to have?

CH: The absolute minimum we need to be fairly safe is about £5.5 million. That's what professionals tell us.

AS: You've already said that one of these big claims outside of insurance could kill the governing body, so what would happen to motorsport without the MSA?

AG: Motorsport wouldn't stop, but the FIA would have to delegate the authority to someone else.

BT: The British Ski Federation and the British Boxing Board of Control both went bust and left their sports in a state of inertia. All of the infrastructure that Colin's just described, all the unseen tentacles of the sport, which have kept it going for 100 years, would be ripped up.

AG: We have a duty to make sure that this sport is not vulnerable to that, and

British drivers in F1 are crucial to grass roots



that's why we do what we do. Don't forget the MSA is a not-for-profit organisation, so the only reason we have a strong balance sheet is to ensure we provide good governance. Everything we make goes back into the sport.

BT: One of the criticisms often levelled at the governing body is we've got all that money in the bank, so we should be spending a million quid a year on providing Kris Meeke with a drive in the WRC or taking a driver into Formula 1. And that's a brilliant idea – if you're only going to be around for the next couple of years. It's got to be sustainable.

AS: So what exactly do the licence holders get for their money?

CH: They get venues that are safe, because we inspect them and push the track owners to improve standards. They get safe cars, because they have to comply with our technical regulations. They get officials who are properly trained, so they get fair play. They get rescue crews trained by us. They get a judicial system. It goes on and on.

AG: There are also lots of things the MSA is doing now that it's never done before. You're now getting regular communication from us, you're now getting a quality magazine – and all of this is not paid for with licence fees. All the initiatives we've been talking about have been started in the past six or seven years, but licence fees have only ever gone up with inflation.

AS: A lot of the initiatives you've talked about come from the top down, but how can licence holders influence the MSA?

AG: Through their committees. One of our great downfalls is that people don't understand the structure. The easiest way to explain it is in terms of government and the civil service. We're the civil service and the Motor Sport Council is the government. The government consists of representatives from different areas, so the MSC has people from karting, hillclimb, off-road, and all these different people sit on committees that decide the regulations. If those regs get approved, the civil service, which is us, puts them into action. We're not making the rules, we're implementing them – 99 per cent of the regs come out of the MSC. We might advise them to change their minds, but at the end of the day we can't not do what the MSC decides.

CH: Licence holders can help through consultation. All of those regulations go up on the website, and anybody's entitled to make comments, which are taken into account when the regulations come back to council to be ratified.

AS: Moving onto some of the specific issues affecting motorsport. What is the MSA's position on the number of circuit racing series in existence?

CH: We established 10 or 15 years ago the championship control panel: one for racing, one for rallying, one for

karting. These are peer groups that contain representatives of the major clubs. We obviously want to restrict the number of championships, so over the years we've put criteria in that they must have a certain number of entries. Every year we look at the history of each championship, and if they drop below, we give them a year to improve. We realised that a number of clubs were running series we had no control over, so this year we've said any series



Gow says Go Motorsport has succeeded

has to be licensed with us so we can start keeping track of them.

AS: It's all very well losing championship status, but that just means clubs will run series. Is there any way for the MSA to limit those?

CH: It's very difficult because the first rule within the international sporting code is that no ASN can do anything to prevent competition. Also on our back is the competitions commission [saying] it's illegal to restrict fair trading.

AG: It's fine for us to cancel championships, but if people have invested money in a car, it's not for us to say 'you can't race that car anywhere else' if someone wants to start a series.

AS: But sometimes the problem is that grids are diluted by having more than one series for the same type of car.

CH: We tell the clubs to merge those series, but we can't force them. What we have done is introduce bonds – to stop people launching a series, selling half a dozen cars and then letting the whole thing collapse. So they have to give us £25,000, and we sit on that for three years.

BT: As long as there is somebody prepared to underwrite the track time and competitors prepared to pay their entry fees, it's not for the MSA to say that they can't go racing. It's market forces. If somebody doesn't want to race on a grid of eight, they should take their money somewhere else.

CH: We've suggested the clubs should split the track hire costs across championships to stop the weak ones coming. If they're going to end up paying a fifth of £40,000 to put six cars on the grid, they're not going to do it. But ultimately it's up to the clubs. ☹



MSA advises clubs to merge similar series...



...but says it cannot force them to do so

YOUR SAY

What you think of the motorsport news of the past week

Villeneuve was Driver of the Day on his F1 debut at Silverstone



Vivid memories of Villeneuve

As a teenager my mates and I were at Silverstone for Gilles Villeneuve's F1 debut and we instantly knew he was special. We were also at Zandvoort for the Tarzan overtake and the subsequent three-wheel driving spectacle and without doubt no other F1 driver has generated as much trackside excitement. We cheered, we leaped about, we shouted until we were hoarse – and that from a diehard bunch of James Hunt supporters. Thanks, AUTOSPORT, you took me back to some truly memorable moments in my spectating history.

