

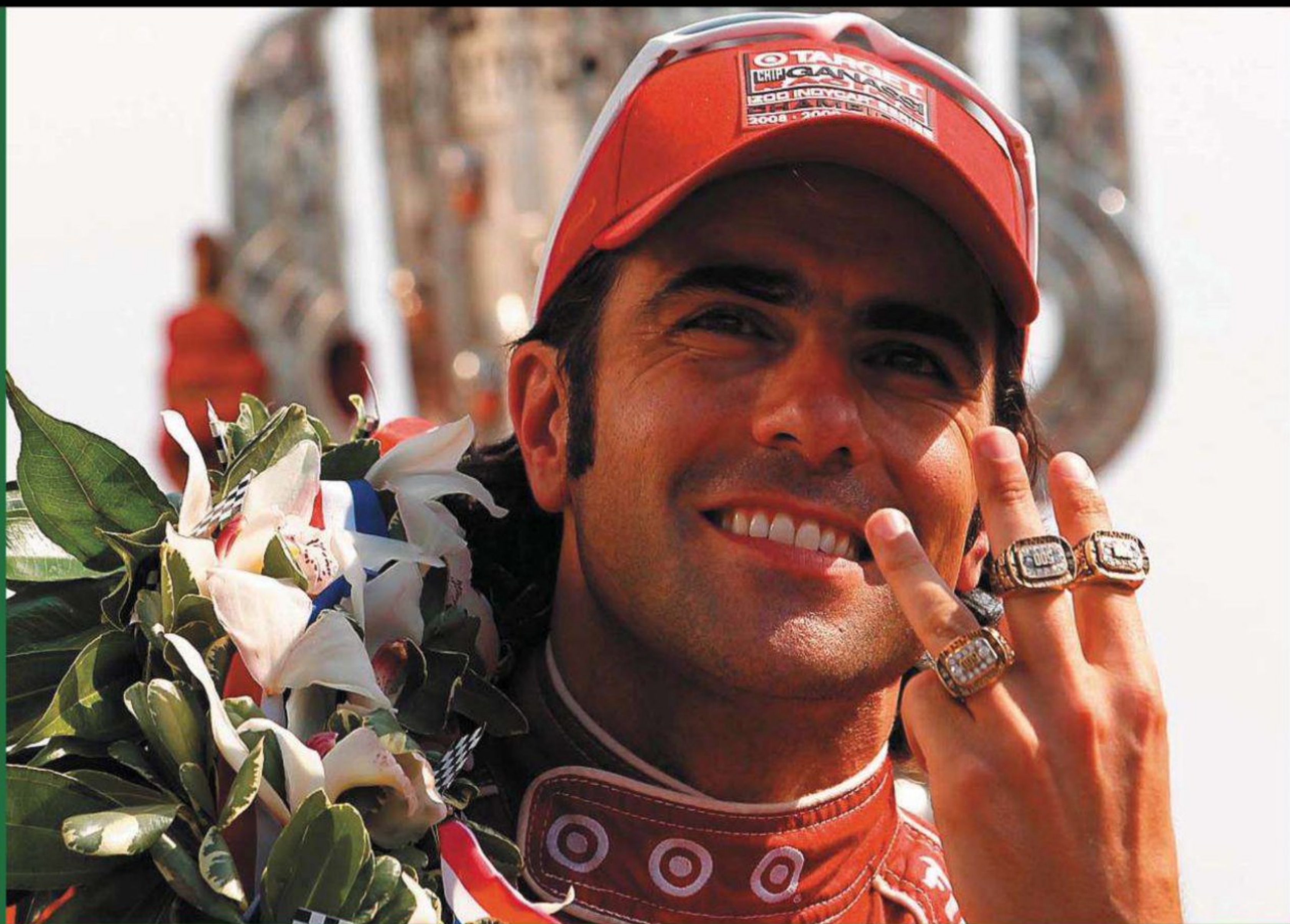
FORMULA 1 • SPORTSCARS • TOURING CARS • NASCAR • INDYCAR • NATIONAL RACING & MORE

# AUTOSPORT

MAY 31 2012 • autosport.com

# DARIO'S INDY GLORY

Franchitti joins the greats with third 500 win







Official fuel consumption figures in mpg (l/100km) for Ford Focus 1.0 EcoBoost engine range (125PS & 100PS): urban 44.8-47.9 (6.3-5.9), extra urban 67.3-68.9 (4.2-4.1), combined 56.5-58.9 (5.0-4.8). Official CO<sub>2</sub> emission 114-109g/km. Retail only. Finance subject to status. Guarantees may be required. Freepost Ford Credit. Promotion available at participating Ford Dealers only. Test Drive finance offer applies to vehicles contracted between 01.05.2012 and 30.06.2012 and registered between 01.05.2012 and 30.06.2012. Optional 18" Alloy Wheels shown, available on selected Focus models. Please see your Ford Dealer for details.



With the power of a large engine, and the efficiency of a small one, the new EcoBoost engine in the Ford Focus is a triumph of contradiction.

We're so confident you'll love this fascinating contradiction, that when you test drive the new 1.0 EcoBoost engine at your local Ford Dealer, you'll qualify for a £1,150 Deposit Allowance on any new Ford Focus when financed on 2 year Ford Options with Ford Credit.

**4.9% APR** representative.

**FORD FOCUS**

[ford.co.uk/focus](http://ford.co.uk/focus)



**Go Further**





## Spirit defined.

A true roadster is more than just a car. It's an act of independence; a timeless spirit that cannot be fully explained, only experienced. This spirit is defined by the new Boxster. With its mid-engined layout and agile handling it's a car that never ceases to inspire. Evolving this spirit makes the Boxster timeless. Exploring the limits of what's possible makes it a Porsche.

## The new Boxster. From £37,589 to the limits you set.

Join the legacy at [www.porsche.co.uk](http://www.porsche.co.uk) or call 08457 911 911.

PORSCHE  
INTELLIGENT  
PERFORMANCE



PORSCHE

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. CO<sub>2</sub> emissions (g/km) 206.



# CONTENTS

May 31 2012 – vol 208 no 9



**AUTOSPORT.COM**

Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

**"I'm small, but I need a little bit more room"**  
**SATO TO FRANCHITTI AFTER THEIR LAST-LAP INDY CLASH**

**COVER IMAGES:**  
**MASON, FERREY/GETTY**  
**INSET:**  
**FERRARO/LAT**



## REPORTS

- 30 Monaco Grand Prix**  
Webber leads the train to become F1's sixth different winner of 2012, but there are others who could have trumped him...
- 44 GP2/GP3 Monte Carlo**  
Cecotto and Palmer break their ducks in GP2, while Vainio is the class act of the Monaco GP3 field
- 46 Formula Renault 3.5/Porsche Supercup Monte Carlo**  
Bird beats Bianchi as the rest are nowhere
- 48 Indianapolis 500**  
Drama at Indy, as Franchitti bounces back from an early pitlane nerfing to take his third triumph in the 500
- 52 Acropolis Rally**  
Jari-Matti Latvala leads on his return from injury. But guess who comes through to take yet another win in Greece...
- 59 FIA GT1 World Championship Navarra**  
McLaren's MP4-12C gets breakthrough win with Hexis
- 60 FIA Formula 2 Championship Nurburgring**  
Marinescu ends Bacheta's winning streak
- 62 World of Sport**  
NASCAR; International GT Open; Indy Lights; Formula Nippon; European GT3



## NEWS/FEATURES

- 10 Di Resta favourite for Hamilton's McLaren seat**  
Force India star tops team's list – if a deal with the 2008 world champion can't be worked out for next season
- 12 Red Bull floor causes bafflement among teams**  
Holes are legal, says Red Bull; no they're not, say others, while not understanding why the FIA said yes
- 14 F1's close competition tightens development race**  
Williams, Sauber and Force India among smaller teams that could be forced to dig deep to upgrade their current cars
- 16 This week in F1**
- 22 No backing off for Franchitti**  
Three-time Indy 500 winner not ready to bask in glory
- 24 Renault 3.5 is inspiration for new Indy Lights**  
Americans seek to emulate European junior racing's flavour of the month when new car comes on stream in 2014
- 27 Paffett wary of BMW star's DTM title threat**  
Merc man reckons Spengler will keep him on his toes
- 29 Rally boss tells Brit organisers to forget Wales**  
British WRC round must cross the Severn, says FIA
- 64 Introducing... Melville McKee**  
A Brit – by way of Australia and Singapore – who is making a strong impression on the continental Formula Renault scene



## REGULARS

- 7 From the editor**
- 8 Snapshot**
- 21 Mark Hughes column**
- 80 Subscribe for a free gift**
- 92 Final drive**  
Letters and latest gear
- 94 On track/on screen**  
The best action in the next week
- 97 From the archive**  
Jim Rathmann wins the 1960 Indy 500
- 98 Race of my life**  
Rodger Ward, 1959 Indianapolis 500

## SPORTS EXTRA

- 77 Track-limits offenders targeted by new MSA rules**  
Governing body encourages officials to get tough
- 78 IMSA-winning Porsche takes Brown to Le Mans**  
Sportscar team boss fulfils dream in storied 962
- 82 National reports**  
Brands Masters Historics; Cadwell 750MC; Silverstone CSCC; Kirkistown 500MRCI; Greinbach ERC; Gurston hillclimb





# B.R.M.



V12-44-GT-UK



V7-38-GT-UK

[www.brm-manufacture.com](http://www.brm-manufacture.com)

+33 (0)1 61 02 00 25

LONDON : Fraser Hart, Unit SUI6, 8 New Change Passage, EC4M 9AG. Telephone 020 7236 4560  
Frost of London, 108 New Bond Street, WIS 1EF. Telephone : 020 33 72 01 08  
Jura Watches, 3b Burlington Gardens, WIS 3EP. Telephone : 0800 011 2704  
The Watch Gallery, 129 Fulham Road, SW3 6RT. Telephone : 020 7581 32 39

WALES : Martins Jewellers, 16 Cibi Walk, NP7 5AJ Abergavenny. Telephone: 018 7385 3605

Bernard Richards Manufacture

Bernard Richards Manufacture



## EDITOR-IN-CHIEF

Andrew van de Burgt  
[andrew.vandeburgt@haymarket.com](mailto:andrew.vandeburgt@haymarket.com) ext.5974

## EDITOR

Charles Bradley  
[charles.bradley@haymarket.com](mailto:charles.bradley@haymarket.com) ext.5889

## AUTOSPORT.COM EDITOR

Simon Strang ext.5093  
[simon.strang@haymarket.com](mailto:simon.strang@haymarket.com)

## GROUP F1 EDITOR

Jonathan Noble ext.5810  
[jonathan.noble@haymarket.com](mailto:jonathan.noble@haymarket.com)

## F1 EDITOR

Edd Straw ext.5887  
[edd.straw@haymarket.com](mailto:edd.straw@haymarket.com)

## FEATURES EDITOR

Kevin Turner ext.5432  
[kevin.turner@haymarket.com](mailto:kevin.turner@haymarket.com)

## NEWS EDITOR

Glenn Freeman ext.5309  
[glenn.freeman@haymarket.com](mailto:glenn.freeman@haymarket.com)

## REPORTS EDITOR

Jamie O'Leary ext.5811  
[jamie.oleary@haymarket.com](mailto:jamie.oleary@haymarket.com)

## MANAGING EDITOR

Peter Hodges ext.8617  
[peter.hodges@haymarket.com](mailto:peter.hodges@haymarket.com)

## US EDITOR

Mark Glendenning

## WEB MANAGING EDITOR

Pablo Elizalde

## GRAND PRIX EDITOR

Mark Hughes  
[autosport.editorial@haymarket.com](mailto:autosport.editorial@haymarket.com)

## F1 COLUMNIST

David Coulthard

## RALLIES EDITOR

David Evans  
[david.evans@haymarket.com](mailto:david.evans@haymarket.com)

## INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

## ART EDITOR

Aubrey Smith ext.5914  
[aubrey.smith@haymarket.com](mailto:aubrey.smith@haymarket.com)

## PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835  
[henry.hope-frost@haymarket.com](mailto:henry.hope-frost@haymarket.com)

## CHIEF SUB-EDITOR

Marcus Simmons ext.5807  
[marcus.simmons@haymarket.com](mailto:marcus.simmons@haymarket.com)

## NATIONAL EDITOR

Ben Anderson ext.5425  
[ben.anderson@haymarket.com](mailto:ben.anderson@haymarket.com)

## NATIONAL EDITOR-AT-LARGE

Marcus Pye

## DESIGNER

Will Clarke

## PICTURE EDITOR

Peter Mills ext.5918  
[peter.mills@haymarket.com](mailto:peter.mills@haymarket.com)

## AUTOSPORT.COM

TECHNICAL TEAM LEADER

Geoff Creighton  
[geoff.creighton@haymarket.com](mailto:geoff.creighton@haymarket.com)

## AUTOSPORT.COM USER

INTERFACE DEVELOPER

Pete Holmes  
[peter.holmes@haymarket.com](mailto:peter.holmes@haymarket.com)

## AUTOSPORT.COM

PICTURE EDITOR

Chris Bird  
[chris.bird@haymarket.com](mailto:chris.bird@haymarket.com)

## SECRETARY

Joanne Grove  
[joanne.grove@haymarket.com](mailto:joanne.grove@haymarket.com) ext.5804

## PHOTOGRAPHS

LAT Photographic

## SPECIAL CORRESPONDENT

Adam Cooper

## TECHNICAL CONSULTANT

Gary Anderson

## TECHNICAL EDITOR

Giorgio Piola

## NEWS GRAPHICS

Alan Eldridge

## CARTOONIST

Jim Bamber

## CORRESPONDENTS

### ARGENTINA

Tony Watson

### AUSTRALIA

Phil Branagan

### AUSTRIA

Gerhard Kuntzsch

### BELGIUM

Gordon McKay

### BRAZIL

Lito Cavalcanti

### FINLAND

Esa Illoinen

### GERMANY

Rene de Boer

### GREECE

Dimitris Papadopoulos

### ITALY

Roberto Chinchero

### JAPAN

Iiro Takahashi, Len Clarke

### NEW ZEALAND

Bernard Carpenter

### RUSSIA

Gregory Golyshov

### SOUTH AFRICA

Richard Asher

### SPAIN

Raimon Duran

### SWEDEN

Tege Tornvall

### USA

Jonathan Ingram, Bruce

Martin, David Phillips, Diego Mejia, Robin Miller, Jeff Olson, Jeremy Shaw,

### UK & EIRE

David Addison, Ben

Bosch, Duff Candler,

Jonathan Crawford,

Kerry Dunlop, Leanne

Fahy, Paul Healy, Paul

Jurd, Paul Lawrence,

Marc Orme, Graham

Read, Peter Scherer, Ian

Sowman, Oliver Timson,

Ian Titchmarsh, Matt

Upton, Eddie Walder, Tim

Whittington, Richard Young

## ADVERTISING

Tel: +44 (0) 20 8267 5820  
Fax: +44 (0) 20 8267 5850  
E-mail: [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

## COMMERCIAL MANAGER

Rachel Brock,  
ext: 5820  
[rachel.brock@haymarket.com](mailto:rachel.brock@haymarket.com)

## DISPLAY ADVERTISING

Andrew Barclay,  
ext: 5244  
[andrew.barclay@haymarket.com](mailto:andrew.barclay@haymarket.com)

## PETER DE VRIES

ext: 5961  
[peter.devries@haymarket.com](mailto:peter.devries@haymarket.com)

## KAREN REILLY

ext: 5576  
[karen.reilly@haymarket.com](mailto:karen.reilly@haymarket.com)

## CLASSIFIED ADVERTISING

Billy Jones,  
ext: 5367  
[billy.jones@haymarket.com](mailto:billy.jones@haymarket.com)

## ALEX NEWBERRY

ext: 5865  
[alex.newberry@haymarket.com](mailto:alex.newberry@haymarket.com)

## ONLINE ADVERTISING

Leanne Foley,  
ext: 5846  
[leanne.foley@haymarket.com](mailto:leanne.foley@haymarket.com)

## CHRIS GOWLAND

ext: 5281  
[chris.gowland@haymarket.com](mailto:chris.gowland@haymarket.com)

## RUPERT PATTERSON-WARD

ext: 5928  
[rupert.patterson-ward@haymarket.com](mailto:rupert.patterson-ward@haymarket.com)

## AD PRODUCTION

Tel: +44 (0) 20 8267  
5740 Fax: +44 (0) 20  
8267 5320

## ADVERTISING DIRECTOR

Matthew Witham

## SPECIAL PROJECTS DIRECTOR

Derek Redfern

## LICENSING DIRECTOR

Jim James

## PRODUCTION MANAGER

Carrie McNally,  
ext: 5814  
[carrie.mcnally@haymarket.com](mailto:carrie.mcnally@haymarket.com)

## SENIOR DISPLAY PRODUCTION CONTROLLER

Saba Bonser, ext: 5740  
[saba.bonser@haymarket.com](mailto:saba.bonser@haymarket.com)

## PRODUCTION CONTROLLER

Marc Baker, ext: 5563  
[marc.baker@haymarket.com](mailto:marc.baker@haymarket.com)

## SUBSCRIPTIONS

UK 0844 8488817

OVERSEAS +44 (0)1795 592 974

## EMAIL

[autosport@servicehelpline.co.uk](mailto:autosport@servicehelpline.co.uk)

US & CANADA 1-866-918-1446

## US & CANADA EMAIL

[haymarket@usnews.com](mailto:haymarket@usnews.com)

AUTOSPORT, ISSN number 0269-946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

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

## BACK ISSUES

Tel: 0844 8488817

## DIRECT MARKETING EXECUTIVE

Karen McCarthy, ext: 5658  
[karen.mccarthy@haymarket.com](mailto:karen.mccarthy@haymarket.com)

## MANAGEMENT

### GROUP PUBLISHER

Rob Aherne

### PUBLISHING MANAGER

Samantha Jenson

### DIGITAL PRODUCT MANAGER

Jim Foster

## SPECIAL EVENTS MANAGER

Laura Coppin

## SYNDICATION SALES MANAGER

Roshini Sethi, +44 208 267 5396

[roshini.sethi@haymarket.com](mailto:roshini.sethi@haymarket.com)

## HAYMARKET CONSUMER MEDIA

Publishing, trade and further subscription details on [www.autosport.com](http://www.autosport.com). While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Consumer Media's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

## CIRCULATION/TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2LS. Tel: +44 (0)1733 555161. Printed in England by Wyndeham Heaton Ltd. Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9HS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Consumer Media. Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

## EDITORIAL DIRECTOR

Mark Payton

## CREATIVE DIRECTOR

Paul Harpin

## STRATEGY AND PLANNING DIRECTOR

Bob McDowell

## PUBLISHING DIRECTOR

Patrick Fuller

## MANAGING DIRECTOR

David Prasher

## CHIEF EXECUTIVE

Kevin Costello

haymarket

Haymarket is certified by BSI to environmental standard ISO14001



## POLE POSITION

# You couldn't have scripted the weekend any better



WHAT A PHENOMENAL WEEKEND OF motorsport we've just been treated to.

Whether it was the intriguing Formula 1 chess game that transpired around the streets of Monaco, the seesaw of fortunes on the car-breaking rocky trails of the Acropolis Rally, or a thrill-packed Indianapolis 500, the action was pulsating across the globe.

I was at Indy, where Dario Franchitti's mission from the rear of the field to claim his third victory in America's showpiece single-seater event was one of the greatest drives I've ever witnessed. His place in the pantheon of Indycar's legends is assured, and you wouldn't bet against him joining the ultra-exclusive four-time 500 winners in the years to come.

The race was also a fitting tribute to Dan Wheldon's legacy, as the car that bears his initials produced a record number of lead changes. Three of his closest buddies locked out the podium – with his old Brands Hatch racing school pal Mark Webber triumphing in Monaco, too.

It was as if the script had been written in the stars.

Charles Bradley

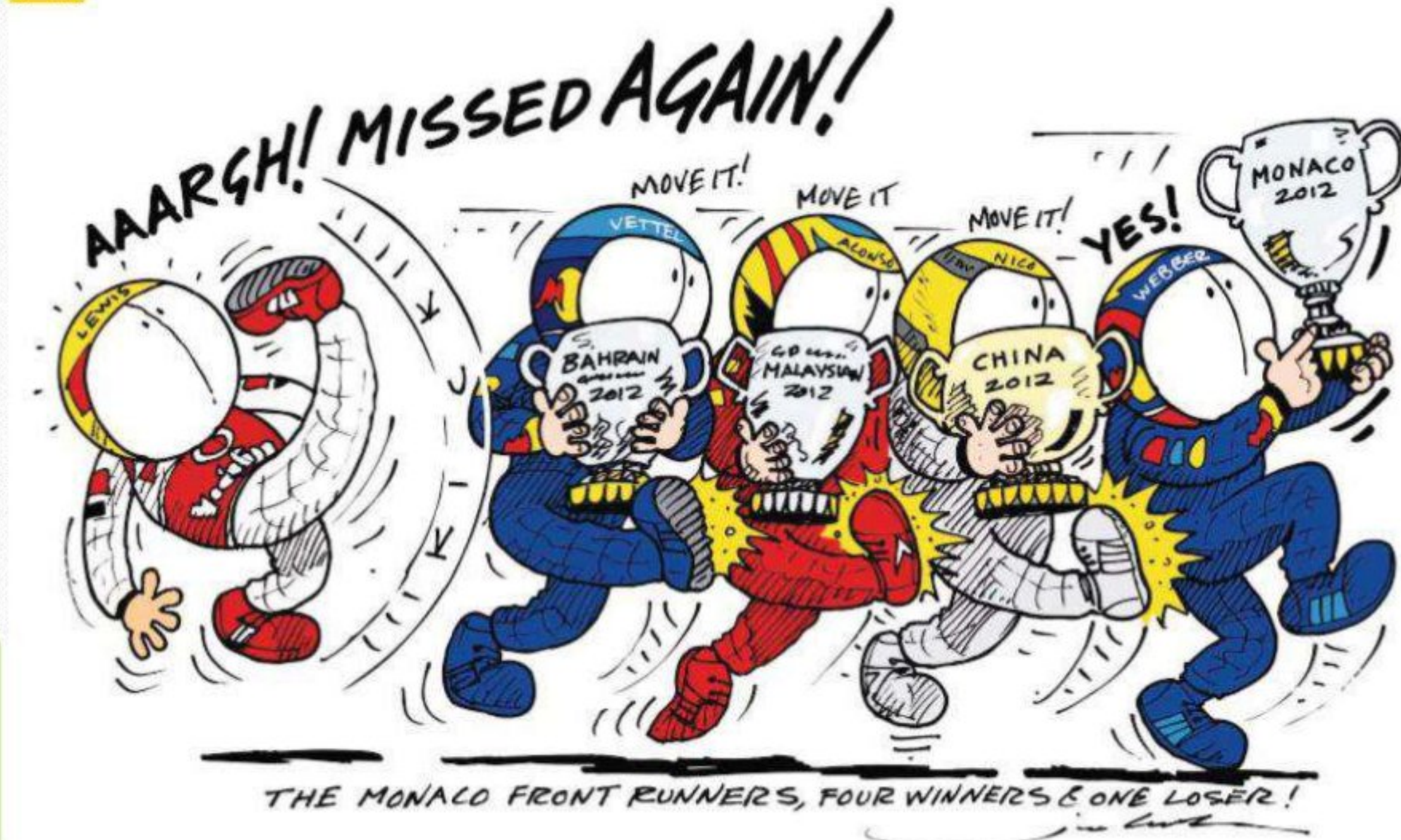
**CHARLES BRADLEY EDITOR**  
[charles.bradley@haymarket.com](mailto:charles.bradley@haymarket.com)

Find us on




AUTOSPORT  
PODCAST

## BAMBER'S WEEK



THE MONACO FRONT RUNNERS, FOUR WINNERS & ONE LOSER!



The background of the page is a blurred photograph of a race track. In the foreground, the rear section of a red open-wheel race car is visible, showing its rear wheel and part of the chassis. The rest of the image is a horizontal blur of various colors, suggesting other cars and the track surface in motion.

INDYCAR

## Triple whammy: Dario's Brickyard bonanza

Dario Franchitti's third Indianapolis 500 win – his second for Chip Ganassi Racing – came after a last-to-first charge to the front *and* a last-lap near-miss with Takuma Sato. The Scot held on to beat team-mate Scott Dixon. Only three men – US racing gods AJ Foyt, Rick Mears and Al Unser Sr – have won the great race more often. Full report, [p48](#).

Pic: Ferrey/Getty



**SNAPSHOT**  
PIT & PADDOCK



FOR THE BEST INDY 500 PICS ONLINE,  
CLICK ON [AUTOSPORT.COM/GALLERY](http://AUTOSPORT.COM/GALLERY)





# Di Resta heads McLaren list

If Lewis Hamilton doesn't stay, another Brit is on the radar of possible replacements. By EDD STRAW

**F**orce India racer Paul di Resta is the frontrunner to take Lewis Hamilton's seat for 2013 if the contractual deadlock between McLaren and the former world champion is not broken.

Reports last week that McLaren has decided to offer Hamilton a five-year contract worth £100 million are understood to be premature, meaning that it is not a foregone conclusion that he will stay on. AUTOSPORT understands that Hamilton's management, XIX Entertainment, is pushing for a deal of that size but that McLaren views those demands as significantly too high.

The relationship between Hamilton and McLaren remains fractious. During the Monaco Grand Prix he railed at his team over the radio for failing to inform him that he was in danger of being jumped by Sebastian Vettel when the Red Bull driver made his pitstop after a long first stint.

Hamilton also lost a place to Ferrari's Fernando Alonso when the pair pitted a lap apart.

With Hamilton's future

uncertain, McLaren is known to have talked about di Resta as a potential replacement.

This could be a move designed to weaken Hamilton's bargaining position, by underlining that he is not considered indispensable at a time when his management is making overtures to other teams.

McLaren team principal Martin Whitmarsh holds 26-year-old di Resta in high esteem, and played a role in the Scot landing the test role with Force India that led to his promotion to the race team in 2011.

While it is unlikely that di Resta is the only candidate that would be considered, his strong start to the

season, coming off the back of an impressive rookie campaign, puts him in a strong position.

Di Resta is under contract to Force India for next season. But AUTOSPORT understands that both he and highly-rated teammate Nico Hulkenberg would be available provided appropriate compensation could be agreed.

It is believed that there has not yet been any discussion about a move between di Resta's manager, Anthony Hamilton (the father of Lewis Hamilton), and McLaren. That is unlikely to happen until either talks with XIX stall or

the August break at the earliest.

Force India team principal Vijay Mallya hinted at last weekend's Monaco Grand Prix that he would be willing to allow either of his drivers to leave.

"We have secure contracts with both [drivers]," he told Reuters. "We have an excellent relationship with both. Should they ever want to think of going elsewhere, I am sure they will come and tell us and it will be something that we will work out very amicably."

Although Force India has struggled for top-10 pace this year, di Resta's consistent points-scoring is understood to be improving his chances of getting into a race-winning car next year.

McLaren is not the only team that admires him. Mercedes F1 CEO Nick Fry recently confirmed that di Resta, who won the 2010 DTM title for the marque, would be a strong contender to replace Michael Schumacher should the seven-time world champion not remain at the team next season.

Schumacher reiterated in Monaco that no decision has been

Hamilton remains in deadlock with McLaren





Di Resta scored more points in Monaco



**"We have secure contracts with our drivers, but should they want to move we could work it out"**  
Force India boss Vijay Mallya



With manager Hamilton

made on next year. But, while all team statements suggest that the ball is in his court, it is far from certain that Mercedes would want to keep him.

Mercedes would likely also look at Hulkenberg, who would be ideal if the squad wanted to strengthen its 'Team Germany' identity.

Di Resta's performances are known to have caught the eye at Ferrari. His Italian heritage could make him attractive to the Scuderia but, with competition from Ferrari-affiliated Sauber racer Sergio Perez and Red Bull's Mark Webber, he is more of an outside contender for the team.

Di Resta could replace Hamilton

## KEY PLAYERS IN THE DRIVER MARKET

These are the drivers either out of contract or most likely to be on the move for the 2013 F1 season

### MARK WEBBER

Some suggest that a pre-contract exists with Ferrari, although sources deny that. He's a free agent at the end of the year, so Red Bull may have to significantly up his retainer to keep him on.



### MICHAEL SCHUMACHER

The comeback was originally mooted as a three-year affair but it's hard to see Schumacher wanting to quit without at least claiming one win. Mercedes likely to keep him if he performs well.



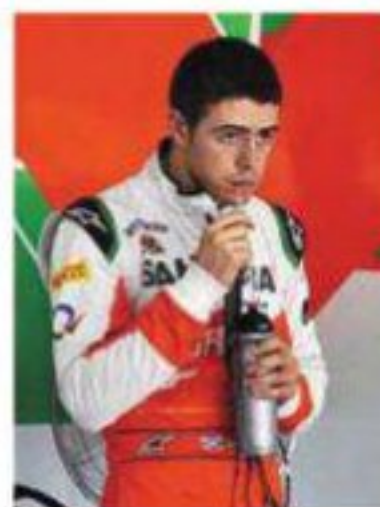
### LEWIS HAMILTON

Five-year deal agreed during his sensational rookie season expires at the end of this year. Mercedes is interested, while his management has sounded out a number of other teams.



### PAUL DI RESTA

On a long-term deal with Force India, but for the right financial package the team would let him go. Well-regarded by both McLaren and Mercedes and has already proved his class as an F1 driver.



### FELIPE MASSA

Despite his impressive performance in Monaco, Massa is widely expected to be on his way out of Maranello. Ferrari contract expires at the end of the season and would have few other options.



### NICO HULKENBERG

Like di Resta, on a long-term deal but available at the right price, Hulkenberg is well-regarded in the paddock. A strong run of results would make him a strong contender for a top seat.



## THE TOP SIX... British McLaren drivers

The cream of the list of 15 British drivers to have driven for McLaren in the world championship

- 1 JAMES HUNT**  
McLaren's first British world champion, Hunt raced for the team from 1976-78, winning nine grands prix. His crowning glory was winning the 1976 title with third place at the Japanese Grand Prix.



- 2 LEWIS HAMILTON**  
Picked up by McLaren while still in karting, Hamilton is now in his sixth season driving for the team. During that time he has won 17 grands prix and the 2008 world championship.



- 3 JOHN WATSON**  
Came close to winning the 1982 title for McLaren, losing out to Keke Rosberg in a Las Vegas shootout. Raced for McLaren from 1979-83 and returned for a one-off in place of the injured Niki Lauda in '85.



- 4 DAVID COULTHARD**  
A mainstay of McLaren from 1996-2004, the Scot won 12 grands prix – including Monaco and Britain twice apiece – and is team's most 'capped' driver. Never won the title, but did finish a distant second in '01.



- 5 JENSON BUTTON**  
Now in his third season, Button is well-established at McLaren and has been completely embraced by the team. Joined as world champion in 2010, winning on his second start. Has won six races for McLaren.



- 6 MARTIN BRUNDLE**  
Unfortunately, his one season with McLaren (1994) coincided with the one and only year of its partnership with Peugeot, and its first winless season since 1980. But he did finish second to Michael Schumacher in the Monaco GP.





# RED BULL



# SAUBER



## Red Bull stumps rivals

Legality of the holes in the RB8's floor – approved by the FIA – has other teams scratching their heads



Hole in front of rear wheels appeared for Bahrain GP

**R**ed Bull's rivals were baffled by the team's insistence that the controversial holes in the rear of the RB8's floor are legal during the Monaco Grand Prix weekend.

AUTOSPORT understands that Red Bull has previously run the design by FIA technical delegate Charlie Whiting, who has declared it legal. But technical sources from rival teams in the Formula 1 paddock admit that they consider the design to be explicitly illegal and cannot come up with an interpretation of the regulations that would lead to the holes on the Red Bull being allowed.

But Red Bull is under no obligation to make public its interpretation of the rules. When

a design run past Whiting is rejected, it is immediately circulated to all teams, but in the case of a successful enquiry this does not happen. This means the other teams remain in the dark. Several rivals, including Ferrari, Mercedes and McLaren, all considered protesting Mark Webber's Monaco victory, but decided against it on the basis that a public row might taint the blue-riband event.

As AUTOSPORT closed for press, the FIA was working towards issuing a rules clarification on the matter. There is a good chance that this could lead to Red Bull having to remove the holes, which are used to channel airflow to energise the underfloor and diffuser section.

### CASE STUDY BENETTON BARGEBOARDS IN 1994

At the 1994 Brazilian Grand Prix, AUTOSPORT's Gary Anderson learned that holes aren't always clear-cut after protesting Michael Schumacher's winning Benetton. "Where the bargeboards were mounted front and rear, there was a

huge hole between the under-floor and the bargeboard when it should have been an impervious surface defined by the external periphery of the floor," recalls the then-Jordan technical director.

"But the FIA threw out the

protest because 'the surface that was left' was impervious meaning that the rule didn't apply to the holes as long as the bargeboards and the brackets that enclosed them were solid.

"I included the dictionary definition of impervious, 'not affording passage to a fluid', but it didn't get anywhere with the FIA.

"Using their definition it means that a sieve is impervious. I don't think many people would agree."

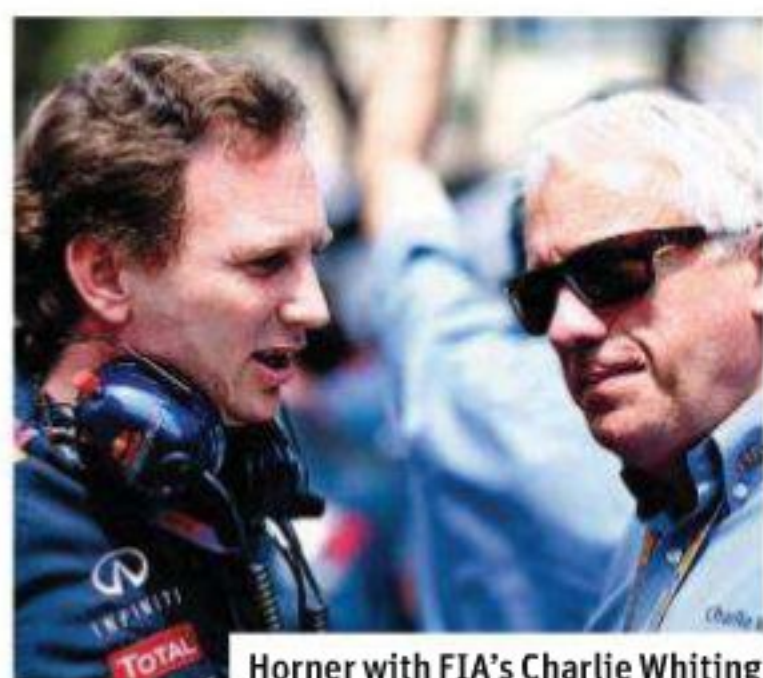


Schuey's win was protested

Red Bull is used to coming under fire







Horner with FIA's Charlie Whiting

**"I don't comment on the legality of other cars.**

**It's down to the FIA"**

Williams's Mark Gillan

It is not unprecedented for a design that has been previously accepted to be subsequently outlawed, with Lotus's adjustable front rideheight concept suffering that fate over the winter. However, if the design of the holes has developed slightly from that proposed to the FIA initially, this could mean that the floor is now illegal, which would lead to the team having to change its floor for the Canadian GP.

The technical regulation that the design appears to infringe is Article 3.12.15 (see box). As with the double-diffuser row, the debate appears to centre on the definition of a hole, with both Ferrari and Sauber running a similar gap in the floor for the same reason, but incorporating a cut at the edge of the floor that allows it to be considered as a slot.

Williams chief operations engineer Mark Gillan told AUTOSPORT that it is the FIA's responsibility to evaluate the legality of the design.

"Generally, I don't comment on the legality of other cars," he said. "It's down to the FIA to look at, but it is interesting. With all of these things the teams push the limits. That's everybody's job."

## RED BULL ROWS

**Over the past few seasons, there have been plenty of accusations thrown at Red Bull. However, at no point has it ever been found guilty of any infringement.**

### ADJUSTABLE RIDE HEIGHT

Early in the 2010 season, rival teams, including McLaren, suspected that Red Bull had found a way to alter its ride height on command. Nobody officially protested.



### FLEXIBLE BODYWORK

During both 2010 and 2011, some questioned the level of flexibility of the Red Bull's front wing. This was never protested but FIA tests were made more stringent.



### OVERSPENDING

Privately, rival teams have suggested that Red Bull has busted the spending limits imposed by the Resource Restriction Agreement. This has never been proven.



## AUTOSPORT SAYS...

**EDD STRAW**  
**F1 EDITOR**

edd.straw  
@haymarket.com



**I**ncreasingly, innovation in Formula 1 is based upon brilliance of interpretation of the regulations. Red Bull's infamous holes appear to be egregiously illegal, but the fact is that the FIA has accepted whatever clever rule interpretation the team has presented. Inevitably, other teams are up in arms, but this (w)hole affair has highlighted just how bizarre some interpretations have become.

People often talk about the spirit of the regulations. The spirit of this particular regulation is that the floor should be impervious in its entirety. Ferrari and Sauber, by incorporating a slot rather than an enclosed hole, are playing to the literal, rather than the spiritual, definition of the rules. Place a 1mm gap in the edge of your floor and you have a hole that is no longer a hole.

The wording of regulations is regularly criticised and, in this case, surely there was a way to dictate that the floor should be completely solid without allowing various teams to put a hole or a slot where there really isn't meant to be one? It's all a question of degrees. Red Bull's interpretation is presumably only one step beyond those of Ferrari and Sauber.

Some suggest that rule interpretation suits the FIA; others that it's an example of how lawyers get involved in everything when it comes to tricky definitions.

What's certain is that Red Bull has, once again, been very clever.

Newey's creativity under threat in F1



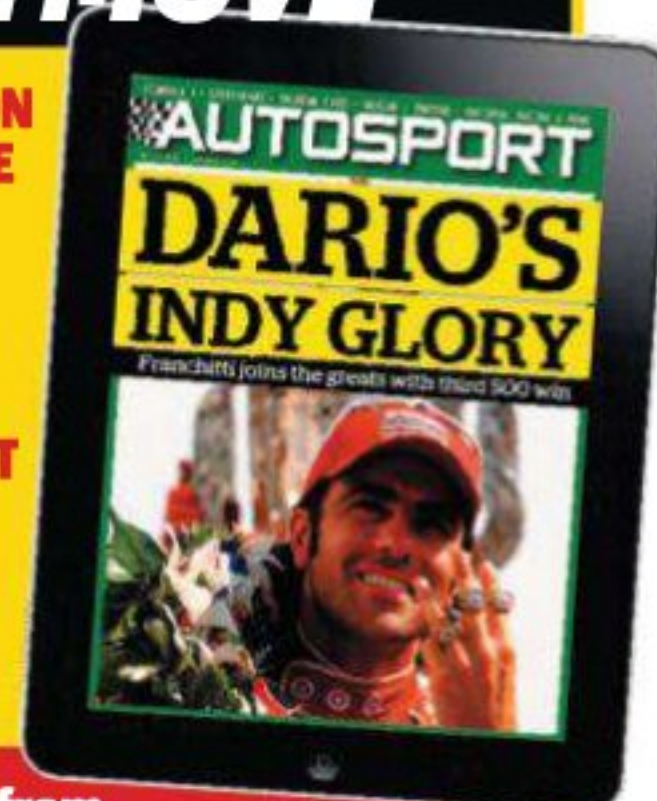
## GET AUTOSPORT ON THE MOVE

● **DIGITAL EDITION NOW AVAILABLE FOR IPAD, PC AND MAC**

● **STUNNING HI-DEFINITION VIDEO CONTENT**

● **ON SALE ALL OVER THE WORLD FOR ONLY £2.99**

Download it now from the Apple Newsstand **AUTOSPORT**



## WHAT THE RULES SAY

**F1 technical regulations article 3.12.15:** All parts lying on the reference and step planes, in addition to the transition between the two planes, must produce uniform, solid, hard, continuous, rigid (no degree of freedom in relation to the body/chassis unit), impervious surfaces under all circumstances.