Richard Forward aged 58 ¼

EDITORIAL CONTACT mail@autosport.com

After spending a fairly lazy Bank Holiday Monday in front of the Motors TV live raceday from Castle Combe, I have to say it was nothing short of a superb advert for club racing in this country. Full grids, close racing and plenty of overtaking, professionally screened. It showed how much better grass roots 'clubbie' racing is than F1.

M Noble
By email

F1 might indeed have had the biggest swings of performance from race to race during recent tyre

wars (May 3, p17), but how is that purer racing?

During said tyre war there was also refuelling, meaning grand prix racing was 60-mile sprints with little care needed over the right foot if their manufacturer had the best tyre that day according to an Excel spreadsheet.

Surely 24 men using all their talents to optimise their time over 200 miles of a level playing field, while being able to maximise the friction circle in more difficult conditions, must be purer racing?

Paul Irwin
Bexleyheath

The picture painted by Mark Hughes last week describes drivers "driving to a target delta time" in order to achieve the tyre life/strategy that is optimal for a race. The overtaking we are seeing is the result of that, not racing.

If this truly is the case then Pirelli needs to be asked to change its approach urgently. Surely we all want to see a competition between racing drivers and constructors, not a competition of tyre management.

Colin Scrivener
By email

Regarding the story about F1 cockpit safety and the suggestion of a canopy (May 3, p10), obviously there would be a need for 'tearoffs' which could be removed during the pitstops.

However, there is no mention of a windscreen wiper, so what happens when it rains? Presumably the race would either be red-flagged or not run.

A Ritemann
Liverpool

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. FERRARI UNVEILS FIRST MAJOR UPGRADES
2. PETROV: MUGELLO UNSAFE FOR F1 TEST
3. ALONSO TOPS MORNING SESSION AT MUGELLO
4. SAUBER CONFIRMS CHELSEA FC DEAL
5. ALONSO FASTEST ON DISRUPTED FIRST DAY

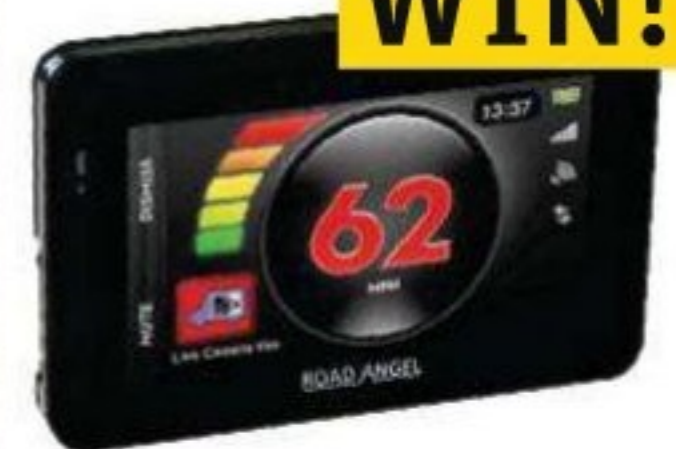
AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHAT WE LEARNED FROM MUGELLO TEST

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

● Classic Stock Hatch racer Damian Cottrell did not take the lead of the first race at Brands Hatch under yellow flags at Paddock, as reported on page 80 of our May 3 issue. The Vauxhall Nova driver legally passed Matt Rozier's Peugeot (recovering after a spin) on the run to Druids. Apologies for the mistake.

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



McLAREN F1 GTR 1:43 MODELS

£64.99 (autosport.com/shop)

TrueScale Miniatures' 1:43-scale replicas of the McLaren F1 GTRs that finished first and third in the 1995 Le Mans 24 Hours are superbly detailed – better even than the Minichamps versions of a few years back. Choose from the Ueno Clinic machine of JJ Lehto, Yannick Dalmas, and Masanori Sekiya that gave the British firm a debut victory, or the third-placed Harrods-liveried car of top Brits Derek and Justin Bell and Andy Wallace.



MG6 BTCC ZIP TOP

£49.99
(autosport.com/shop)

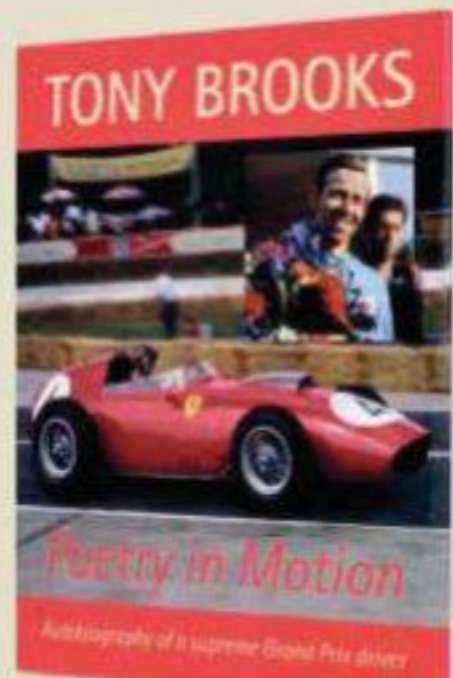
Jason Plato and the Triple 8 squad have caused a stir in the opening three rounds of the BTCC with the all-new MG6. Now you can show your allegiance to the two-time champ and the famous marque with the new range of official merchandise. The zip top is resplendent in team colours and comes with all the right logos.