Forward of a line 450mm forward of the rear face of the cockpit entry template, fully

enclosed holes are permitted in the surfaces lying on the reference and step planes provided no part of the car is visible through them when viewed from directly below. This does not apply to any parts of rear view mirrors which are visible, provided each of these areas does not exceed 12,000mm<sup>2</sup> when projected to a horizontal plane above the car, or to any parts of the panels referred to in Article 15.4.7.





# Midfield teams join F1 development war

Increased chances to fight for top results mean smaller squads are tipped to join big guns in fine-tuning their cars through the season

Ferrari technical chief Pat Fry expects the Formula 1 development war to be more intense than ever this year, because the 'midfield' teams are upgrading their cars deeper into the season.

Fry suspects that Williams, Sauber and Force India will delay switching their attention to next year's cars because they have a chance of fighting for big results this season. Usually, only the larger teams continue to upgrade their cars in the final races of the campaign.

This year more teams are capable of fighting at the front, and Fry suspects that they will introduce upgrades that are more frequent and smaller than in seasons when there is a more-predictable competitive order.

"Historically, there are three or four teams that carry on developing all the way through the year," said Fry. "But we haven't had a season as close as this before."

"Some people only update their cars in regular four-race periods and others, like McLaren, Red Bull and us, make things as soon as we find something. I'm sure most teams will now be adopting that strategy because it's so close."

Although Red Bull, Mercedes, Ferrari and McLaren dominated last weekend's Monaco Grand Prix, both Sauber and Williams also showed flashes of potential top-six pace, one race after Pastor Maldonado's shock Spanish Grand Prix win for Williams.

Force India has made a slower start to the season, but has been a consistent points scorer.

So far, those three teams have scored 113 points between them compared to just 30 after the same number of races in 2011.

Sauber chief designer Matt Morris admitted that this could change his team's approach.

"It's probably true," Morris told AUTOSPORT. "Now is the time when we start looking at next year's car and deciding how much resource we put onto it compared to development this year. It [developing deeper into the year] is something that we are considering because it's so tight. If you look at the potential [financial] gains you get between finishing seventh and fifth in the championship, maybe it warrants spending more of your time and money on improvements."

"But we have got finite resources. The problem with developing this year's car is that, if we are not careful, it will hurt us next year. You often see the big teams that push to the end of the year struggling at the start of the next. That's what concerns us."

"After the summer break [in August], there are a lot of races and therefore a lot of opportunities for others to bring upgrades. We will bring at least one more package and maybe another one. A lot will depend on the next four races and where we stand before the break."

Typically, teams aim to have finished design work on the following year's car by September. Aerodynamic work can continue simultaneously on the current and future cars while

this happens. With the rules likely to be stable in 2013, much of that effort will be transferable. This means that continuing to develop a 2012 car in parallel with a new one will be less of a compromise on the new car than in years of bigger changes.

Williams chief operations engineer Mark Gillan accepts that there is some room to reallocate resources within a small window, but says there will be no wholesale redeployment of resources.

**"If you look at the rewards between seventh and fifth, maybe it warrants developments"**

Sauber designer Matt Morris

"It makes no difference at all," said Gillan. "Our strategy stays the same and it wouldn't matter where we are in terms of performance. There is a time when you switch over to next year's car and you could potentially slightly alter that, but it would have an impact on the subsequent season."

Force India has vowed to keep pushing throughout the year, just as it did in 2011 – but this strategy has played a part in its slow start to the '12 season.

Deputy team principal Bob Fernley said: "We have got to push on. Williams have had a great result, Sauber have had a great result and we've not quite locked onto one yet. We have to keep pushing to the end."



Williams shocked the top teams in Spain





## MIDFIELD PACE 2011 v 2012

The three leading midfield teams - Williams, Sauber and Force India - have scored 277 per cent more points at this stage of the season than at the same point last year. This graphic shows that it's a consequence of being significantly closer to the

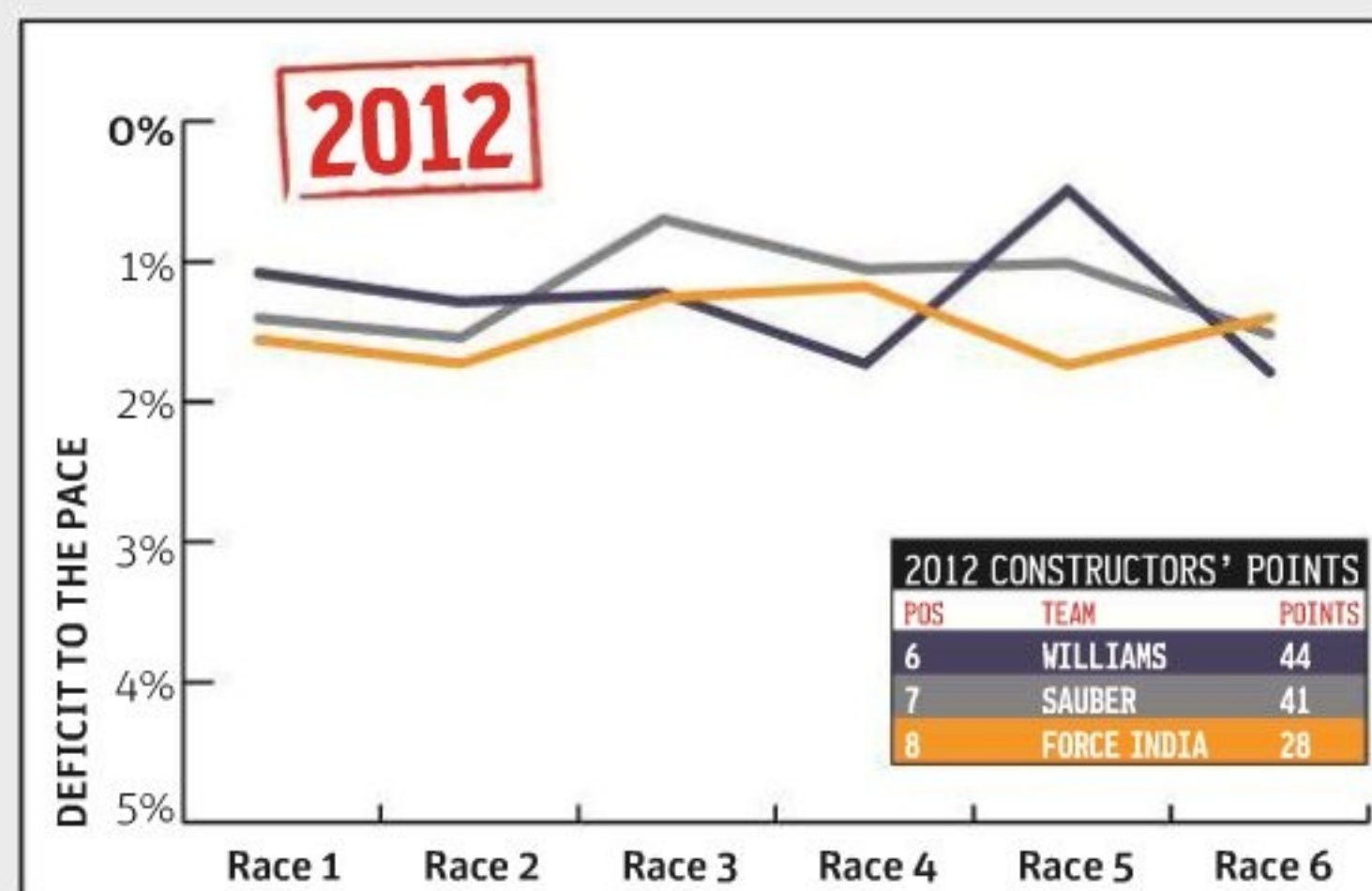
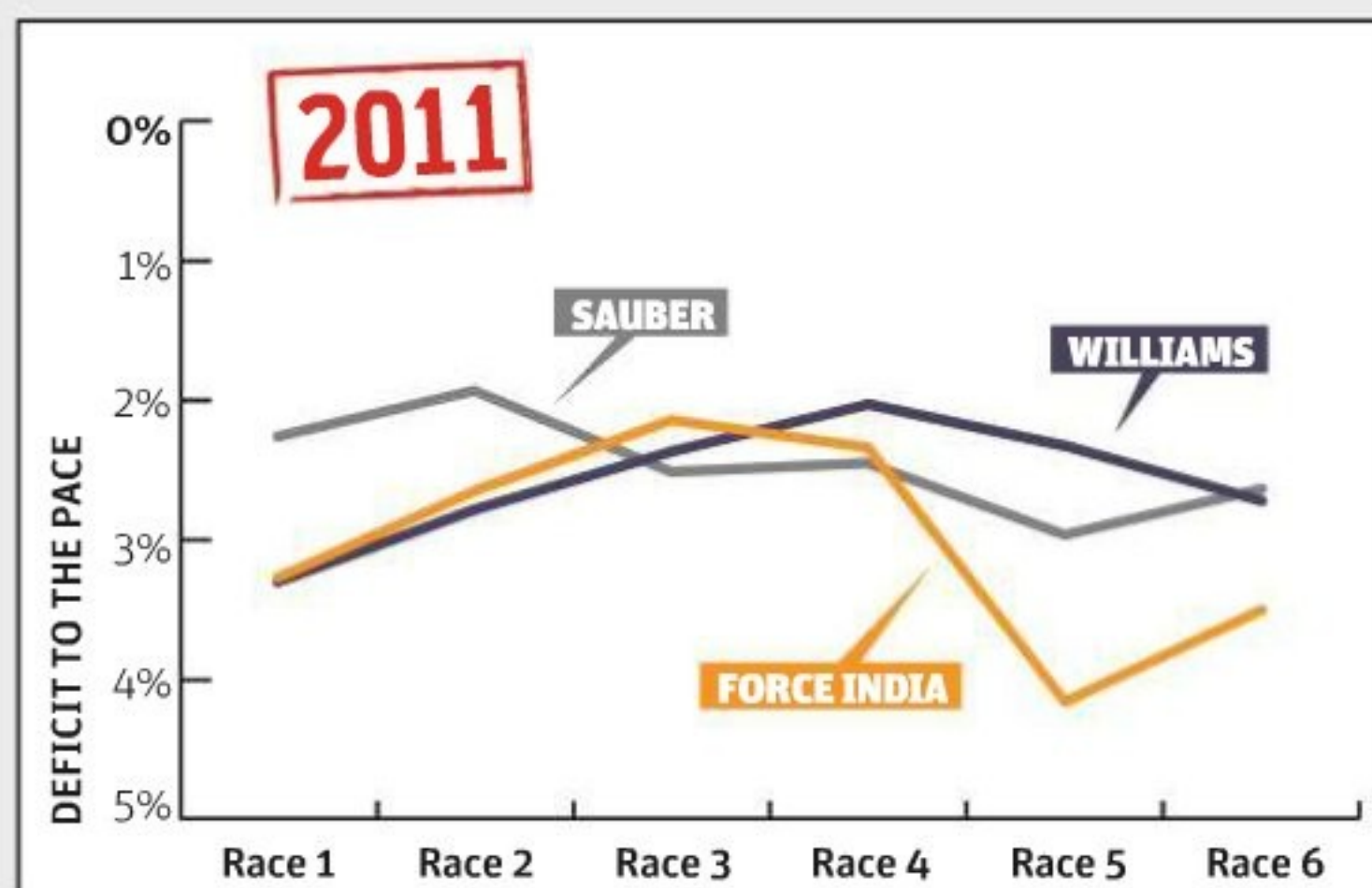
pace than they were over the same period in 2012.

There are several reasons for this, although the biggest one is the outlawing of exhaust-blown diffusers. Not only did these require complex windtunnel simulation, but costly engine mapping that was

beyond some of the smaller teams. Beyond that, the relative stability of the rules helped, as the trend is always for the competitive spread to narrow as the top teams get closer to the ultimate potential of the regulations in attempting

to exploit diminishing developmental returns.

The Pirelli tyres have also played a role, with some teams finding them easier to get the best out of than others. This has possibly prevented the fastest cars from showing their true hand.



2012 CONSTRUCTORS' POINTS		
POS	TEAM	POINTS
6	WILLIAMS	44
7	SAUBER	41
8	FORCE INDIA	28

## Monaco performance confirms Ferrari progress

Ferrari's pace in the Monaco Grand Prix has proved that the upgrades introduced at the Mugello test and the subsequent Spanish Grand Prix will allow Fernando Alonso to stay in contention for the drivers' title.

Alonso finished third in Monaco, within one second of race winner Mark Webber, to take a three-point lead in the standings over Sebastian Vettel. While the car was almost

0.6 seconds off the pace in qualifying, Alonso admitted later that Ferrari was closer than that gap suggested.

"This is confirmation of the step forward that we saw in Spain," said Alonso. "The overall weekend has been very good for the team."

Technical chief Pat Fry was positive about the progress that the team has made, and believes that the mistakes on the F2012 will not be repeated.

"There were a few aerodynamic characteristics that we didn't want and, if anything, we spent too much time concentrating on the exhaust effect," said Fry. "It has been good looking back and seeing what we got wrong. At the end of it, we will be a lot stronger and shouldn't make the same mistakes again."

Ferrari will take upgrades to next month's Canadian and European GPs.



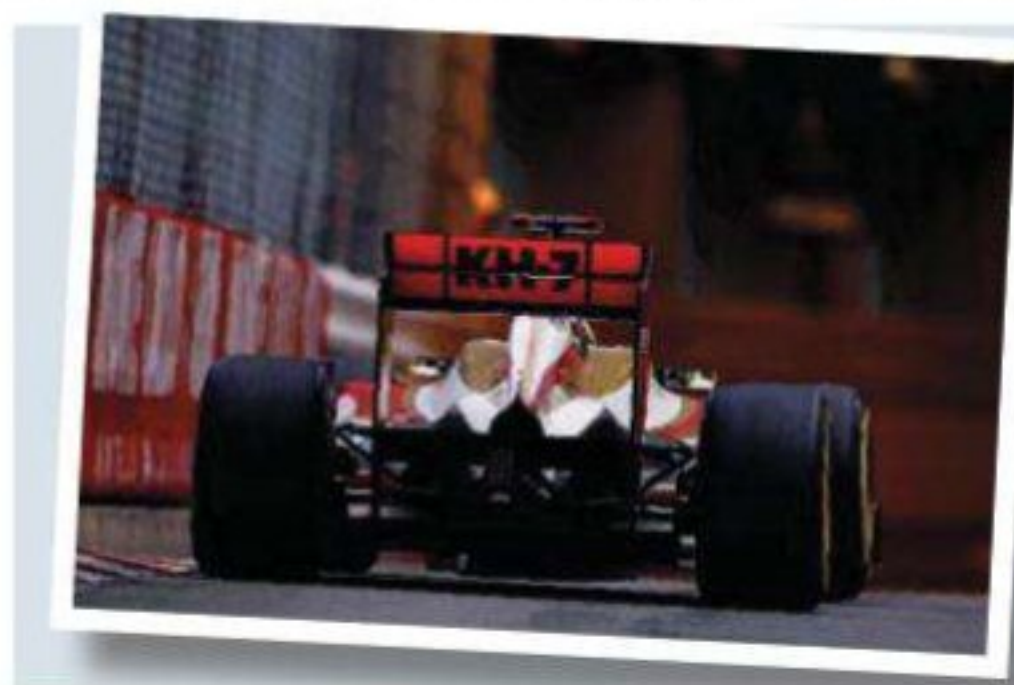


# THIS WEEK IN F1



## RAIKKONEN'S HUNT TRIBUTE

Kimi Raikkonen sported a James Hunt replica helmet during the Monaco Grand Prix weekend. The 32-year-old Finn is a Hunt fan and once competed in a snowmobile race under the 1976 world champion's name.



## CHINESE RACER GETS HRT TEST

Ma Qing Hua will drive for HRT in the Silverstone young-driver test in July. The 24-year-old has dabbled in European single-seaters without distinction and won the 1600cc class in last year's Chinese Touring Car Championship.

## WILLIAMS SAFETY CHANGES

Williams has modified its pit garage procedures in the wake of its Spanish GP fire. Chief operations engineer Mark Gillan confirmed it was caused by "fuel-handling".



Despite the loss of "90 per cent" of its garage equipment, the team was fully operational in Monaco.

## PIRELLI SEEKS Q3 TYRE TALKS

Pirelli's Paul Hembery is planning to propose to the F1 Commission a plan to give each driver who makes Q3 an extra set of tyres for the top-10 shootout. Teams are wary of the change, with Mercedes team principal Ross Brawn wanting "genuine proof" that this is what the fans want.



For modern F1, it is way too dangerous. The extra space at the chicane and the removal of the bumps pushes us in the right direction but it is still a very dangerous track and not one that I particularly like



GPDA chairman Pedro de la Rosa on Monaco

## BAHAR SUSPENDED

Dany Bahar has been suspended from his role as chief executive officer of Group Lotus. The move will not affect the Lotus F1 team.

## Castrol EDGE GRAND PRIX PREDICTOR

Team GTR topped the sixth round of the Castrol EDGE Grand Prix Predictor, landing 100 points at Monaco after perfectly predicting Fernando Alonso to head Sebastian Vettel in the fight for third and fourth, Bruno Senna to take 10th and Sergio Perez to set the fastest lap. The ever-changing nature of F1 2012 meanwhile was reflected in the fact no-one managed to predict the podium trio.

To play the game, visit [predictor.autosport.com](http://predictor.autosport.com)

## BRAWN RETURNS

Mercedes team principal Ross Brawn returned to the F1 paddock in Monaco after missing the Spanish Grand Prix weekend. He confirmed that he "had an arrhythmia, which is an irregular heartbeat", but tests revealed no serious health implications.



Number of races actually started by the current Lotus team (including its Toleman, Benetton and Renault guises) despite it celebrating its 500th race at Monaco. Neither Renault officially started the 2005 US Grand Prix at Indy.

# 499





DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP

# BTCC IS BACK!

## OULTON PARK

SAT 09 - SUN 10 JUNE



BOOK TICKETS NOW

WEEKEND ADMISSION \*ONLINE £31  
SUNDAY ADMISSION \*ONLINE £25  
SUNDAY ADMISSION (GATE) £30  
SATURDAY ADMISSION (GATE) £13  
GRANDSTAND SEATING FROM £5  
WEEKEND CAMPING \*ONLINE £16  
CHILDREN 12 & UNDER GO FREE



TO BOOK TICKETS OR FOR MORE INFO VISIT  
[WWW.OULTONPARK.CO.UK](http://WWW.OULTONPARK.CO.UK)  
or call 0843 453 9000

\* ADVANCE TICKETS AVAILABLE UP UNTIL  
MIDDAY WEDNESDAY 6 JUNE.  
POSTAGE FEE APPLIES.

JORDAN TECHNOLOGY PARK | SILVERSTONE | NORTHAMPTONSHIRE | NN12 8TL

[www.jordantechnologypark.co.uk](http://www.jordantechnologypark.co.uk)

COMING  
MAY 2012



A NEW 85,000 SQ FT TECHNOLOGY PARK

FOR SALE/ TO LET

15 HIGH QUALITY BUSINESS UNITS

from 4,910 - 11,291 sq ft

For further information contact:

Richard Baker  
[rbaker@lsh.co.uk](mailto:rbaker@lsh.co.uk)

Joe Smith  
[jasmith@lsh.co.uk](mailto:jasmith@lsh.co.uk)

Lambert  
Smith  
Hampton

01604 664366  
[www.lsh.co.uk](http://www.lsh.co.uk)

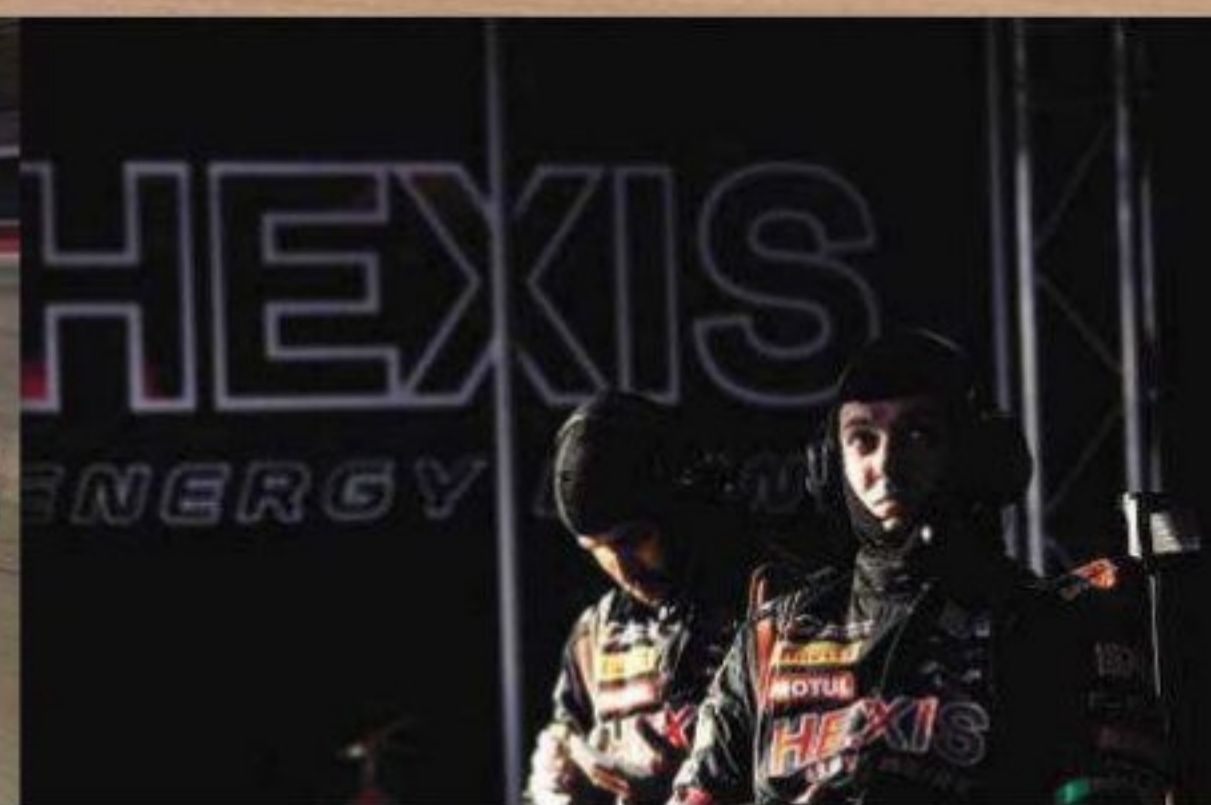
JORDAN  
TECHNOLOGY PARK



# HEXIS

## RACING WINS

HEXIS RACING CLAIMS MOMENTOUS DOUBLE VICTORIES WITH NEW McLAREN 12C GT3 IN FIA GT1 WORLD CHAMPIONSHIP RACE IN NAVARRA, SPAIN



**McLaren**  
GT

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)







# AUTO GP

## GOES INTERCONTINENTAL

[www.autogp.org](http://www.autogp.org) | [info@autogp.org](mailto:info@autogp.org)

**14 RACES, 4 CONTINENTS**

**ALL EVENTS LIVE ON EUROSPORT IN 87 COUNTRIES**



**7 EVENTS, ALL PARTNERING**



**550 BHP OF ZYTEK V8 POWER**



### THE BEST SCHOOL FOR F1

- Double compound KUMHO TYRES
- Overboost system for more overtaking
- Longer Race 2 with mandatory pit-stop



#### 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 is a free agent for next season. Does he stay at McLaren, or move on to a new deal elsewhere? Time for some serious thinking

**S**o, you're Lewis Hamilton and your current McLaren deal expires at the end of this season. What do you do next? Your answer to that could come to define your entire career, your place in the history books.

There are many, many reasons to stay just where you are – even though the reported £20 million-per-year offer has not actually been made. This is one of the great teams, always in contention, fantastic depth of ability and experience, greater technical resources than anyone – and it's been your home since you were a boy. You like and respect your team-mate, and it's a much more pleasant environment now than back in the days when Fernando Alonso and Ron Dennis were at odds with each other over the fallout

from your speed.

OK, Jenson Button last year became the first team-mate in your entire career to beat you over a season, but you feel that was through nothing more than your own underperformance, that with your life back on an even keel you can handle him.

Alonso's still the rival you respect above all the others, the only one you believe is in the same league as you. You were asked recently by AUTOSPORT if you had revised that opinion in light of what Button did last season, and your reply was a completely straight "no". Asked then by someone else if Sebastian Vettel's overwhelming success in the past two years had led you to revise that opinion, and your answer was an equally resolute "no".

Which leads us onto another strand of your thinking. Someone who knows you well was recently asked his opinion on the difference between the error-prone, not-always-focused Hamilton of last year and the consistently flawless performer of 2012, and he replied: "Well, for one thing I'm sure he's had a good think about it all during the winter and arrived at some conclusions, but I think another factor may be that Seb is no longer winning everything in sight. I really do think that was seriously winding Lewis up."

Rightly or wrongly, you felt that Vettel's plaudits – and even the records of yours he was breaking – put things in a false light. You felt time slipping by, with just one title to your name in a sport you could – should – be dominating.

Which led, of course, to you thinking maybe you should be going to Red Bull to join him, to plug yourself into an Adrian Newey-designed car for the next few years and just let the story write itself – up in big lights. Maybe the itch to do that hasn't entirely gone, now that Red Bull is merely competitive rather than dominant. But still there's perhaps a nagging concern: the tricks that were giving Red Bull its advantage, the way it could run lower to the ground than everyone, the advantage it found from exhaust blowing, may have been taken away by the regulations. But what magic could Adrian dream up next?

Then there's Ferrari. You've told your management to investigate everything that may be available. Much as the team is in love with Alonso, they hold you in some reverence there. A pairing again with Fernando after that tempestuous 2007 season? His problem wasn't with you; it was with Ron Dennis.

There are potential hazards there, obviously. Going into a team with the one guy who can make you sweat – and where he's had three years to get it revolving around him – is one of them. But you relish betting on your talent to meet a challenge. What better than that one? A bigger concern could be Ferrari's technical direction. They've slipped a little in the past few years. Is that just part of the ebb and flow or a long-term trend? And is it true that the team has an option on Vettel from 2014?

We haven't even mentioned Mercedes yet. Choices... ❧

PIC: GILHAM/GETTY



Hamilton: happy to cosy up with Alonso?

**“Alonso's problem wasn't Lewis, it was Ron Dennis”**





This was Franchitti's third winner's photo

INDYCAR

# Dario plays down legend tag

Three-time Indy 500 winner insists he is keeping his focus on making it five IndyCar crowns this year

**D**ario Franchitti insists that he is not interested in reflecting upon his achievements yet, despite reinforcing his claim to be counted among IndyCar's all-time elite with his third Indianapolis 500 victory last Sunday.

The Chip Ganassi Racing driver, who is also a four-time series champion, is the 10th driver to have racked up at least three wins, but he said that his focus continues to be on what lies ahead.

"Maybe when I retire, I'll think [about my career] then," he said. "I'm very proud of the achievements, whether it's Indy wins, championships, every one of the race wins. Sometimes I

look back, but generally I'm trying to look forward."

Ganassi team manager Mike Hull believes that Franchitti possesses a set of skills that only come along once in a generation.

"In Dario's case, we have a guy who hasn't reached his midlife crisis yet, who drives with the experience of his age, but who comes to work every day with the enthusiasm and the intent of an 18-year-old," Hull said. "That's a pretty tough combination to beat."

"Then, he's absolutely unselfish. In motor racing around the world with two-driver teams, how many teams can say that? I don't think there is one, except for this team."

His team-mate and close friend Scott Dixon pointed to Franchitti's ill-fated stint with Ganassi's NASCAR Nationwide squad in 2008 for helping to turn him into the dominant force that he has been in IndyCar over the past three years. Since returning from NASCAR, the 39-year-old Briton has won three IndyCar titles, two Indy 500s and 11 other races in the series.

"I think he [felt like he] was back home," said Dixon, who finished second at Indy. "He was back to something he was really comfortable with, and around

the people that he knew really well. I think he was actually hungrier after that, too, because he wanted to prove when he came back that he was still the driver that he was. He's definitely done that — maybe a little too much."

Franchitti's Indy win brought him up from 10th to sixth in the IndyCar standings, 64 points behind Penske driver Will Power, who crashed out of Sunday's race in an incident with Mike Conway.

## FRANCHITTI'S INDY 500 WINS

Prior to last weekend, Dario Franchitti had already won the USA's greatest race on two occasions. Here's a recap.

**2007**

Seemed to have lost all hope when a cut tyre forced an early stop and put him out of sequence, but this left him in a winning position for Andretti-Green Racing when rain hit and the race was declared after 166 laps.



**2010**

Dominated race, leading 155 laps for Chip Ganassi Racing, but once again finished under caution following Mike Conway's horrific late crash.

**2012**

Best of the bunch as he charged through from last after being spun in the pits by EJ Viso. Took lead on lap 151 and then survived assault from Takuma Sato on final lap to win for third time.



**P48**  
INDY 500  
REPORT



INDYCAR

# Castroneves worried by Honda pace

TEAM PENSKE DRIVER HELIO

Castroneves is concerned that his team could struggle to match rival outfit Chip Ganassi Racing at Texas Motor Speedway next month unless it can find a way to match the update that Honda brought to last weekend's Indianapolis 500.

Penske's engine supplier Chevrolet dominated qualifying for the race, claiming nine of the top 10 places on the grid. Part of its performance was attributed to the additional 10 kilopascals of boost that teams were allowed to run on Pole Day and Bump Day, on which qualifying took place.

However Honda produced an update in the week between qualifying and Carb Day and Castroneves, who finished 10th in last Sunday's race, believes that the Japanese manufacturer now has the edge in superspeedway trim.

"Chevy is doing a great job, but Honda really surprised a lot of



Castroneves fought Honda-powered cars

people," the three-time Indy 500 winner told AUTOSPORT. "I really thought we'd be at least challenging [the leaders], but we were not even close, to be honest.

"We didn't have the speed to compete against the Ganassi cars and others. When they brought the boost

level back down from 1.4 to 1.3, it certainly threw our speed off a little bit. We're going back to a road course [Detroit], where the boost will be 1.4, and on the short ovals it will be 1.4. But at Texas and [season-finale] Fontana, it will be 1.3 again. So we've got some work to do."

INDYCAR

# Patrick considering Indy/NASCAR double

DANICA PATRICK HAS LEFT THE door open to an Indianapolis 500 return in the near future, but only as part of a double-header with Charlotte's 600-mile NASCAR Cup event. US news outlets reported last week that Patrick's management team is working on a deal to race at both Indy and Charlotte on the same day in what is expected to be her first full season at NASCAR's top level, and the 30-year-old American told *USA Today* that she was supportive of the idea.

"If I did the Indy 500, that [double-header] is what it would be," said Patrick.

"As long as everything works out, and we're able to transition to Cup, that would be awesome. It would have been some sort of double if I'd done it this year. That's just the way it would go down, and that would be a hell of a lot of work, but I'm sure it would be pretty fun.

"I wouldn't want the distance since the last time I drove an IndyCar to be too big."

Contesting both races involves making repeated trips between Indianapolis and Charlotte, which are almost 600 miles apart, in order to complete qualifying and the race at each venue.

Patrick (10) did Charlotte Cup race last weekend



Bernard: China will happen

INDYCAR

# IndyCar defiant on China race

INDYCAR CEO RANDY BERNARD IS

confident that the series' first race in China will go ahead as planned, despite aspects of the deal having still not been finalised 10 weeks before the planned August 19 event.

According to Bernard, most of the details for the Qingdao street race were signed off some time ago, however the process has been slowed down by the appointment of a new city mayor.

"They want a race," Bernard said. "The mayor wants to get his arms around it, understand it and make sure that he is fully involved in this so he doesn't want to have a black eye in his first year of office. We're continuing on with that event like we've planned. We have a signed contract. It's just a matter of working on the details."

Bernard said the series has not discussed a back-up plan to fill the gap in the calendar should the China race become unviable.

"We're not looking at that yet," he told AUTOSPORT. "I'm still confident that we can make it happen this year. I'd say that in 14 days, things will be more solid."

AUTOSPORT SAYS...

MARK GLENDENNING  
US EDITOR



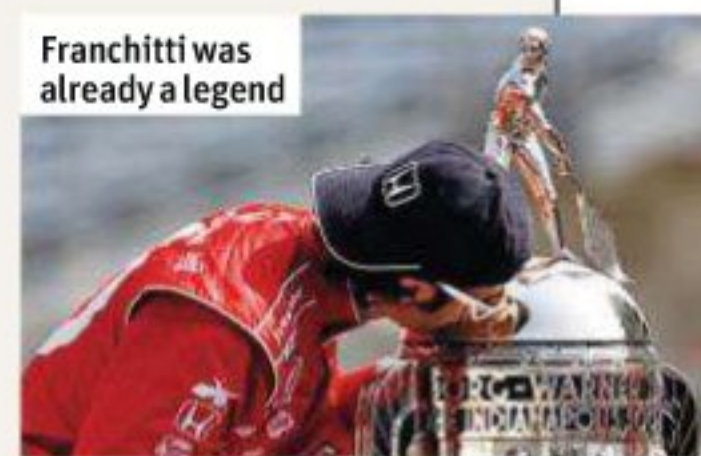
It's a weird thing, the idea of greatness, because it's never really clear where the threshold lies. It's difficult to argue against the inclusion of Dario Franchitti, four-time IndyCar champion and now three-time Indianapolis 500 winner, among the pantheon of US single-seater racing's elite. But then again, we'd also have said that a week ago, back when he'd only emptied the bottle of milk over his head twice.

You might already have seen reports declaring that Franchitti 'joined the greats' last weekend, which makes it sound a bit like winning at Indy again was akin to taking the trip that moved him up to the platinum level of his frequent-flyer programme. Helio Castroneves is a three-time Indy winner as well, and while

he's become part of the Month Of May folklore and a fan favourite, you don't often hear him being spoken of in the same sort of terms as Franchitti – or even Scott Dixon who has 'only' got one title and Indy 500 victory to his credit.

Franchitti didn't turn into a 'great' overnight, any more than AJ Foyt or Johnny Rutherford or Rick Mears did. It's a process, not a level that can be achieved by getting the right numbers on a sheet of statistics. Franchitti's transformation into motorsport royalty has been underway for some time. On Sunday, he merely hammered the point home. Again.

Franchitti was already a legend



REMEMBER WHEN...



MAY 26, 2002

...Franchitti first started the Indy 500?

Then a front-runner in Champ Car, Franchitti qualified his Team Green Dallara IR2-Chevy 27th at the Brickyard and finished three laps down in 19th as Helio Castroneves won.



WTCC

## MENU'S NEW PAINT JOB

Alain Menu will run in the colours of comic book racer Michel Vaillant at the Algarve this weekend after a tie-up with Studio Graton by the Chevrolet WTCC team



INDY LIGHTS

# Indy Lights targeting FR3.5

Renault Series is the benchmark that the new-for-2014 Indy Lights car must reach. By MARK GLENDENNING

**I**ndyCar is targeting Formula Renault 3.5 as the benchmark against which it wants its new Indy Lights car to be measured when it is put into service in 2014.

The series announced last weekend that it will introduce a new machine in two years' time.

Requests for proposals have been sent to half a dozen prospective chassis manufacturers. While the specifications and features of the car will not be determined until a technical partner is chosen, Indy

Lights technical director Vince Kremer said that he has identified FR3.5 as the level that the new car needs to aim for.

"Internationally, we're looking at World Series," Kremer said. "We want to be competitive with them to market ourselves as a good step [on the ladder]. We qualified for this year's race (at Indianapolis Motor Speedway) at 187mph, so we'll be looking to improve upon that with some efficiencies in the car. Low 190, sub-48s laps, something in that area.

We definitely want to make the step smaller between IndyCar and the Indy Lights series."

The current Dallara IPS chassis has been in service since the 2002 Infiniti Pro Series, and while IndyCar has a clear idea of what it wants its replacement to achieve, Kremer said the he is keeping an open mind about how it will do it.

"We want an open-wheel race car," he said. "It doesn't have to look like the DW12 [IndyCar]. We're open to some concepts there."

The new car will rely on as many control parts as possible in order to keep costs at a minimum, but Kremer is keen to update the level of technology. This could eventually extend to the car running on an alternative fuel source.

"We've had a good, dependable car for a number of years, and we want to bring some new developments like paddle shifting and the capability for more sensors," he said. "We want some opportunity for better sponsor placement on the car as well, and the

potential in the future to integrate an alternative fuel source. That's something we're looking at.

"With the engine, we have a clean sheet of paper. We want something relevant to today's world, whether it's a four-cylinder turbo or supercharged engine, or a six, or even an eight."

The series is also putting a strong emphasis on safety, with the Request For Proposal stipulating that the car will need to surpass all existing FIA static and impact regulations.

Indy Lights director Tony George Jr said: "We believe it's important that we do everything we can to attract new drivers, teams, partners and manufacturers to our series to continue to improve our formal system of driver development."

Among the firms to have been invited to submit proposals for the new car are Dallara, Swift, Mygale, Lola and Elan. A deadline of June 30 has been set.

Lights car is in its 11th year of competition



Find more issues at [magazinesdownload.com](http://magazinesdownload.com)



**P63** INDY LIGHTS REPORT



A1GP

# A1GP ready to be sold

**THE ASSETS OF THE A1GP WORLD CUP OF Motorsport** are finally in a position to be sold, according to the company now attempting to dispose of them.

Freight company Delivered on Time, one of the major creditors of the series that held its last race in 2009, gained the rights to sell the assets after reaching an agreement with administrator Tim Bramston of Griffins Insolvency last December. It has now resolved what it called "legal obstacles" to enable a sale of the assets, including all the 'Powered by Ferrari' single-seaters and the intellectual property rights to the A1GP name.

DOT managing director Paul Fowler



Last A1GP race was at Brands in 2009

said: "We have got it into a position to sell it for the first time. Previously, it was never properly packaged for sale. There were a lot of suppliers with title claims that hadn't been dealt with."

"Our part in this is that we have a massive debt from A1GP and we want to recover that. We are in a better position to sell it because we have the motorsport knowledge."

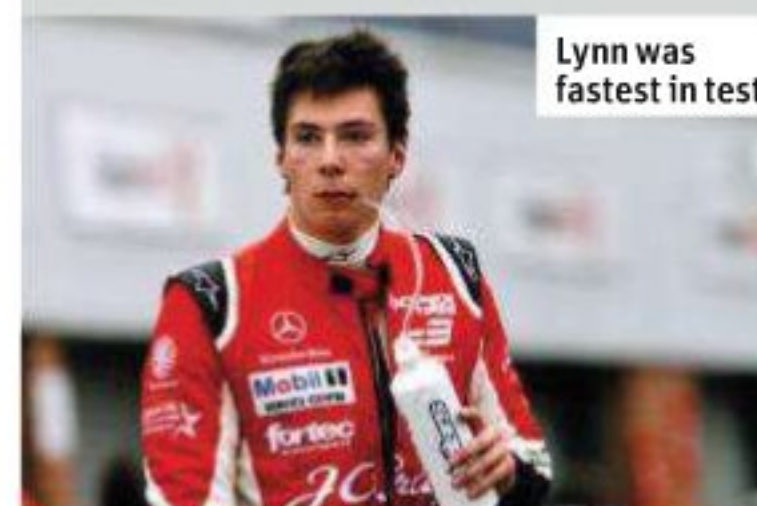
Fowler stressed that no sale had been made, despite reports at the end

of April that a Dutch company, World Race Management, was planning to relaunch the series.

"We can categorically say that it is not sold," Fowler continued. "But we are in negotiation with three parties. Hopefully something will come of those negotiations."

The Dutch organisation and the British-based group trying to relaunch A1GP under the A10 World Series banner are believed to be in talks with DOT.

## IN BRIEF



Lynn was fastest in test

### LYNN TOPS BRITISH F3 TEST

British F3 rookie Alex Lynn was fastest in last week's official test at Rockingham ahead of Fortec Motorsport team-mate Hannes van Asseldonk. Carlin driver Jazeman Jaafar was third fastest.

### JEFFERIES MAKES F2 DEBUT

Zimbabwean Axcil Jefferies made his Formula 2 debut at the Nurburgring last weekend, recording a best finish of 14th. He took the car vacated by Victor Guerin, who was on GP2 duty at Monaco. Kourosh Khani was another absentee.

### DANIELSSON JOINS TTA GRID

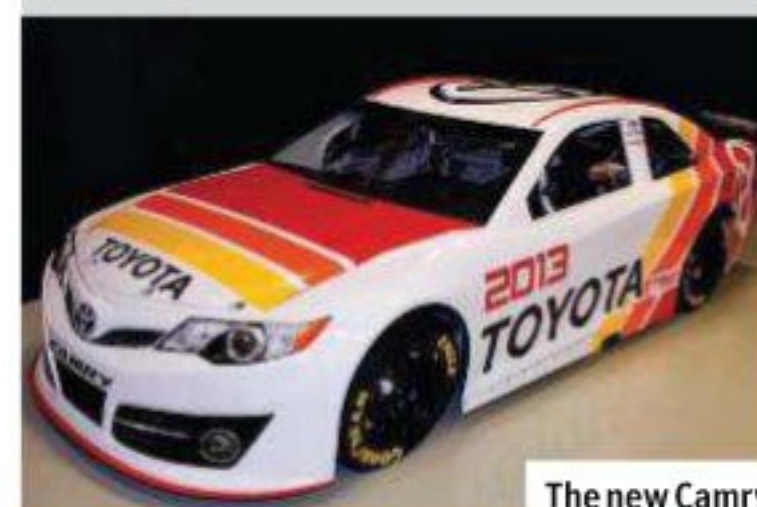
Ex-Formula Renault 3.5 champion Alx Danielsson will make his TTA debut at Mantorp Park this weekend. He replaces Mark Miller at the Brovallen Citroen team while its other driver, Jan Brunstedt, has been ousted by Markus Nordenstrom.

### TURKINGTON TESTS FOR WSR

Colin Turkington tested a WSR BMW last Friday at Silverstone. The 2009 British Touring Car champion was called up as regulars Tom Onslow-Cole, Rob Collard and Nick Foster were unavailable.

### NEW NASCAR CAMRY LAUNCHED

Toyota unveiled its all-new NASCAR Sprint Cup Camry last week. The car, which will be used in top level competition from 2013, follows the trend of its rivals by sharing more styling cues with the road car than the current version.



The new Camry

LE MANS

## Toyota on course for test day

**TOYOTA WAS EXPECTING TO RUN TWO** cars at this weekend's Le Mans Test Day, as AUTOSPORT closed for press.

The Toyota Motorsport GmbH team had raised doubts that it would be able to complete the second of the two TS030 HYBRID LMP1 coupes it will field in the 24 Hours on June 16-17 in time for the test. However, a company spokesman revealed on Monday that TMG had hit all its build targets and that the car, the third TS030 to be completed, was due to leave its Cologne base for Le Mans yesterday (Wednesday).

The second car took part in an endurance test at Paul Ricard last week. It ran for more than 2000 miles, despite losing time when Anthony Davidson damaged the front of the car after hitting what was believed to be a rabbit.

Former Peugeot racer Stephane Sarrazin has been confirmed as the Toyota's sixth driver for Le Mans. The

ex-Toyota Formula 1 test driver replaces Hiroaki Ishiura, who withdrew from the line-up with a back complaint.

Sarrazin moves over from the Starworks HPD LMP2 squad with which he is contesting the full FIA World Endurance Series. His place will be taken by Briton Tom Kimber-Smith.

Sarrazin back in Toyota gear



WORLD GT1

## Ratel targets North America for GT1 series



GT1 could race in the USA

### FIA GT1 WORLD CHAMPIONSHIP BOSS

Stephane Ratel is optimistic that he can take the series to North America next year.

Ratel told AUTOSPORT that he has redoubled his efforts to take GT1s to North America in the wake of the cancellation of the Argentinian event at San Luis for this season. He explained that for 2013 he needs an event on a third continent in addition to Europe and Asia, as demanded by FIA rules for world championships.

"Things are moving on the other side of the Pond," he said. "We are in contact with four serious promoters."



P59 GT1 NAVARRA REPORT

**MIS Motorsport – setting the standards in motorsport insurance**

ON TRACK / ON EVENT / MOTOR TRADE /  
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

**www.mismotorsport.com or call 01943 884 555**

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority.

**MIS**  
MOTORSPORT



speedsport promotions

## Superb BRITISH GRAND PRIX hospitality

July 6-8 2012

Speedsport promotions have hospitality suites at Silverstone Circuit providing an excellent view of the cars racing round Woodcote Corner and down towards Copse Corner.

The suite has a private viewing balcony with 'big screen' opposite and full TV coverage in the suite itself. This year we also have an exclusive suite holders grandstand for each guest situated on the inside of the Wellington Straight towards Brooklands Corner, with excellent views.

We specialise in supplying complete hospitality packages with excellent food and drink and unrivalled service. Our full VIP Package includes.....

**VIP Hospitality tickets and car passes**  
**Hospitality suite and grandstand viewing**  
**Excellent food served in the suite**  
**Champagne reception [Sunday]**  
**Complementary bar throughout the day**  
**Official F1 race programmes**  
**Speedsport event manager present**

Friday £175 + VAT Saturday £275 + VAT Sunday £725 + VAT

Please visit our website for full details.

SpeedSport Promotions  
Unit 43 Silverstone Circuit  
Nr Towcester  
NORTHANTS  
NN12 8TN  
www.speedsport.co.uk  
Telephone: 01327 858 167  
Email: info@speedsport.co.uk

# CLUB100

It's *just* racing!

www.CLUB100.co.uk

## GEOFF PAGE RACING 01621 859 993

FULL ENGINE AND CHASSIS RESTORATION BY GEOFF PAGE RACING

Congratulations to Richard Meins on the successful demonstration run of your Beatrice Team Haas Lola THL2-Ford V6 GBA at Brands Hatch Masters Meeting on 27th May.  
It was worth the wait.



www.geoffpaceracing.com

Photo by Gary Hawkins

A special thank you to **DC Electronics** for all their help  
Also a special thank you to **Life Racing** for their F88 ECU





Paffett pushed by Spengler

DTM

# Paffett: Spengler my chief rival

DTM points leader says BMW ace will be his biggest threat for the 2012 title

## DTM SERIES LEADER GARY PAFFETT

has pinpointed Bruno Spengler as his main rival for the title following BMW's strong start to its comeback campaign.

Mercedes driver Paffett holds a 25-point lead over Canadian Spengler after wins in two of the first three races, at Hockenheim and Brands Hatch.

Spengler, 28, is the only driver to have defeated Paffett this year. He beat the Briton to victory at Lausitz in BMW's second race back in the series after a 20-year absence. He was also fighting for victory at Brands last time out until splitter damage forced him to settle for second position.

Paffett and HWA Mercedes team-mate Jamie Green have appeared to be the



Pair have shared DTM wins in 2012

fastest drivers on a clear track this year, but despite this the 2005 champion believes that it is Spengler, rather than his countryman, who will push him hardest over the course of the season.

"At the moment, yes, it looks like it [that Spengler will be his main

rival]," said Paffett of his former Mercedes team-mate.

"In the past two races he's had a win and a second place, and that's the same as me.

"You know that Jamie's always going to be quick, and he's shown that this year, even if for whatever reason he qualified 10th at Brands.

"You can't really discount anyone at this point, although you can work out who the top two drivers for each manufacturer are going to be. Plus it's so close at the moment. But on current form Bruno looks like the closest rival."

The championship continues with its fourth event of the year at the Red Bull Ring in Austria this weekend.



Hall drove Pesca to fourth in 2007

LE MANS

# Hall seals Pescarolo LM drive

**STUART HALL WILL RACE THE NEW Judd-powered Pescarolo O3 at the Le Mans 24 Hours next month.**

The Briton, 27, replaces Julien Jousse in the line-up alongside Emmanuel Collard and Jean-Christophe Boullion at the behest of Roald Goethe, who owns the Aston Martin AMR-One around which the Pescarolo is being built.

The deal follows increased financial involvement in the project from Goethe,

who shares a McLaren MP4-12C with Hall in the Blancpain Endurance Series.

Hall, who finished fourth at Le Mans in a Rollcentre Pescarolo in 2007, said: "It's all come about very late, but I'm happy to be back at Le Mans."

The new Pescarolo ran for the first time at Chateauroux last Saturday in Boullion's hands. The car's only other outing before Sunday's Le Mans Test Day was set for Magny-Cours on Tuesday.

## IN BRIEF

RoC is on the move again



### RoC MOVES TO THAILAND

The Race of Champions will mark its 25th running by moving from Germany to Thailand this winter. No date has been confirmed for the event, which will be held in Bangkok's Rajamangala Stadium.

### FORD'S WTCC WEIGHT BREAK

World Touring Car Championship organisers have allowed the Ford Focus S2000 to lose 10kg for this weekend's round at the Algarve circuit. The SEAT Leon WTCC has also shed 10kg under the series' compensation-weight rules.

### SUPERSTARS AUDIS PEGGED BACK

Superstars organisers have pegged back the performance of the Audi RS5s ahead of this weekend's Mugello round. The cars will run with an air restrictor and 100kg heavier in Italy.

### LOTUS RACER FOR LE MANS

Occasional international GT racer Steve Quick, who won the 2011 Lotus UK Cup, will make his Le Mans 24 Hours debut with the Gulf Racing LMP2 squad. Quick, 53, will share its Nissan-powered B12/80 with Jean-Denis Deletraz and Keiko Ihara.

### LOLA REDUNDANCIES ANNOUNCED

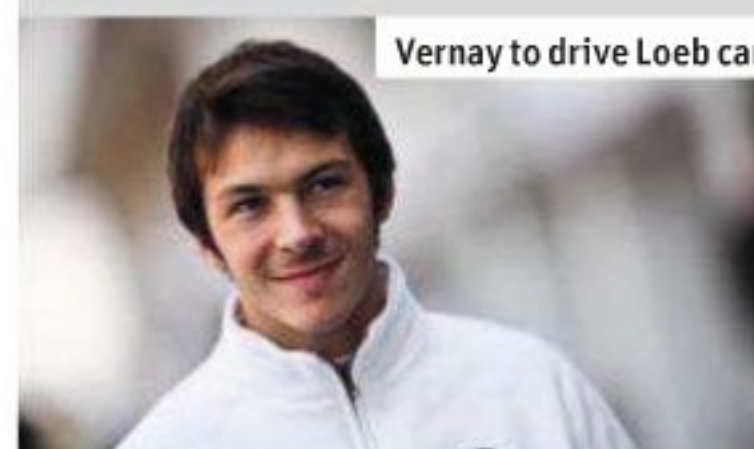
The administrators for Lola Composites and Lola Cars International have revealed that 73 of the 176 staff were laid off with immediate effect last week.

### JC-W TO RACE McLAREN

Former FIA GT champion Jamie Campbell-Walter will return to the cockpit at this weekend's Silverstone Blancpain Endurance Series round. The Briton will share a Gulf Racing UK McLaren MP4-12C GT3 with Roald Goethe in place of Stuart Hall, who is on Le Mans Test Day duty.

### VERNAY GETS LOEB TEST ROLE

Ex-Peugeot reserve Jean-Karl Vernay will drive at the Le Mans test with Sebastien Loeb Racing. The Frenchman, who races one of SLR's Carrera Cup cars, will share the LMP2 ORECA, which is not entered for the race, with Loeb and Nicolas Marroc.



Vernay to drive Loeb car

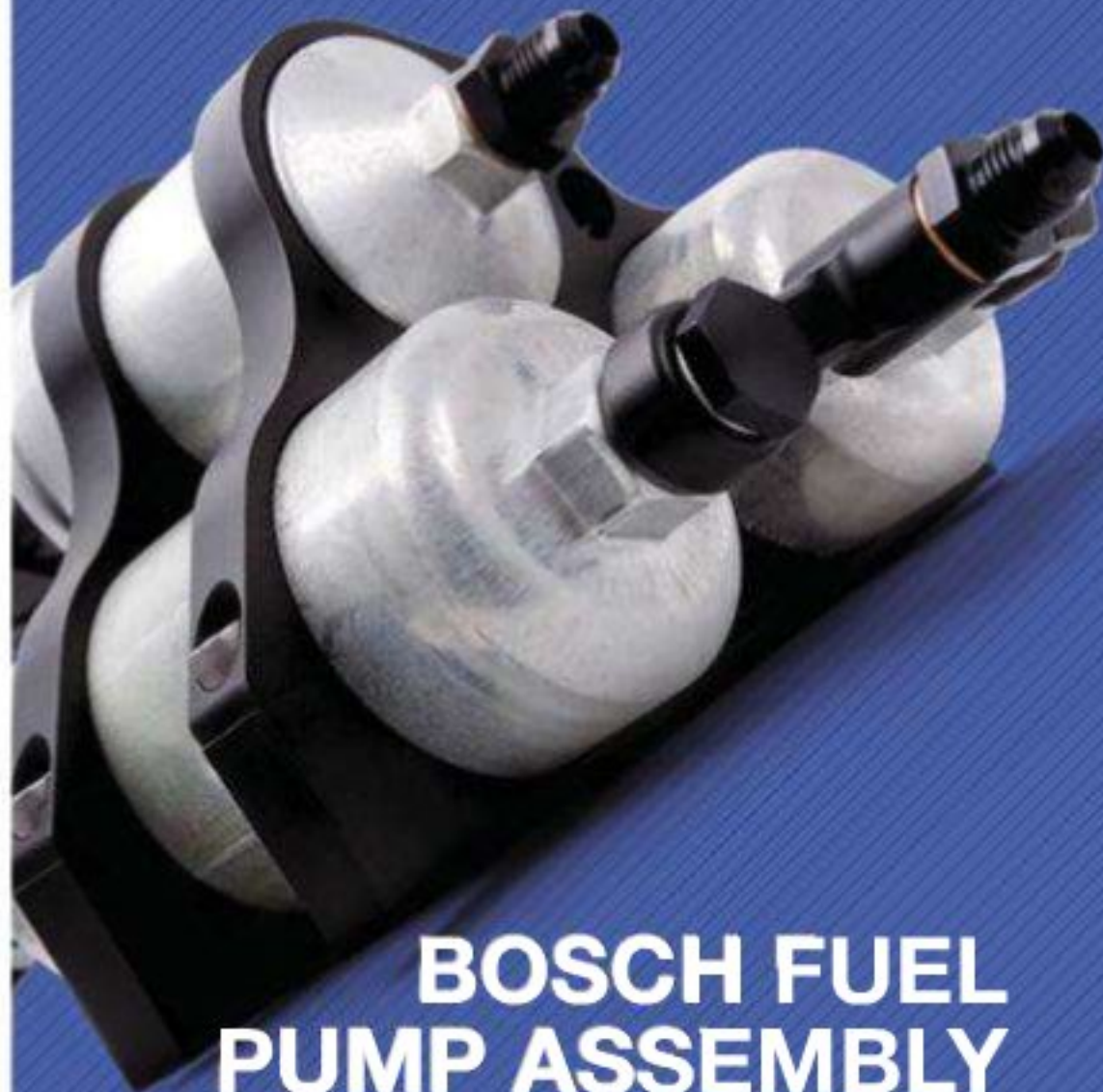


+44(0)1280 704 525 / sales@atecautotechnic.com

www.atecautotechnic.com

# ATEC

Fluid Systems



**BOSCH FUEL  
PUMP ASSEMBLY**

**VIEW MORE**

**marcvds**  
racing team  
Sharing our passion



**24 Heures de Spa**

## ENJOY VIP HOSPITALITY WITH THE MARC VDS RACING TEAM AT THE 2012 24 HOURS OF SPA

### VIP Silver Package

Guests taking advantage of the VIP Silver Package will receive on Saturday and Sunday:

- Entry ticket with paddock access
- Dedicated guest parking close to the paddock
- VIP welcome pack
- Access to the open bar
- Guided tour of the Marc VDS pit box
- Meet the drivers session in the VIP Hospitality unit

**Price €350**

### VIP Gold Package

Guests taking advantage of the VIP Gold Package will receive on Saturday and Sunday:

- Entry ticket with paddock access
- Dedicated guest parking close to the paddock
- VIP Hospitality access
- VIP welcome pack
- Access to the open bar
- Gourmet lunch in the VIP Hospitality unit on Saturday and Sunday
- Dinner in the VIP Hospitality unit on Saturday
- Guided tour of the Marc VDS pit box
- Meet the drivers session in the VIP Hospitality unit

**Price €550**

For further information:

events@marcvds-group.com www.marcvds.com

**GDS**

GRANDDESIGNSYSTEMS  
WWW.GRANDDESIGNSYSTEMS.CO.UK

Unit 3, Boundary Road, Buckingham Road Industrial Estate,  
Brackley NN13 7ES

**+44 (0)1280 702510**  
info@granddesignsystems.co.uk

**IT'S NOT TOO LATE TO LOOK GREAT THIS YEAR...**



GDS and Greaves launch part 1 of a 2 part system in spa 5th may 2012

**GREAVES MOTORSPORT**

Manufacturers of the original and most prestigious seamless garage walling system on the market.

An innovative company, with customers' needs and requirements as it's core values!

No awkward frame work, no flimsy panels, don't waste time building your garage,  
it should be spent on more important things - "Motorsport time is expensive!"

GDS walling is a long term investment, not a biannual expense.

Visit our new web site **www.granddesignsystem.co.uk**





WRC ACADEMY

## AHLIN AVOIDS GREEK TRAGEDY

WRC Academy driver Fredrik Ahlin crashed out of last week's Acropolis Rally in spectacular fashion. The Swede was unhurt.

WRC

# Rally GB told to drop Wales

Event must move its base to stay in WRC, says series chief. By DAVID EVANS

**R**ally GB must leave Wales next year to protect its future in the World Rally Championship.

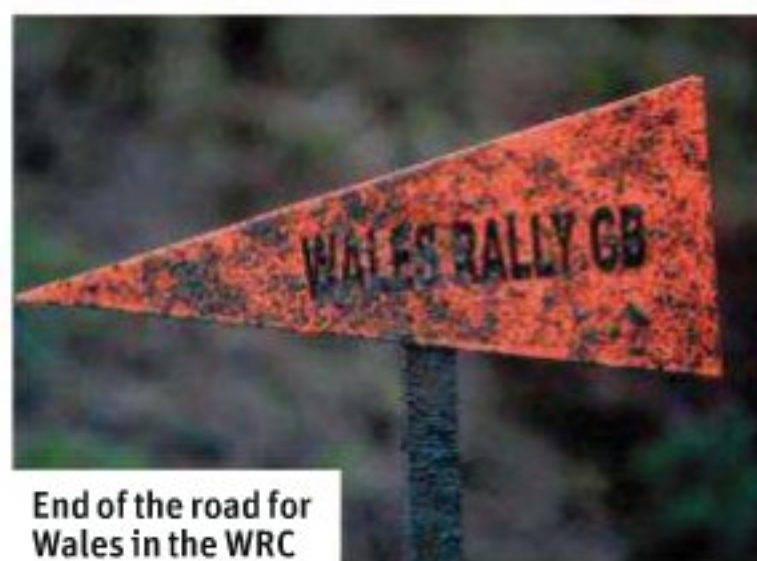
For the first time, WRC Commission president Jarmo Mahonen has laid out his desire to see a new way forward for Britain's premier rally. If the event remains in Wales, it will not be on the 2013 calendar.

"We now have to have written commitments that this [a move out of Wales] will happen or we will not consider them for the calendar," said Mahonen. "Why do we hide the WRC? We understand the funding comes from the [Welsh] tourist board, but it's very clear that this is preventing the growth of the championship."

Mahonen approved talk of a move north-east to Sunderland, which

could potentially return classic stages like Kielder and Dalby plus southern Scottish stages like Ae.

"I would like to see the old RAC," he added. "This is an iconic event and one of the very important rallies for the WRC, but it has to be right. This is a problem of Wales. If you don't have the people coming to you, why don't you go to the people? We have more open



End of the road for Wales in the WRC

regulations for the rally organisers now, so they can do more with the events in their countries."

AUTOSPORT sources indicate that a draft contract has already been agreed with Sunderland for the 2013 switch.

Rally GB chief executive Andrew Coe said: "We are talking to a number of regions about hosting this event. We shouldn't forget that, in the 12 years we have been in Wales, there wasn't always a huge amount of interest in having Rally GB and we have been very grateful for the support Wales has offered."

Mahonen added that Rally d'Italia will lose its calendar spot if it doesn't move from Sardinia to mainland Italy. The 2013 calendar will be revealed at the June 15 World Motor Sport Council meeting.

## IN BRIEF

Gronholm was on top



### GRONHOLM WINS AT CHARLOTTE

Marcus Gronholm took his OMSE Ford Fiesta to victory in the opening round of the Global Rallycross Championship at Charlotte last weekend.

### CURTAIN CALL FOR IRC

It is expected the Intercontinental Rally Challenge series name will cease to exist next season. Organisers are on the verge of agreeing terms for a merger with the European Rally Championship.

### NOKIA SCRAPS WRC DEAL

Nokia has canned its £2.5m per year deal with the World Rally Championship after failing to find agreement on a way forward with the FIA this season.

### McRAE SECOND IN AUSTRALIA

Alistair McRae finished second on last weekend's International Rally of Queensland. The Proton driver – and defending APRC champion – was beaten by Chris Atkinson, who scored his second win of the season in a Skoda.

McRae finished second



WRC

# Night-stage plan for next year's Acropolis



Greece must earn its place

## ORGANISERS OF THE ACROPOLIS

Rally have come up with a heavily revised route for next year in a bid to prolong the event's future in the WRC.

The FIA has expressed a desire to return rallying to its endurance roots and Acropolis promoter Pavlos Athanassoulas said his team was considering a leg through the night in 2013. The event has been the subject of speculation that it will be dropped from the calendar for next year.

"Every year we try to innovate," he said,

"and we have something which will change the thing around next year and that might be a whole loop through the night. We are looking at a superspecial in the Olympic Stadium again or in the centre of Athens."

"This event ticks every box for Mr Todt: it's a long, hard endurance event. We don't understand where this talk about us not being on the calendar is coming from."



**P52 ACROPOLIS REPORT**



# STREETWISE WEBBER IS SIXTH OF THE BEST

The Red Bull man converted 'pole' into the lead and drove masterfully to become the sixth winner of 2012. By MARK HUGHES







## REPORT MONACO GP



### MONACO GP

Monte Carlo, May 27

**ROUND** 6/20

**LAPS** 78

### WINNER

Mark Webber  
1h46m06.557s

### POLE POSITION

Mark Webber  
1m14.381s

### FASTEST LAP

Sergio Perez  
1m17.296s

### RACE RATING

★★★★★

Not the epic we were promised, but it got better towards the end

### DRIVERS STANDINGS

Alonso	76pts
Vettel	73pts
Webber	73pts

### MILESTONES

- Six winners from first six races is a Formula 1 record
- Fifth-closest finish involving five cars (Monza '71, Spain '81, Canada '99, Europe '97)



# QUALIFYING

Eighteen years after first securing pole in Monaco, the old master went quickest when it mattered

“It confirms what I have felt for a long time,” said Michael Schumacher after rolling back the years and going P1 in qualifying for the first time in six years. “It’s just sometimes you have put everything at the right moment together. Here it worked out.”

It was a great lap, comparable with those of his great days, his commitment through the middle sector quite visible and responsible for his advantage over his teammate. Indeed, he was 0.147s faster over the lap but 0.186s quicker through sector two, his commitment there in fact overcoming his deficit in sectors one and three. But for Michael to have the confidence to commit like that required a car that was working way better than it had been on Thursday. For all Michael’s jokey comments about putting it on pole, taking his five-place penalty from the last race, starting sixth and winning the race, it was not matching the team’s high pre-race hopes.

The reasons for those hopes were twofold: being a slow circuit, the car should have been relatively more competitive given that its main problem seems to lie in fast corners and that mechanically it’s exceptionally good. Secondly, there was a big update here (see Drawing Board) that lightened the whole rear end and reduced the centre of gravity height, both designed to help the car be easier on its rear tyres. But on Thursday, finding a balance was proving generally elusive. The spare Friday was spent very productively and it was obvious immediately on Saturday morning that a rethink on set-up had liberated the car’s potential. Michael did the rest. He knew the lap was good but not whether it would be enough. Then he saw the positions on the big screen even before Ross Brawn came on the radio: 1. M. Schumacher. The sort of thing he used to take for granted, but something that was now ‘beautiful’. Eighteen years after he first achieved the feat, a detail that had escaped him.

Of course, he wasn’t starting from pole – courtesy of that five-place penalty from Barcelona. But for Saturday, at least, basking in the beauty of the moment, that didn’t matter a damn. At 43-years-old, he’d done it:



Rosberg (left) was outdone by Schuey

added to that phenomenal record.

“It’s Michael’s day,” confirmed Mark Webber, the official pole man after going second quickest in the Red Bull. Just like the Merc, the RB8 had not been great on Thursday. The team had a big rethink, the mechanics put in a lot of work on Friday and Mark worked with his engineer in finessing a balance through Saturday morning and into the sessions. The rest of the lap time came, as Mark confirmed, “from the driver braking a bit later on Saturday than Thursday”. The Red Bull was a chunky 0.256s adrift of the Merc between the start/finish and the braking zone for Mirabeau where the Merc’s double DRS was doing its stuff for the long stretch up the hill. It was then a tenth down on the Merc through the middle sector but 0.17s faster through the short final spurt from the swimming pool, through Rascasse and the end of the lap, perhaps holding onto its tyre performance longer.

“The car was good, I just didn’t get it tuned quite right,” said third-quickest Nico Rosberg, his Merc suffering a little too much understeer. From the profile of its speed throughout various sections of the lap, he

appeared to be carrying slightly less downforce than Schumacher.

Lewis Hamilton found it difficult to get the McLaren to turn quickly on the supersofts in particular and found the car quite understeery in the slow sections. He had to work hard for his fourth-fastest time, but that was much better than Jenson Button whose McLaren failed for the second consecutive race to make it out of Q2, only 13th fastest. “Again, I just couldn’t get a balance, couldn’t get the tyres to work. I’m obviously doing something wrong and I need to find out what it is, quick, because it’s losing me points.”

As ever, the Lotuses were curious in how devastatingly fast they were on a sequence of laps but in how they struggled to find as much time from the option tyre as other cars. That it’s a car that’s gentle on the rubber could be seen in how both Romain Grosjean (fourth fastest) and Kimi Raikkonen (eighth) needed two or three laps to really get the supersofts working in Q2 – almost causing them to run out of time. Grosjean didn’t get the best from his final set of tyres, while Raikkonen, surrendering first practice after finding he could not drive with the unique quick-ratio steering set-up he’d requested, needed an extra set of supersofts to get through and did only one Q3 run. The cars had superb traction and a lot of downforce.

Speed-trap figures revealed the Ferraris not to be fast down the straights or onto them. All their lap time therefore was coming from how quickly Fernando Alonso and Felipe Massa were getting into the turns, the car visibly very driveable and allowing them to aggressively attack the circuit. Until Massa over-drove his Q3 run he looked to have the edge on Alonso, but ended up 0.3s

off, the pair sixth and seventh fastest, ahead of Raikkonen and the Williams of Pastor Maldonado. The Spanish GP winner was not only penalised 10 places for his P3 incident with Sergio Perez but also took a further penalty to change the gearbox damaged in his big impact with the Casino barriers shortly after his Perez contretemps. Finding traffic on his sole Q3 run and over-working the supersofts left the big potential of the FW34 well-disguised.

Sebastian Vettel was struggling, not at all confident of the Red Bull’s rear end into the slow corners after making set-up changes prior to the session. Although he had a single set of supersofts left by the time he got into Q3, he chose not to use them, not confident he would be competitive and preferring instead not to complete a lap, thus giving himself free choice of tyres for the race.

Nico Hulkenberg’s Force India and Kamui Kobayashi’s Sauber headed those not quite making it into Q3 and they headed Button, Bruno Senna’s Williams, Paul di Resta’s Force India and the Toro Rossos of Daniel Ricciardo and Jean-Eric Vergne. Perez was devastated to crash out in Q3 at the swimming pool, the result of steering failure, the left-front pointing left as he applied right lock. He had looked set to be one of the stars of qualifying. In splitting the Marussias, HRT’s Pedro de la Rosa reckoned he’d driven his best-ever lap of Monaco.

Raikkonen started P8 with ‘James Hunt’ lid



**P40 RESULTS**  
All those vital stats







Grosjean scatters rivals after his Ste Devote spin...



#### RACE CONDITIONS

The weather kept everyone guessing during the race, with very light rain falling with a dozen or so laps remaining.

**F**ormula 1 cars around Monaco's tight streets, close-up at 120mph, cannot fail but look insanely fast between

the barriers, a wonderfully mad and unfeasible spectacle apparently unconnected with the modern, safe world. Ironically it's F1's slowest circuit, but from close quarters it absolutely looks the fastest. There was extra paradox this time: six cars nose-to-tail up front into the last few laps, it looked like flat-out racing. But it wasn't. This was the ultimate in tyre-preservation contests, extreme even by the standards of 2012.

Mark Webber, Nico Rosberg, Fernando Alonso, Sebastian Vettel, Lewis Hamilton and Felipe Massa were glued together for the last 10 laps, Red Bull-Mercedes-Ferrari-Red Bull-McLaren-Ferrari almost touching through the hairpin, a great snaking articulation of colour seen through the filter of the light rain that had been falling for the

last 15 minutes. It felt like anything could happen – but in the lead Red Bull cockpit Webber was in full control. Just as he had been from the moment he converted his pole into the lead at Ste Devote.

One stop or two, Webber could have won this race – and what he decided dominated everyone else's race. He and Red Bull had gone into the day open-minded about strategy. It was perfectly feasible that the supersoft Pirelli on which the top eight started would be good for 25 laps. But it was not confirmed, as the rained-out session of Thursday meant no-one had done long runs on them. Wear of the rears – and not the usual heat degradation – was the limitation for everyone but, so long as you drove within its limits, did not under any circumstance wheelspin it or overstress it in the early laps, it was fine.

The soft tyre should then have been good for 50 laps – and therefore feasible for a one-stopper. Two stops was theoretically quicker – by around 5s over the distance – but only with the unfeasible assumption of no traffic delay. The decision would depend upon whether the supersoft really could do 25 laps. Every team was rather hoping it would, because of the added complication of predicted



...as Kobayashi trips over Button

rain. If you needed to pit for fresh slicks early, and the rain then arrived in time for others to pit straight from slicks to inters or wets, then your race was surely scuppered.

So the early pace of the race was gentle, no-one keen to hustle anyone else, those in front confident that Monte Carlo's layout would make it easy to defend. But as it became clear that the supersofts were indeed holding up, there was still a potential dilemma for the strategists, because the rain prediction had moved back now to way beyond 25 laps – more like 35.

So now the supersoft runners would no longer be able to go straight from the dry tyre to the wet, whereas those who'd started on the harder tyre – Vettel, Jenson Button, Paul di Resta – could potentially do so with ease and save themselves a pitstop. So for that reason the pace was gentle in the mid-part of the race too, as the second-guessing of the rain had effectively committed everyone to a one-stop. But then that moment passed too, the harder-tyred guys made their stops for fresh slicks and, with all now committed to one-stop races and a long final ▶



◀ stint, so the final pace was slow.

A couple of key lap times a long way down the field told the story of how far inside their limits almost everyone was as they desperately tried to eke out the rubber: on the 49th lap, on 15-lap-old prime tyres, Sauber's Sergio Perez – with nothing to lose after a frustrating series of events had left him with no hope – set what would stand as the race's fastest lap at 1m17.2s. It was a massive 2.7s faster than the leaders were lapping at the time, on tyres that were not much older. On lap 61 Charles Pic took his Marussia around the streets in 1m19.6s – the same time, almost to the tenth, as the leaders.

So it can be appreciated that this was a very different Webber Monaco victory to that of 2010, when he beat his team-mate through sheer relentless savage pace, repeated each time the safety car had wiped out his advantage. This time it was all about management – of himself, his tyres and the bunch of cars on his tail throughout. "This one was harder," he said. "The car wasn't as strong relative to the competition as two years ago, the strategy was very different, the way we had to run our race – there were many more different aspects to think about, different phases.

"I was having to control everything, especially when the rain finally arrived. It's always tricky when you're the first guy arriving into corners when it's sprinkling. On other tracks and in different conditions, a little bit of rain like that, you wouldn't really have to back off so much for it, but all of a sudden the car is wheelspinning, the front's not biting, and around this place that's not very encouraging, particularly when you're in the lead with only 10 minutes to go. So it required me

then to really, really control the race and get the car home."

Rosberg's only real hope was at the beginning, and he had aggressively angled his car towards Webber on the grid. Although he got the Merc across to the inside very smartly, Webber was already away and gone.

Behind them there was drama. Hamilton had made a poor start, Romain Grosjean a terrible one, with not enough revs for his Lotus. Alonso had made a peach from the inside of row three, Michael Schumacher's Merc a pretty good one from the outside. This all funnelled into a point of contact a couple of seconds into the race, Alonso slicing inside Grosjean and looking to shimmy left around Hamilton, causing Grosjean to move left to make way, putting the Lotus smack in contact with Schumacher.

With the Lotus pointing at 90 degrees to the direction of travel and cars taking evasive action in all directions, there were a couple of spin-off incidents, Kamui Kobayashi and Button clashing but continuing (the Sauber only briefly), and Pastor Maldonado's Williams hitting the back of Pedro de la Rosa's HRT, putting them both out.

The safety car came out while the debris – and the cars of Grosjean and Maldonado – was cleared. With racing properly underway after a couple of laps, Webber tried to get himself out of Rosberg's DRS range.

Pole position the previous day had been in the 1m14s; the leaders were initially lapping in the 1m21-22s, 6-7s slower. Around half of that difference is accounted for by the fuel weight and a couple of tenths from the lack of free-use DRS – which means drivers were initially lapping at between 2-3s off their potential, circling as one big non-passing, tyre-saving group. Webber watched his mirrors, didn't

Di Resta long-stinted to take strong P7



Button got stuck behind Kovalainen's Caterham

## DRIVER BY DRIVER by Edd Straw

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

**SEBASTIAN VETTEL**  
Red Bull-Renault RB8-01  
Start: 9th. Finish: 4th  
Had Raikkonen not held up the midfield, giving the supersoft starters clear air after their stops, Vettel might have won. Still gave it a go, coming within a few seconds of establishing a race-winning lead. Still, finishing where he did from row five was a good effort.

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

**MARK WEBBER**  
Red Bull-Renault RB8-02  
Start: 1st. Finish: 1st  
Impossible to fault Webber's weekend. His pole lap was excellent, although he might have been able to go a tad quicker. Under pressure throughout, he impressed during the laps when the rain reduced front-end grip and he was the first of the leaders to experience the conditions.

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

**JENSON BUTTON**  
McLaren-Mercedes MP4-27-04  
Start: 12th. Finish: 16th  
Poor qualifying condemned Button to a bad weekend. Spent much of the race behind Kovalainen and couldn't capitalise on longer first stint to jump ahead. Credit for trying some unsuccessful desperate moves late on before retiring after a second puncture.

**4**  **7/10**  
Event rating

**LEWIS HAMILTON**  
McLaren-Mercedes MP4-27-03  
Start: 3rd. Finish: 5th  
Very happy with qualifying effort, which suggested he anticipated going forward in the race rather than back. Complained to the team about not keeping him well-informed about Vettel and lost positions to him and Alonso through pit strategy thanks to lack of speed.

**5**  **8/10**  
Event rating

**FERNANDO ALONSO**  
Ferrari F2012-295  
Start: 7th. Finish: 6th  
Good pace on his in-lap allowed him to jump Hamilton to earn a podium position on a weekend in which the Ferrari looked more competitive than at any point this season. Did well to keep Vettel at bay to take a three-point lead in the standings.

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

**FELIPE MASSA**  
Ferrari F2012-293  
Start: 16th. Finish: 15th  
Looked transformed, tempering usual aggressive approach with impressive consistency to the point where it appeared he had the speed to beat Alonso. That he didn't owes much to pit strategy. Had he had first call on when to stop, he could have finished higher.





Fernandes was happy with Kovalainen's 13th



De la Rosa: happy after qualy, less so after race



Maldonado had a weekend to forget

overextend himself trying to get out of DRS range, soon realising that Rosberg could do nothing about passing anyway. For a time Alonso took it very easy, falling off the back of Hamilton and generating a bit of a queue behind him, with Massa snapping away at his heels, but it was only temporary as Fernando sought to give the tyres the easiest time possible.

As Webber gradually eased out a couple of seconds over Rosberg, it was eventually Kimi Raikkonen – in seventh place – who began falling away at around 15 laps. The Lotus, which is normally renowned for being easy on its tyres, was wearing its rears badly. But with rain expected he was told to stay out, and would do so until lap 29, badly delaying the following Schumacher (his Merc miraculously almost

**“Rosberg's only real hope was at the start, and he aggressively angled his car towards Webber”**

undamaged from the hefty hit on the right-front wheel from Grosjean) and the Force India of Nico Hulkenberg.

Further back, Button was making no progress whatsoever from his delay at the first corner, trapped in 15th, behind Heikki Kovalainen's Caterham. Although Button was later critical of the intensity of Heikki's defence of such a lowly place, he admitted his problem all stemmed from his poor qualifying the day before. There is a piece of electronic trickery on the McLaren, which has been on both cars all year, and Button is now feeling it may be confusing his feel for the car, causing him to make poor

set-up choices.

But actually, it wasn't as if the sister car of Hamilton was behaving much better, despite it running third. From around the 24th lap it was beginning to fall away even from the fairly controlled pace of Webber and Rosberg, and had the Ferraris and Vettel queued up behind. “I struggled in the low-speed corners and found looking after the rear tyres tough,” said Hamilton. “To make them last as long as we did, while trying to keep up with the pace of the guys in front, was one of the trickiest things I've had to do in a race.”

Rosberg, by contrast, felt he had the fastest car in the race. But although he could keep within a couple of seconds of Webber, he was never in a position to try putting a move on the Red Bull. Instead, Mercedes blinked first in the strategy game, bringing Nico in at the end of the 27th lap and replacing his options with a new set of primes in just 3.4s. This was a crucial moment in the race's destiny. Could the earlier stop leapfrog him ahead of the leader, using the new tyres' grip? This was actually quite a gamble because, with a moderate track temperature of around 34C and a significantly lightened fuel load, there was a real concern that the harder tyre may not switch itself on immediately. What was there to lose? Well, in trying to leapfrog Webber, Mercedes could have made Rosberg vulnerable to, say, Alonso.

Everyone kept a close eye on the Merc's sector times. They were good – but not *that* good. The degradation rate of the supersofts was not high here, and so the new softs were not buying that much time, even though Rosberg got them switched on well enough. Just prior to his stop he had done a 1m19.6s; his first flying lap on the new ▶

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

**MICHAEL SCHUMACHER**  
Mercedes F1 W03-05  
Start: 6th. Finish: DNF  
Don't underestimate the achievement of a 43-year-old taking pole at Monaco. His lap was impressively precise and the fact that he lost it due to a Spain penalty makes no difference to his rating here. Lost time behind Raikkonen, but P7 was on without fuel-pressure woes.

**8**  **9/10**  
Event rating

**NICO ROSBERG**  
Mercedes F1 W03-03  
Start: 2nd. Finish: 2nd  
Claimed after the race that the Mercedes was the best car and it certainly looked it on track. So should Rosberg have won? With a slightly better Saturday effort, the answer is surely yes although there is no shame in not being able to pass around Monaco.