BMW M3 GTR ONBOARD DVD

£28.99 (85 mins)
(dukevideo.com)

Ride onboard in the wailing V8-powered Schnitzer BMW M3 GTR around two classic tracks: the Nurburgring Nordschleife and Belgium's majestic Spa-Francorchamps. Hans Stuck and Pedro Lamy do the honours at the 'Ring (check preview, right) while Jorg and Dirk Muller guide you round Spa.



TONY BROOKS BIOGRAPHY

£49.50 (978-1-899870-83-7)
(autosport.com/shop)

Finally: the autobiography of one of the most underrated 1950s grand prix drivers. *Tony Brooks – Poetry in Motion* reflects on every facet of this super-smooth and super-quick former dentistry student. Very well-written and typically modest. Probably not for the casual fan – especially at that price.

HOT ON THE WEB THIS WEEK

YOUTUBE: HANS STUCK NURBURGRING MASTERCLASS



SEARCH FOR: Hans Stuck (BMW M3 GTR) au Nurburgring. (8:38)

Just in case you're not yet convinced that Duke's BMW M3 GTR onboard DVD (see left) is fever enough, here's the great Hans-Joachim Stuck on a quickie round the Nurburgring GP/Nordschleife. You'll have to trust him...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SNETTERTON (BRITCAR)

May 12
Admission: £13
Tel: 01953 887303
Alfa Romeos and the SMART 4two Cup support the latest round of the British Endurance Championship.

SILVERSTONE (MSVR)

May 12-13
Admission: £9 each day
Tel: 01327 857271
GT Cup, Radical Clubmans Cup, F3 Cup, Monoposto, Club MSV Trackday Trophy, Mk2 Golf GTI, VAG Trophy, Production BMW, MN Saloons and Project Eight Racing Saloons.

CADWELL PARK (BRSCC)

May 13
Admission: £13
Tel: 01507 343248
Cadwell Park has a busy Sunday schedule with action from the BRSCC Porsches, Euro Saloon & Sportscars, Mighty and Super Mighty Minis, and Sports 2000.

BRANDS HATCH (BARC)

May 12-13
Admission: £13 each day
Tel: 01474 872331

OULTON PARK (AMOC)

May 12
Admission: £10
Tel: 01829 760301

ANGLESEY (BRSCC)

May 12-13
Admission: £12 each day
Tel: 01407 811400

KNOCKHILL (RALLYCROSS)

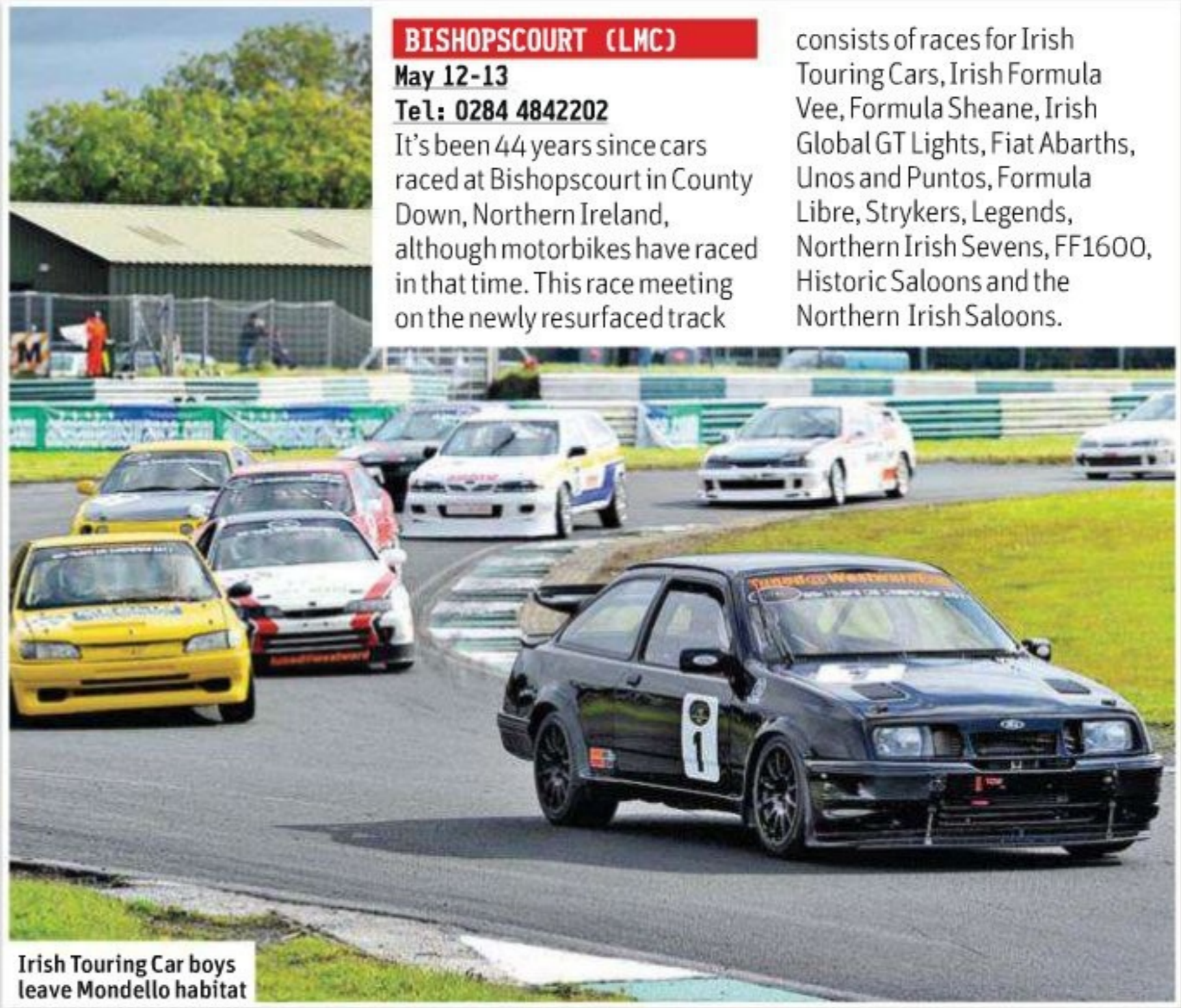
May 12
Admission: £15
Tel: 01383 723337

BARBON MANOR (HILLCLIMB)

May 12
Admission: £8
Tel: 01539 442434

HAREWOOD (HILLCLIMB)

May 13
Admission: £10
Tel: 01132 886391



Irish Touring Car boys leave Mondello habitat

BISHOPSCOURT (LMC)

May 12-13
Tel: 0284 4842202
It's been 44 years since cars raced at Bishopscourt in County Down, Northern Ireland, although motorbikes have raced in that time. This race meeting on the newly resurfaced track

consists of races for Irish Touring Cars, Irish Formula Vee, Formula Sheane, Irish Global GT Lights, Fiat Abarths, Unos and Puntos, Formula Libre, Strykers, Legends, Northern Irish Sevens, FF1600, Historic Saloons and the Northern Irish Saloons.

SPANISH GRAND PRIX

Formula 1 World Championship
Rd 5/20
Circuit de Catalunya, Barcelona, Spain
May 13
formula1.com

Will the first European grand prix of 2012 also throw up Formula 1's fifth winner in five races? As the guessing game continues to run, F1's most aero-dependent track could be a crucial barometer of the relative pecking order following a wildly unpredictable start to the year.



Alonso to star for adoring Spaniards?

GP2 SERIES

Rd 4/12
Barcelona, Spain
May 12-13
gp2series.com

GP3 SERIES

Rd 1/8
Barcelona, Spain
May 12-13
gp3series.com

FIA EUROPEAN F3/ BRITISH F3

Rd 2/10 and Rd 3/10
Pau, France
May 12-13
formula3.co

INTERCONTINENTAL RALLY CHALLENGE

Rd 4/13
Tour de Corse
Ajaccio/Bastia, Corsica
May 9-12
ircseries.com

AMERICAN LE MANS SERIES

Rd 3/10
Laguna Seca, California, USA
May 12
alms.com

GRAND-AM SERIES

Rd 4/13
New Jersey Motorsports Park, USA, May 13
grand-am.com

NASCAR SPRINT CUP

Rd 11/36
Darlington, South Carolina, USA, May 12
nascar.com

NASCAR NATIONWIDE

Rd 9/33
Darlington, South Carolina, USA, May 11
nascar.com

FORMULA NIPPON

Rd 2/7
Motegi, Japan
May 13
f-nippon.co.jp

Television

THURSDAY MAY 10

0730-0800 [Eurosport](#)
FR3.5: Aragon Highlights
0800-0830 [Eurosport](#)
Inside World Touring Cars
0900-1000 [Sky Sports 3](#)
F3 Euro Series: Hockenheim

FRIDAY MAY 11

0845-1050 [Sky Sports F1 LIVE](#)
Formula 1: Spanish GP Practice 1
0855-1035 [BBC Red Button LIVE](#)
Formula 1: Spanish GP Practice 1
1000-1100 [Eurosport LIVE](#)
IRC: Corsica Day 1
1055-1135 [Sky Sports F1 LIVE](#)
GP2: Barcelona Practice
1245-1450 [Sky Sports F1 LIVE](#)
Formula 1: Spanish GP Practice 2
1255-1435 [BBC Red Button LIVE](#)
Formula 1: Spanish GP Practice 2
1400-1500 [ESPN](#)
DTM Review Show: Lausitz
1455-1535 [Sky Sports F1 LIVE](#)
GP2: Barcelona Qualifying
2330-0230 [Motors TV LIVE](#)
NASCAR Nationwide: Darlington

SATURDAY MAY 12

0840-0920 [Sky Sports F1 LIVE](#)
GP3: Barcelona Qualifying
0930-1030 [ITV4](#)
Motorsport UK
0945-1115 [Sky Sports F1 LIVE](#)
Formula 1: Spanish GP Practice 3
0955-1105 [BBC Red Button LIVE](#)
Formula 1: Spanish GP Practice 3