**9**  **5/10**  
Event rating

**KIMI RAIKKONEN**  
Lotus-Renault E20-03  
Start: 8th. Finish: 9th  
Not as quick as Grosjean, but he at least managed to make it as far as the first corner in the race. From there, he was puzzlingly slow, something the team was keenly aware of, but he at least salvaged a couple of points for ninth despite a pretty lacklustre Sunday afternoon.

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

**ROMAIN GROSJEAN**  
Lotus-Renault E20-01  
Start: 4th. Finish: DNF  
Rightly touted as a possible winner before qualifying, but lost time in the second sector left him down on row two. He failed to factor in the fast-starting Schumacher and has to carry the can for moving over on the Merc. Fortunately, his spin didn't take out half of the field.

**11**  **8/10**  
Event rating

**PAUL DI RESTA**  
Force India-Merc VJM05-02  
Start: 14th. Finish: 7th  
Qualifying was solid, but he lost out to Hulkenberg. In the race he turned in a great drive to be best of the rest behind the leading pack. Ran behind Nico early on, but jumped him after stopping earlier and capitalising on his team-mate losing time behind Raikkonen.

**12**  **9/10**  
Event rating

**NICO HULKENBERG**  
Force India-Merc VJM05-03  
Start: 10th. Finish: 8th  
Qualifying lap was mighty, dragging a Force India closer to the top 10 than it deserved to be. Also impressive was his opportunistic pass on Raikkonen when the Finn was held up by a pit-bound Perez. But time lost behind the Lotus had given di Resta the opportunity to jump him.



◀ rubber was 1m19.2s. Red Bull calmly waited two laps after Rosberg's stop to bring Webber in, using the advantage to buy a final stint two laps shorter, something that may have later turned out to be vital. Turning him around in 3.8s was enough to get Mark out still around 1s in front of the Mercedes.

Hamilton, really struggling now with his rear tyres, came in on the same lap as Webber, and this released Alonso into clear air for the first time. Ferrari made a tactical blunder at this point. Seeing that 1m19.2s of Rosberg's, the team believed that signalled the greater pace of new primes over old options and that therefore a response was needed to Hamilton, who seemed ripe for the taking after such a slow in-lap. Alonso was called in on lap 30. But, in trying to pounce on Lewis's problems and get Alonso in quickly, Ferrari's attention was diverted from just how quickly Fernando was going on his old supersofts now that he was in clear air – he was setting purple sector times on his in-lap. As he later pointed out: "If we had stayed out a little longer, I think we could have got ahead of Rosberg and maybe even Webber."

Ferrari succeeded in leapfrogging Alonso past the troubled Hamilton for third regardless, but it could have been so much more. It had just lost the chance to steal a victory. The F2012 was not the fastest car on the track, but its end-of-stint pace was perhaps the best of all, and with the appropriate strategy that could have been a winning combination. Team principal Stefano Domenicali acknowledged that perhaps an opportunity had been lost.

"In the heat of the moment and the short lap at Monaco, there is not much thinking time," he rued.

Massa's pace at the end of the

stint wasn't as strong – his lap-31 in-lap was over 2.5s slower – and as the second Ferrari pitted so the yet-to-stop Vettel on his original prime tyres assumed the lead. The Red Bull's tyres were still in great shape and he had a clear track ahead of him, so he began to push hard.

Webber, 9s behind but with no further stops to make, struggled initially to switch the harder tyres on, unlike Mercedes and Ferrari. For a little while he was lapping around 1.5s slower on his new tyres than Vettel was on his old, and the gap between them grew to 16s. Webber at this point was getting a little concerned: "This phase of the race was very strange. I was struggling to get the tyre temperature and Seb's tyres weren't wearing down that much. I had very low front grip and I had to manage that – moving the brake balance around and things like that, trying to get everything organised. I was managing Nico, but at the same time I was seeing Seb's gap growing and I didn't want him to get to the magic 21 seconds [the time loss of a pitstop]. I had to make sure he couldn't do the stop and get the victory – that wasn't part of the plan."

Eventually the front tyres switched themselves on and Webber was able to stabilise the gap. But Vettel's great pace in those clean-air laps on the long-wearing harder tyre was enough to buy him a pitstop's worth of time over Massa, Hamilton – and almost Alonso. "He just got a bit of traffic in his last couple of laps," explained Red Bull team boss Christian Horner, "otherwise it was on..."

As Vettel exited from his 3.4s stop in fourth place, just in front of Hamilton, it was clearly a surprise for Lewis, who had been under team instructions to drive to a delta time in order to protect his tyres. He pointedly asked why he hadn't been

kept informed of Vettel's progress, clearly feeling he could have responded in time had he been alerted. Although Vettel was now consigned to a 33-lap stint on supersofts, and might theoretically have been vulnerable late in the race, could Hamilton keep his own tyres in good enough shape to take advantage?

The six-car group that would later circulate nose to tail at the front was now in place, and with a big margin over the rest. This was mainly on account of how far Raikkonen had dropped off the pace in his first stint and how long he then ran, in the vain expectation of rain. This queued Schumacher and Hulkenberg badly, although Michael

**"If we had stayed out longer I think we could have got ahead of Rosberg and maybe even Webber"**

**Alonso rues strategy**

comfortably undercut the Lotus – by running faster on his old option tyres for five laps than Kimi was managing on his new, difficult-to-switch-on new primes. Hulkenberg, meanwhile, pitted on the same lap as Raikkonen and left still trailing him. He then completed one of the few overtakes in the race, taking opportunistic advantage when Kimi was wrong-footed by Perez turning into the pitlane across his bows. But the time lost behind Raikkonen had allowed Hulk's team-mate Paul di Resta – on the longer-running primes for his first stint – to leapfrog them both.

Acing even that had been Toro Rosso's Jean-Eric Vergne, who had pitted early from a lowly position, found himself some clear space and



Webber tastes the Monaco fizz again



## DRIVER BY DRIVER by Edd Straw

**14**  **6/10**  
Event rating

**KAMUI KOBAYASHI**  
Sauber-Ferrari C31-01  
Start: 11th. Finish: DNF  
Wasn't quite as quick as Perez, but still should have got his Sauber into Q3 after his team-mate hit the wall in qualifying. Made a fantastic start, which served only to get him caught up in Grosjean's accident. The resulting rear suspension damage ended his day early.

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

**SERGIO PEREZ**  
Sauber-Ferrari C31-04  
Start: 23rd. Finish: 11th  
A curate's egg of a weekend. Look only at the raw speed, the mechanical problem in qualifying, and a strong charge to 11th and it was great. But the wildness during the race and needless drive-through penalty for cutting late into the pits was not so great.

**16**  **7/10**  
Event rating

**DANIEL RICCIARDO**  
Toro Rosso-Ferrari STR7-01  
Start: 15th. Finish: DNF  
Was the lower-profile of the Toro Rosso boys at Monaco, but ultimately the faster. Unfortunately, being fast in an STR isn't enough to net points. Ran too long on his first stint, which dropped him behind Kovalainen, and retired after thumping a kerb that damaged the steering.

**17**  **6/10**  
Event rating

**JEAN-ERIC VERGNE**  
Toro Rosso-Ferrari STR7-03  
Start: 16th. Finish: 12th  
Qualifying shunt at the chicane meant we didn't see his outright pace relative to Ricciardo, but practice suggested he was not as fast. Caught the eye in the race by climbing to P7 after an early stop, but his failure to pass the two Marussias in the first stint was less impressive.

**18**  **2/10**  
Event rating

**PASTOR MALDONADO**  
Williams-Renault FW34-02  
Start: 24th. Finish: DNF  
It was all going so well until his red-mist moment with Perez in FP3. A Casino crash moments later, a net 15-place grid penalty and his early retirement after clouting de la Rosa in the Ste Devote traffic jam meant that a potential frontrunner went home with nothing.

**19**  **6/10**  
Event rating

**BRUNO SENNA**  
Williams-Renault FW34-03  
Start: 13th. Finish: 10th  
An unflustered race drive showed what Senna was capable of, which made his poor qualifying all the more frustrating. He was seven-tenths off Maldonado in Q2 and, had he delivered what the car was capable of, there's a chance he could have finished P7 or better.





bought himself a load of time over those caught behind Raikkonen. After all the stops, he was just behind Schumacher in a great eighth place – though committed to a very long stint on his second set of tyres. As Schumacher's Merc then slowed – and later retired – with a lack of fuel pressure, so Vergne was up to seventh.

So to the final phase of Webber's race. With both Vettel and Rosberg now under control, he still had a final challenge ahead of him: the rain arrived with about 13 laps to go, steady enough to make the track very tricky, particularly through the marble-strewn Massenet into Casino Square, but not enough to demand a change to intermediates (although Toro Rosso did take a gamble on that with Vergne, shooting for the moon, but dropping from seventh to 12th).

So Webber slowed the pace right down, reminding himself that he was in control, that he needn't worry about the others on his back. It was important not to make an error in demanding conditions. Alonso had previously been counting on the rain to give him a second bite at the victory cherry, but when it came he changed his mind. "Yeah," smiled Webber, "Fernando was telling me he had been praying for rain and then when it started he was saying, 'No, I don't want it to rain.'"

Webber-Rosberg-Alonso-Vettel-Hamilton-Massa. So close, it seemed unfeasible there wasn't going to be an incident. But there wasn't – not up there at any rate. Further back, Button made a desperate lunge at Kovalainen at the Swimming Pool exit and spun – and later punctured – as a result. But still he's within 31 points of Alonso's points lead, albeit with five others between them. Six races, six winners. When will it end?



Vergne got into points until rogue tyre choice



Rosberg held off Alonso for second

**20**  **9/10**  
Event rating

**HEIKKI KOVALAINEN**  
Caterham-Renault CT01-01  
Start: 17th. Finish: 13th  
Came so close to making Q2, but there probably wasn't a huge amount left in the Caterham. With the chance of a point always looming, Kovalainen fought tough against Button, perhaps too tough at times, but deserves huge credit for a forceful drive despite the scrapes.

**21**  **4/10**  
Event rating

**VITALY PETROV**  
Caterham-Renault CT01-02  
Start: 18th. Finish: DNF  
Given how short Petrov's race was, with an electrical problem putting him out, you can only judge him on qualifying. And that was pretty poor for the Russian. Granted, he had no KERS, which explains a few tenths, but he was too far off his team-mate on Saturday.

**22**  **8/10**  
Event rating

**PEDRO DE LA ROSA**  
HRT-Cosworth F112-02  
Start: 20th. Finish: DNF  
The HRT wasn't the easiest car to drive around Monaco, quite the opposite, but Pedro was impressive in the F112. It was reflected in the laptime too – he came close to beating Glock to 20th. Deserves no blame for being taken out by Maldonado in the Ste Devote chaos.

**23**  **6/10**  
Event rating

**NARAIN KARTHIKEYAN**  
HRT-Cosworth F112-01  
Start: 22nd. Finish: 15th  
Was way off de la Rosa in qualifying as he continues to struggle to get the best out of the tyres. But again the race was much stronger. At one point, he lapped faster than leader Webber, although this was largely down to the tyre-conservation game going on at the front!

**24**  **9/10**  
Event rating

**TIMO GLOCK**  
Marussia-Cosworth MR01-02  
Start: 19th. Finish: 14th  
Glock was the most impressive of the back-of-the-grid drivers and appeared to get pretty much everything out of the machinery. In the race, he capitalised on the first-corner chaos to climb to 15th. Attrition helped him to finish a creditable 14th.

**25**  **6/10**  
Event rating

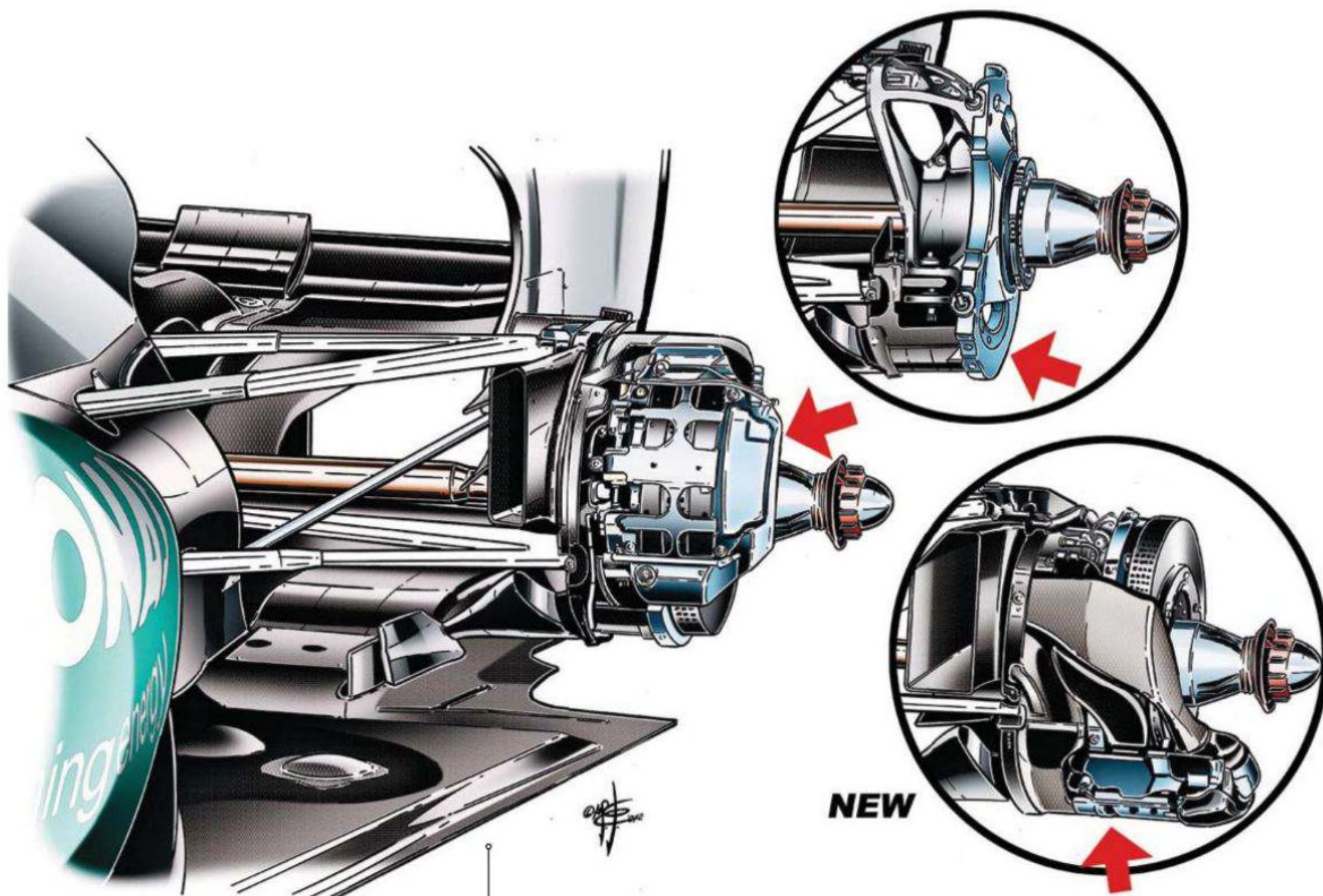
**CHARLES PIC**  
Marussia-Cosworth MR01-03  
Start: 21st. Finish: DNF  
A tough Monaco GP baptism, but not one without its high points. While he was four-tenths off Glock in qualifying, this was closer than Lucas di Grassi and Jerome d'Ambrosio got here. Slipped further behind Glock in the race before electrical problems put him out.



# Drawing board



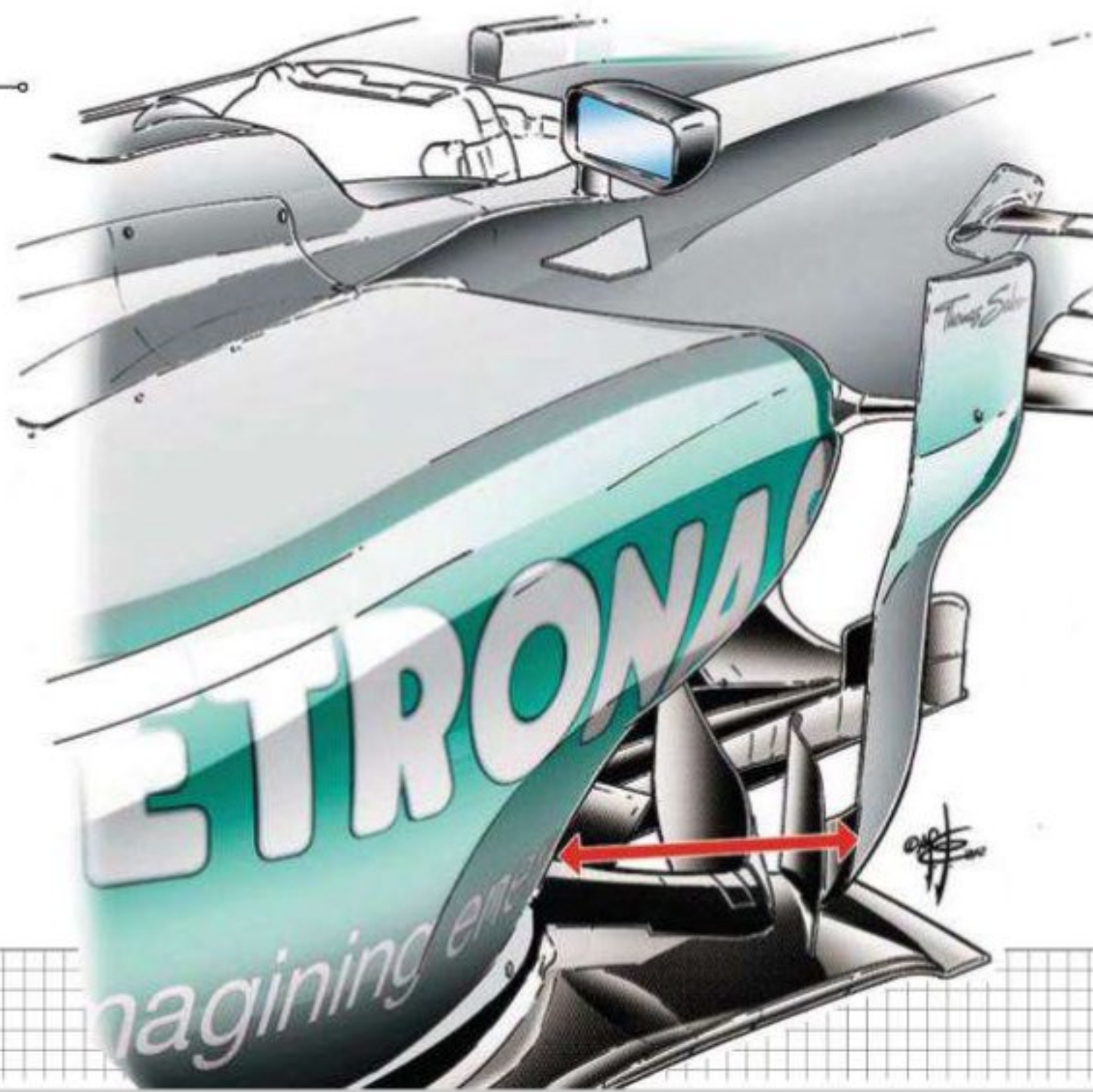
Gary Anderson, Mark Hughes and Giorgio Piola analyse the changes made by Ferrari, Mercedes, Red Bull, Toro Rosso and Williams to cope with the demands of Monaco



## MERCEDES SIDEPOD & REAR SUSPENSION

➔ Mercedes introduced the second part of a major upgrade to its car in Monaco, an all-new, more-undercut sidepod coming after the rear-end changes made to one of the cars in Spain. The gearbox casing is new and lighter, the brake calipers are changed from vertical to horizontal and they are attached to an all-new, almost-circular upright construction. The combined effect takes the weight and leverage effect of the centre of gravity away from the over-burdened rear tyres. The original arrangement is seen in the main picture. The lower inset pic shows the horizontal caliper, while the upper inset image shows the new upright arrangement.

**GARY ANDERSON:** A lot of new things were added to the car in Spain and Monaco – nose, gearbox, rear suspension and sidepods. The more-undercut sidepod has meant the car has had to undergo a new crash test. The low pressure from the Coke-bottle section at the rear sucks airflow through from the front of the car – that airflow is afforded a better route through when there's more undercut. As for the suspension, the weight saving will allow weight to be brought forward, which will help the rear tyres by reducing the inertia put on them. Lowering the caliper lowers the centre of gravity but all the cornering force can bring distortion and cause the discs to knock the pads back.



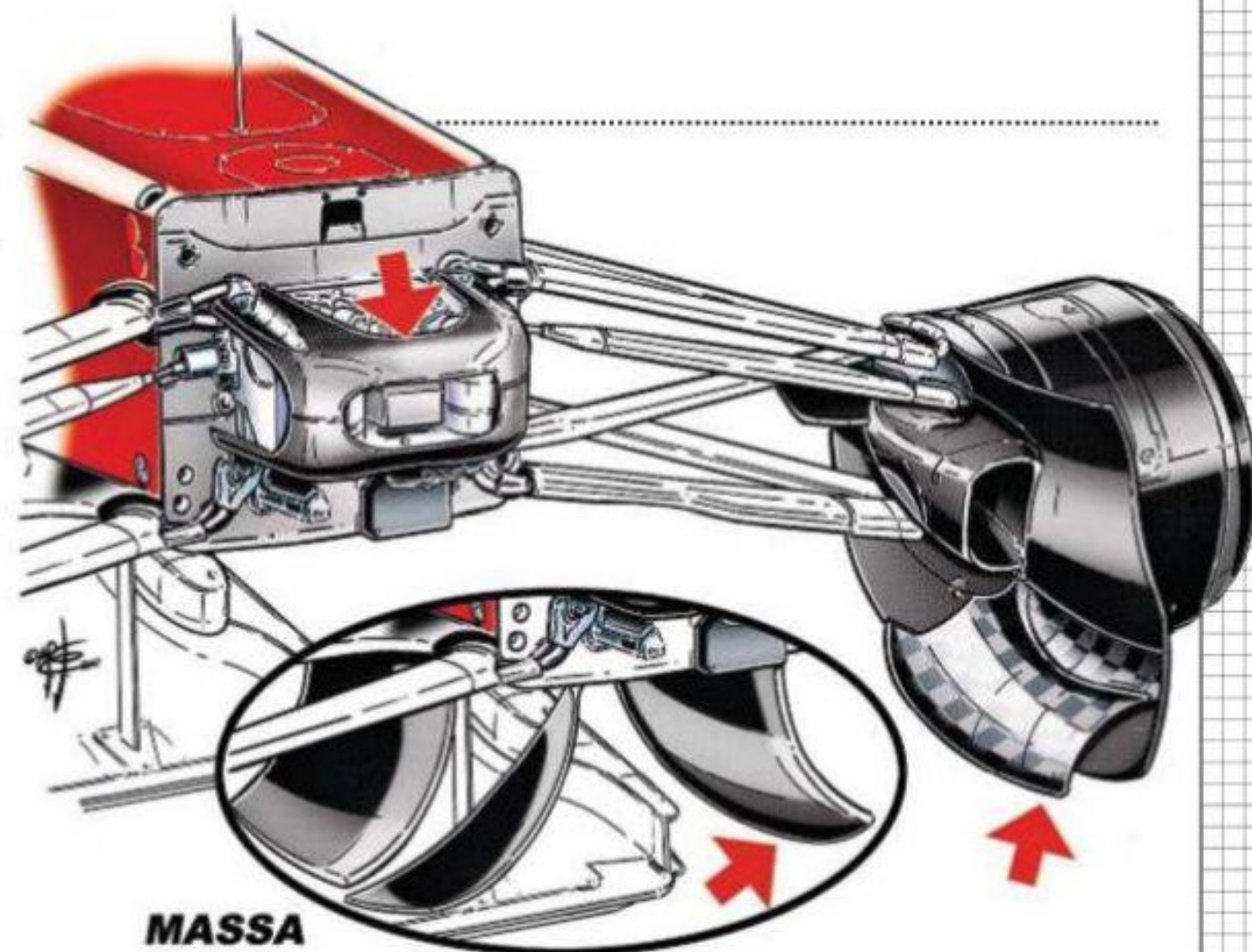


## FERRARI NOSE & BRAKE DUCTS

→ Ferrari added various aerodynamic appendages to the underside of its nose (inset, with original in main picture). Felipe Massa used the new version, while Fernando Alonso the previous one. Both drivers used the new-profile brake duct, designed specifically for Monaco.

**GARY ANDERSON:** Ferrari has been playing around with various vanes beneath the nose all year. The standard one has a vertical vane that has been on and off the car. While Alonso has always stuck with the original package, Massa

seems to prefer the new one. This should match up better with the airflow from the front wing but I would imagine the difference is very small. The brake duct tries to take air displaced by the contact patch of the tyre around the side of the brake duct in a bid to make sure it doesn't get caught with the low pressure of the floor. This is all done to try to contain that airflow. It will reduce the lift inherent in the front tyre and fill up the hole behind the tyre, which gives less drag and also stops it from affecting other parts of the car.

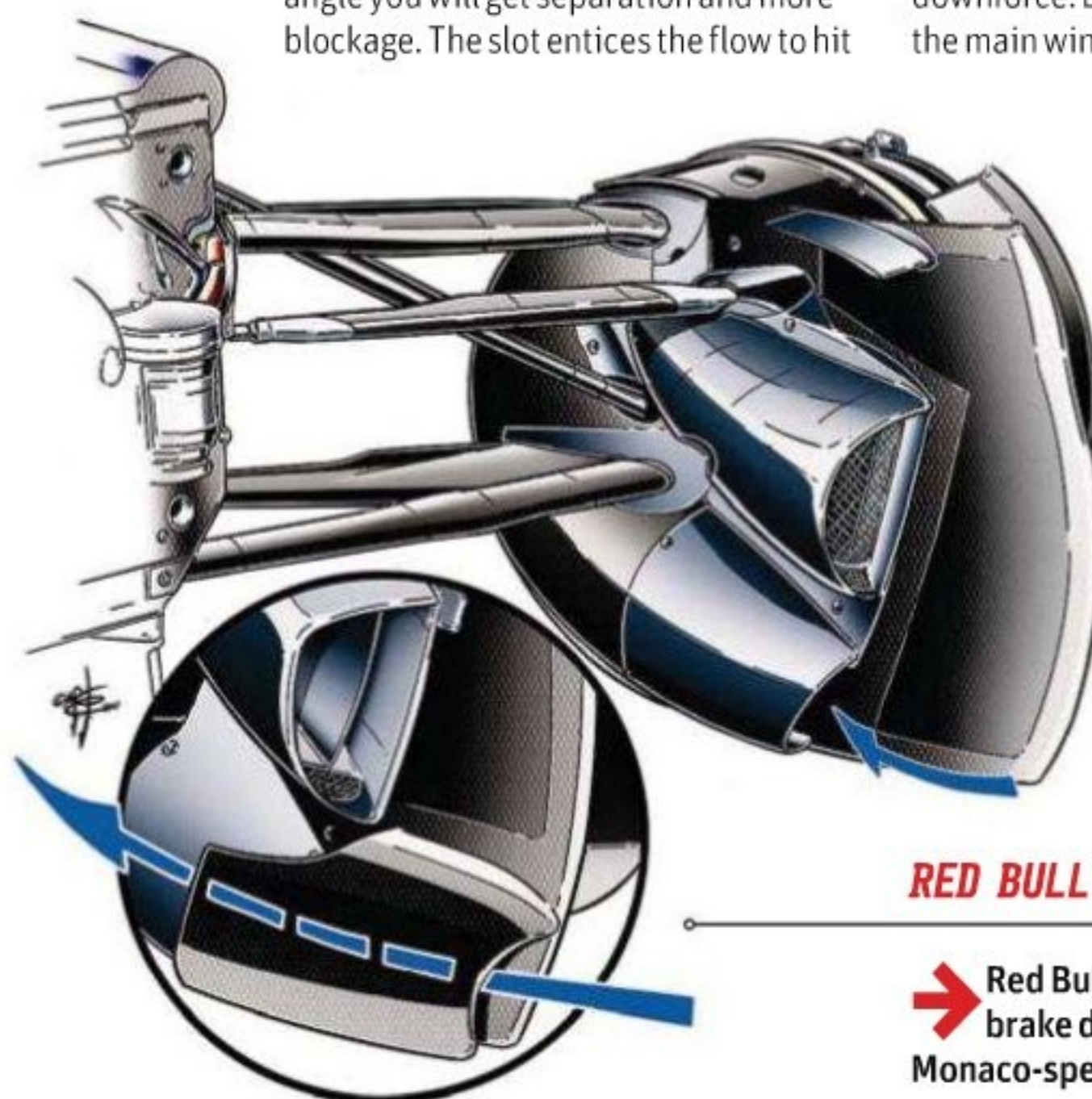


## WILLIAMS REAR WING

→ Williams has a slot in the rear wing endplate and since Spain has also raced with this additional central winglet.

**GARY ANDERSON:** The endplates are curved, three dimensional and wider at the back than the front. Airflow coming off the tyre hits that front-wing endplate and it's a bit like a wing, in a way, in that unless it hits it at exactly the correct angle you will get separation and more blockage. The slot entices the flow to hit

the leading edge and stay attached as opposed to one big surface. Airflow off the tyre below the '10-o'clock' position spills around the side, while airflow above 10 goes over the top and it's that airflow around the side you need to pick up. The extra centre winglet introduces a bit more downforce but as a simple add-on would not be very efficient, i.e. it would give too much drag for the downforce. But if you can get it talking to the main wing, then it can help overall.



## TORO ROSSO REAR WING

→ Toro Rosso's winglet now features just a single strut mounting.

**GARY ANDERSON:** It's quite difficult to get enough airflow to this winglet because of the engine-cover blockage. The central pillar – rather than a twin-pillar arrangement – reduces that blockage.



## RED BULL BRAKE DUCTS

→ Red Bull changed its usual front brake ducts (main picture) for Monaco-specific ones (inset) that gave more cooling but less aero effect.

**GARY ANDERSON:** Red Bull must need the extra brake cooling for Monaco. The air is not flowing from the front to the rear of the wheel – with the duct blocked up like that, the airflow has to go somewhere and it will tend to want to go underneath the car now, which is not very efficient. But if you need the cooling, then that's just something you have to accept.





# MONACO GP RESULTS



## PRACTICE 1: Thursday

POS	DRIVER	TIME
1	ALONSO	1m16.265s
2	GROSJEAN	1m16.630s
3	PEREZ	1m16.711s
4	HAMILTON	1m16.747s
5	MALDONADO	1m16.760s
6	MASSA	1m16.843s
7	KOBAYASHI	1m17.038s
8	BUTTON	1m17.190s
9	VETTEL	1m17.222s
10	ROSBERG	1m17.261s
11	SCHUMACHER	1m17.413s
12	HULKENBERG	1m17.631s
13	WEBBER	1m18.106s
14	VERGNE	1m18.209s
15	RICCIARDO	1m18.252s
16	DI RESTA	1m18.302s
17	SENNA	1m18.617s
18	KOVALAINEN	1m19.039s
19	PETROV	1m19.341s
20	KARTHIKEYAN	1m20.838s
21	PIC	1m20.895s
22	GLOCK	1m21.638s
23	DE LA ROSA	1m22.423s
24	RAIKKONEN	no time

Weather: dry

## PRACTICE 2: Thursday

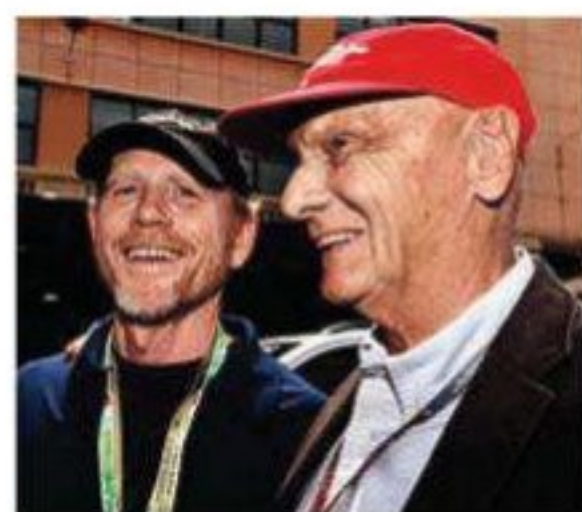
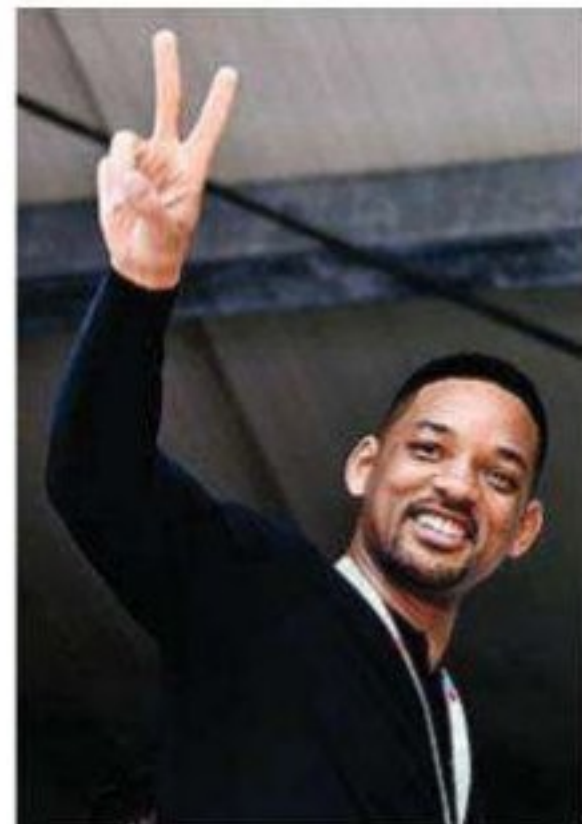
POS	DRIVER	TIME
1	BUTTON	1m15.746s
2	GROSJEAN	1m16.138s
3	MASSA	1m16.602s
4	ALONSO	1m16.661s
5	MALDONADO	1m16.820s
6	ROSBERG	1m17.021s
7	WEBBER	1m17.148s
8	KOBAYASHI	1m17.153s
9	SCHUMACHER	1m17.293s
10	VETTEL	1m17.303s
11	HAMILTON	1m17.375s
12	DI RESTA	1m17.395s
13	SENNA	1m17.655s
14	HULKENBERG	1m17.800s
15	PEREZ	1m18.251s
16	PETROV	1m18.440s
17	VERGNE	1m18.522s
18	RICCIARDO	1m18.808s
19	RAIKKONEN	1m19.267s
20	GLOCK	1m19.309s
21	KOVALAINEN	1m20.029s
22	PIC	1m20.240s
23	DE LA ROSA	1m20.631s
24	KARTHIKEYAN	1m20.886s

Weather: dry then showers

## PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m15.159s
2	MASSA	1m15.197s
3	VETTEL	1m15.209s
4	ALONSO	1m15.210s
5	GROSJEAN	1m15.445s
6	BUTTON	1m15.471s
7	HAMILTON	1m15.734s
8	SCHUMACHER	1m15.893s
9	PEREZ	1m16.110s
10	WEBBER	1m16.219s
11	VERGNE	1m16.226s
12	RAIKKONEN	1m16.301s
13	KOBAYASHI	1m16.311s
14	RICCIARDO	1m16.479s
15	HULKENBERG	1m17.027s
16	SENNA	1m17.055s
17	KOVALAINEN	1m17.276s
18	DI RESTA	1m17.390s
19	PETROV	1m17.404s
20	GLOCK	1m18.259s
21	MALDONADO	1m18.488s
22	PIC	1m19.099s
23	KARTHIKEYAN	1m19.147s
24	DE LA ROSA	1m19.151s

Weather: dry



## QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	SCHUMACHER	1m15.873s (5)	1m15.062s (5)	1m14.301s
2	WEBBER	1m16.013s (10)	1m15.035s (4)	1m14.381s
3	ROSBERG	1m15.900s (7)	1m15.022s (2)	1m14.448s
4	HAMILTON	1m16.063s (13)	1m15.166s (7)	1m14.583s
5	GROSJEAN	1m15.718s (3)	1m15.219s (8)	1m14.639s
6	ALONSO	1m16.153s (14)	1m15.128s (6)	1m14.948s
7	MASSA	1m15.983s (9)	1m14.911s (1)	1m15.049s
8	RAIKKONEN	1m15.889s (6)	1m15.322s (10)	1m15.199s
9	MALDONADO	1m16.017s (11)	1m15.026s (3)	1m15.245s
10	VETTEL	1m15.757s (4)	1m15.234s (9)	no time
11	HULKENBERG	1m15.418s (1)	1m15.421s	-
12	KOBAYASHI	1m15.648s (2)	1m15.508s	-
13	BUTTON	1m16.399s (16)	1m15.536s	-
14	SENNA	1m15.923s (8)	1m15.709s	-
15	DI RESTA	1m16.062s (12)	1m15.718s	-
16	RICCIARDO	1m16.360s (15)	1m15.878s	-
17	VERGNE	1m16.491s (17)	1m16.885s	-
18	KOVALAINEN	1m16.538s	-	-
19	PETROV	1m17.404s	-	-
20	GLOCK	1m17.947s	-	-
21	DE LA ROSA	1m18.096s	-	-
22	PIC	1m18.476s	-	-
23	KARTHIKEYAN	1m19.310s	-	-
24	PEREZ	no time	-	-

Weather: dry

## QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	2	4	WEBBER
BUTTON	0	6	HAMILTON
ALONSO	6	0	MASSA
SCHUMACHER	3	3	ROSBERG
RAIKKONEN	2	4	GROSJEAN
DI RESTA	4	2	HULKENBERG
KOBAYASHI	3	3	PEREZ
RICCIARDO	5	1	VERGNE
MALDONADO	5	1	SENNA
KOVALAINEN	6	0	PETROV
DE LA ROSA	6	0	KARTHIKEYAN
GLOCK	4	2	PIC



## THE GRID

2 ROSBERG MERCEDES 1m14.448s Super-soft	1 WEBBER RED BULL 1m14.381s Super-soft
4 GROSJEAN LOTUS 1m14.639s Super-soft	3 HAMILTON McLAREN 1m14.583s Super-soft
6 SCHUMACHER MERCEDES 1m14.301s* Super-soft	5 ALONSO FERRARI 1m14.948s Super-soft
8 RAIKKONEN LOTUS 1m15.199s Super-soft	7 MASSA FERRARI 1m15.049s Super-soft
10 HULKENBERG FORCE INDIA 1m15.421s Super-soft	9 VETTEL RED BULL no time Soft
12 BUTTON McLAREN 1m15.536s Soft	11 KOBAYASHI SAUBER 1m15.508s Super-soft
14 DI RESTA FORCE INDIA 1m15.718s Soft	13 SENNA WILLIAMS 1m15.709s Super-soft
16 VERGNE TORO ROSSO 1m16.885s Super-soft	15 RICCIARDO TORO ROSSO 1m15.878s Super-soft
18 PETROV CATERHAM 1m17.404s Soft	17 KOVALAINEN CATERHAM 1m16.538s Super-soft
20 DE LA ROSA HRT 1m18.096s Soft	19 GLOCK MARUSSIA 1m17.947s Super-soft
22 KARTHIKEYAN HRT 1m19.310s Super-soft	21 PIC MARUSSIA 1m18.476s Super-soft
24 MALDONADO WILLIAMS 1m15.245s*/** Super-soft	23 PEREZ SAUBER no time* Super-soft