1000-1100, 1700-1800 [Eurosport LIVE](#)

IRC: Corsica Day 2
1030-1100 [ITV4](#)
DTM: Lausitz Highlights
1200-1435 [Sky Sports F1 LIVE](#)
Formula 1: Spanish GP Qualifying
1210-1415 [BBC1 LIVE](#)
Formula 1: Spanish GP Qualifying
1310-1410 [Motors TV LIVE](#)
FIA European F3: Pau Race 1
1435-1600 [Sky Sports F1 LIVE](#)
GP2: Barcelona Feature Race
1615-1710 [Sky Sports F1 LIVE](#)
GP3: Barcelona Race 1

SUNDAY MAY 13

0000-0500 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Darlington
0705-0805 [Channel 4](#)
FIA GT1: Zolder Highlights
0820-0915 [Sky Sports F1 LIVE](#)
GP3: Barcelona Race 2
0930-1035 [Sky Sports F1 LIVE](#)
GP2: Barcelona Sprint Race
1130-1630 [Sky Sports F1 LIVE](#)
Formula 1: Spanish Grand Prix
1210-1515 [BBC1 LIVE](#)
Formula 1: Spanish Grand Prix
1245-1355 [Motors TV LIVE](#)
FIA European F3: Pau Race 2
1715-1800 [BBC2](#)
Formula 1: Spanish GP Highlights

MONDAY MAY 14

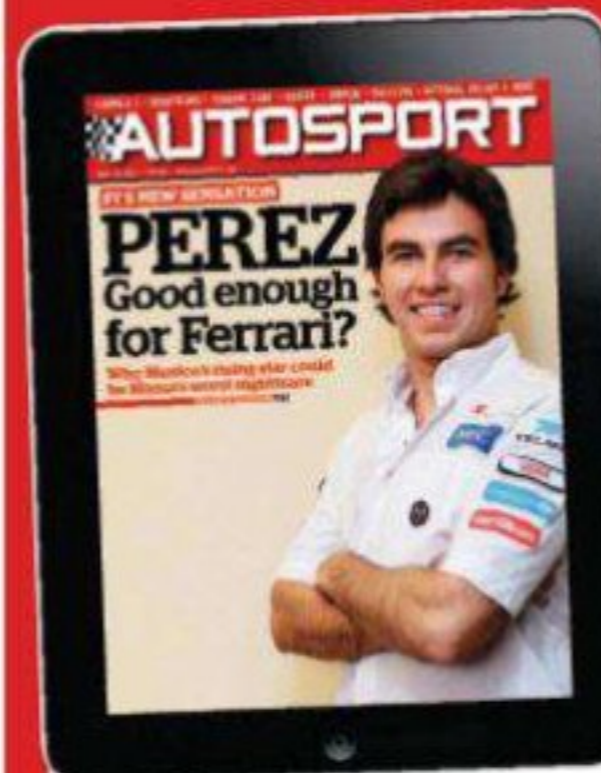
2130-2230 [Sky Sports 3](#)
NASCAR Sprint Cup: Darlington

Online

AUTOSPORT.COM PLUS

Coming up in our premium web content this week

SPANISH GRAND PRIX
After a three-week break, Formula 1 resumes at the Spanish Grand Prix this weekend, and you can stay ahead of the game by finding out which teams' Mugello upgrades have paid dividends in practice with the help of Mark Hughes' GP form guide, only on AUTOSPORT Plus. And don't forget to put your questions to Edd Straw about the Barcelona event either.



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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

AS COMEDY-CROONER Russ Abbott once observed: "Oh what an atmosphere!" While the thousands of fans who packed the Hungaroring to support Norbert Michelisz in the World Touring Car Championship are probably mercifully unaware of the man behind such creations as Basildon Bond and CU Jimmy, they seemed to get what he meant.

The normally garrulous Martin Haven certainly did, opting to let the huge crowd show their appreciation to the local hero, rather than talk over their partisan celebrations. It was an inspired

decision by Haven, and the sheer volume of the cheer was one of those goosebump moments as those filling the whole of the main grandstand rose to their feet in unison to celebrate Hungary's greatest motorsporting success in living memory.

I've often felt that in the era of mass television coverage of sport, the notion of creating a spectacle for the paying punters at the venue plays second fiddle to the demands of the TV audience. This has been especially true of F1 in recent years, with many of the races often staged in front of empty grandstands or to people

whose sense of curiosity has taken them there rather than a deep-rooted love of the sport.

You couldn't say that for the wind-beaten souls who turned out for the Bank Holiday action at Castle Combe, which once again was covered in full on Motors TV. While the weather was hardly much of an incentive for the couch potato to get up and get involved, it was otherwise a great advert for club-level racing in the UK, especially the cut-

and-thrust dicing of the local Formula Ford series and the weird and wonderful Special GTs.

The big crowd gave each winner the plaudits their efforts deserved, although they couldn't match the decibels produced by their Hungarian counterparts.