\*5-place penalty \*\*10-place penalty



## THE RACE: 78 laps, 161.887 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	MARK WEBBER	RED BULL-RENAULT	78	1hr46.06.557s	1m18.805s	1	25.566s	1
2	NICO ROSBERG	MERCEDES	78	+0.643s	1m18.977s	1	24.874s	2
3	FERNANDO ALONSO	FERRARI	78	+0.947s	1m18.857s	1	25.220s	5
4	SEBASTIAN VETTEL	RED BULL-RENAULT	78	+1.343s	1m19.076s	1	25.079s	9
5	LEWIS HAMILTON	McLAREN-MERCEDES	78	+4.101s	1m18.806s	1	25.748s	3
6	FELIPE MASSA	FERRARI	78	+6.195s	1m19.101s	1	24.993s	7
7	PAUL DI RESTA	FORCE INDIA-MERCEDES	78	+41.537s	1m19.757s	1	25.642s	14
8	NICO HULKENBERG	FORCE INDIA-MERCEDES	78	+42.562s	1m18.423s	1	26.447s	10
9	KIMI RAIKKONEN	LOTUS-RENAULT	78	+44.036s	1m19.246s	1	26.380s	8
10	BRUNO SENNA	WILLIAMS-RENAULT	78	+44.516s	1m19.187s	1	26.410s	13
11	SERGIO PEREZ	SAUBER-FERRARI	77	-1 lap	1m17.296s	1	45.343s	23
12	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	77	-1 lap	1m19.013s	2	52.220s	16
13	HEIKKI KOVALAINEN	CATERHAM-RENAULT	77	-1 lap	1m19.305s	2	57.359s	17
14	TIMO GLOCK	MARUSSIA-COSWORTH	77	-1 lap	1m19.637s	2	1m02.070s	19
15	NARAIN KARTHIKEYAN	HRT-COSWORTH	76	-2 laps	1m20.286s	2	54.279s	22
16	JENSON BUTTON	McLAREN-MERCEDES	70	puncture	1m19.923s	1	25.219s	12
R	DANIEL RICCIARDO	TORO ROSSO-FERRARI	65	steering	1m19.752s	1	25.335s	15
R	CHARLES PIC	MARUSSIA-COSWORTH	64	electrics	1m19.604s	1	27.186s	21
R	MICHAEL SCHUMACHER	MERCEDES	63	fuel pressure	1m18.904s	1	25.117s	6
R	VITALY PETROV	CATERHAM-RENAULT	15	electrics	1m20.825s	1	39.391s	18
R	KAMUI KOBAYASHI	SAUBER-FERRARI	5	suspension	1m25.480s	1	28.390s	11
R	ROMAIN GROSJEAN	LOTUS-RENAULT	0	accident	-	-	-	4
R	PEDRO DE LA ROSA	HRT-COSWORTH	0	accident	-	-	-	20
R	PASTOR MALDONADO	WILLIAMS-RENAULT	0	accident	-	-	-	24

Weather: dry. Winner's average speed: 95.540mph. Fastest lap: Sergio Perez 1m17.296s (96.663mph) on lap 49.  
Lap leaders: 1-28 Webber; 29 Alonso; 30 Massa; 31-45 Vettel; 46-78 Webber

## TYRE CHOICE

STINT 1	STINT 2	STINT 3
Super-soft	Soft	
Super-soft	Soft	
Super-soft	Soft	
Soft	Super-soft	
Super-soft	Soft	
Super-soft	Soft	
Soft	Super-soft	
Super-soft	Soft	
Super-soft	Soft	
Super-soft	Soft	
Super-soft	Soft	Inter
Super-soft	Soft	Super-soft
Super-soft	Soft	Soft
Soft	Super-soft	Soft
Super-soft	Soft	
Super-soft	Soft	
Super-soft	Soft	
Soft	Soft	
Super-soft	Soft	
Super-soft	dnf	
Soft	dnf	
Super-soft	dnf	

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

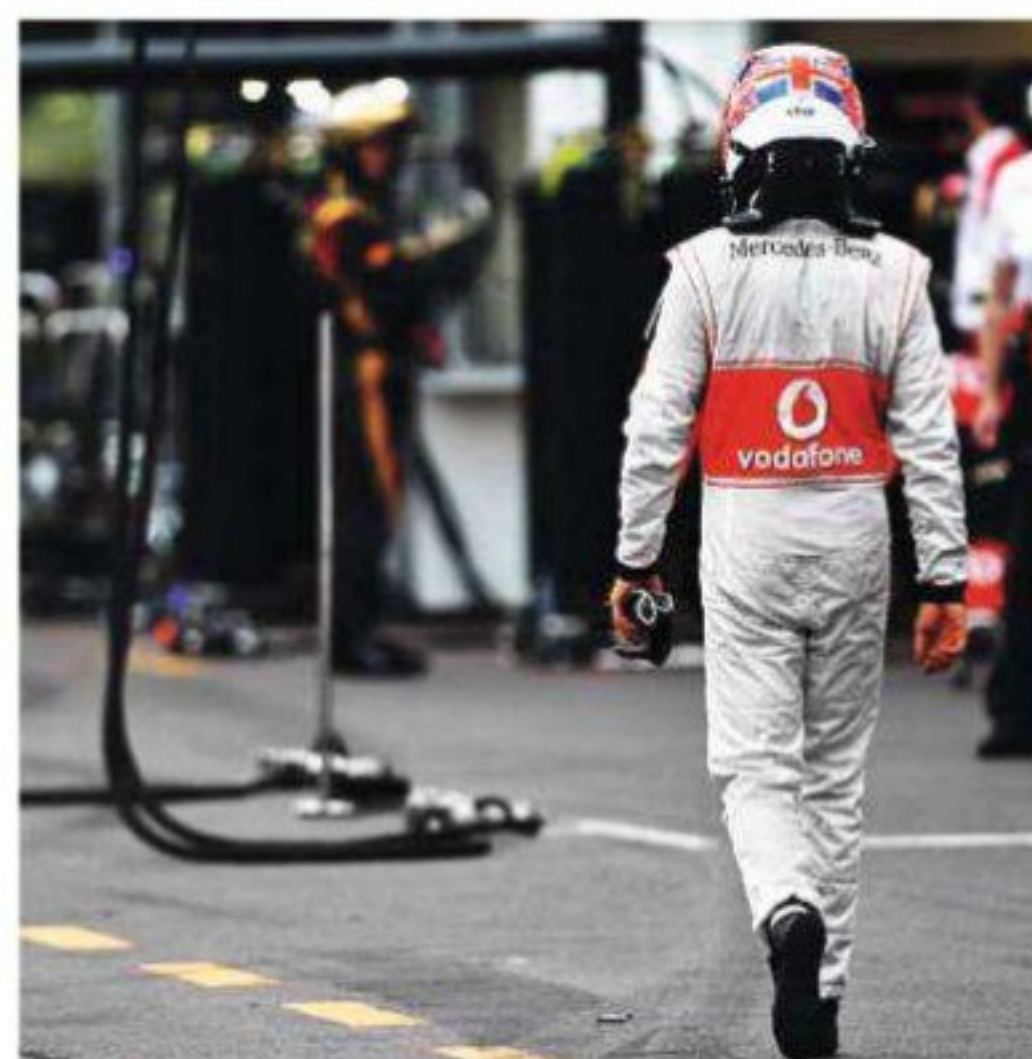
## DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	ALONSO	76	5 <sup>th</sup>	1 <sup>st</sup>	9 <sup>th</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>														
2	VETTEL	73	2 <sup>nd</sup>	11 <sup>th</sup>	5 <sup>th</sup>	1 <sup>st</sup>	6 <sup>th</sup>	4 <sup>th</sup>														
3	WEBBER	73	4 <sup>th</sup>	4 <sup>th</sup>	4 <sup>th</sup>	4 <sup>th</sup>	11 <sup>th</sup>	1 <sup>st</sup>														
4	HAMILTON	63	3 <sup>rd</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	8 <sup>th</sup>	8 <sup>th</sup>	5 <sup>th</sup>														
5	ROSBERG	59	12 <sup>th</sup>	13 <sup>th</sup>	1 <sup>st</sup>	5 <sup>th</sup>	7 <sup>th</sup>	2 <sup>nd</sup>														
6	RAIKKONEN	51	7 <sup>th</sup>	5 <sup>th</sup>	14 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	9 <sup>th</sup>														
7	BUTTON	45	1 <sup>st</sup>	14 <sup>th</sup>	2 <sup>nd</sup>	18 <sup>th</sup>	9 <sup>th</sup>	16 <sup>th</sup>														
8	GROSJEAN	35	ret	ret	6 <sup>th</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	ret														
9	MALDONADO	29	13 <sup>th</sup>	19 <sup>th</sup>	8 <sup>th</sup>	ret	1 <sup>st</sup>	ret														
10	PEREZ	22	8 <sup>th</sup>	2 <sup>nd</sup>	11 <sup>th</sup>	11 <sup>th</sup>	ret	11 <sup>th</sup>														
11	DI RESTA	21	10 <sup>th</sup>	7 <sup>th</sup>	12 <sup>th</sup>	6 <sup>th</sup>	14 <sup>th</sup>	7 <sup>th</sup>														
12	KOBAYASHI	19	6 <sup>th</sup>	ret	10 <sup>th</sup>	13 <sup>th</sup>	5 <sup>th</sup>	ret														
13	SENN	15	16 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	22 <sup>nd</sup>	ret	10 <sup>th</sup>														
14	MASSA	10	ret	15 <sup>th</sup>	13 <sup>th</sup>	9 <sup>th</sup>	15 <sup>th</sup>	6 <sup>th</sup>														
15	HULKENBERG	7	ret	9 <sup>th</sup>	15 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	8 <sup>th</sup>														
16	VERGNE	4	11 <sup>th</sup>	8 <sup>th</sup>	16 <sup>th</sup>	14 <sup>th</sup>	12 <sup>th</sup>	12 <sup>th</sup>														
17	RICCIARDO	2	9 <sup>th</sup>	12 <sup>th</sup>	17 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	ret														
18	SCHUMACHER	2	ret	10 <sup>th</sup>	ret	10 <sup>th</sup>	ret	ret														
19	KOVALAINEN	0	ret	18 <sup>th</sup>	23 <sup>rd</sup>	17 <sup>th</sup>	16 <sup>th</sup>	13 <sup>th</sup>														
20	GLOCK	0	14 <sup>th</sup>	17 <sup>th</sup>	19 <sup>th</sup>	19 <sup>th</sup>	18 <sup>th</sup>	14 <sup>th</sup>														
21	PIC	0	15 <sup>th</sup>	20 <sup>th</sup>	20 <sup>th</sup>	ret	ret	ret														
22	KARTHIKEYAN	0	dnq	22 <sup>nd</sup>	22 <sup>nd</sup>	21 <sup>st</sup>	ret	15 <sup>th</sup>														
23	PETROV	0	ret	16 <sup>th</sup>	18 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	ret														
24	DE LA ROSA	0	dnq	21 <sup>st</sup>	21 <sup>st</sup>	20 <sup>th</sup>	19 <sup>th</sup>	ret														



## CONSTRUCTORS' STANDINGS

POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
1	RED BULL	146	30	12	22	37	8	37														
2	McLAREN	108	40	15	33	4	6	10														
3	FERRARI	86	10	25	2	8	18	23														
4	LOTUS	86	6	10	8	33	27	2														
5	MERCEDES	61	0	1	25	11	6	18														
6	WILLIAMS	44	0	8	10	0	25	1														
7	SAUBER	41	12	18	1	0	10	0														
8	FORCE INDIA	28	1	8	0	8	1	10														
9	TORO ROSSO	6	2	4	0	0	0	0														
10	CATERHAM	0	0	0	0	0	0	0														
11	MARUSSIA	0	0	0	0	0	0	0														
12	HRT	0	-	0	0	0	0	0														

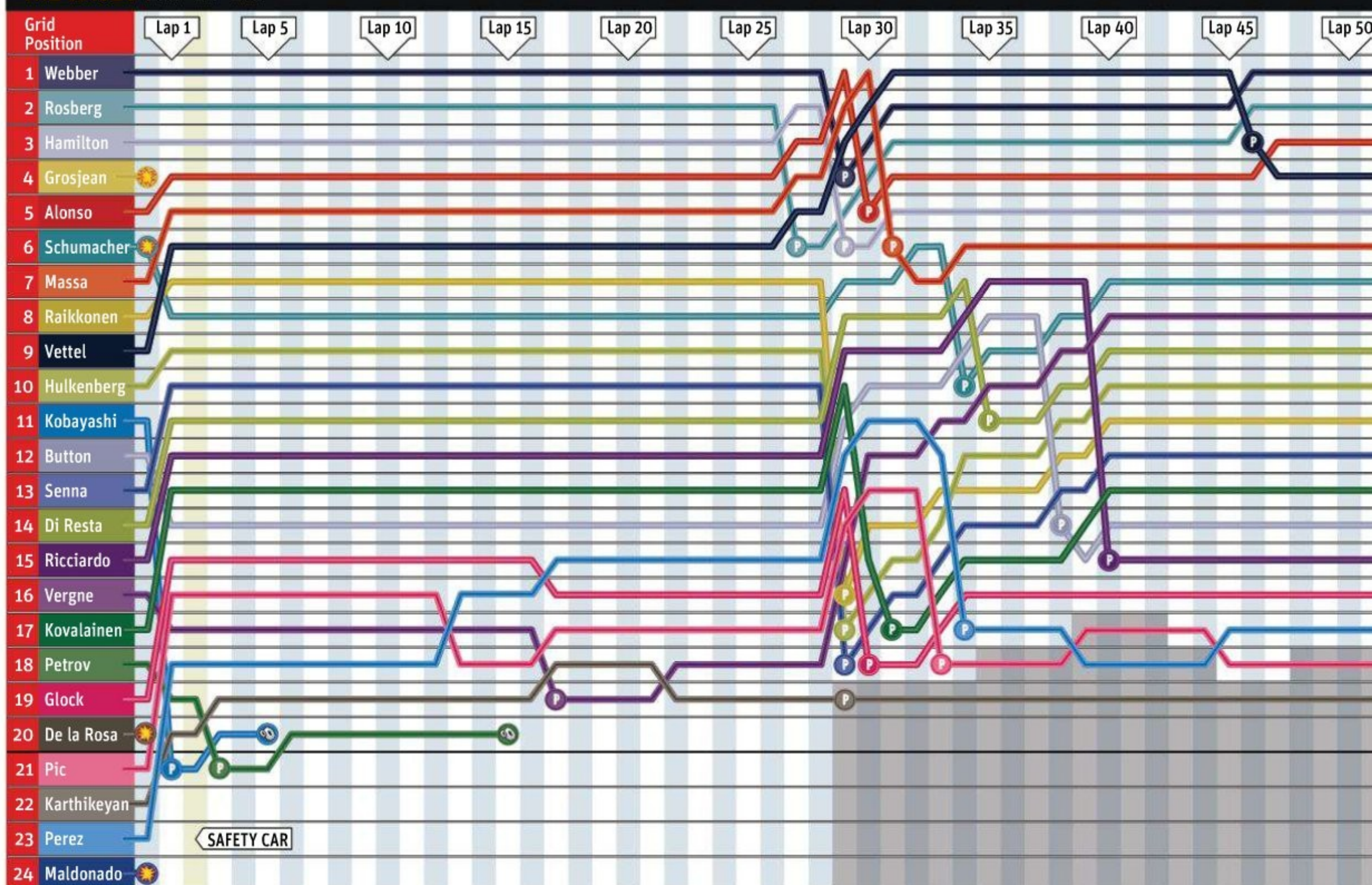


FOR IN-DEPTH F1 RESULTS **FORIX**



# MONACO GP THE FINAL WORDS

## THE RACE: LAP BY LAP



## TRACKSIDE VIEW

MARK HUGHES  
GRAND PRIX EDITOR



Aspent Dom Perignon bottle lies in the shallow water beside the yachts, aquatic vegetation now claiming this flotsam of just another night of excess, while sunny balconies high in the sky play host to more partying onlookers. But you need to get up close – at the Swimming Pool section, for example – to see the wondrous stuff the beautiful people are missing. On this glittering blue morning, your senses are assaulted, cars coming at you in a screaming overwhelming blur. After a few moments to acclimatise, you can separate those already immersed in the crazy groove of this miraculous track and those still playing themselves in. Lewis Hamilton and Pastor Maldonado are full-

on attack, confidence and tyre grip working in a virtuous circle of speed and commitment, cars nicely balanced. The Ferrari does not have quite the same grip but watching both Fernando Alonso and Felipe Massa confidently hurtling it through the fast left-right sequence is to see it has great driveability. They trim some of the excess speed off with oversteer in the middle of the corner, and scrub off a little bit more with a further slide on the exit. Up at Tabac the car is understeering as Alonso tries to brake and corner, but he's dancing with that trait – a lot of lock at first, then less as he comes off the brakes and finds the grip's still there as he shaves the harbour barrier by millimetres.

## WEDNESDAY

**0935** @JensonButton: "Morning! going for a little run before the action starts this weekend. Quite a busy day with interviews, sponsor activities & engineering."

**1234** @H\_Kovalainen: "Walked the track with my engineers this morning, met few fans outside rascasse! I was there in the middle!"



**1237** Martin Whitmarsh insists McLaren's pit problems have been "dealt with".

**1350** Bruno Senna scotches suggestions that he is about to be dropped by Williams. "It's typical F1 gossip," he says.

**1403** Kimi Raikkonen on re-adapting to Monaco: "I don't think it is any different to driving a rally in the middle of the trees."

**1506** Mark Webber talks up his chances of winning in Monaco. "There can be six different winners [this year]. It would be nice if it's me," he says.

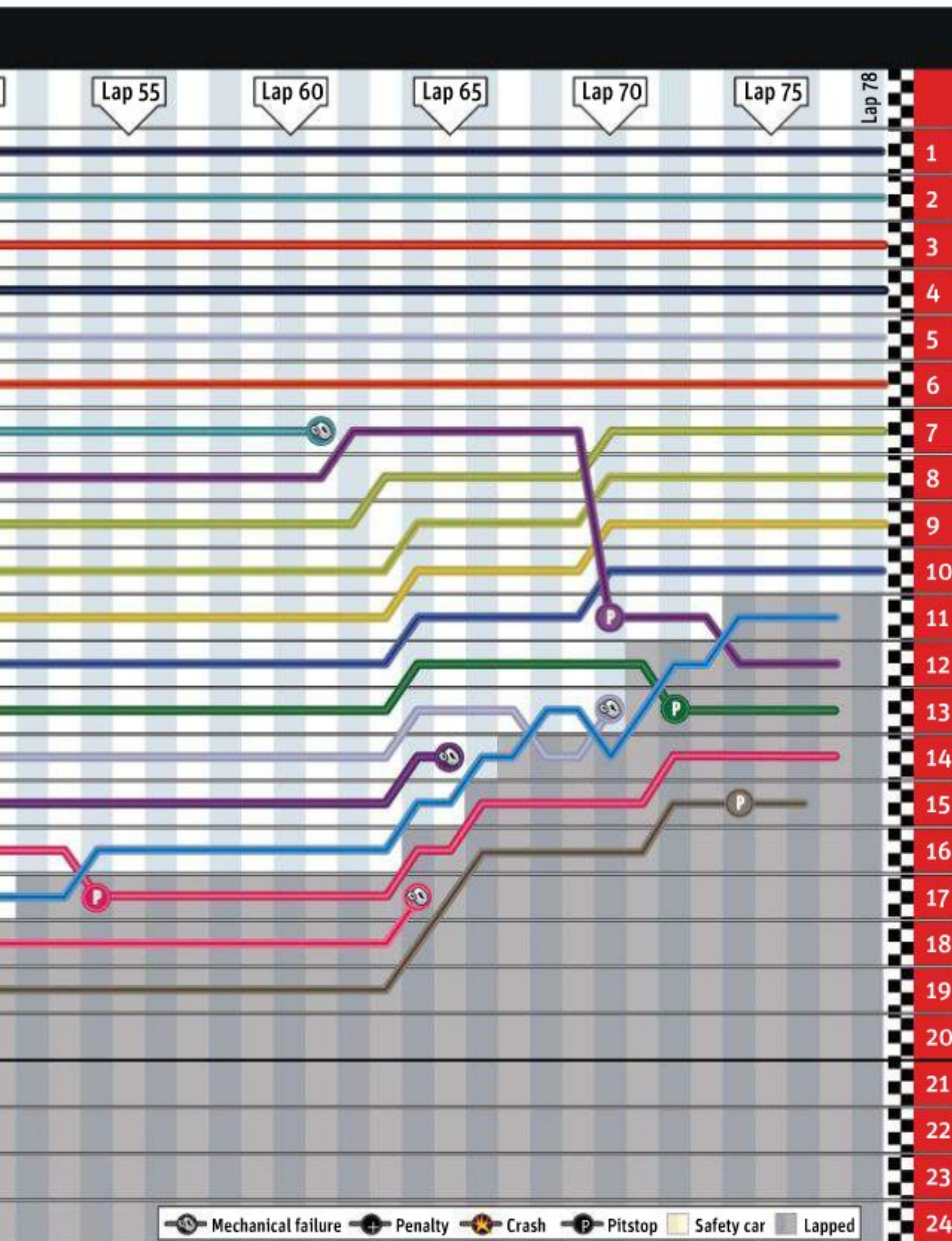
**1530** Michael Schumacher insists that his future remains open. "There is no news for you yet, unfortunately," he says.

**1530** After a bad start to the season, Felipe Massa hopes that the weekend will mark "the beginning of a different championship."



**2207** @Felipe1Massa: "Just got a fantastic birthday present from my manager Nicolas Todt! Thanks brother!! So happy!"





# GRAND PRIX DIGEST

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

## SATURDAY



**1154** Nico Hulkenberg baulks Sergio Perez at the final corner in FP3. The Force India driver is later reprimanded.

**1155** Pastor Maldonado hits Perez's Sauber at Portier during FP3.

**1156** Maldonado then clips the wall at Casino Square and pulls off at Mirabeau.

**1329** **AUTOSPORT** reveals Maldonado has been given a 10-place grid penalty for the incident with Perez. Both later receive five-place grid penalties for gearbox changes.

**1405** Perez crashes out of Q1 at the Swimming Pool with a suspected steering issue, bringing out the red flags.

**1436** Jean-Eric Vergne hits the barrier under braking for the chicane in Q2. Other drivers have to jink around the Toro Rosso as it tours back to the pits.



**1444** A revitalised Felipe Massa is the first person to dip below 1m15s. The Ferrari driver's effort is good enough to be quickest in Q2.

**1507** Michael Schumacher records a lap of 1m14.301s, topping qualifying for the first time since the 2006 French Grand Prix.

**2007** Mercedes confirms to **AUTOSPORT** that its head of aerodynamics Loic Bigois is to leave the team.



## THURSDAY



**1005** Kimi Raikkonen, sporting a James Hunt helmet, turns his only lap of practice one. Rest of the session spent completing a time-consuming steering change he requested.

**1123** Heikki Kovalainen suffers engine failure in the tunnel, triggering a red flag and bringing the session to a premature end.

**1401** Raikkonen hits the track early on with his new steering system.

**1410** **@MyCaterhamF1**: "All good on Heikki's installation after the 2.5 hour engine change. Quick systems check then he'll be ready to go."

**1414** Light rain starts to fall during FP2.

**1414-1427** **@InsideFerrari**: "Still light rain... Not too wet for wet tyres, not dry for slicks."



**1441** **@OfficialSF1Team**: "To allow for an aero data compare, a different spec of the floor on Kamui's car is being fitted."

**1510** Pastor Maldonado slides off at Mirabeau and up the escape road. Needs marshals to turn him round.

**1521** Felipe Massa loses rear at Mirabeau and has to head up the escape road.



**1535** Mark Webber admits that Red Bull isn't yet in the fight for pole. "We have got some work to do in the next 24 hours," he says.

## SUNDAY

**0930** Rumours of a possible protest against a fully enclosed hole on the Red Bull's floor begin to emerge in the paddock.



**1314** Red Bull team principal Christian Horner insists that his cars comply with the regulations.

**1339** **@MyCaterhamF1**: "As the cars head to the grid we are hearing there is rain around 50 minutes to one hour away. The word significant was used to describe it."

**1402** Grosjean moves over on Schumacher and spins out of the race.

**1413** Cars shortcutting the first corner investigated, but escape without punishment.

**1420** **@LucasdiGrassi**: "Do not forget Vettel is sixth with Soft tyres, all others on supersoft"

**1422** Vergne instructed to cede position to Perez after cutting chicane.

**1602** Ross Brawn insists that Mercedes needs to "eliminate the problems" that have ruined Schumacher's season so far.

**1633** Felipe Massa says that he believes he can keep up his Monaco form and earn a new Ferrari deal.

**1915** Half an hour after the official results are published, the period during which teams can protest closes with no action.





## MONTE CARLO

MONACO

May 24-26

GP2 Series

Round 5/12



### AT A GLANCE

- Race 1 Johnny Cecotto Jr
- Race 2 Jolyon Palmer
- Pole position Cecotto
- Fastest laps Coletti/Razia



Chilton grabbed his best GP2 finish for Carlin squad in sprint race

# Cecotto is a mindblower

The second-generation racer has sorted out his own head. In Monaco he set about seriously messing with the psyche of his rivals



Cecotto led race one all the way from pole

#### MIND MANAGEMENT, IT'S

called. Johnny Cecotto's reputation didn't make him an obvious candidate for the prime GP2 seat he landed at the season's dawn, but Addax technical director Chris Murphy feels the Venezuelan has been unfairly lambasted.

"He has plenty of talent," Murphy said. "But it's a matter of channelling it in the right direction, making him understand that you can't always have a perfect car and that sometimes you just have to go with what you've got rather than getting upset if it doesn't feel quite right."

Last weekend it felt great. Monaco is Cecotto's adopted home and has been one of his strongest circuits in the past, but not on this scale. He qualified on pole, made a clean start and controlled every millimetre of Friday's

GP2 feature race.

Marcus Ericsson tracked him the whole way – and felt he was potentially faster, as he was able to ease off from time to time and close the gap at will – but Cecotto didn't make a mistake worth the name. Ericsson lost about 1.5s when he made his mandatory tyre stop on lap 22, one before the leader, because iSport held him to avoid any chance of a penalty for unsafe release, with third-placed Giedo van der Garde looming just behind. "The guys did exactly the right thing," said team principal Paul Jackson. "I don't think our minor delay affected the final result."

Dutchman van der Garde ran third all the way – although he was fortunate to retain his second-row starting berth. The Caterham

driver was unable to select first gear at the start of the final formation lap and only just got going in time to reclaim his original grid slot.

Points leader Davide Valsecchi ran seventh initially, but was last of the serious frontrunners to pit (on lap 25, when he copied the standard tactic of fitting fresh super-soft tyres at the rear only). The late stop put him in clear air and he was the quickest driver for several laps, enough to promote him to fourth.

Brits took the next three places, Carlin's Max Chilton dropping to fifth after a tardy start compromised a stellar, front-row qualifying performance. Jolyon Palmer had a fresh chassis – iSport's former spare, with a full range of new electrical bits to counter the persistent



Palmer celebrates his sprint win

problems that have plagued him of late – and impressed once more en route to sixth. James Calado didn't stitch together a decent qualifying lap, but his race pace indicated that he'd sussed the circuit by Friday and his measured drive was one of the most progressive.

His Lotus team-mate Esteban Gutierrez missed

most of free practice after clouting the wall at Ste Devote. The Mexican was on course to finish in the points, though, until he tripped over the lapped Fabrizio Crestani at the chicane on lap 37 and smacked it again. Debris from his shattered front wing punctured Luiz Razia's right-rear Pirelli and condemned the Brazilian to a two-stop



## RACE RATING

★★★★☆

Monte Carlo is one of sport's finest theatres, despite a lack of on-track racing

## MILESTONE

First British one-two in main series since Hamilton and Carroll at Silverstone in 2006



## REPORT GP2 MONTE CARLO

SIMON ARRON reports



Calado held up field in race two

strategy that was never going to work. It also cost him pole for the sprint race.

That went instead to Trident's Stephane Richelmi, but he was eliminated at the start when he pulled across the bows of Calado, knocking the Brit's front wing and sending himself down the Ste Devote escape road.

Cecotto wondered whether he might have run over some of the resultant debris, for he sensed a rear puncture as soon as he turned right. "I tried to keep out of everyone's way," he said. "But when I changed up to fourth the car just got away from me – I guess the tyre let go completely."

His spin triggered a chaotic chain reaction that wiped out most of the second half of the field, including DAMS man Valsecchi (who had dropped

back after a bad start).

The safety car was deployed and Palmer led 16 survivors at the restart, when he was able to sprint away as the hobbled Calado slowed the rest. He was more than 10s clear by the time Calado – who had been shown the black-and-orange flag – pitted for a fresh wing on lap 10. He rejoined, but retired with a loosening front pushrod.

"I'd heard about James's problem via the radio," Palmer said. "So I went as quickly as I could to build a gap. Late on I eased off – I was still pressing pretty hard, but used a bit less track to minimise the chance of any errors."

Chilton and van der Garde closed in towards the end, but Palmer had judged his maiden GP2 success to perfection. ☼

### GP3 SERIES

## Finn to the top, straight as an Aaro



Aaro Vainio had never driven a single-seater on a street circuit before, but you'd have been hard pressed to tell. The Finn took pole for Monaco's inaugural GP3 race and his mastery masked inexperience.

Vainio was more than a second clear of Atech CRS driver Tamas Pal Kiss within a lap and the result looked a foregone conclusion thereafter. "I pushed for the first five laps or so, to extend my lead to about 3s," said the Lotus man, "and then tried to maintain it." He did too.

Kevin Ceccon finished third after starting second, while David Fumanelli passed his MW Arden team-mate Mitch Evans on lap one – one of the few significant shifts – to take fourth. Will Buller, the quickest UK qualifier, took a five-slot grid penalty for causing a collision last time out at Barcelona, but rose from 15th to 12th, finishing behind Carlin team-mate Alex Brundle and Alice Powell (Status).

The UK trio tangled at the start of race two, Buller landing upside down against the Ste

Vainio held off Kiss for maiden GP3 win



Devote barrier and triggering a safety car as Marlon Stockinger led from Antonio Felix da Costa, Daniel Abt, Evans, Fumanelli, Ceccon and Vainio. Stalemate ensued once racing resumed.

Conor Daly lined up 23rd for Lotus after jumping the race-one start and all but stalling in the process. He was 14th within a lap though, and soon gained further ground.

Manor's Dmitry Suranovich proved a more stubborn opponent and the two cars touched at the hairpin on lap 10, slicing off the Russian's rear wing. Suranovich fought on, and next time around they collided more fiercely in the approach to the chicane. Daly's car was launched and impacted

hard with the debris fencing before crashing to the circuit, shedding debris in all directions. The American was unhurt, but the race was called with Status man Stockinger declared the winner.

### RESULTS

**Race 1** 1 Aaro Vainio, 18 laps in 27m06.685s; 2 Tamas Pal Kiss, +1.994s; 3 Kevin Ceccon; 4 David Fumanelli; 5 Mitch Evans; 6 Daniel Abt; 7 Antonio Felix da Costa; 8 Marlon Stockinger; 9 Tio Ellinas; 10 Alex Brundle. **Race 2** 1 Stockinger, 13 laps in 21m37.673s; 2 da Costa, +0.687s; 3 Abt; 4 Evans; 5 Fumanelli; 6 Ceccon; 7 Vainio; 8 Ellinas. **Points** 1 Vainio, 54; 2 Evans, 43; 3 Stockinger, 39; 4 da Costa, 24; 5 Conor Daly, 23; 6 Ceccon, 23.

## RESULTS

GP2 Series, round 5 of 12, Monte Carlo (MC), May 25-26

### RACE 1 GRID

1	CECOTTO	1:21.195
2	CHILTON	1:21.320
3	ERICSSON	1:21.249
4	VD GARDE	1:21.475
5	RAZIA	1:21.858
6	PALMER	1:21.530
7	VALSECCHI	1:21.912
8	KRAL	1:21.776
9	LEIMER	1:22.053
10	GUTIERREZ	1:21.796
11	DILLMANN	1:22.288
12	COLETTI	1:22.174
13	CALADO	1:22.598
14	RICHELMI	1:22.326
15	LEAL	1:22.762
16	BERTHON	1:22.475
17	GONZALEZ	1:22.873
18	NASR	1:22.650
19	MELKER	1:22.996
20	TRUMMER	1:22.997
21	ONTIDI	1:23.020
22	CRESTANI	1:23.193
23	HARYANTO	1:23.539
24	GUERIN	1:23.792
25	SERENELLI	1:25.907
26	TEIXEIRA	1:25.661

### RACE 1 - 42 LAPS, 87.166 MILES

POS	NAME	TEAM	TIME	GRID
1	Johnny Cecotto Jr (YV)	Barwa Addax Team	59m42.521s	1
2	Marcus Ericsson (S)	iSport International	+0.564s	3
3	Giedo van der Garde (NL)	Caterham Racing	+5.040s	4
4	Davide Valsecchi (I)	DAMS	+16.347s	7
5	Max Chilton (GB)	Carlin	+17.378s	2
6	Jolyon Palmer (GB)	iSport International	+21.883s	6
7	James Calado (GB)	Lotus GP (ART)	+25.686s	13
8	Stephane Richelmi (MC)	Trident Racing	+42.275s	14
9	Nathanael Berthon (F)	Racing Engineering	+45.319s	16
10	Stefano Coletti (MC)	Scuderia Coloni	+47.099s	12
11	Tom Dillmann (F)	Rapax	+51.285s	11
12	Simon Trummer (CH)	Arden International	+1m04.054s	20
13	Rodolfo Gonzalez (YV)	Caterham Racing	+1m21.396s	17
14	Rio Haryanto (RI)	Carlin	+1m23.537s	23
15	Luiz Razia (BR)	Arden International	+1m23.639s	5
16	Victor Guerin (BR)	Ocean Racing Technology	-1 lap	24
17	Felipe Nasr (BR)	DAMS	-1 lap	18
18	Fabio Leimer (CH)	Racing Engineering	-1 lap	9
19	Fabrizio Crestani (I)	Venezuela GP Lazarus	-1 lap	22
20	Ricardo Teixeira (AO)	Rapax	-1 lap	26
21	Julian Leal (CO)	Trident Racing	-2 laps	15
22	Giancarlo Serenelli (YV)	Venezuela GP Lazarus	-2 laps	25
23	Esteban Gutierrez (MEX)	Lotus GP (ART)	37 laps-accident damage	10
R	Nigel Melker (NL)	Ocean Racing Technology	32 laps-accident	19
R	Fabio Onidi (I)	Scuderia Coloni	26 laps-extinguisher	21
R	Josef Kral (CZ)	Barwa Addax Team	0 laps-misfire	8

### RACE 2 - 30 LAPS, 62.261 MILES

POS	DRIVER	TIME/REASON	GRID
1	Palmer	45m41.227s	3
2	Chilton	+1.083s	4
3	van der Garde	+4.426s	6
4	Ericsson	+8.133s	7
5	Gonzalez	+19.968s	13
6	Razia	+23.273s	15
7	Berthon	+26.376s	9
8	Gutierrez	+26.880s	23
9	Trummer	+31.663s	12
10	Kral	+35.338s	26
11	Haryanto	+36.546s	14
12	Melker	+37.164s	24
R	Calado	20 laps-pushrod	2
R	Leal	12 laps-overheating	21
R	Leimer	8 laps-accident	18
R	Crestani	8 laps-accident	19
R	Richelmi	0 laps-accident	1
R	Valsecchi	0 laps-accident	5
R	Cecotto	0 laps-accident	8
R	Coletti	0 laps-accident	10
R	Dillmann	0 laps-accident	11
R	Guerin	0 laps-accident	16
R	Nasr	0 laps-accident	17
R	Teixeira	0 laps-accident	20
R	Serenelli	0 laps-accident	22
R	Onidi	0 laps-accident	25

### CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Valsecchi	141
2	Razia	110
3	van der Garde	85
4	Chilton	79
5	Calado	75
6	Gutierrez	60
7	Leimer	41
8	Ericsson	34
9	Cecotto	31
10	Coletti	29
POS	TEAM	PTS
1	DAMS	169
2	Lotus	135
3	Arden	111
4	Carlin	95
5	Caterham	91
6	Racing Engineering	68

All in Dallara-Mecachrome GP2/11.  
**Race 1** Winner's average speed: 87.591mph. Fastest lap: Coletti, 1m22.667s, 90.379mph.  
**Race 2** Winner's average speed: 81.766mph. Fastest lap: Razia, 1m22.223s, 90.867mph.



## MONTE CARLO

MONACO

May 24-27

FR3.5

Round 2/9



### AT A GLANCE

- Winner **Sam Bird**
- Pole position **Bird**
- Fastest lap **Jules Bianchi**
- Points leader **Bird**



Little Bird: victor stands between Bianchi and Rossi on podium



Bird leads Bianchi in streets of Monaco

# Bird of paradise soars to glory

An incredible performance from Britain's Sam Bird saw off a tenacious Jules Bianchi

#### HAD THIS BEEN A FIGHT

between two greats of grand prix racing, it would have gone down as a classic. Two cars nose to tail from start to finish around the streets of Monaco, trading fastest laps throughout. It didn't matter that there wasn't a pass for the lead, it was captivating viewing. To call it inch-perfect doesn't do Sam Bird or Jules Bianchi justice; they were millimetre perfect, clipping the same slithers of kerb every lap, grazing but never hitting the barriers.

If any proof were needed of the scale of their mesmerising driving, how about this: as Bird and Bianchi exited Portier and headed into the tunnel on the final lap, the car in third place was only crossing the start/finish line...

"We were on the limit the

whole time," said second-placed finisher Bianchi.

"Every lap was like qualifying; I was taking risks all the time because I had to put pressure on Sam. I thought maybe if I kept the pressure up he would make a mistake, but he didn't."

This weekend was a tale of redemption for Bird, who stalled while sat on pole position in GP2 last year when his clutch decided it had been sitting on its biting point for long enough. Getting back onto the streets of the Principality, and taking pole again, clearly meant a lot to the Briton, but not once did it look like the ghosts of 2011 were going to get the better of him.

"This year I've put that right," he said in reference to last year's heartbreak. "But it never really entered my mind

all weekend. I just felt supremely confident from the moment we got here, so it was never really an issue."

Bird was so strong last weekend that he was able to keep Bianchi at bay in a car that was not at its best. His ISR team had to carry out repairs after he clipped the barriers at the end of a sensational sequence of laps in qualifying, and he had to deal with steering that was pulling to the right. Not that anyone would have noticed

from the outside.

Bird didn't even flinch when Bianchi attempted a seemingly suicidal last-lap lunge at the chicane. As the Tech 1 Racing machine headed for an ever-decreasing gap between Bird and the inside wall, with its right-front wheel locked up, it appeared that overexuberance had got the better of the Frenchman once again. But disaster was avoided, and the Ferrari Academy driver explained

that there was far more to it than a do-or-die move.

"I thought as it was the last lap that he might be more cautious on the brakes, so if I was close I could brake late as normal and maybe get through," said Bianchi. "But I realised quickly that it was not going to happen."

He wasn't the only one to have an early reality check. Just as Bianchi remarked about Bird, so front-row starter Alexander Rossi said: "I realised quite quickly that we didn't have the pace to worry about Sam and Jules ahead."

The Arden Caterham racer lost out to Bianchi at the start, and as he settled into third place he knew his race was to be about retaining a podium finish rather than fighting for the win. The American hailed the progress



Rossi was a distant third in his Arden Caterham entry



## RACE RATING

★★★★☆

The intensity of the fight at the front made up for the inevitable lack of passing



## MILESTONE

Back-to-back Monaco wins in Formula Renault 3.5 for ISR – it won with Daniel Ricciardo in 2011

## REPORT FR3.5 MONTE CARLO

GLENN FREEMAN  
reports



his new team had made over the weekend but, of all the frontrunners, Rossi still appeared to have the most difficult car.

"It was tricky," said the American. "We've definitely made a step here. I just saved my tyres and DRS until the end so I could push to protect my place."

Rossi's defensive plan worked, as it enabled him to keep Tech 1's Kevin Korjus at bay once the Estonian had inherited fourth place when pre-weekend championship leader Robin Frijns retired with a pneumatic problem. The Fortec-run Dutchman had already been in the wars, nudging Kevin Magnussen into the wall at Ste Devote on lap one. Magnussen thought Frijns had been

overaggressive, which prompted a fierce response from his fellow rookie.

"I had got ahead of him before the corner, then on the brakes he tried to come back at me," said Frijns. "I don't know what he was thinking. Nobody overtakes me on the outside, and it wasn't going to happen today."

So while Formula Renault 3.5's class of star rookies proved they have plenty of pace, it was left to the veterans of this level to lock out the top places when the pots were given out. Rossi did well to hustle a difficult car home, but Bird and Bianchi – of whom much fuss was made pre-season following their switch from GP2 – were a class apart. ❧



## PORSCHE SUPERCUP

# Superb Edwards is the guy to beat

Britain's Sean Edwards kept his head under strong pressure to take an impressive Porsche Supercup win around the streets of his adopted home in Monte Carlo.

The Konrad Motorsport driver took pole by the small margin of 0.119s from Sebastiaan Bleekemolen, who did an outstanding job for his family's team. Kevin Estre lined up third, ahead of 2011 Monaco winner Rene Rast.

The start was delayed by 15 minutes as officials struggled to move a crane that had broken down at the last corner, but once that was sorted out Edwards made a blinding start to ensure he was safely in front at Ste Devote. The rest followed on in grid order with Bleekemolen ahead of Estre, Rast, Nicki Thiim and Christian Engelhart.

Edwards's job was made easier later in the first lap when Bleekemolen tapped the barrier on the outside of Tabac. He continued in second but the damage led to a spectacular spin, fortunately without involving anyone else, when he hit the brakes at Ste Devote.

The only other early drama came when Thiim dropped back with an off at Ste Devote.

Initially it looked like Edwards would dominate, but Estre and Rast were soon on his tail, the three machines well clear of the rest and circulating bumper to bumper.

The train lost a wagon when Rast lost his powersteering after a fanbelt failure and ran hard into the barrier at the exit of Ste Devote, stopping up the hill with water pouring out of the squashed radiator.

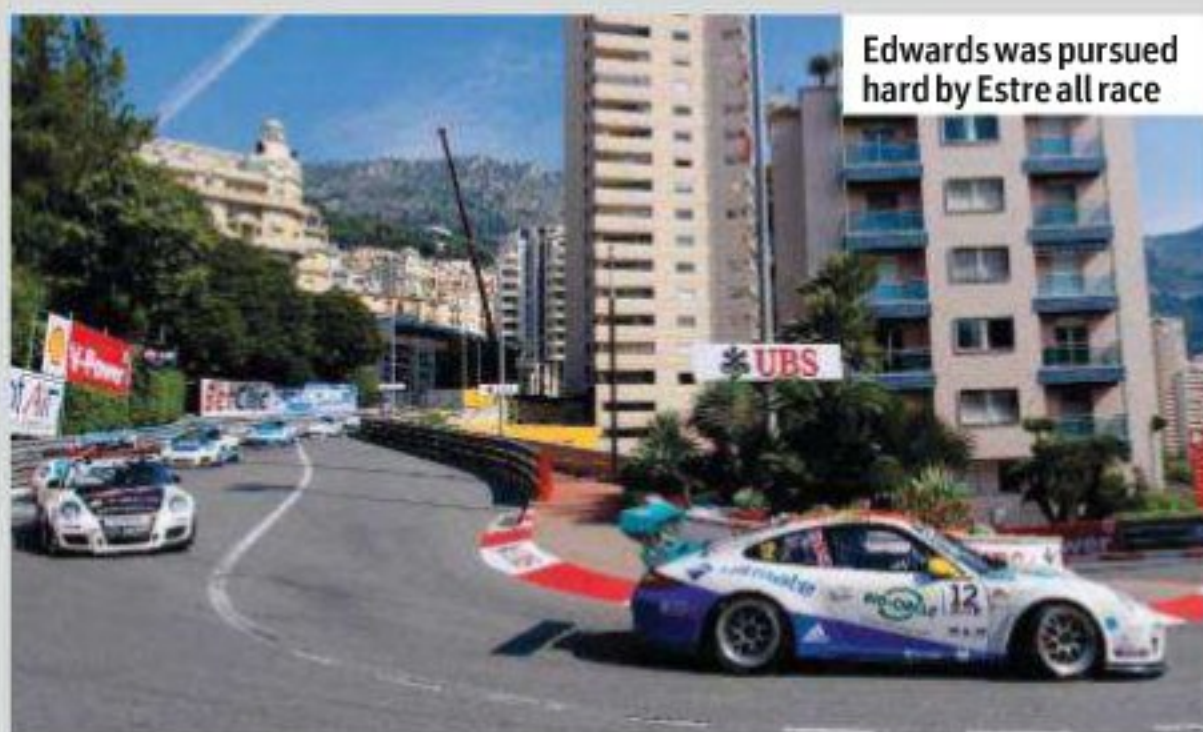
That briefly brought out the safety car. At the restart the Edwards/Estre battle became even more intense, but the Brit was given respite when

the Frenchman clipped the inside barrier at Casino on the last lap. He escaped unscathed, but lost momentum. Engelhart, championship leader Norbert Siedler and guest driver Jeroen Bleekemolen were next.

● Adam Cooper

## RESULTS

**1 Sean Edwards**, 16 laps in 28m01.234s; 2 Kevin Estre, +1.254s; 3 Christian Engelhart; 4 Norbert Siedler; 5 Jeroen Bleekemolen; 6 Michael Ammermuller; 7 Kuba Giermaziak; 8 Andrea Belicchi; 9 Robert Lukas; 10 Alessandro Zampedri. **Points** 1 Siedler, 54; 2 Engelhart, 48; 3 Edwards, 43; 4 Estre, 39; 5 Rene Rast, 36; 6 Giermaziak, 30.



## RESULTS

Formula Renault 3.5 Series, round 2 of 9, Monte Carlo (MC), May 27

GRID	
1 BIRD	1:22.163
2 ROSSI	1:22.863
3 BIANCHI	1:23.163
4 MAGNUSSEN	1:22.875
5 FRIJNS	1:23.209
6 MULLER	1:23.032
7 KORJUS	1:23.507
8 YELLOLY	1:23.790
9 SORESEN	1:23.552
10 GRUBMULLER	1:23.846
11 ALESHIN	1:23.759
12 HUERTAS	1:23.865
13 ROSENZWEIG	1:24.083
14 STEVENS	1:23.938
15 STANAWAY	1:24.546
16 FORESTI	1:24.000
17 PIC	1:24.559
18 N'LIITSKIY	1:24.089
19 GHIRELLI	1:26.112
20 NEGRAO	1:24.149
21 VENTURINI	1:26.921
22 ANBERG	1:24.228
23 CUNHA	1:27.169
24 WILLIAMSON	1:24.878
25 MARTSENKO	1:29.946
26 MOVE	1:25.990

POS	NAME	TEAM	TIME	GRID
1	Sam Bird (GB)	ISR	46m16.823s	1
2	Jules Bianchi (F)	Tech 1 Racing	+2.689s	3
3	Alexander Rossi (USA)	Arden Caterham	+36.611s	2
4	Kevin Korjus (EE)	Tech 1 Racing	+37.607s	7
5	Nico Muller (CH)	International Draco Racing	+41.366s	6
6	Marco Sorensen (DK)	Lotus (Gravity-Charouz)	+44.694s	9
7	Nick Yelloly (GB)	Comtec Racing	+57.405s	8
8	Mikhail Aleshin (RUS)	Team RFR	+58.837s	11
9	Walter Grubmuller (A)	P1 Motorsport	+1m00.410s	10
10	Carlos Huertas (CO)	Fortec Motorsports	+1m02.734s	12
11	Arthur Pic (F)	DAMS	+1m11.708s	17
12	Will Stevens (GB)	Carlin	+1m25.350s	14
13	Lewis Williamson (GB)	Arden Caterham	-1 lap	24
14	Zoel Amberg (CH)	Pons Racing	-1 lap	22
15	Daniil Move (RUS)	P1 Motorsport	-1 lap	26
16	Vittorio Ghirelli (I)	Comtec Racing	-1 lap	19
17	Lucas Foresti (BR)	DAMS	-2 laps	16
18	Nicolay Martsenko (RUS)	BVM Target	-2 laps	25
R	Yann Cunha (BR)	Pons Racing	23 laps-accident	23
R	Anton Nebylitskiy (RUS)	Team RFR	20 laps-accident	18
R	Giovanni Venturini (I)	BVM Target	19 laps-electrical	21
R	Richie Stanaway (NZ)	Lotus (Gravity-Charouz)	18 laps-stuck throttle	15
R	Robin Frijns (NL)	Fortec Motorsports	8 laps-pneumatics	5
R	Jake Rosenzweig (USA)	ISR	6 laps-electrical	13
R	Andre Negrao (BR)	International Draco Racing	4 laps-electrical	20
R	Kevin Magnussen (DK)	Carlin	0 laps-accident	4

POS	DRIVER	PTS
1	Bird	45
2	Frijns	40
3	Yelloly	31
4	Rossi	25
5	Korjus	24
6=	Bianchi	18
6=	Magnussen	18
8	Pic	15
9	Sorensen	14
10	Huertas	13
POS	TEAM	PTS
1	Fortec Motorsports	53
2	ISR	45
3	Tech 1 Racing	42
4	Comtec Racing	31
5	Carlin	30
6	Arden Caterham	25

All in Dallara-Renault T12.  
Winner's average speed:  
88.790mph. Fastest lap: Bianchi,  
1m22.916s, 90.107mph.

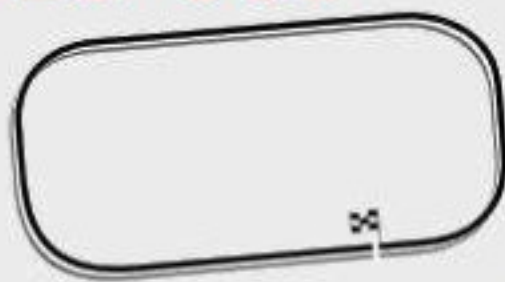


# INDIANAPOLIS 500

USA

May 27

IndyCar Series  
Round 5/16



## AT A GLANCE

- Winner **Dario Franchitti**
- Pole **Ryan Briscoe**
- Most laps led **Marco Andretti**



Viso assaults Franchitti

# Spinners can be winners

Not if you're Takuma Sato, but definitely if you're Dario Franchitti, who survived a pitlane punt from EJ Viso to charge to his third Indy 500 success



**COULD A WEEKEND FILLED** with scripted tributes to 2011 Indy 500 winner Dan Wheldon have ended any better than having his three best friends fighting to have their face cast in silver alongside his on the Borg Warner Trophy? Indianapolis is famously a place where magic happens but, even by Indy's lofty standards, this year's race was one for the books.

It was Dario Franchitti who got to drink the milk, but the events that played out over the 200 laps leading up to that moment were filled with enough intrigue to put a roomful of *CSI* writers to shame. Franchitti had to drive through from the rear of the field after getting spun in the pits, then spent several laps battling for the lead with his team-mate, and survived a divebomb from Takuma



Pity whoever washes Dario's suit

Sato on the final lap.

That was enough drama for an entire race, never mind one car out of 33, but it all helped to contribute to an epic final few laps.

The final charge to the flag began with the untimely exit of one of the pre-race favourites: Marco Andretti, who'd aggressively talked up

his chances in the days prior to the race, backed it up by leading a chunk of the race early on, and was running eighth and in the hunt when everything went wrong.

There were just 12 laps left to run when Andretti caught too much of the white line, which he claimed was the result of being chopped by

Oriol Servia, and flicked up the track and into the wall at Turn 1. He was already clambering out of his car before the announcer had finished declaring that 'the Andretti curse strikes again', but the consequent yellow flag could not have been better-timed to set up the finish.

At that point, Tony Kanaan was in the lead thanks to a suspiciously good restart a few laps earlier that had gained him five places ("I'm pretty sure TK was in fourth gear by the time we were trying to get out of second," observed Scott Dixon), but Chip Ganassi Racing twins Franchitti and Dixon were able to pass the Brazilian once the racing returned to green. Sato managed to demote the KV Racing man as well and, after watching the Ganassi duo use the tow to cycle the lead between themselves for a few laps, the Rahal Letterman-run Japanese driver decided to join the action and follow Franchitti past Dixon, taking second place with two laps remaining.

"[Having Sato behind Franchitti] didn't really have



## RACE RATING

★★★★★

Epic race was the ultimate tribute to the 2011 winner



## MILESTONE

The 35 lead changes during the race was a new Indy 500 record

## REPORT INDIANAPOLIS 500

MARK GLENDENNING  
reports



Sato's last-ditch move on Franchitti ended in disaster

me worried, because going into Turn 1 I thought we'd have a shot at him on the back straightaway or coming to the start-finish line," said team boss Chip Ganassi. "I wasn't overly concerned."

His heart rate would have shot up a few moments later though, when Sato fired his car down the inside of Franchitti at the start of the final lap, only to lose the rear, hit Franchitti's car and then spin into the wall. A few of the drivers immediately behind him suggested that the move was simply the latest from a driver known for occasional bouts of mistimed extroversion, although Franchitti himself was not one of them.

"I thought it was a good move until the mistake he made — the car was obviously too loose," he said. "Last lap of the Indianapolis

500... I wouldn't expect him to lift at that point. I think he did everything right up until he lost the rear-end of the car.

"He made a good move. But I didn't touch him. I didn't squeeze him down. He just lost the rear."

Sato, for his part, believed that Franchitti had not given him enough space.

"I thought I had the job done," he said. "But he kept pushing and didn't give me enough room, so that I was well below the white line."

Barring any sudden and catastrophic mechanical problem or brainfade, the win was Franchitti's from the moment that Sato's car crumpled into the wall and brought out the yellows for the last lap, meaning that nobody would be allowed to overtake. Franchitti, Dixon, and Kanaan, any of whom



Briscoe topped Chevy hordes to take pole

## Honda: push comes to Chev

➤ Prior to the Indy weekend, Chevrolet had won every race of the season and locked out nine of the top 10 places on the grid. A big part of Chip Ganassi Racing's one-two finish was the job that Honda did in the week between qualifying and the race to turn things around.

The turbo war was settled in Honda's favour a few weeks before the race, although some within the Honda camp still believe that the Chevrolet had an advantage, especially when the additional boost was brought into play for qualifying.

Both manufacturers had a new specification of engine ready for the race, and Ganassi runner Scott Dixon was effusive in his praise for what Honda had done to close the gap.

"I think we were in a bit of a tough situation come qualifying," he said. "The 140 kPa boost wasn't to our advantage [boost is normally set at 130 kPa for superspeedways]. We saw the margin slip away. We had engines that were

mileaged out, pretty much to maximum come qualifying day. I think our engine probably didn't have the best power at that point.

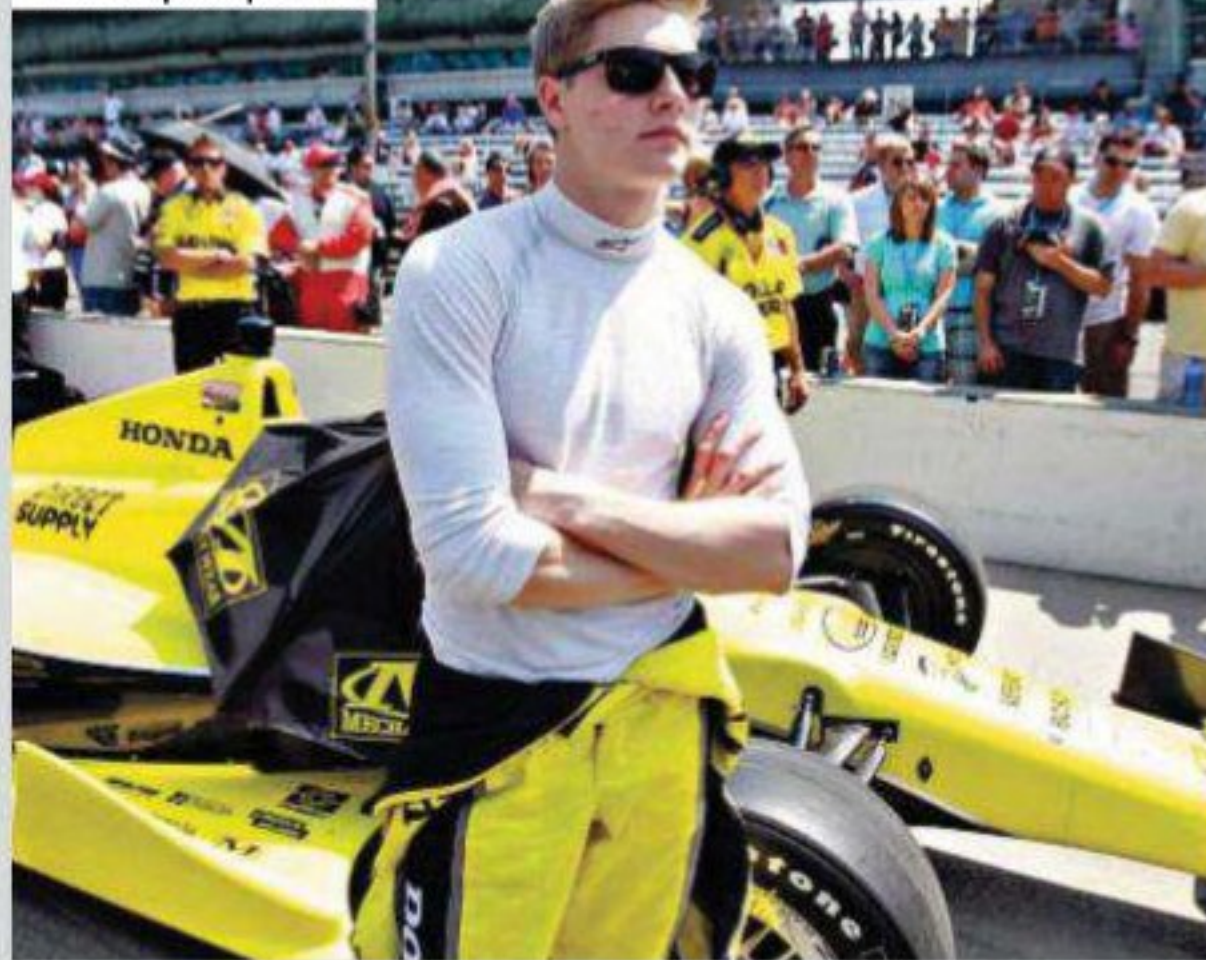
"The new engine was definitely better. Fuel mileage was vastly improved. The speed even from Carb Day seemed to be improved on the car. We were able to run a little more trim than some of the other teams, so I think that added to it, as well. Honda did a fantastic job to improve the power and fuel economy."

The improvements came as

a surprise to some of the Chevrolet runners, but leading Honda team boss Chip Ganassi admitted that his squad had still gone into the race with a lot of question marks.

"I can tell you this, we didn't [know everything] in our race shop the Monday after qualifying, or with the chairman of Target on the phone on the Monday after qualifying, and the meeting with Honda soon after that," he said. "Let's just say, it wasn't our finest moment."

Newgarden was sole Honda top-10 qualifier







Wilson beat Kimball to take seventh

**“I think it’s a blessing in the way we qualified so miserably. It makes you work really, really hard on your racecar”**

Chip Ganassi Racing’s Mike Hull



Alesi wants Indy return



Castroneves scare with Conway wheel

◀ would have been deserving winners, completed the race in Le Mans-style formation.

One of the more touching ramifications of the result was the obvious conflict between the three close friends at the end – Dario elated with his achievement yet sensitive to the devastation of Dixon and Kanaan, and the latter two clearly hurting at having come so close to winning, and yet equally genuine in their delight for Franchitti.

“At the end I thought it was going to be between me and Scott,” said Kanaan. “Dario comes back and wins the race. Dan... his three best friends in the top three; I don’t think it could have been any better. Well, it could have been if I won!”

Franchitti: “Scott and I were racing each other hard. It’s all over, he comes up in Victory Lane. He’s my buddy. Out on the track he’s competition, but a teammate, and then afterwards

he’s my friend. I see the disappointment in his face. I see the disappointment in TK’s face. When you beat guys like that, I take that as a big accomplishment because, God, they’re not easy to beat.”

Prior to the attack from Sato, Franchitti’s other big moment of the race came during the first round of

stops, when he was hit from behind and knocked into a spin by EJ Viso. The clash dropped him all the way to the back of the field, and in the course of his recovery he helped account for several of the vast number of passing moves during the race. The DW12 had not been race on an oval prior to last weekend, and so strong

were the tows that the final stanza of the race was almost like a restrictor-plate event in NASCAR, with no-one wanting track position at the wrong time for fear of being a sitting duck when it really mattered.

After a stunning start to the season, Chevrolet and Team Penske chose this weekend to step on a

landmine. With nine cars in the top 10 places on the grid you’d have forgiven Chevy for expecting to keep its unbeaten 2012 steak alive at Indianapolis, but a significant upgrade from Honda (see panel, p47), a Penske outing that oscillated between banality and disaster, and a catalogue of misfortunes for Chevy’s other big threat, Andretti Autosport, put a stop to that.

Will Power had started the race having won the past three events, but that run came to an unfortunate end at the hands of AJ Foyt Racing. Briton Mike Conway had messed up his approach to the pits and collected a couple of his crew, skittling one of them across the front of his car. Nobody was hurt, but the ramifications of having a reasonably heavy-looking tyre guy roll over the front wing were dramatic.

“That screwed up the front wing and we didn’t realise it until I got out [of



Power and Conway (in air) went out in alarming shunt



**“Frustration is a part of my job. I leave with a lot of respect for the Indy 500”**

Jean Alesi puts a brave face on things



## MILESTONE

Briscoe's pole is first for Chevy at Indy 500 since Bruno Junqueira in 2002 at 231.342mph

## REPORT INDIANAPOLIS 500

the pits],” Conway said. “Through Turns 3 and 4 it felt a little wiggly, and I thought it was just tyre temperatures. But when I went down into Turn 1 I could see one of the endplates up in the air.”

Conway lost the rear, caught it, lost it again, and swung into a spin that Power, running just behind him, had no hope of avoiding. The subsequent crash eliminated both, and an errant wheel from the collision also came very close to taking out Power's team-mate Helio Castroneves. As it was, the stray wheel bounced off Castroneves's front-right tyre and knocked the car out of alignment, and contributed to the Brazilian just scraping into the top 10 at the finish.

Polesitter Ryan Briscoe had an equally anonymous, if less dramatic, afternoon. He shared the lead with Andretti's James Hinchcliffe during the opening phase of the race, but then found himself getting shuffled back into the pack and spent

a lot of the race stuck in traffic. The Australian commented later that he felt that his car was good, but felt he might have paid dearly for a decision to run a little more downforce than the Ganassi machines.

Plenty of other drivers took their opportunities to shine during the 200 laps. Owner/driver Ed Carpenter had just got himself up to third – having started 28th – when he lost the rear of his car and hit the wall late in the race, while Servia managed to lift the Panther/Dreyer & Reinbold entry up to fourth without anyone really noticing and Hinchcliffe again took sixth, having lost time when he skidded over one of his air hoses during a pitstop.

Englishman Justin Wilson was also in the frame for a good result before being shuffled back during the final restarts and finishing a still-respectable seventh in his Dale Coyne entry.

Rubens Barrichello picked up best-rookie honours with his 11th-place finish in

his debut oval race, although fellow F1 veteran Jean Alesi's Indy 500 debut was less auspicious. He, along with the other Lotus-powered runner Simona de Silvestro, were black-flagged after a handful of laps for being outside the 105 per cent cut-off point on speed.

Virtually every one of the 33 drivers in the field had a story to tell but, this year at least, many were forced to accept second billing. A year on from Wheldon's extraordinary second Indy 500 win, the Brit continued to make his presence felt, and the close ties that the top three finishers had to him only further amplified what would have been a dramatic race by any standards.

“I don't think it could have been a better result for Dan,” Kanaan reflected. “Wherever he is right now, he's definitely making fun of Sato. And he's giving Dario a tap on the back, for sure. And he is going to call me a wanker that I didn't win this thing.”



Andretti makes a pitlane pass on grass!



Hinchcliffe was a contender throughout

## RESULTS

IndyCar Series, Indianapolis 500 (USA), May 27, round 5 of 16

GRID		
1 BRISCOE 226.484mph	2 HINCHCLIFFE 226.481mph	3 HUNTER-REAY 226.240mph
4 ANDRETTI 225.456mph	5 POWER 225.422mph	6 CASTRONEVES 225.172mph
7 NEWGARDEN 224.037mph	8 KANAAN 224.751mph	9 VISO 224.422mph
10 B'CHELLO 224.264mph	11 TAGLIANI 224.000mph	12 RAHAL 223.959mph
13 BEATRIZ 223.920mph	14 KIMBALL 223.868mph	15 DIXON 223.684mph
16 FRANCHITTI 223.582mph	17 JAKES 223.482mph	18 HILDEBRAND 223.422mph
19 SATO 223.392mph	20 BELL 223.134mph	21 WILSON 222.929mph
22 JOURDAIN 222.893mph	23 PAGENAUD 222.891mph	24 SAAVEDRA 222.811mph
25 BOURDAIS 223.760mph	26 CUNNINGHAM 223.258mph	27 SERVIA 222.393mph
28 CARPENTER 222.324mph	29 CONWAY 222.319mph	30 LEGGE 221.624mph
31 CLAUSON 214.455mph	32 SILVESTRO 214.393mph	33 ALESI 210.094mph

200 LAPS, 500 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	2h58m51.2532s	16
2	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	+0.0295s	15
3	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+0.0677s	8
4	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	+2.9166s	27
5	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	+3.6721s	1
6	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+4.0962s	2
7	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	+4.2430s	21
8	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+4.6056s	14
9	Townsend Bell (USA)	Schmidt-Pelfrey Motorsports	Dallara-Honda DW12	+5.6168s	20
10	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+7.6352s	6
11	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+7.9240s	10
12	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	+8.2543s	11
13	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+8.7539s	12
14	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	+11.3423s	18
15	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	+13.4494s	17
16	Simon Pagenaud (F)	Schmidt Hamilton HP Motorsports	Dallara-Honda DW12	+14.1382s	23
17	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	199 laps-accident	19
18	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	9
19	Michel Jourdain (MEX)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	-1 lap	22
20	Sebastien Bourdais (F)	Dragon Racing	Dallara-Chevrolet DW12	-1 lap	25
21	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-1 lap	28
22	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	-1 lap	30
23	Ana Beatriz (BR)	Andretti Autosport	Dallara-Chevrolet DW12	-10 laps	13
24	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	187 laps-accident	4
25	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	161 laps-lost power	7
26	Sebastian Saavedra (CO)	Team AFS/Andretti Autosport	Dallara-Chevrolet DW12	143 laps-electrical	24
27	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	123 laps-suspension	3
28	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	79 laps-accident	5
29	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	78 laps-accident	29
30	Bryan Clauson (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	46 laps-handling	31
31	Wade Cunningham (NZ)	AJ Foyt Racing	Dallara-Honda DW12	42 laps-electrical	26
32	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	10 laps-too slow	32
33	Jean Alesi (F)	Fan Force United	Dallara-Lotus DW12	9 laps-too slow	33

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	200
2	Castroneves	164
3	Hinchcliffe	164
4	Dixon	153
5	Hunter-Reay	143
6	Franchitti	136
7	Pagenaud	136
8	Briscoe	128
9	Kanaan	113
10	Hildebrand	103

Winner's average speed: 167.734mph.  
Fastest lap: Andretti, 40.8771s, 220.172mph.  
Qualifying: decided by a run of four consecutive laps. Positions 1-24 locked in on Pole Day, May 19, with positions 25-33 settled on Bump Day, May 20.

**NEXT ROUND**  
Detroit Belle Isle,  
June 3



# Loeb upholds an ancient tradition

Winning, that is. The Citroen man led home team-mate Mikko Hirvonen after another flop for Ford

## ACROPOLIS RALLY

Loutraki,  
May 24-27

ROUND 6/13

## WINNER

Sebastien Loeb  
4h42m03.3s

## QUALIFYING STAGE

Solberg

## POWERSTAGE WINNER

Loeb

## RALLY RATING

★★★★★

Loeb shows his class  
for the 71st time

## DRIVERS' STANDINGS

Loeb	119pts
Hirvonen	89pts
Ostberg	80pts

## MILESTONES

- First Academy win for Evans
- Gorban's first PWRC success

DAVID EVANS  
reports



### THIS EVENT STARTED WITH

Petter Solberg pushing a sausage up Jari-Matti Latvala's nose and ended with the Fiesta drivers sitting down to a plate of humble pie, served by Citroen superstar Sebastien Loeb. The frivolity of Ford's pre-event barbecue disappeared when first Latvala then Solberg made mistakes that would ease Loeb's passage to a third Acropolis Rally win and an even bigger championship lead. This was a typically tough Greek round of the WRC, but through it all, Loeb and his DS3 looked to have the measure of the rest. Not even a late puncture could rattle the champion, who rubbed salt into Ford's wounds by bagging the final-stage three-pointer.

### LEG ONE (120.77 miles)

OVERCAST THEN SUNNY - AMBIENT  
TEMPERATURE RANGE ON STAGES 14-27C

Six weeks ago to the day, Jari-Matti Latvala had been lying on a hospital bed in Helsinki having a titanium plate bolted, via six screws, to his collarbone. Coming around from the operation and unable to move his left arm, the rockiest and roughest rally must have seemed a world away. Fast forward 42 sleeps and the Finn is flying and out front on the Acropolis. Amazing.

Latvala's efforts last Thursday night were exceptional and readily appreciated by Loeb - a man who broke his shoulder in four places in 2006. The Frenchman was only second quickest through what

would be a 15-mile loosener ahead of a full Friday.

The big news from Thursday evening was Petter Solberg, who appeared to have taken leave of his senses with one of the most bizarre tyre choices ever made. The Norwegian elected to take Michelin's soft tyre for Kineta - a decision that bemused Ford's super-experienced tyre engineer George Black.

"Aye," said Black, "that was a strange one. He knew what our thoughts were, but sometimes you can't tell these drivers. The road up there is pure bedrock."

Solberg cooked them and returned to service on slicks.

"It didn't really work like I thought," muttered a slightly embarrassed looking Solberg, who was fifth having shipped

a second a mile to his team-mate.

Sporadically heavy rain and temperatures way down on a baking Britain looked ready to complicate a usually straightforward decision on tyres on day-one proper, but in the end the rally frontrunners ran hard Michelins throughout Friday.

The main rock action was expected on Saturday's roughest roads, but day one was no walk in the park. The drivers would be away from

Loutraki's main service park for more than 16 hours, tackling 100 competitive miles split by two 15-minute remote services, in which the crews could only work with kit carried in the rally cars.

Latvala extended his overnight advantage with fastest times on the first two Friday stages to build a 3.3s lead after Thiva. Mid-way through the next test, he was 5.2s faster than Loeb and then came a particularly muddy 90-left in the

Ford troubles helped  
Hirvonen into second







A returning Latvala could only manage P3



Loeb: inch-perfect to fourth win of '12

forested section near the end of the stage. The Fiesta locked up and stalled as Latvala tried to shed speed. He overshot the junction and lost 10s in the process.

Latvala's mistake allowed Loeb a 1.2s advantage at service by the sea in Itea. But it was close: the top three times in Thiva had been split by just two tenths.

And that pace didn't lift as the rally moved into a couple of classics: Bauxites and Drossohori. Starting out of a bauxite mine, the first of those two is unusually quick for this part of Greece — the highest average speed being 18mph (62mph versus 44) quicker than Drossohori, which is slowed by the 19 hairpin bends that lift crews up to 1400 metres above the Gulf of Corinth.

The day's middle loop was all about Citroen, with Mikko Hirvonen fastest on SS5, while Loeb took SS6. Latvala struggled to get heat into his tyres and understeered his Fiesta through the first half of both stages. The gap between himself and leader Loeb was 10.1s at the second remote service. That was the least of Ford's worries.

Solberg smacked a rock near the end of Drossohori. A big rock and a big smack. The rear of the Fiesta had been launched skywards in sixth gear, with the ensuing heavy landing splitting the left-rear rim, while the diff and propshaft made an effort to acquaint themselves with the crew by almost coming through the floor.

Despite the limited tools

and time, the Ford boys worked brilliantly to restore the underneath of the Fiesta to allow Solberg to make it back to Loutraki, where the transmission would be changed overnight.

The Ford duo recovered through the final loop, posting fastest times on all three stages to lock-out the two less-important steps of the provisional podium. Solberg's route past Hirvonen for an overnight third was helped when the #2 Citroen caught Mads Ostberg's dust — the Norwegian having been off the road for three minutes. Hirvonen himself went off three times as he fumbled his way down the road.

Adding insult to injury, Hirvonen clouted one bank hard enough to puncture the

left-front. Having been on the fringes of the lead fight, the Finn went to bed 46s down on Loeb.

Loeb might have only set one fastest time through the day, but he was second quickest eight times — and on four of those occasions he was less than a second off the scratch time. That kind of consistency pays dividends on this event.

"Tomorrow," smiled Loeb, moving into hour 16 of his working day, "will be the day."

Unfortunately for a few of the Ford privateers, today had been the day as well. Ostberg's hopes of a third consecutive podium finish were dashed in SS9.

"I don't know if the problem was the brakes or the differential," said Ostberg, "but the front wheels were locking all the time. There was a damp patch, the car locked up and we went off. It was so frustrating, we weren't far off the road, but the spectators were more worried about taking our photograph than helping us."

Three minutes were lost, eighth place beckoned.

Ostberg had been battling with Evgeny Novikov for fifth, but it was the Russian who held the place at the end of day one — not without his own dramas. The turbo pipe had come off in SS7, slashing the boost from his Ford, and the gearshifter broke on the next stage. Ott Tanak's story was a more familiar one: the Estonian went off in SS7.

It wasn't just the Fords having trouble, however, as Thierry Neuville slipped back from sixth to 11th with a broken front driveshaft on his DS3 WRC.

Martin Prokop (Ford) was sixth with Nasser Al-Attiyah (Citroen) holding seventh.

## POSITIONS AFTER DAY ONE

1 LOEB/ELENA	2h14m01.3s
2 LATVALA/ANTTILA	+6.5s
3 SOLBERG/PATTERSON	+17.7s
4 HIRVONEN/LEHTINEN	+46.0s
5 NOVIKOV/GIRAUDET	+3m55.0s
6 PROKOP/HRUZA	+4m46.7s

## LEG TWO (92.93 miles)

SUNSHINE THEN SHOWERS - AMBIENT

TEMPERATURE RANGE ON STAGES 18-29C

Saturday morning's blue skies brought immediate concern over tyre wear. If the sunshine lasted until the afternoon, would Michelin's covers make it through the day? Loeb was worried. A few stages into the morning, he was even more concerned.

"I don't think this pace can carry on," said Loeb at the end of SS11. He'd beaten Latvala by 1.1s on the opener, only to drop 2.5s to the Ford man in the next one.

A section towards the end of the Ghymno test was reckoned to be the roughest on the rally, with monster rocks lying in wait for those considering anything more than second gear. The constant jolts and shudders through the car were also going to be biggest test of Latvala's titanium-plated collarbone. The Finn passed with flying colours.

"I backed off in the rough section," said Loeb, "maybe he didn't so much".

Typically, Latvala wanted more. "I am losing to him in the very fast sections," he said. "The lead is small, but it's still his lead..."