It's great being able to enjoy all the action at the press of a button, but sometimes there really is no substitute for actually being there. *Revved Up*

"The volume of the cheer was one of those goosebump moments, and it was an inspired decision not to talk over it"



THE WEEK IN PICTURES

Our lensmen pounding the beat, from Western Australia to Texas and Talladega



FORD AND HOLDEN SPIN IN SYMPATHY

Australian V8 Supercar stars Will Davison and Garth Tander rotate in front of the pack at Barbagallo, causing a few anxious moments

THAT'LL SOON BE ON TWITTER...
Tony Kanaan photos his pal Rubens Barrichello's oval rookie test in Texas

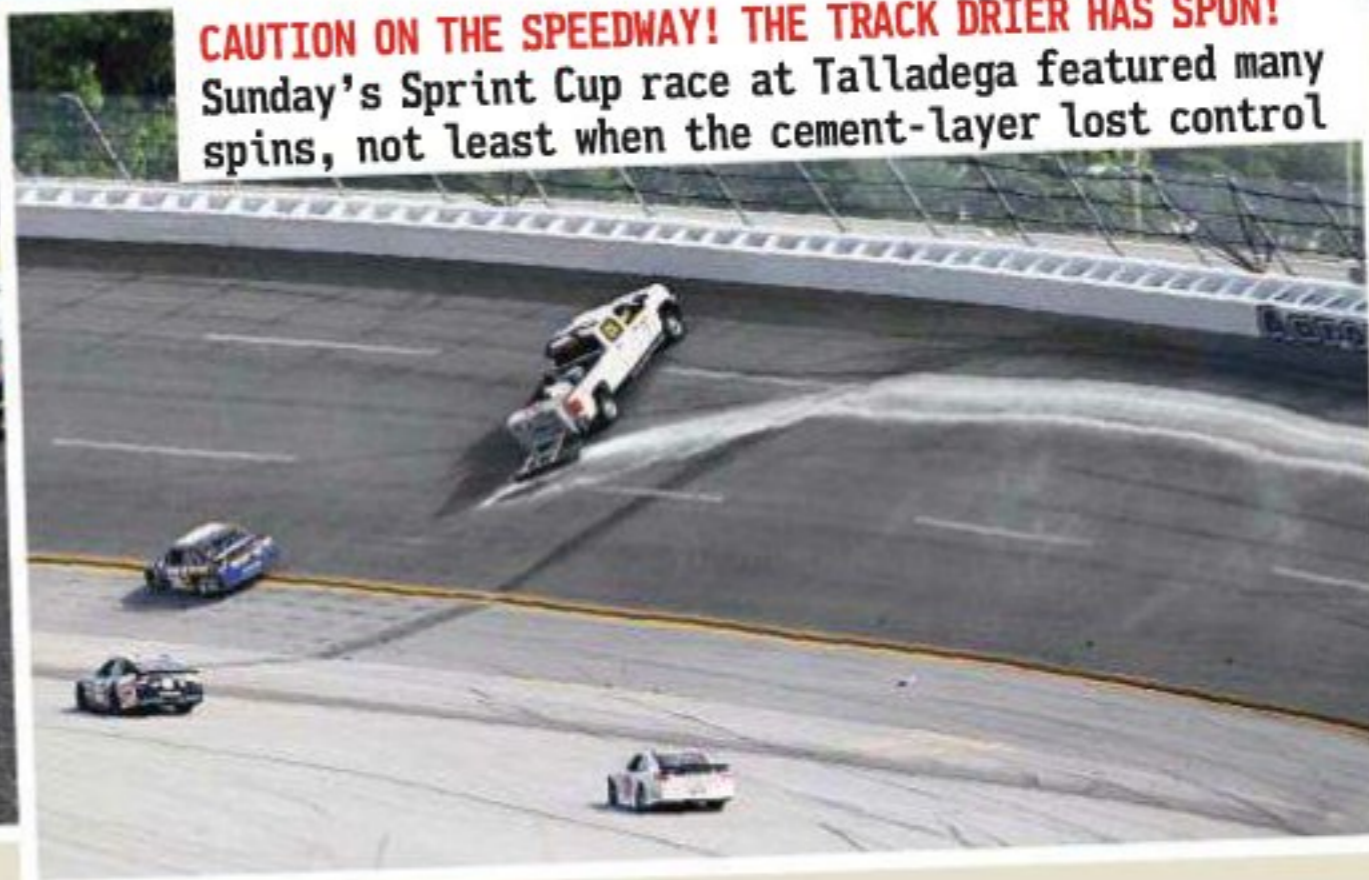


BRITISH TOURING CAR WEAPONRY STEPS UP A GEAR

BTCC racers Gordon Shedden, Tony Gilham and Adam Morgan, and Ginetta driver Andrew Richardson, met members of the Second Royal Tank Regiment at Thruxton last week in aid of the Afghan Heroes charity



CAUTION ON THE SPEEDWAY! THE TRACK DRIER HAS SPUN!
Sunday's Sprint Cup race at Talladega featured many spins, not least when the cement-layer lost control



PICS: KAKOB EBREY, HORSBURGH, WILLIAMS/LAT, COX/GETTY

NEXT WEEK

SPANISH GRAND PRIX WILL WE GET A FIFTH WINNER IN F1 2012?

DON'T MISS IT!

FROM THE ARCHIVE

Christian Danner takes first F3000 win, Pau, May 27 1985



Danner was walking tall after Pau win

“Pirro still was 12 seconds ahead, but Danner began to eat into his lead. Pirro was not able to respond”

DECIMATED TO JUST SEVEN CARS AFTER THE FIRST 10 of 72 laps, the inaugural Formula 3000 International Championship's visit to Pau in 1985 still managed to produce an intriguing race – not least in the form of its victor Christian Danner, who claimed his maiden single-seater victory.

Amid early drama, the German came through from 10th on the grid to win for the first time in more than four years at this level. Pau would prove a turning point for Danner, who won a further three times en route to the F3000 title and a launch into Formula 1. He would then compete in Indycars before seeing out his career in the DTM.

F3000's arrival at the French circuit – after the demise of Formula 2 – was a major promotional peg for what was the 45th running of the Pau Grand Prix. While just 15 cars were entered it proved enough to draw sizeable crowds. The buzz lasted even as showers spoiled what had been an eagerly anticipated second qualifying session, during which only one man was able to improve – Danner.

The German had been the victim of a tyre blowout in first qualifying, and his March-Cosworth – run by former F1 privateer team boss Bob Sparshott – seemed an unlikely candidate for victory. He moved up one place before the

start when Ivan Capelli's March – in common with two other cars from the constructor – were withdrawn due to concerns over suspension safety.

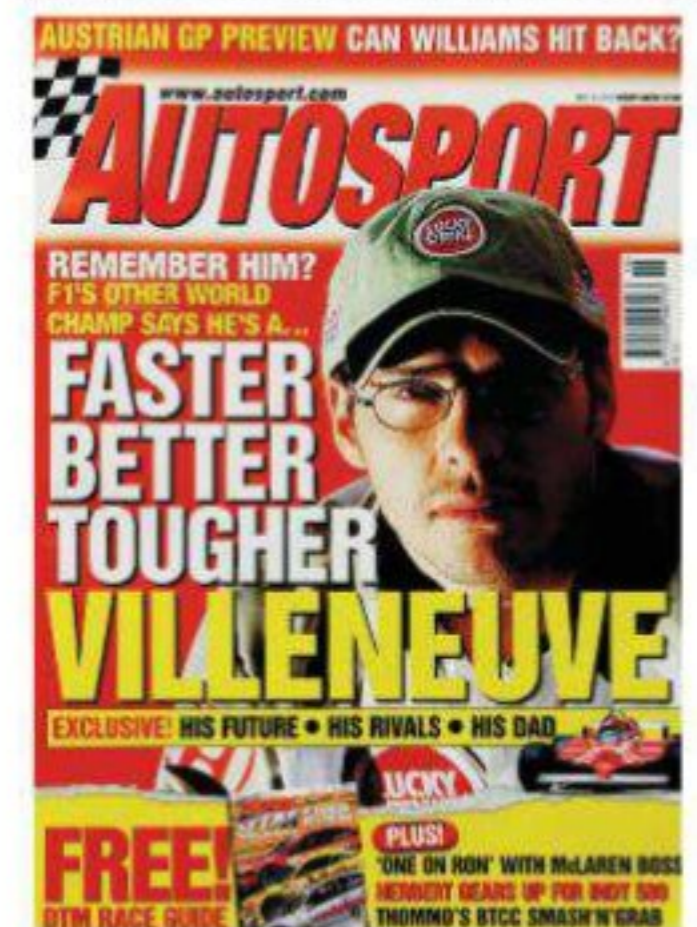
Polesitter Emanuele Pirro led the majority of the race, while on the third lap Michel Ferte collected Mike Thackwell's Ralt-Judd, which retired instantly. Thackwell's team-mate John Nielsen was next to go, breaking his suspension on a kerb as he shadowed Pirro out front.

Amid the attrition Danner had moved into third behind the ex-F1 Williams of Lamberto Leoni. He lost the position briefly when he found Leoni spinning in front of him (“I looked up to find him almost stopped”), but by lap 24 he had moved past the Italian and into second.

Pirro still was 12s ahead, but Danner began to eat into his lead and, when Pirro was not able to respond, he sensed victory. With 10 laps remaining he was out front – Pirro was battling an overheating engine in his Onyx March and decided against charging after Danner.

Danner's pace did not let up, and his lead eventually stood at 41s as the chequered flag fell. Only five cars, Pirro and Leoni among them, had made it to the finish, but it did not diminish the victory: Danner had simply been the quickest man on the day.

THIS WEEK IN...



MAY 9 2002

THE NEWLY-INTRODUCED SUPER

2000 rules package produced two absorbing FIA European Touring Car Championship races at Silverstone.

Alfa Romeo's Fabrizio Giovanardi and Nicola Larini were the dominant forces, qualifying one-two respectively and taking a win apiece, but their path to victory was far from straightforward amid myriad incidents and spells in the lead for both BMW and Volvo.