That lead was 5.1s going into SS11 and just one second coming out. ▶





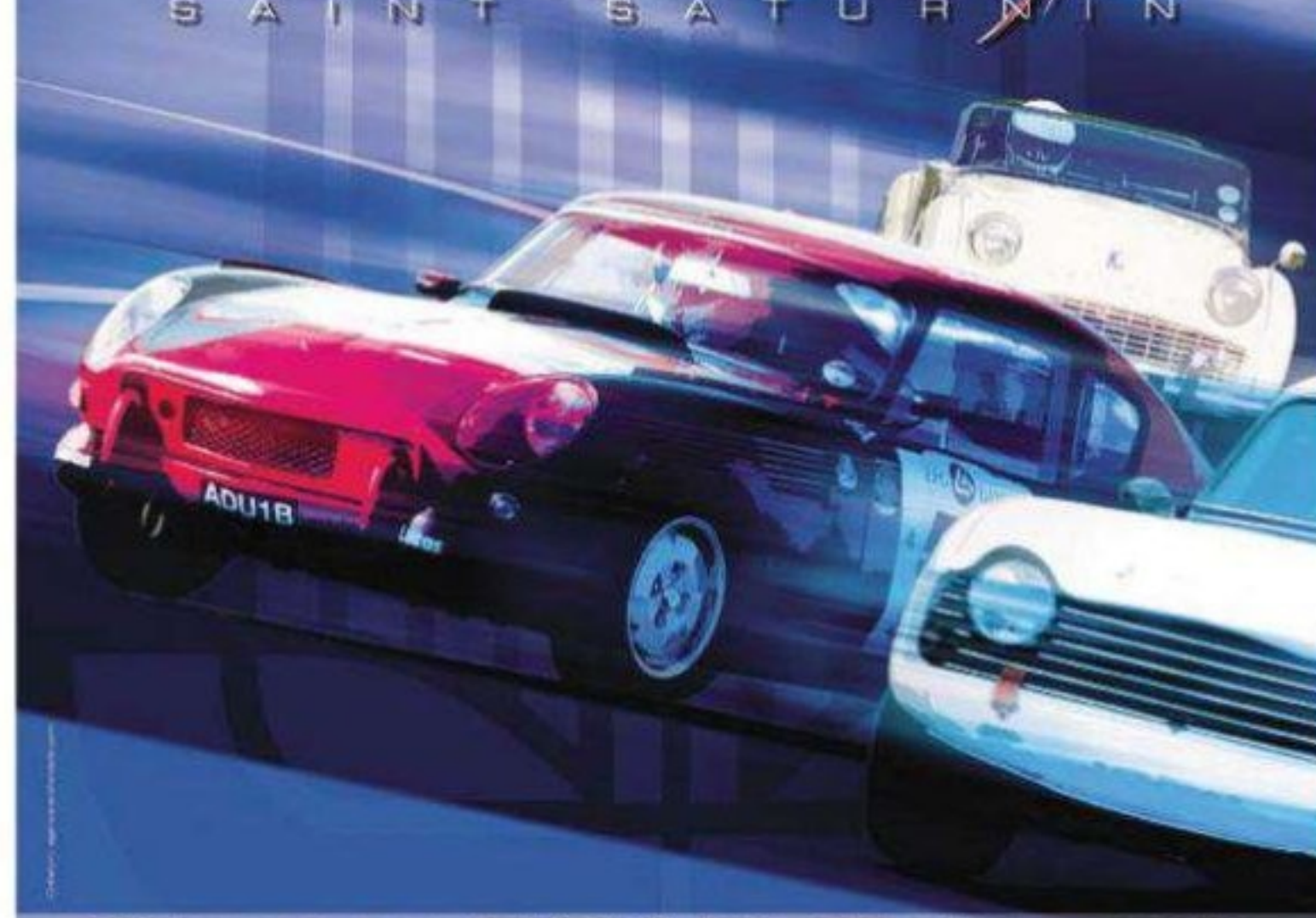
**CHECK OUT  
OUR SHADES!**  
[www.pscollection.no/en](http://www.pscollection.no/en)




**PS**  
OFFICIAL MERCHANDISE

**15<sup>th</sup> June 2012**  
9h00 - 17h00

**CLASSIC  
BRITISH WELCOME**  
SAINT SATURNIN



Theme 2012: Triumph  
Guest of Honour: Derek Bell  
[www.classicbw.org](http://www.classicbw.org)



# PERFORMANCE UNLIMITED

*Distributors of some of the most  
respected racing components  
manufacturers in the United States.*




**TOTAL SEAL**  
PISTON RINGS  
Total Seal, Inc.  
Phoenix, Arizona

**CP**  
PISTONS

**And many other leading manufacturers**

<b>BRODIX</b> CYLINDER HEADS	<b>UNION</b> RACING PRODUCTS	<b>CARRILLO</b> No Disturbance
<b>COMETIC</b> CARBURETTORS	<b>CROWER</b>	<b>CP</b> PISTONS
<b>DART</b>	<b>INDY</b> RACING PRODUCTS	<b>PISTONS</b>
<b>JESEL</b> VALVE TRAIN INNOVATION	<b>MANLEY</b>	<b>ATI</b> PERFORMANCE PRODUCTS
<b>Milodon</b>	<b>PRO-ONE</b> RACING PRODUCTS	<b>Peterson</b> RACING SYSTEMS
<b>Scat</b> Crankshafts	<b>SCHOENFELD</b>	<b>SFP</b>
<b>T.D.</b> MACHINE PRODUCTS	<b>TCI</b> Racing Products	<b>Trick Flow</b> Service Management

*We are very proud of our machine shop  
which is equipped with the finest  
machinery available. A number of Europe's  
leading engine builders utilize our facility  
due to our extensive equipment  
capabilities and reputation for accuracy.*



3 Chessingham Park, Dunnington, York, North Yorkshire, England YO19 5SE  
tel: +44 (0) 1904 489332 • fax: +44 (0) 1904 488355  
email: [info@performanceunlimited.co.uk](mailto:info@performanceunlimited.co.uk) • website: [www.performanceunlimited.co.uk](http://www.performanceunlimited.co.uk)





## STAGE TIMES

**SS1 KINETA (15.68 MILES)**

Fastest: Latvala 17m38.0s  
Leader: Latvala

**SS2 AGHIA MARINA (8.57 MILES)**

Fastest: Latvala 9m38.7s  
Leader: Latvala

**SS3 THIVA 1 (14.66 MILES)**

Fastest: Latvala 16m06.3s  
Leader: Latvala

**SS4 ELIKONAS 1 (12.35 MILES)**

Fastest: Solberg 14m05.9s  
Leader: Loeb

**SS5 BAUXITES 1 (14.39 MILES)**

Fastest: Hirvonen 14m08.9s  
Leader: Loeb

**SS6 DROSSOHORI (13.67 MILES)**

Fastest: Loeb 18m13.4s  
Leader: Loeb

**SS7 BAUXITES 2 (14.39 MILES)**

Fastest: Latvala 13m48.9s  
Leader: Loeb

**SS8 ELIKONAS 2 (12.35 MILES)**

Fastest: Solberg 13m42.1s  
Leader: Loeb

**SS9 THIVA 2 (14.66 MILES)**

Fastest: Latvala 16m20.3s  
Leader: Loeb

**SS10 KLENIA MYCENAE 1 (10.81 MILES)**

Fastest: Loeb 11m24.2s  
Leader: Loeb

**SS11 GHYMNIO 1 (10.94 MILES)**

Fastest: Latvala 12m38.0s  
Leader: Loeb

**SS12 KEFELARI 1 (11.43 MILES)**

Fastest: Latvala 13m18.8s  
Leader: Loeb

**SS13 ZIRIA 1 (13.27 MILES)**

Fastest: Loeb 13m02.9s  
Leader: Loeb

**SS14 KLENIA MYCENAE 2 (10.81 MILES)**

Fastest: Loeb 11m15.8s  
Leader: Loeb

**SS15 GHYMNIO 2 (10.94 MILES)**

Fastest: Solberg 12m36.7s  
Leader: Loeb

**SS16 KEFELARI 12 (11.43 MILES)**

Fastest: Solberg 14m07.7s  
Leader: Loeb

**SS17 ZIRIA 2 (13.27 MILES)**

Fastest: Solberg 13m29.3s  
Leader: Loeb

**SS18 AGHII THEODORI 1 (12.06 MILES)**

Fastest: Latvala 12m42.0s  
Leader: Loeb

**SS19 NEW PISSIA 1 (7.06 MILES)**

Fastest: Loeb 8m13.7s  
Leader: Loeb

**SS20 AGHII THEODORI 2 (12.06 MILES)**

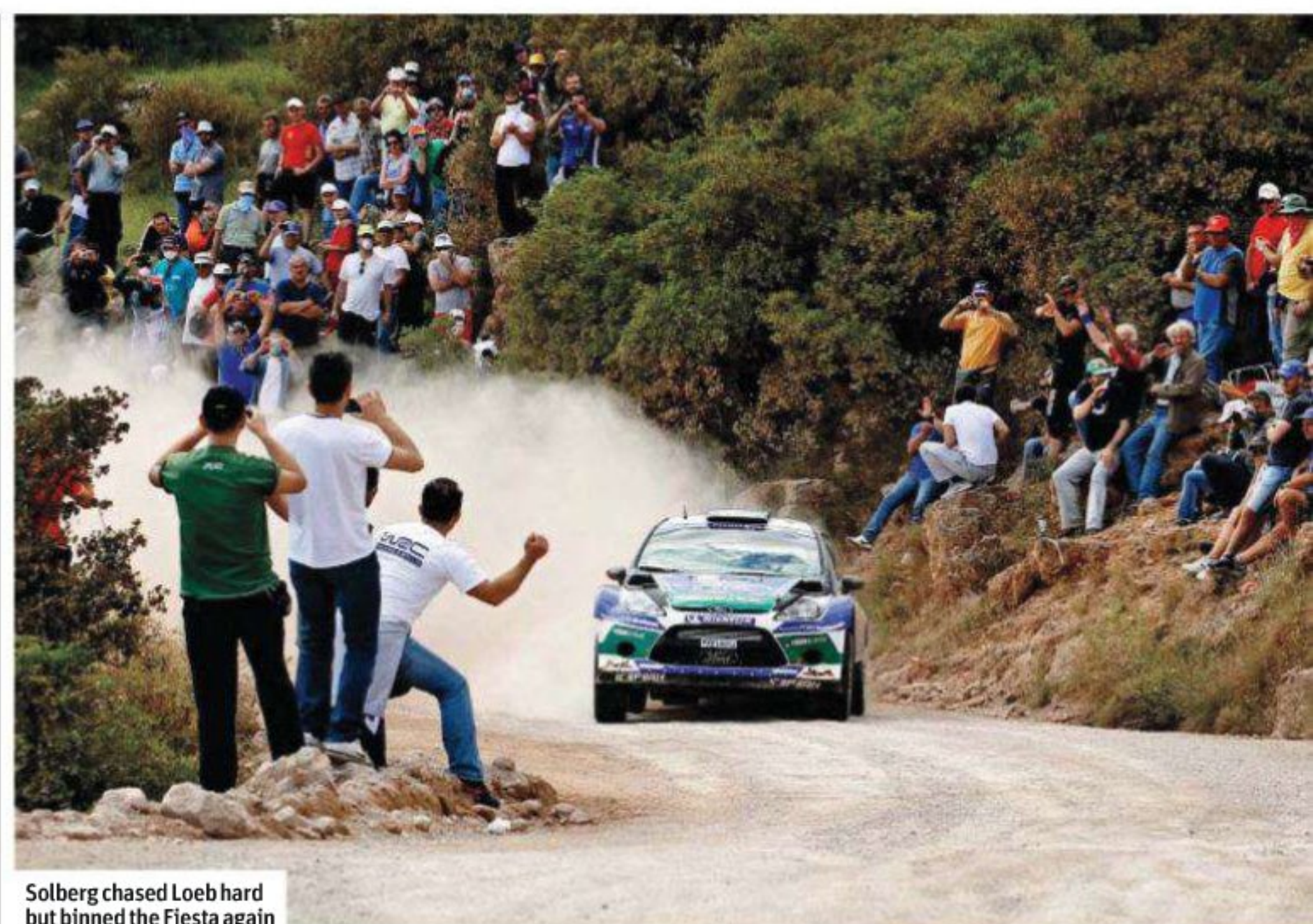
Fastest: Latvala 12m39.6s  
Leader: Loeb

**SS21 NEW PISSIA 2 (7.06 MILES)**

Fastest: Latvala 8m09.7s  
Leader: Loeb

**SS22 NEW LOUTRAKI (2.46 MILES)**

Fastest: Loeb 2m21.8s



Solberg chased Loeb hard but binned the Fiesta again

◀ “It was too slippery,” said Loeb, “and when it is like this, I can’t match the speed of the Ford. I was flat-out in there – I pushed a lot.”

Loeb was rattled. Or at least he was as close to rattled as he gets.

The start of the new-for-2012 Ziria stage was tailor-made for the eight-time champion to show why he is just that. With little life left in his dog-eared tyres, Loeb made the perfect ascent through a series of hairpins carrying the competitors to their highest point (2400 metres) of the event. The abrasive bedrock bit into what little meat was left in his tyres, but Loeb managed the situation, feathering the throttle out of each turn to minimise friction between the Citroen and this particularly gnarly stretch of mother earth. Latvala dropped 3.1s going up the hill. Admittedly, he pulled some time back as the stage opened out on top of the mountain, but the damage had been done.

“Very bad at the beginning,” said a hugely frustrated Latvala. “We lost too much.”

The leaders were split by 2.2s over lunch, with each questioning how much longer this could go on for.

Not much was the answer. And Citroen versus Ford, day two part one would be settled in Loeb’s favour.

Latvala whacked the right-rear of the Fiesta near the start of the stage and his chances of winning this event began to slip away – along with the air from that corner’s cover. Not far from the end of the stage, there was nothing for it: he had to stop and change it.

Disaster had struck the Ford team again.

Going into the afternoon, Solberg was 20s off the lead in third place. The Norwegian had been told in no uncertain terms that pushing on the rocky roads was not an option for him.

That message changed in an instant. His job was now to trouble Loeb.

Solberg knocked the Ford down a gear and went for it, beating the Frenchman through the final three stages of the day to halve his gap ahead of the final day.

It could have been more. Instead of 10s, it might have been three seconds separating the pair, had it not been for a Solberg overshoot at a junction. The rain had come, turning a treacherous road Teflon.

“In a place I would normally pass at 120km/h, I couldn’t go more than 40km/h,” said Loeb. “It’s impossible, you don’t control the car at all.”

Solberg was frustrated but philosophical at the end of the day.

“Fuck!” he grimaced, “we

could have had so much more time. But he’s a clever guy you know, he knows how to drive those conditions. We have to focus for tomorrow.”

Hirvonen spent the day drifting further away from the lead fight to end Saturday almost two minutes behind the sister DS3. As the roads dried earlier in the day, Citroen’s Finn found it hard to dial the car into the extra grip on offer. Latvala suffered brake problems as a legacy of his puncture earlier in the afternoon. The dejected Finn had little to offer on his depressing afternoon.

Ostberg’s target for the day was to leap-frog Al-Attiyah and Prokop. That job was made easier when a driveshaft failed on the Qatari Citroen, while Prokop was dispatched in SS15. The Norwegian’s reward was P5 – a place higher than he expected after Novikov went out with waterpump failure.

### POSITIONS AFTER DAY TWO

1 LOEB/ELENA	3h56m13.0s
2 SOLBERG/PATTERSON	+10.2s
3 HIRVONEN/LEHTINEN	+1m51.9s
4 LATVALA/ANTTILA	+4m44.6s
5 OSTBERG/ANDERSSON	+7m39.7s
6 PROKOP/HRUZA	+8m08.6s

### LEG THREE (40.73 miles)

SUNNY – AMBIENT TEMPERATURE RANGE ON STAGES 15-26C

Solberg departed Ford’s service park full of fire. ▶

P4 for Ostberg has given him P3 in points



Ogier racked-up another P7 in Fabia





# Coil-Over Spring Rater

Check Coil Bind, Bump Stops & Rod Pressure

Height of 31" (787mm) Eye to Eye

Rate Standard Coil Springs 2.5"  
(64mm) to 6" (152mm) Diameter

10 5/8" (270mm) Jack Travel with  
12" (305mm) Digital Travel Indicator



Easy to Use Handles Allow  
for Adjustments without Tools

**NEW!**

**Coil-Over Spring Rater**

Capacity: 5,000lb (2,500kg)

Part # 110060

Optional Pull Bar Rater

Part # 110064

Want to learn more?

Use your smart phone to scan  
this code or visit us online at  
[www.intercompracing.com](http://www.intercompracing.com)



## Intercomp offers the most comprehensive line of indicators

Intercomp's industry leading RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of it's kind and is used by champions in all forms of motorsports.

**Euro Cross Weights Shown!**



**SW787™**  
**PC Wireless Scale System**

(PC Not Included)  
Part # 170154-PC



**SW650RFX™**  
**Wireless Scale System**  
Part # 170126-W



**SW777RFX™**  
**Wireless Scale System**  
Part # 170127-WPC



**SW500™**  
**Cabled Scale System**  
Part # 170125

**Intercomp®**  
advanced weighing technology... by any measure

Call to request our 2012 Racing Products Catalog or log on to:

**[intercompracing.com](http://intercompracing.com)**



**NEW!**  
**Intercomp  
Scale App  
for iPhone®**

**+44 (0) 118 932 0578** EUROPE

USA **+1 763-476-2531**

### European Sales & Service

DEMON TWEEDS  
Wrexham, Clwyd

Tel: 44(0) 1978 664466  
Fax: 44(0) 1978 664467

ROLLECENRE RACING  
St. Ives, Cambs

Tel: 44(0) 1480 464052  
Fax: 44(0) 1480 461454

RACE HARDWARE  
The Netherlands

Tel: 30(0) 36 537 0689  
Fax: 30(0) 36 537 1797

DANIELSON  
Magny-Cours, France

Tel: 33(0) 3 86 21 22 55  
Fax: 33(0) 3 86 21 22 65

GIEFFE SRL  
Castelceriolo, (AL) Italia

Tel: 39(0) 131 216505  
Fax: 39(0) 131 216506

ISA RACING  
Kottenheim, Germany

Tel: 49(0) 2651 96250  
Fax: 49(0) 2651 962510

NIMEX  
Monheim, Germany

Tel: 49(0) 2173 54253  
Fax: 49(0) 2173 51089





Loeb wins rally named after him

◀ He was going for it. He had to. And for the first 860 metres of Aghii Theodori it was going his way. Admittedly, there was only a tenth of a second in it, but it was his tenth.

By the next split, a couple of miles up the road, Loeb had the tenth back and the pair was absolutely level-pegging. Halfway through, Loeb was half a second ahead.

Shortly afterwards, the splits mattered no more. Solberg's Fiesta had parted company with its left-rear wheel and the show was over.

Loeb reached the end of the stage a little more breathless than usual.

"I saw the wheel," said Loeb, "but then the section after that is very dangerous and I completely didn't know how to drive it. When

you are not in the rhythm, everything is dangerous to drive. I didn't want to take the risk."

And now he didn't have to. He now had a two-minute lead over Hirvonen, with the first Ford almost five minutes in arrears.

Solberg said: "I approached a long left bend in a narrow downhill section. I hit the bank on the right of the road and then the car bounced into the bank on the opposite side. The impact knocked the wheel off and that was it. I feel so sorry for the team because I wanted to win and it's a sad end for all of us. When we were equal, I decided to push a bit harder. I had to try."

Once again, all comers had tried and failed to topple the master. Solberg's heartache doubled a couple

of stages later when Loeb was forced to stop and change a left-rear puncture at the cost of 1m40s. That elusive first win in seven years had come closer than ever. And that hurt.

There was no hurt for Loeb, who was at his brilliant best in Greece. Hirvonen ensured Citroen its third one-two in four rallies to build a 73-point buffer over Ford. Latvala ensured some factory Fiesta representation on the bottom step of the podium, with Ostberg a deserving and hardworking fourth. Prokop and Neuville rounded out the top six.

And so, Loeb downed some more fizz. Ironically, Solberg was also present on the podium, picking up the fan-favourite award. What is it they say about the nice guy never getting the girl? ❧

## RESULTS

Rally Acropolis, May 24-27, round 6 of 13

### 22 SPECIAL STAGES, 254.444 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	4h42m03.3s
2	2	Mikko Hirvonen/Jarmo Lehtinen	Citroen DS3 WRC	+40.0s
3	3	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	+3m04.8s
4	10	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+6m16.4s
5	21	Martin Prokop/Zdenek Hruza	Ford Fiesta RS WRC	+7m46.5s
6	8	Thierry Neuville/Nicolas Gilsoul	Citroen DS3 WRC	+9m41.4s
7	22	Sebastien Ogier/Julien Ingrassia	Skoda Fabia S2000	+12m59.9s
8	55	Yazeed Al Rahji/Michael Orr	Ford Fiesta RS WRC	+20m12.2s
9	5	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC	+23m18.9s
10	52	Abdulaziz Al-Kuwari/Nicola Arena	Mini John Cooper WRC	+28m40.5s

#### OTHERS

R	4	Petter Solberg/Chris Patterson	Ford Fiesta RS WRC	SS18-wheel
R	23	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	SS18-s'pen

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	119
2	Mikko Hirvonen	89
3	Mads Ostberg	80
4	Petter Solberg	73
5	Jari-Matti Latvala	45
6	Evgeny Novikov	43
7	Martin Prokop	36
8	Nasser Al-Attiyah	23
9	Thierry Neuville	22
10	Sebastien Ogier	22

#### MANUFACTURERS' POINTS

1	Citroen Total WRT	194
2	Ford WRT	121
3	M-Sport Ford WRT	91

Starters/finishers: 54/32. Leaders: SS1-3 Latvala; SS4-22 Loeb

**RALLY SUMMARY** After a ceremonial start outside the Acropolis, the event returned to the Gulf of Corinth for the first time since 2009 in a day based out of Itea. Saturday and Sunday were much closer to central service in Loutraki, with the final day identical to last season.

### WRC ACADEMY

## Evans above rivals for maiden series victory

➤ Elfyn Evans headed a first-ever British one-two in the WRC Academy last week.

The current BRC leader was on sublime form to tame the toughest stages of his life in his Fiesta, leading home Alastair Fisher by two minutes. That gap mushroomed when Fisher rolled on the final morning.

Pontus Tidemand led the event after the first stage, but the Brits were soon past the Swede once the rally moved into Friday and Saturday.

Evans, co-driven by the experienced Phil Pugh, was untouchable through the stages in the foothills of Mount Parnassos on Friday and by the end of the event had amassed seven fastest times from a possible 10. A damaged sump and fuel leak had caused concern for the Welshman, but he overcame such troubles to claim a maiden WRC win.

"It's incredible," he said. "It's been a very tough event and fair play to the car and the tyres – they have taken some punishment. Things didn't go my way on the first round, so I had to make sure this time."

Fisher still leads the Academy, courtesy of his round-one win. "We were caught out in some ruts – that's what caused the roll, but it was really slow, like 10mph!

Elfyn's driven well here, he deserves the win."

Tidemand retired from third with a broken driveshaft leaving Brendan Reeves and Scot John MacCrone third and fourth respectively.

### PWRC

Nicholas Fuchs' dream became a nightmare, while Valeriy Gorbunov emerged from a nightmare to score a dream result in Greece.

Going into the final day of the rally, Fuchs looked well-set to score a win on his series debut in a Subaru – four minutes ahead of his nearest rival. The Greek event bit back and he ripped a wheel off the car on the 20th of 22 stages. The Peruvian was distraught.

Early leader Gorbunov had been through the mill himself, having suffered suspension failure aboard his Lancer late on the opening day. Gorbunov had fought back, however, easing his way past Subhan Akse who had run second for much of the event to take a runners-up spot that became the big prize late in the day.

Akse was second with Ricardo Trivino third after turbo problems aboard his Impreza. Benito Guerra maintained the PWRC series lead with fourth having retired with a broken wheel on his Lancer on day one.



Evans led Fisher to a British one-two

### PWRC – Round 4 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Valeriy Gorbunov/Andrii Nikolaiev	Mitsubishi Lancer E9	5h22m57.6s
2	Subhan Akse/Jeff Judd	Mitsubishi Lancer EX	+3m17.5s
3	Ricardo Trivino/Alex Bravo	Subaru Impreza STi	+7m04.3s



# COME AND TEST!

**HOST OF FIA GT1,  
EUROPEAN FIA GT3 AND  
BLANCPAIN ENDURANCE  
CHAMPIONSHIPS  
2012**



- Excellent facilities for motorsports professionals, private teams and track day enthusiasts.
- Latest thinking in circuit safety design and planning.
- Save time and transport costs testing at the nearest track in Spain for great britain based teams.
- Suitable for 24 hour testing.
- 290 dry days a year in the area.

## RACE TRACK

### Homologations:

- FIA T1  
(testing up to F1 and GP2 races)
- FIM class B  
(Superbike races)

- Total length: 3,933 m
- Main straight length: 800 m
- 15 corners  
(6 left and 9 right)
- 29 pit garages
- Medical centre
- Helipad
- Team catering service

## STRATEGIC LOCATION

- Within 1h30 from Zaragoza, Bilbao or Biarritz international airports.
- Daily ferry lines from Plymouth & Portsmouth to Santander or Bilbao.
- Beautiful scenic routes in the leading wine region of Spain.



## DISTANCES TO AIRPORTS AND MAIN CITIES

Pamplona: 58 km. on Highway A12		Biarritz: 187 km.	
Logroño: 28 km. on Highway A12		Bilbao: 164 km.	
Vitoria: 65 km.		Santander: 262 km.	
Zaragoza: 150 km.			

## CONTACT US @:

T +34 948 640 350 • [vikki@circuitodenavarra.com](mailto:vikki@circuitodenavarra.com)

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

## WHERE WE ARE:

Latitude 42° 33' 34 N  
Longitude 2° 10' 01 W





# NAVARRA



SPAIN

May 26-27

FIA GT1 World Championship  
Round 3/9



## AT A GLANCE

- Winners Makowiecki/Dusseldorp
- Qualifying race Makowiecki/Dusseldorp
- Pole Peter Kox

## REPORT GT1 NAVARRA

Franco-Dutch pairing won in new McLaren



# Hexis duo give McLaren its breakthrough victory

## McLAREN'S MP4-12C GT3

finally took its eagerly-awaited first international motorsport win, as Hexis Racing guided one to victory at Navarra, but the weekend was not plain-sailing.

After topping free practice Frederic Makowiecki and Stef Dusseldorp were the favourites for pole position, but a problem with the fuel tank sidelined their McLaren minutes before qualifying. With Gregoire Demoustier struggling to match his co-driver Alvaro Parente's pace in the second Hexis car, the Reiter Lamborghini of Peter Kox took pole for the qualifying race. The Vita4One team's resurgence

continued, with Michael Bartels claiming the second spot on the front row, but fuel problems on the reconnaissance lap forced Yelmer Buurman to start their BMW from the pits.

From pole, Darryl O'Young was immediately swamped when the lights went out as a fast-starting Milos Pavlovic (SUNRED Ford) challenged Mike Parisy's Exim Bank Team China Porsche for the lead at the first corner. The Porsche was ahead, but Pavlovic attempted to force the issue up the inside, pushing both himself and Parisy wide, allowing Parente into the lead and dropping them out of the top 10.

Incredibly, Dusseldorp was up to second from the back of the grid by the pitstops.

Parente handed the leading McLaren over to Demoustier, who couldn't match the pace of his Portuguese colleague, and once Makowiecki took over from Dusseldorp the gap shrunk by over a second per lap, Makowiecki gliding past Demoustier and cruising to victory.

Buurman's pace allowed Bartels to rejoin in third. He came under pressure in the final few laps from Kox, but managed to resist the attention of the Lamborghini. There was a five-way fight for seventh, including Mathias Lauda's Vita4One BMW, British ace Oliver Jarvis's WRT Audi and Toni Vilander's AF Corse Ferrari banging wheels while three-wide down the back straight. All survived unscathed, with Lauda taking the position.

The Championship race was more straightforward. Makowiecki vanished from

the rest at the start and lapped 0.5s per lap quicker than the rest, but a McLaren one-two was denied as the Munnich Mercedes team got both its cars – driven by Markus Winkelhock and Thomas Jager respectively at this point – ahead at the pitstops.

The McLaren also fell behind Nikolaus Mayr-Melnhof's BMW, but where Parente was able to pass the Z4, he found it impossible to pass either SLS. More technical problems for Bartels in the early stages dropped him to 15th, but once again a strong recovery drive allowed him and Buurman to take fifth, ahead of their team-mates.

The weekend, though, belonged to Hexis, which took its first win in GT1 since switching from Aston Martin machinery. Team boss Phillipe Dumas's response was mainly one of relief, as after a torrid opening round at Nogaro, the team has now put itself

firmly in contention for titles. The potential of the McLaren was always there, but it was only at Navarra that it was fully realised.

● Jack Nicholls

## RESULTS

**Championship Race 1 Frederic Makowiecki/Stef Dusseldorp (McLaren MP4-12C GT3)**, 36 laps in 1h01m26.742s; 2 Marc Basseng/Markus Winkelhock (Mercedes SLS AMG GT3), +12.108s; 3 Nicky Pastorelli/Thomas Jager (Mercedes); 4 Gregoire Demoustier/Alvaro Parente (McLaren); 5 Michael Bartels/Yelmer Buurman (BMW Z4 GT3); 6 Mathias Lauda/Nikolaus Mayr-Melnhof (BMW). **Qualifying Race 1 Makowiecki/Dusseldorp**, 36 laps in 1h01m14.538s; 2 Demoustier/Parente, +3.598s; 3 Bartels/Buurman; 4 Peter Kox/Darryl O'Young (Lamborghini Gallardo GT3); 5 Basseng/Winkelhock; 6 Pastorelli/Jager. **Points** 1 Pastorelli/Jager, 46; 2 Makowiecki/Dusseldorp, 46; 3 Stephane Ortelli/Laurens Vanthoor, 42; 4 Bartels/Buurman, 41; 5 Basseng/Winkelhock, 39; 6 Matt Halliday/Mike Parisy, 31.



Pavlovic (l) and Parisy (r) tangled



## NURBURGRING

GERMANY

May 26-27

Formula 2

Round 3/8



### AT A GLANCE

- Race 1 Mihai Marinescu
- Race 2 Christopher Zanella
- Poles Marinescu/Zanella
- FLs Marinescu/Zanella



Zanella won race two



# Marinescu works the rubber

While everyone else was stressing about how much they needed to baby their tyres, the Romanian's solution was to rag them from the word go

Marinescu beat Bacheta to take first 2012 win

#### THERE WAS A BIG ISSUE

facing the Formula 2 field as they lined up for the first race at the Nurburgring last Saturday – but things were much simpler for poleman Mihai Marinescu.

With the circuit bathed in sun across the weekend, and ambient temperatures well into the mid-twenties, there were concerns – based on long runs in Friday practice – that tyre drop-off would be an issue.

With 20 laps of the full Grand Prix circuit to run, the big question was how hard you could go without going too hard on your set of Yokohamas.

But Marinescu didn't have much of a choice. The Romanian knew he had to make the first few laps count. If he didn't, and his

closest pursuer was within a second, the boost would come into play and he'd be a sitting duck. Burning his tyres to bits in the first part of the race was a risk he just had to take.

Starting second, runaway points leader Luciano Bacheta – winner of all four races before the weekend – did have a choice. He could try and run with the leader early and risk falling back through the field if the tyres gave up, or sit back, save some boost, let Marinescu sprint into the distance and pounce on the lead when the leader's rubber fell off the edge late in the race – just like he did at Silverstone earlier this year.

Bacheta, with a big points lead to think about, chose

the second, more sensible, option. The problem is it didn't work. While the lap times did drop off somewhere around two seconds during the race, it happened so consistently that Marinescu was able to keep pushing to the chequered flag, winning by just over three seconds – about the gap he had after the first couple of laps. The predicted 'off-a-cliff'-style tyre degradation never happened.

Zanella led early on in race one



An even better example of that was third-placed Christopher Zanella, who had to come from seventh on the grid to nab the last podium spot. He was even less kind to the tyres as he barged his way past Matheo Tuscher and Kevin Mirocha, braking late and using dirty parts of the circuit. But in the last part of the race the Swiss was, quite bizarrely, the fastest man on the track.

The whole thing left

Bacheta a little confused.

"From inside the car, there's not a lot you can really do in this situation, apart from make sure that the car isn't sliding around too much," said the Briton.

"If you're already doing that, and you're still not good enough, then it must be something to do with the set-up.

"All I was focused on was making sure that I didn't ruin my tyres, and hoping that Mihai would have a problem with his. I wasn't too surprised that it didn't happen, I suppose, because that's exactly what happened at Silverstone, and I think he learned from that. The gap started to level a bit, and if I'd used a bit more boost in the beginning then it might



## RACE RATING

★★★★☆

Not the closest racing ever seen, but Zanella did provide some excitement

## MILESTONE

Axcil Jefferies makes F2 debut. He races under Zimbabwe's flag, but hails from Slough



## REPORT F2 NURBURGRING

ANDREW VAN LEEUWEN  
reports



Tuscher again showed strongly

have been a different story.

"But I didn't know what was going to happen, I didn't know what pace the guys behind would be running at or what would happen with tyres. I had to plan for all circumstances.

"I could see Zanella from behind went about taking care of his tyres in a different way. From my side, it looked like he had a different tyre pressure to me."

In fact, it wasn't tyre pressures that gave Zanella his extra speed in the dying laps. It turned out that he'd taken on some extra rear wing, which helped his rears retain more life for the end of the race.

It was a very smart strategy. Rather than saving the tyres by driving slowly, Zanella found a mechanical way to cover for any potential drop-off. While there never was dramatic drop-off, the little bit of

extra grip he was able to generate at the end proved handy in the first race – and crucial in the second as he barged past Marinescu to take a stunning win.

"It suited the tyre better, especially the rear tyre," said Zanella of his higher-downforce solution.

"At the beginning [of race two] Mihai was a bit faster than me, but at the end it was the opposite."

So yes, tyres were crucial, but not in the way everyone was expecting. Instead of a sudden drop-off, the pace could be managed with raw speed (the Marinescu style), or a clever set-up tweak (the Zanella method).

In other words, it was a win for the risk takers. For silky-smooth Bacheta, already earmarked as the man most likely to win that coveted Williams F1 test drive, the German weekend was a cautionary tale in... not being too cautious. ❌

## Bacheta's winning streak comes to end

➤ For the first time in 2012, Luciano Bacheta went a whole race weekend without winning a race.

By his own lofty standards, the trip to the Nurburgring wasn't a great one for the lanky Brit. He was soundly beaten for pace in the first race by Mahai Marinescu, forcing him to settle for his first second place of the season. Things got worse in race two, as Bacheta struggled to a sixth-place finish. While his four wins in a row before this round mean his points lead is still well intact, it was a thud back to earth for the record-breaking Essex lad.

Instead, the glory was shared between Marinescu and Christopher Zanella. The Swiss's drives were particularly impressive, Zanella storming from seventh on the grid to muscle his way into third in race one, before a perfectly-judged drive from pole to victory in race two.

Matheo Tuscher had another impressive weekend, backing up his recent form from Algarve. Following a fifth place in race one, the 15-year-old took a controlled third position in the second race. While he may have lost second in the championship to Zanella, the gap between

the two is just three points heading into the next round at Spa-Francorchamps.

A fourth in race two was the highlight of the weekend for German driver Markus Pommer. In front of his home crowd Pommer struggled to run right at the pointy end, ninth the best he could manage in the first race.

Still, he had a better weekend than Zimbabwean driver Axcil Jefferies. Finally making his F2 debut, the Formula BMW Pacific graduate's car caught fire on the warm-up lap of race two. The car was damaged enough to prevent Jefferies from starting the race.



Plenty of first-lap jostling in midfield

## RESULTS

FIA Formula 2, Nurburgring (D), May 26-27, round 3 of 8

GRID	
1 MARINESCU 1:46.449	2 BACHETA 1:46.779
3 MCKENZIE 1:46.831	4 MIROCHA 1:47.041
5 TUSCHER 1:47.097	6 FONTANA 1:47.152
7 ZANELLA 1:47.217	8 POMMER 1:47.242
9 ZHU 1:47.462	10 ZAMPARELLI 1:47.610
11 HURST 1:47.985	12 SUR*WAREN 1:48.082
13 KRALEV 1:48.302	14 CALAMIA 1:48.423
15 SNEGIREV 1:48.681	16 JEFFERIES 1:48.771

RACE 1 - 20 LAPS, 63.976 MILES			
POS	NAME	TIME	GRID
1	Mihai Marinescu (RO)	37m00.053s	1
2	Luciano Bacheta (GB)	+3.428s	2
3	Christopher Zanella (CH)	+5.836s	7
4	Kevin Mirocha (D)	+13.380s	4
5	Matheo Tuscher (CH)	+13.921s	5
6	Alex Fontana (CH)	+14.776s	6
7	David Zhu (PRC)	+15.254s	9
8	Daniel McKenzie (GB)	+21.769s	3
9	Markus Pommer (D)	+28.465s	8
10	Hector Hurst (GB)	+31.315s	11
11	Plamen Kralev (BG)	+35.289s	13
12	Parthiva Sureshwaren (IND)	+35.701s	12
13	Dino Zamparelli (GB)	+51.557s	10
14	Axcil Jefferies (ZW)	+52.150s	16
15	Mauro Calamia (CH)	-2 laps	14
R	Max Snegirev (RUS)	11 laps-spin	15

GRID	
1 ZANELLA 1:45.590	2 MARINESCU 1:45.593
3 TUSCHER 1:45.737	4 POMMER 1:45.894
5 BACHETA 1:45.977	6 FONTANA 1:45.995
7 ZHU 1:46.009	8 MCKENZIE 1:46.126
9 MIROCHA 1:46.338	10 ZAMPARELLI 1:46.404
11 SUR*WAREN 1:46.637	12 HURST 1:46.676
13 CALAMIA 1:47.118	14 KRALEV 1:47.194
15 SNEGIREV 1:47.223	16 JEFFERIES 1:47.840

RACE 2 - 19 LAPS, 60.777 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Zanella	34m52.831s	1
2	Marinescu	+3.092s	2
3	Tuscher	+11.856s	3
4	Pommer	+15.574s	4
5	Fontana	+17.819s	6
6	Bacheta	+21.280s	5
7	Zamparelli	+22.282s	10
8	McKenzie	+23.537s	8
9	Zhu	+24.551s	7
10	Mirocha	+25.023s	9
11	Hurst	+40.114s	12
12	Sureshwaren	+41.124s	11
13	Calamia	+41.688s	13
14	Snegirev	18 laps-DNF	15
NS	Kralev	overheating	14
NS	Jefferies	fire damage	16

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Bacheta	126
2	Zanella	82
3	Tuscher	79
4	Marinescu	74
5	Fontana	55
6	Pommer	51
7	McKenzie	38
8	Mirocha	32
9	Zamparelli	30
10	Zhu	20

Race 1 Winner's average speed: 103.74mph. Fastest lap: Marinescu, 1m49.247s, 105.41mph.

Race 2 Winner's average speed: 104.55mph. Fastest lap: Zanella, 1m48.844s, 105.80mph.



REPORTS  
WORLD OF SPORTINTERNATIONAL  
RACES & RESULTS  
NASCAR SPRINT CUP  
Charlotte (USA),  
Rd 12/36QUICK RESULTS  
→ Winner **Kasey Kahne**  
→ Pole **Aric Almirola**  
→ Most laps led **Greg Biffle**  
→ Points leader **Biffle**RACE RATING ★★☆☆☆ A long race  
- 600 miles -  
with very  
little action

NASCAR SPRINT CUP CHARLOTTE (USA), MAY 27, RD 12/36

## Good Charlotte for Hendrick's latest star Kahne

Kahne lets off  
steam after win

**KASEY KAHNE HAS BEEN** fast since joining the Hendrick Motorsports' superteam, but until Charlotte last weekend he'd had no luck at all.

In NASCAR's longest race, Kahne worked his way to the front during the final quarter of the 600-mile race and controlled it from

there, eventually coming home over four seconds up the road from Denny Hamlin's Joe Gibbs Toyota.

"I've been looking forward to this for a long time," said Kahne. "I just know the cars and the people that Mr Hendrick give us are everything we need to win."

During the first half of the race, the driver in command was Greg Biffle. The Roush Fenway man soon worked his way by the similar Fords of Richard Petty's front-row starters Aric Almirola and Marcos Ambrose and into the lead.

He was able to stretch out leads at will as the race ran

caution-free for long periods but, as dusk turned to night and the track cooled, the pace edge of his car blunted ever so slightly.

Coming through like a stealth fighter was Hamlin, and he held on for second. His team-mate Kyle Busch was one of the few who could take the fight to Biffle, and some great pitwork often moved Busch ahead during the stops. But he had no answer to Kahne's late surge and brought his Camry home in third.

Biffle lost track position at his final stop and finished fourth but, with second-in-points team-mate Matt Kenseth a lap down in 10th, he increased his series lead.

Penske's Brad Keselowski brought his Dodge home fifth after a quiet race. But there was no joy for the Petty boys after their sensational qualifying.

Ambrose initially got the jump on Almirola at the start, and they swapped positions a few times before Biffle blasted by.

Almirola faded to 16th, but Ambrose was an easy top-three runner until a loose wheelhub forced him behind the wall for repairs. He finished 32nd.

● Connell Sanders Jr

## RESULTS

**1 Kasey Kahne (Chevrolet Impala)**, 400 laps in 3h41m15s; 2 Denny Hamlin (Toyota Camry), +4.295s; 3 Kyle Busch (Toyota); 4 Greg Biffle (Ford Fusion); 5 Brad Keselowski (Dodge Charger); 6 Dale Earnhardt Jr (Chevy); 7 Jeff Gordon (Chevy); 8 Kevin Harvick (Chevy); 9 Carl Edwards (Ford); 10 Matt Kenseth (Ford). **Points** 1 Biffle, 453, 2 Kenseth, 443; 3 Hamlin, 437; 4 Earnhardt, 435; 5 Jimmie Johnson, 405; 6 Martin Truex Jr, 404; 7 Harvick, 398; 8 Kyle Busch, 391; 9 Tony Stewart, 388; 10 Edwards, 372.

INTERNATIONAL GT OPEN NURBURGRING (D), MAY 26-27, RD 2/8

## Ferrari teams on top at the Nurburgring

**IT WAS ALL ABOUT FERRARI** at the Nurburgring, with AF Corse duo Gianmaria Bruni and Federico Leo winning race one before Scuderia Villorba pairing Juan Manuel Lopez and Andrea Montermini took honours 24 hours later.

In the first race, Bruni and Leo were able to comfortably romp to victory. Starting

from pole, the ex-Minardi Formula 1 driver stormed into an unassailable lead. Pitting later than the rest of the field, all that was left for Leo to do in the final stint was keep it together – a task he was more than up to.

Second was the brand new Villos Racing Aston Martin of Matteo Malucelli and Alvaro Barba, the Spaniard

putting in a solid stint. Patrick Pilet and Raymond Narac were third in their Imsa Porsche, holding off the Manthey 911 of Marco Holzer and Nick Tandy.

Bruni was out of luck in race two, tagging Tandy after taking over the car and putting both machines out on the spot. Montermini and Lopez took full advantage.