In the first, Rickard Rydell's Prodrive-run Volvo S60 took an early lead, but dropped to fifth when the Swede missed a gear exiting Abbey.

Giovanardi stole the lead but, when he tagged Dirk Muller's BMW, Larini ghosted through to win. In the second contest a reversed grid shook up the order but, after Rydell had again led, Giovanardi and Larini fought their way through for a second Alfa one-two.



PIC: LAT



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RICHIE GINTHER

■ Monaco Grand Prix ■ May 14, 1961 ■ Ferrari Dino 156 ■ Strong second place ahead of favoured Ferrari duo



Ginther leads Moss out of Station hairpin early on

I DROVE THE EXPERIMENTAL, rear-engined Dino 246 at Monaco in 1960, and although I only completed 70 of the 100 laps, I came away with a pretty good knowledge of the circuit.

The 1961 race was, of course, the very first championship GP of the new, 1.5-litre formula, so we arrived at Monaco with three of the new, shark-nosed Dino 156s for Phil Hill, Taffy von Trips and myself to drive.

Phil and Taffy were given the 65-degree V6 engines, and I got the new, 120-degree unit, which had never raced before.

In practice I found that it worked very well and I made second-fastest time, 0.2s behind Stirling Moss in Rob Walker's Lotus and 0.3s ahead of Jim Clark in the works car.

At the start of the race I made a perfect getaway and took the lead and after three laps I had 5s on Moss, who was just ahead of Jo Bonnier in the works Porsche.

Stirling soon got into his stride and after 10 laps my lead was down

"It was a marvellous race and did my reputation a power of good. I was swamped with congratulations afterwards, except from Enzo Ferrari - he never said a word"

to 1s, and even then I was getting threatening pit signals telling me to drop back behind the other two Ferraris and let them try to deal with Moss. They were serious!

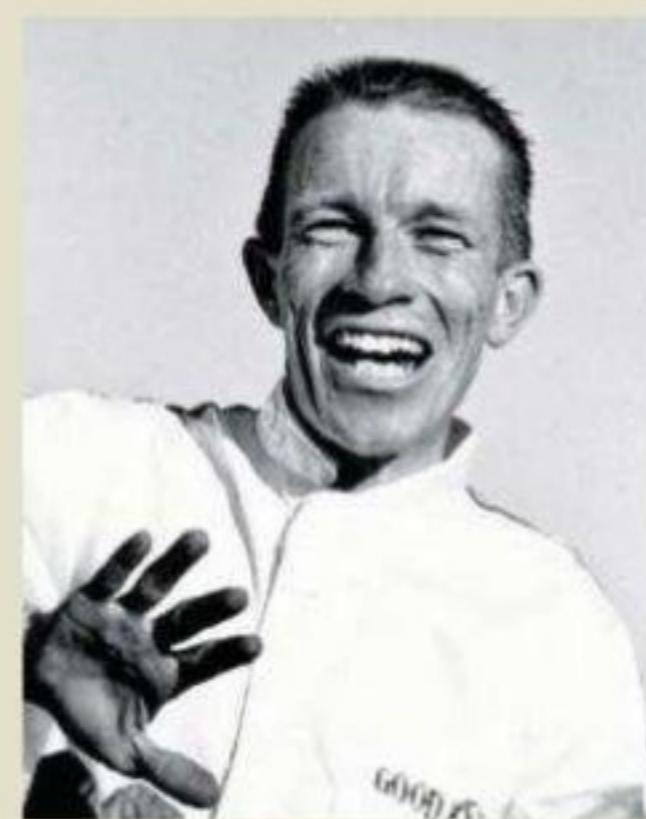
Ferrari didn't want me - the

new boy in the new car - to be the winner of that race.

So I slowed down and Stirling and Jo went past and I let Hill and von Trips catch up and go by.

Stirling's lead was down to

IN PROFILE



CALIFORNIAN RICHIE GINTHER was introduced to racing when he rode as Phil Hill's passenger in the 1953 Carrera Panamericana. He took up racing soon after, making a name for himself in west-coast sportscar events before joining friend Hill at Ferrari for 1960. He joined BRM for 1962 and backed-up Graham Hill for three years. A move to Honda for '65 yielded victory in Mexico and he retired at season's end. Ginther died in France, aged 59, in September 1989.

about 7s at the halfway mark. I had repassed Von Trips and was sure I could get away from Hill if only I could get by. I just didn't have the power.

Ferrari team manager Tavoni finally signalled Phil to let me by. His idea of letting me by was to wave me past as we went into the tunnel - but not back off at all!

Eventually he made a mistake and I went past and disappeared. But I had lost a lot of time to Moss. I thought that wasn't nice of Phil. I thought we were friends!

So, Stirling beat me to the chequered flag by just 3.6s, but I was very satisfied with my performance. It had been a marvellous race and it certainly did my reputation a power of good. I was swamped with congratulations afterwards, except from Enzo Ferrari - he never said a word.

As miserable as he was, I enjoyed working for Enzo Ferrari, because his heart was in racing and winning, but he had a strange way of accomplishing that. ☹

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