● Andrew van Leeuwen

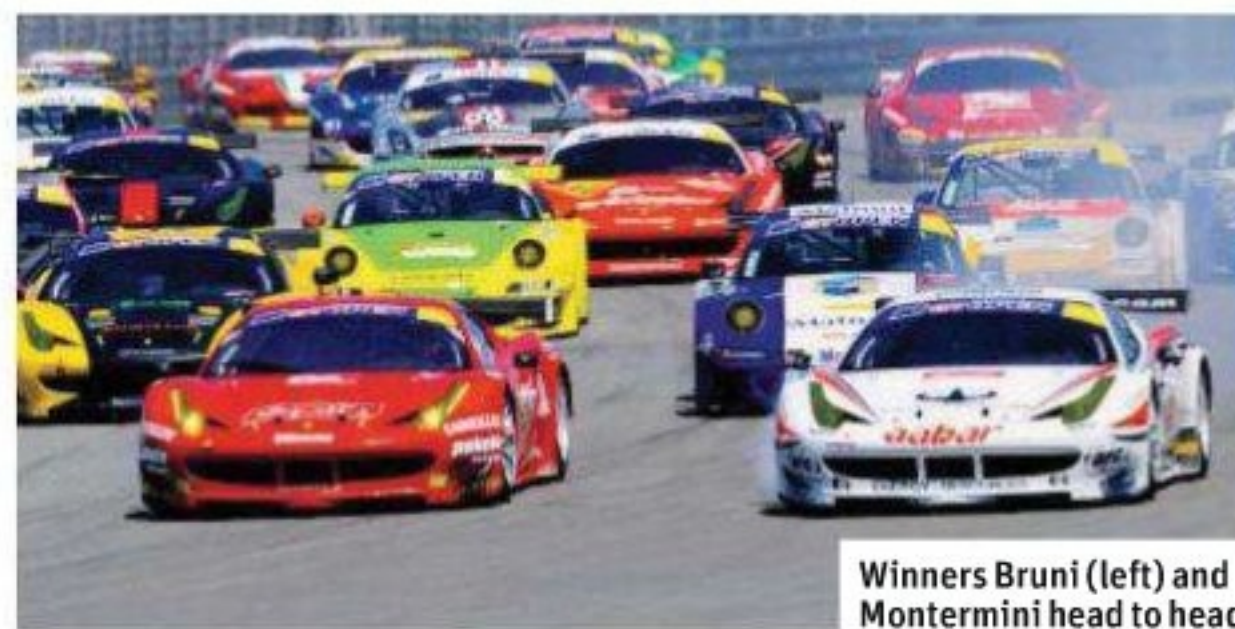
## RESULTS

**Race 1 1 Gianmaria Bruni/Federico Leo (Ferrari 458 Italia)**, 34 laps in 1h10m45.515s; 2 Matteo Malucelli/Alvaro Barba (Aston Martin Vantage), +47.394s; 3 Patrick Pilet/Raymond

Narac (Porsche 911 GT3-RSR); 4 Marco Holzer/Nick Tandy (Porsche); 5 Kenneth Heyer/Jean Seyffarth (Mercedes SLS AMG GT3); 6 Miguel Ramos/Raffaele Giammaria (Ferrari).

**Race 2 1 Andrea Montermini/Juan Manuel Lopez (Ferrari)**, 24 laps in 50m06.949s; 2 Michal Broniszewski/

Philipp Peter (Ferrari), +14.140s; 3 Ramos/Giammaria; 4 Malucelli/Barba; 5 Pilet/Narac; 6 Heyer/Seyffarth. **Points** 1 Holzer/Tandy, 54; 2 Pilet/Narac, 52; 3 Malucelli/Barba, 46; 4 Stefano Bizzarri, 40; 5 Broniszewski/Peter, 36; 6 Archie Hamilton/Marco Mapelli, 32.

Winners Bruni (left) and  
Montermini head to headCastrol **EDGE**  
RankingsCURRENT  
STANDINGS

1	Sebastian Vettel	<>	27,255
2	Mark Webber	<>	20,825
3	Fernando Alonso	▲	19,160
4	Jenson Button	▼	18,958
5	Lewis Hamilton	▼	18,797

## Ranking the world's best drivers

## WHAT HAPPENED THIS WEEK

Kasey Kahne's victory at Charlotte, his first for Hendrick, moves him into an all-time high of 22nd in the Rankings. His cause is aided by Kevin Harvick, winner in 2011, finishing eighth and sliding four places to 23rd. Poleman Aric Almirola (236) gains 49 spots.

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



## INTERNATIONAL RACES & RESULTS

### INDY LIGHTS

Indianapolis (USA), Rd 4/12

## QUICK RESULTS

→ Winner **Esteban Guerrieri**  
→ Pole **Gustavo Yacamán**  
→ Fastest lap **João Horta**  
→ Points leader **Guerrieri**

## RACE RATING

★★★★☆

Great charge from the rear from Guerrieri spices things up

## REPORTS

WORLD OF SPORT



Guerrieri passed Munoz late in race

INDY LIGHTS INDIANAPOLIS (USA), MAY 25, RD 4/12

# Guerrieri scores from the back at Indy

### ESTEBAN GUERRIERI

claimed a dramatic Indy Lights win at Indianapolis to give Sam Schmidt Motorsports its fourth straight win at the event.

The Argentinian, who had started last due to an engine-change penalty, took the lead in the final stages of the race with a move on

Andretti Autosport driver Carlos Munoz. His cause was helped when Jorge Goncalves ran onto the grass, flung his car up the track and into the wall, and caused the race to be completed under caution. The win moves Guerrieri to the top of the standings. "It was one of those

weekends that I really trusted I was going to finish well, even if I qualified badly," said Guerrieri. "Then we changed the engine because we felt it had some problems, and then we're [in Victory Lane]." Guerrieri's Schmidt team-mate Tristan Vautier finished third, while Brit

and fellow Schmidt runner Oliver Webb, who had also been at the back of the grid due to an engine-change penalty, was one of four victims of a lap-four accident that also accounted for David Ostella, Emerson Newton-John and Brandon Wagner.

"We had a really good start, and I got up to eighth," said Webb. "The car was feeling absolutely amazing. David Ostella, coming up behind me, started to come down. He cleared my right and made contact with someone who made a late move down to my inside and touched my rear tyre. Anyone higher than me, we were all collected together."

● Mark Glendenning

### RESULTS

**1 Esteban Guerrieri**, 40 laps in 40m09.197s; 2 Carlos Munoz, +0.429s; 3 Tristan Vautier; 4 Gustavo Yacamán; 5 Sebastian Saavedra; 6 Victor Carbone. **Points** 1 Guerrieri, 177; 2 Vautier, 163; 3 Saavedra, 159; 4 Carbone, 122; 5 Yacamán, 113; 6 Munoz, 102.

## IN BRIEF



Keselowski won again

### NASCAR NATIONWIDE

Brad Keselowski (Penske Dodge) beat Denny Hamlin (Joe Gibbs Toyota) at Charlotte by playing a perfect tyre and fuel strategy. Points leader Ricky Stenhouse Jr (Roush Ford) broke a driveshaft and came home 26th.

### EUROPEAN F3 OPEN

Canadian Gianmarco Raimondo took the series lead with a win and a second in his RP Motorsport Dallara at the Nurburgring. West-Tec-run Belgian Sam Dejonghe won race one, before Raimondo beat team-mate Niccolò Schiro in the second.

### STAR MAZDA

Connor de Phillippi won easily at Indianapolis Raceway Park, as he did in 2011. Behind the Juncos entry were Andretti team-mates Sage Karam and Zach Veatch, with Yorkshireman and points leader Jack Hawksworth seventh.

### US F2000

Spencer Pigot increased his lead in the standings with a win at Indianapolis Raceway Park after a tight battle with Cape/Taylor team-mate Matthew Brabham.

### JK ASIA SERIES

Malaysian Nabil Jeffri won twice at Sepang for EuroInternational, with his South African team-mate Aston Hare also a double winner.

### FORMULA RENAULT ALPS

An Imola double for Norman Nato moved the RC-run Frenchman into the points lead. William Vermont was second in both, while Paul-Loup Chatin, third in race one, lost his series lead in a crash with Daniil Kvyat at Tamborello.



Nato (r) led from pole

FORMULA NIPPON AUTOPOLIS (J), MAY 26-27, RD 3/7

# Tsukakoshi takes points lead with win

### KODAI TSUKAKOSHI

claimed his maiden Formula Nippon win at Autopolis to move into the points lead, while Andre Lotterer and João Paulo de Oliveira suffered dreadful weekends.

With Impul driver Oliveira crashing on lap one and TOM'S man Lotterer's race ending with suspension failure, Tsukakoshi easily won at the 26th attempt.

His Dandelion Swift-Honda team-mate Takuya Izawa made a rocket start from fourth to second at the first corner, and was well clear of Team Le Mans' Loic Duval in third.

Kazuki Nakajima could not take advantage of

team-mate Lotterer's troubles. The ex-F1 man missed the Nippon podium for the first time. ● Jiro Takahashi

### RESULTS

**1 Kodai Tsukakoshi** (Swift-Honda FN09), 54 laps in 1h23m21.266s; 2 Takuya Izawa (SH), +7.518s; 3 Loic Duval (Swift-Toyota); 4 Tsubo Matsuda (ST); 5 Kazuki Nakajima (ST); 6 Kazuya Oshima (ST). **Points** 1 Tsukakoshi, 23; 2 Nakajima, 20; 3 Izawa, 17; 4 Andre Lotterer, 15; 5 João Paulo de Oliveira, 14; 6 Oshima, 9.



Tsukakoshi took a win

FIA GT3 EUROPEAN CHAMPIONSHIP NAVARRA (E), MAY 26-27, RD 3/6

# Heico Mercedes crews do the double in Spain



Baumann/Buhk won race two

**THE HEICO GRAVITY CHAROUZ** Mercedes team dominated at Navarra, Maxi Buhk/Dominik Baumann moving into the series lead after winning race two.

Race one went to their team-mates Max Nilsson/Mika Vahamäki, the Finn capitalising on a mistake by AF Corse Ferrari driver Stefano Gai's mistake with only three minutes to go.

Gai, who inherited the lead at the driver changes, had been struggling with his 458's handling.

Initially he was chased by Buhk and Hari Proczyk, but the pair collided at Turn 9.

● Jack Nicholls

### RESULTS

**Race 1 1 Mika Vahamäki/Max Nilsson** (Mercedes SLS GT3), 35 laps in 1h00m41.983s; 2 Stefano Gai/Michael Lyons (Ferrari 458 Italia GT3), +3.192s; 3 Hari Proczyk/David Mengesdorf (Lamborghini Gallardo GT3); 4 Ni Amorim/Cesar Campanico (Audi R8 LMS); 5 Jerome Demay/Dino Lunardi (Audi); 6 Gaetano Ardagna Perez/Giuseppe Ciro (Ferrari). **Race 2 1 Maxi Buhk/Dominik Baumann** (Mercedes), 35 laps in 1h00m21.975s; 2 Proczyk/Mengesdorf, +18.201s; 3 Amorim/Campanico; 4 Perez/Ciro; 5 Vahamäki/Nilsson; 6 Gai/Lyons. **Points** 1 Baumann/Buhk, 94; 2 Perez/Ciro, 89; 3 Gai/Lyons, 84; 4 Proczyk/Mengesdorf, 69; 5 Vahamäki/Nilsson, 67; 6 Amorim/Campanico, 51.



# INTRODUCING Melville McKee

Cosmopolitan Brit from Singapore, Australia, Switzerland, Monaco... and Vienna



"My grandfather was in a shootout for a drive against Graham Hill. Unfortunately, Graham got that and went on to win the championship"

**M**elville McKee was the revelation of last year's thriving Formula Renault ALPS series. Just 16 years old, the Anglo-Singaporean startled observers by scoring a double victory at Imola and adding a further success at Spielberg during a sensational start to his campaign. Although his title challenge would fade, McKee ended the year equalling eventual champion Javier Tarancon's number of race wins.

This year, McKee continues in Formula Renault 2.0, but has switched from ARTA Engineering to Interwetten Racing for an assault on the ferociously competitive Eurocup. While the Eurocup season opener proved tough, McKee's two ALPS outings this year have shown much promise: at Monza he took a second place, while a last-minute decision to contest Pau was rewarded by a top-six finish.

If guidance through any relative

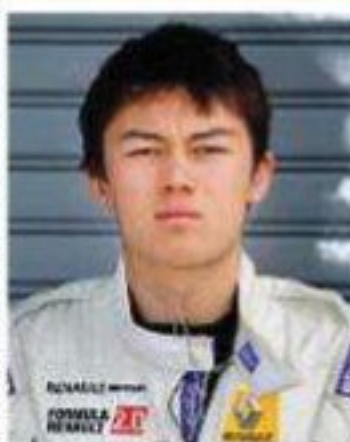
tough patch is called for, McKee need only turn to an understanding family.

"My grandfather, Michael McKee, was a racing driver [best-known as a Lotus ace] for quite a long time in the 1950s and '60s and raced in a bit of everything," says Melville. "He did Le Mans, lots of Formula 2 races and even non-championship Formula 1. He tells a story of being in a shootout for a drive with Graham Hill. Unfortunately, Graham got that and went on to win the championship. My grandmother also did some rally driving, although it doesn't seem that way now!"

After four years in Singapore, McKee moved to Australia and began karting at seven. Success was almost immediate: he won the Western Australian title and got to know another local hot shot, current Toro Rosso driver Daniel Ricciardo.

"I spent quite a bit of time at kart

## MCKEE CV



**Born** August 19  
1994, Singapore  
**Nationality** British/  
Singaporean  
**2012** Formula  
Renault Eurocup;  
also contesting  
three ALPS rounds  
**2011** 4th in  
Formula Renault  
ALPS (3 wins);  
some races in  
Eurocup  
**2010** 3rd in  
Swiss Formula Lista  
Junior (2 wins)  
**2002-08** Karting

tracks in Perth with Daniel and we were quite close," says McKee. "Obviously, he was in higher categories but I came to Europe before him, and when he came over we were meeting up."

After relocating to Switzerland in 2003 he continued in karting, before making a foray into car racing in 2010.

"In my last year of karting, we slowly started getting introduced to car-racing people. One of my main sponsors was involved in the Formula BMW Junior Lista series and we thought it would be a good step – not too big, and not too expensive. We managed to get quite a good result, winning the rookie title and finishing third overall."

The budget for last season's racing was only confirmed three weeks before the first race, limiting the opportunity for testing. But McKee could call on the experienced hands of engineer Arnaud Tanguy, who previously worked with Romain Grosjean and Jean-Karl Vernay as driver coach.

McKee has impressed Interwetten team manager Michael Schneider with his commitment, having moved from Monaco close to the team's Vienna base.

"He is completely focused," says Schneider. "I wanted him last year, but he only had the budget for ALPS. I really believe in him. Everything Melville has done in testing and the opening ALPS races confirms that." ❧

McKee leads a snaking pack at Pau





# WEB DIRECTORY

## CAR BROKERAGE

**RACING CARS FOR SALE**  
ALAN CORNOCK FCS  
BUYING - SELLING - BROKERAGE  
[www.racingcarsforsale.co.uk](http://www.racingcarsforsale.co.uk)  
TEL: 01480 891212

## ENGINE TUNING

**CNC Heads**  
CNC PORTING FOR MOST  
MAKES. HEADS SCANNED  
& MACHINED FOR ENGINE  
BUILDERS  
+44 (0)161 483 4810

## EXHAUSTS

Inconel & Stainless Steel Specialists  
**SIMPSON**  
Race Exhausts  
Tel: 01753 532222  
[www.simpsonraceexhausts.com](http://www.simpsonraceexhausts.com)

## GEARBOXES

**ELITE**  
Rally & Race Gearboxes,  
GearKits, LSD's and Driveshafts  
Tel: 01782 260136 Fax: 01782 269913  
Email: [sales@eliteracingtransmissions.com](mailto:sales@eliteracingtransmissions.com)  
[www.eliteracingtransmissions.com](http://www.eliteracingtransmissions.com)

## GEARBOXES

**Gearboxman.com**  
COMPETITION TRANSMISSION SERVICES  
Gearboxes and Axles for Road, Race, Rally, and more  
Telephone: 01582 840008, Fax: 01582 840007

## HELMET GRAPHICS

**Mike Fairholme Designs**  
Sole approved painter of Arai helmets.  
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.  
Tel: 01476 550630, Fax: 01476 550029.  
email: [fairholmedesigns@btconnect.com](mailto:fairholmedesigns@btconnect.com)  
[www.fairholmedesigns.co.uk](http://www.fairholmedesigns.co.uk)

## MEMORABILIA

**FINAL LAP**  
For Everything Formula One  
[www.finallap.net](http://www.finallap.net) WE BUY AND SELL  
+44 (0)1245 267586 / 07771 920345

**JMJ AUTOMOBILIA**  
America's #1 supplier  
of CART and Formula  
One Racing memorabilia. Large selection of signed  
original collectables. See our ad under marketplace  
Memorabilia. Call or fax or a mail listing at (609) 575 1143  
or visit our website @ [www.JMJAuto.com](http://www.JMJAuto.com)

## MERCHANDISE

**F1** F1 Merchandise bought and sold.  
Meadowhall, Sheffield  
Tel: 0114 256 9835  
[www.theformula1shopandmore.co.uk](http://www.theformula1shopandmore.co.uk)

## MOTORHOMES

**BRIAN JAMES TRAILERS**  
**CLUBMAN**  
Tel: 01327 308833  
Web: [www.brianjames.co.uk](http://www.brianjames.co.uk)

**JW Green Trailers**  
for BRIAN JAMES TRAILERS  
Stock Ready For Delivery  
Tel: 0333 456 0222 Mob: 07785 230560  
[www.jwgreen.co.uk](http://www.jwgreen.co.uk)

## RACE PARTS

**ARE DRY SUMP SYSTEMS**  
ARMSTRONG RACE ENGINEERING INC.  
[WWW.DRYSUMP.COM](http://WWW.DRYSUMP.COM) (916) 652-5282

## RACE PARTS

**CARTEK**  
Electronic Battery Isolators  
Don't compromise  
on Safety or Reliability  
[www.CartekMotorsport.com](http://www.CartekMotorsport.com)

**PIPER**  
[www.pipercams.co.uk](http://www.pipercams.co.uk)

**Pit to Car Radio**  
0044(0)1508 528837  
**AUTOTEL**  
RACE RADIO  
[www.raceradio.co.uk](http://www.raceradio.co.uk)

## RACE PRODUCTS

**demon-tweeks**  
MOTORSPORT Direct  
[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

## RACE PRODUCTS

**msar** LONDON  
MOTORSPORT  
SHOWROOM  
[www.msar.co.uk](http://www.msar.co.uk)

**SCHROTH**  
RACING  
[www.schroth.com](http://www.schroth.com)

[www.porscheshop.co.uk](http://www.porscheshop.co.uk)  
**PORSCHESHOP**  
+44 (0) 121 585 6088

**JJC** race and rally  
PASSIONATE ABOUT MOTORSPORT  
[www.jjcraceandrally.com](http://www.jjcraceandrally.com)

## RACEWEAR

**CROYDON RACE & RALLY CENTRE**  
[www.croydonraceandrally.co.uk](http://www.croydonraceandrally.co.uk)  
220-222 Portland Road  
South Norwood  
London SE25 4QB  
For Racewear &  
Motorsport equipment  
Tel: 020 8656 7031  
FORECOURT PARKING

**GPR Grand Prix Racewear**  
**THE RACEWEAR EMPORIUM**  
[www.gprdirect.com](http://www.gprdirect.com)

ALL OMP RACEWEAR  
AVAILABLE NOW  
[www.ybracing.co.uk](http://www.ybracing.co.uk)  
**OMP**

[WWW.ROYALPURPLE.CO.UK](http://WWW.ROYALPURPLE.CO.UK)  
**ROYAL PURPLE**  
SYNTHETIC RACE OILS  
01209 216 666

## RACING OILS

**OLD HALL PERFORMANCE LTD**  
**RED LINE** SYNTHETIC OIL  
Tel: +44 24 7671 7100  
Fax: +44 24 7671 7400  
[sales@redlineoil-europe.com](mailto:sales@redlineoil-europe.com) [www.redlineoil-europe.com](http://www.redlineoil-europe.com)

**LISTA**  
[www.listacabinets.co.uk](http://www.listacabinets.co.uk)  
Tel: 01228560911 07733157911

**GARAGEPRIDE**  
Quality Storage for Home and Industry  
[www.garagestoragecabinets.co.uk](http://www.garagestoragecabinets.co.uk)  
Tel: 0800-206-2303

**Image** Manufacturers of bespoke  
split rim alloy wheels  
[www.imagewheels.co.uk](http://www.imagewheels.co.uk)  
**IMAGE WHEELS INTERNATIONAL LTD**

## STORAGE

## WHEELS

**AUTOSPORT.COM**

TO ADVERTISE IN THE WEB DIRECTORY PLEASE CALL  
020 8267 5865 OR EMAIL: [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)



# TRAILERS & TRANSPORTERS

## WOODFORD TRAILERS

**Call Us Now! tel. 01327 263 384**

[www.woodfordtrailers.com](http://www.woodfordtrailers.com) [sales@woodfordtrailers.com](mailto:sales@woodfordtrailers.com)

**RL 5000**  
£7,300 + vat



**RL 6000**  
£9,500 + vat



**PRG  
Trailers**

**Look Beyond**



PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270 812402  
Web: [www.prgtrailers.co.uk](http://www.prgtrailers.co.uk) | Email: [info@prgtrailers.co.uk](mailto:info@prgtrailers.co.uk)

Race car transporter, carries closed wheeled or open wheeled, 7m full length awning, 12 months MOT on trailer and unit. £30,000.00.



**Please call 0044 1490 412146  
or e-mail [hywel@cfracing.co.uk](mailto:hywel@cfracing.co.uk)**

## North Norfolk VEHICLE SOLUTIONS



2005 05 Iveco 12/24 29ft mobile classrooms, fitted on board generators, twin air con units, blown air heating, toilets, CCTV, divided into two main rooms, front section 13ft rear 16ft approx, all wired for computers, electric hook up, would make great motorsport/horsebox mobile homes, would export for mobile hospital - choice of ten. Cost £130,000 each new. Absolute bargain at £22,500 each!

**NORTH NORFOLK VEHICLE SOLUTIONS**  
MARRIOTT WAY IND EST, MELTON CONSTABLE,  
NORFOLK, NR24 2BT

TEL: 01263 861197 / 07810 561230

FAX: 01263 861198

EMAIL: [IVAN@VEHICLESOLUTION.PLUS.COM](mailto:IVAN@VEHICLESOLUTION.PLUS.COM)

WEBSITE: [WWW.NNVS.CO.UK](http://WWW.NNVS.CO.UK)



## Great Value American Motorhomes



**Gulf Stream Conquest Classic,**  
V10 Ford Triton C-class, Petrol  
(15 miles per gallon), 30ft, 2000  
V reg, only 27,000 mile. End  
bedroom, 6 berth bedsettee &  
dinette, onboard generator, air  
con, levelling jacks, fully loaded,  
tow bar. Great vehicle for going  
racing £16,950 ..... will be at  
Oulton Park on 12th May.



**Georgey Boy Cruise Master**  
31ft, slideout, 7.4 Chevrolet  
with LP gas conversion,  
1997, only 42,000 miles. End  
bedroom, 6 berth bed settee,  
dinette lounge settee slideout,  
generator, air con, tow bar etc  
£13950. Must be the cheapest  
slideout motorhome on the  
market.



**Any part ex considered**

CALL: 0161 222 8382 / 07758 562 224 / 07432 655 373

**[cvl@live.co.uk](mailto:cvl@live.co.uk)**



# Road legal on 29.07.12 ?\*

For the first time in the UK, from 29th July 2012 any new trailer made for use on our roads must have a Type Approval (2007/46EC) to ensure that it meets thorough European construction legislation.

All Brian James Trailers are already approved to the highest level, known as ECWVTA (European Community Whole Vehicle Type Approval), giving you the peace of mind you expect from the market leader.

\*For further information from the DFT, visit [www.dft.gov.uk/vca/vehicletype/trailers.asp](http://www.dft.gov.uk/vca/vehicletype/trailers.asp)

Buying a new Brian James Trailer has always guaranteed qualification, now it puts you in pole position.

## A-max range

*A-max trailers are a perfect expression of Brian James Trailers values over the past 33 years. Exemplary performance, equally comfortable on motorways or twisting minor roads. Exceptionally easy operation and competence in handling different vehicles, including low competition cars. Extraordinary value for money, with strong residuals keeping ownership costs low.*



## Clubman & Clubman Tilt-bed

*For a generation the Clubman range has defined value for money and choice. The latest designs feature many enhancements that all users will benefit from.*



**Clubman - Tiltbed model 100-0510**  
4.3 m (14ft) Long, 1.90m (6ft 3) wide  
2000 Kg gross capacity  
Range from £ 1,809 plus vat

## TT Tilt-bed range



## Race Transporter

Visit the Brian James Trailers web site at [www.brianjames.co.uk](http://www.brianjames.co.uk) for full pricing details of the product range and our extensive national dealer network.

Models shown may feature optional equipment

**BRIAN JAMES TRAILERS**

[www.brianjames.co.uk](http://www.brianjames.co.uk)

Tel. 01327 308833

ref. 12/03



# RACE & RALLY CARS

## DRIVES AVAILABLE

### DRIVE AVAILABLE AT BRITISH GP

Masters or HFO



In Race winning

#### Surtees TS 16 Formula 1 Car

The most competitive Surtees in its class available anywhere in the world!

Numerous wins, fastest laps and pole positions.

Fully rebuilt One of the best cars available today with impeccable history, Possibly sell.

Run by championship winning team, ready to win again!  
From £4000 (test)

perkinsracing@btinternet.com or 07831 665 247

## BTC racing



Lane End Offices,  
Shocklach,  
Malpas,  
Cheshire,  
SY14 7BN.  
Tel: 0845 1214656  
Mob: +44 (0)7519 392 519  
www.ningbo.co.uk  
chris@ningbo.co.uk

- Genuine BMW 2009 Chassis. No 012 from 16 made.
- Only raced 12 times + Privately used on test days in Portugal
- Carbon doors, and carbon roof
- 2012 GT4 BOP Specification.
- Ohlins TTX's.
- Lance and safety stands
- Genuine BMW M3 GT4 Specification throughout
- Fastest car & BMW in FP2 at Spa and Zandvoort twice, and competitive race pace. Finished 4th from the back of the grid in the last round of the Dutch GT4 Championship.
- Easy to run and set up information available
- Full winter re-build including a re-spray with new wings, bonnet and bumper
- Spares package included for a quick sale. (diff, used gearbox, ecu, steering rack, and @12x 10" wide BBS Rims)
- For sale due to a planned return to the BTCC series for 2013.
- £67,500 ovno

## Porsche 996 GT3 RSR

Harlow Motorsport / Ricardo Spec



Price: £65,000

Rebuilt in 2003, laid up since.  
Immaculate throughout, has to be seen.  
Many spares and pit equipment also available.

Contact: Adam Simmons

t: +44 (0)1279 426832

e: adam@e-tradecounter.co.uk



## Historic Grand Prix Maserati 250f 1954.

Home: 0044 (0) 1462 230 282

Mobile: 0044 (0) 7860 264932



Photograph: James Mann www.jamesmann.com

FIA Papers naming Juan Manuel Fangio as the driver. Other drivers were Ascari, Musso & Schell. Fully rebuilt from original parts from the Maserati Team Scuderia Centro Sud by Cameron Millar. She still has her original engine number 2505 and other important mechanical parts including Gearbox, Diff, Brakes and uprights. this is Chassis number 2505 CM 4. Eligible for historic international and national racing. In beautiful condition and ready to drive. Definitely and reluctantly for sale to fund large building project. Best offer considered. **£950,000**



## AWNINGS

**Grumpygrip Ltd**  
 Sales Tel: 0800 055 6785  
 info@grumpygrip.co.uk  
 Sales Spares Accessories Custom Printing

**E-Z UP**  
 Instant Shelters

Official UK distributors of the E-Z UP Instant Shelter  
 The Original since 1983! 1.5m x 1.5m to 6m x 6m Hex.

22 colours - plain or printed - sidewalls - railskirts  
 Standard colours from stock - next day UK delivery

www.grumpygrip.co.uk

**HAMILTON Classic LTD**  
 Specialists in Race & Rally Marquees and Accessories

Swift Shade Instant Race & Rally Marquees  
 Steel or Alloy frames to suit all budgets. Sizes from 2.2x 2.2 m to 6 m Hexagon From £185 inc Vat

Tyre Transport Cases - Tyre Hilclimb Jackets - Indoor & Outdoor Car Covers  
 Minilite wheels - Motordrive Seats and Much More...

W: www.hamiltongrouponline.com E: office@hamiltonclassic.co.uk T: +44(0)118 973 7300

The Original and Best Selling Instant Shelter in the World!  
**E-Z UP INSTANT SHELTERS**

- Celebrating 21 years supplying to Motor Sport
- Next day delivery on standard colours
- Sets up in 60 Seconds or less
- 10 sizes & 23 colours available
- Durable all-steel double truss design
- Aluminium frames available
- Optional sidewalls & accessories
- For offers and pricing visit our website:

www.e-zup.co.uk

E-Z UP SHELTERS ARE PERFECT FOR:  
 Race Pit • Sign In Booth • Control & First Aid Point • Equipment Cover & More!

Authorised Distributor  
**MAYFLOWER MARQUEES**  
 Unit 6, Penn Street Works, Penn Street, Near Amersham, Bucks HP7 0PU  
 Tel: 01494 718800 Fax: 01494 718111

**ENGINES**

**HAYWARD ROTARY MOTORSPORT**

FOR ALL YOUR ROTARY ENGINE RACE CAR REQUIREMENTS.

We support people with historic rotary engine race cars right through to modern cars in endurance racing, rallying and circuit racing. Engines for prototype Group C LeMans cars to classic Mazdas racing in historic series such as the famous Mazda RX3 and Mazda RX7. We build, port and tune rotary engines and can build complete race cars.

12a Naturally aspirated engines 250 + HP  
 13b Naturally aspirated engines 300 + HP  
 20b Naturally aspirated engines 450 + HP  
 26b Naturally aspirated engines 600 + HP  
 13b Turbo engines 500 + HP  
 20b Turbo engines 750 + HP

website: www.mazdarotary.co.uk  
 Email: haywardrotary@yahoo.com  
 phone: 01635 255545 or 07877 632369

Over 30 years experience working with and modifying rotary engines.

**REAL DRIVERS WANTED**

For money-can't-buy  
 hill climb at Goodwood.

28.06.12

Get behind the wheel of  
 the eagerly awaited new  
 Toyota GT86.

Once you've experienced it,  
 there's no going back.

Places limited.

Enter at [realdeal86.co.uk](http://realdeal86.co.uk)

**Woodcote Racing**  
 BDA Spares

Head complete with valves. AX block new liners.  
 Forge pistons. New Burton big end carriers. New liners. All clocked over.

BDG 2 ltr alloy Block webbers just rebuilt.  
 Umnraced. Heard Running.

**Tel: 01327 858074**  
**Fax: 01327 858235**

**FLOORING**

**Kiwi Tiles**  
 Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- Easy installation & removal
- Many colours
- Lightweight
- Strong & durable
- Self draining
- Compact & easy to store
- Top quality
- Value for money

Stock Colours:  
 Red, Blue, Green, Yellow,  
 Silver, Orange, Grey,  
 Black, White, Dayglo Red

Ralt Engineering  
 Tel: 01865 883354 Fax: 01865 883789  
 E-mail: enquiries@kiwitiles.com  
 Web: www.kiwitiles.com

**FLOORTRAX**  
 Floortrax™ Race Flooring

Recognised as being the best modular race flooring in the world

- Co-polypropylene
- Non-slip
- Anti-static
- Takes air jacks
- Team logo tiles
- LED lit tiles

Showtrax International Ltd  
 E: sales@showtrax.net  
 W: www.showtrax.net  
 Tel: +44(0)1234 782800



# MARKETPLACE

## GENERATORS

### Hyundai Power Equipment

Ideal for motorsport, home, office or business standby.



\* Generators \* Air Compressors  
\* Pressure Washers \* Hand & Power Tools

Tel. 01646 663848  
www.genpoweruk.co.uk

## MOTORSPORT TYRES

FOR ALL YOUR  
**AVON**  
TYRES  
**MOTORSPORT**  
RACING TYRES  
Inc. ACB 10 Formula Ford  
Contact

### BMTR LTD

Tel: 0121 331 1122  
Fax: 0121 331 1144  
email: sales@bmtr.co.uk  
see our new web site at www.bmtr.co.uk

## NUMBER PLATES

### For Sale:

**4144 XJ** £1,500

**RN 9119** £3,000

Call: 0207 738 2051

### NUMBER PLATES

**YE51 WON**

Yes I won.

**A1 NPY**

A1 nippy.

open to reasonable offers for these  
two desirable number plates

Contact Phil  
Mob: 07917101955  
Email: intermanxnorton@me.com

## MEMORABILIA

FI COLLECTORS .COM



#1 FORMULA 1 MEMORABILIA  
We buy and sell F1 items  
AVRION SENNA specialists  
Call Chris Smith 01788 274445  
email: sales@f1collectors.com

### JMJ Automobilia

SUPPLIERS OF RACE  
MEMORABILIA SINCE 1992

Florida, USA (609) 575-1143

email: JMJ@JMJAUTO.COM  
WWW.JMJAUTO.COM

### AUTOSPORT

MISSED AN ISSUE?

THEN CALL OUR  
BACK ISSUE HOTLINE

**0844 848 8817**

## FUEL SYSTEMS

**Sytec**  
FUEL TECHNOLOGY

"Fuel Pumps for the Professionals"

Original Equipment  
Formula One  
Race Teams  
Rally Teams  
Military



Genuine Pumps  
UK Distributor



### FAST ROAD

'IN TANK PUMP'  
UPGRADES

From £56.20

Pump kits.....£60.40

NEW

### EVO 10

Motorsport  
Pump Kit

TOP SPEC - 255 LTR/HR  
'HIGH FLOW' +  
'HIGH PRESSURE'  
£139.00



### FAST ROAD

'OUT OF TANK'  
REPLACEMENT PUMPS

For (BOSCH)  
(PIERBURG)  
(LUCAS)

From

£97.52

JIC - 8

From

£116.45

### MOTORSPORT

280 LTR / HR

(180 LTR / HR @ 3 BAR)  
5 BAR FUEL PUMP



JIC - 6

MPB001B  
MOTORSPORT  
MOUNTING BRACKET

### MOTORSPORT

350 BHP From £77.60  
190 LTR / HR

500 BHP From £79.90  
TOP SPEC - 255 LTR/HR  
'HIGH FLOW' + 'HIGH PRESSURE'

Motorsport pump kit prices.....£86.55

Prices exclude VAT @ 20%

Tel: +44 (0)1784 493 555  
Fax: +44 (0)1784 493 222  
Email: sales@glencoeltd.co.uk  
Web: www.fuelsystem.co.uk





# **AUTOSPORT**

INTERNATIONAL

## **The Racing Car Show**

- **OVER 28,000 TRADE VISITORS**
- **700+ EXHIBITING SUPPLIERS**
- **5,000+ OVERSEAS VISITORS**
- **55 COUNTRIES REPRESENTED**
- **£800+ MILLION WORTH OF BUSINESS GENERATED**

**Europe's largest motorsport show**

**10 - 13 JANUARY 2013\***

\*Trade only days 10 & 11 January

**NEC BIRMINGHAM UK**

**[www.autosportinternational.com/trade](http://www.autosportinternational.com/trade)**



**AUTOSPORT.INTERNATIONAL@HAYMARKET.COM**





# MARKETPLACE

## RACE PRODUCTS



ADVANCED SUSPENSION TECHNOLOGY

OHLINS HAVE WON OVER 200 WORLD CHAMPIONSHIPS

## MICK GARDNER RACING

OFFICIAL DISTRIBUTION FOR ALL OHLINS PRODUCTS

- Official Sales and Service Centre • Large Stocks of Shocks, Springs and Parts • Factory Trained Technicians
- Fast Turnaround on Servicing, Revalving, etc.
- Bespoke Shock Absorbers Built to Customer Spec

CONTACT RUSS WALTON  
@ MICK GARDNER  
RACING NOW

TELEPHONE 01226 240 099  
WEBSITE [www.mickgardnerracing.com](http://www.mickgardnerracing.com)  
E-MAIL [russwalton@mickgardnerracing.com](mailto:russwalton@mickgardnerracing.com)

London Motorsport Showroom  
[www.msar.co.uk](http://www.msar.co.uk)



**msar** UK agent for **SCHRÖTH RACING**  
ORDER HOTLINE: 020 8655 7877

## RACE PREPERATION



## ENGINEERING PASSION

From full workshop preparation to trackside support for current and historic saloon and sports cars.

[www.markfish.co.uk](http://www.markfish.co.uk)

Multiple Championship winning team, Saloon and Sports cars since 1983

- Mini Challenge • Clio Cup • Most other Championships

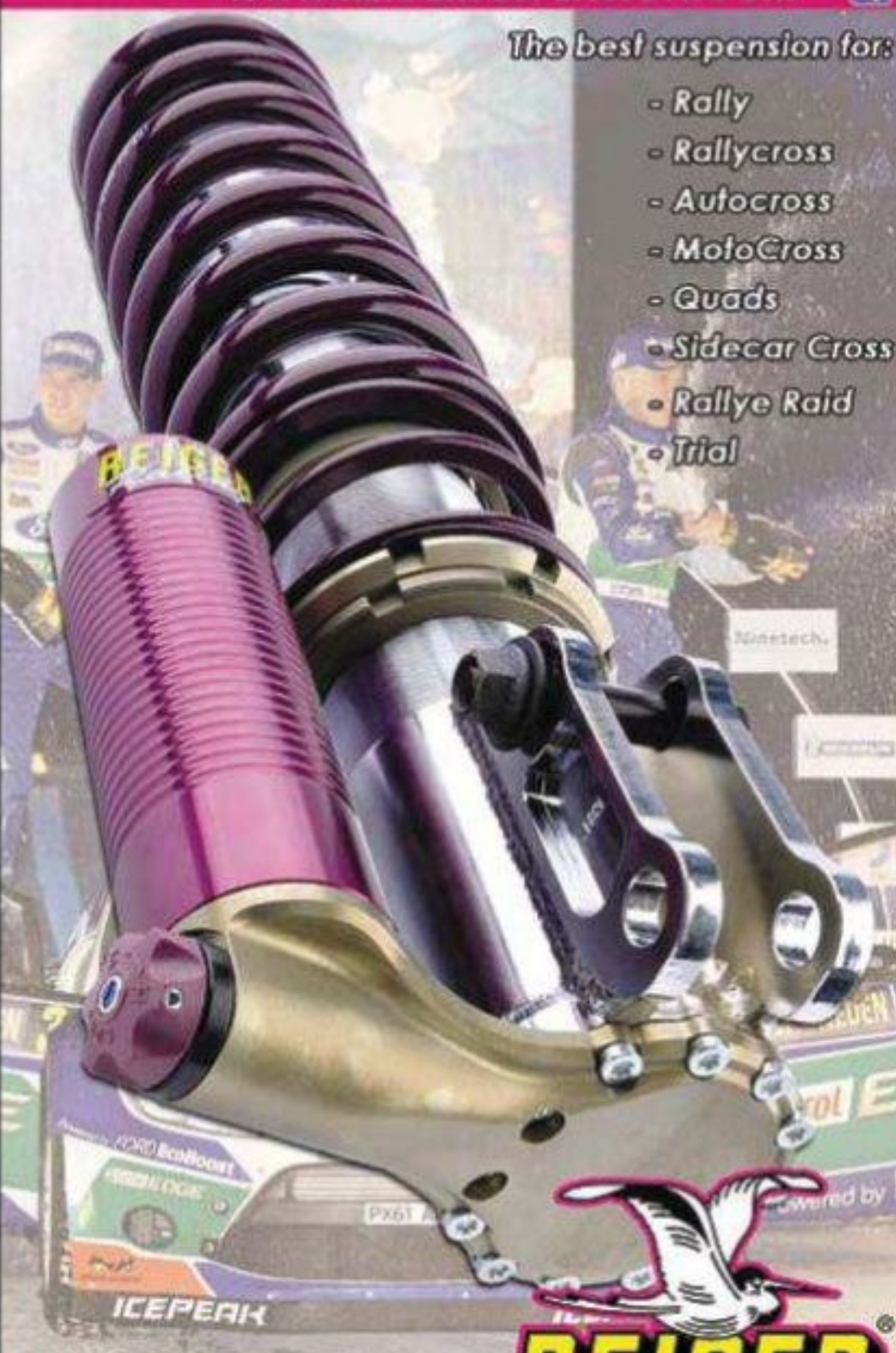
Tel: 01279 431628

Mobile: 07775 752675

[WWW.REIGERSUSPENSION.COM](http://WWW.REIGERSUSPENSION.COM)

The best suspension for:

- Rally
- Rallycross
- Autocross
- MotoCross
- Quads
- Sidecar Cross
- Rallye Raid
- Trial



Reiger Suspension BV  
Molenenk 5a  
NL-7255 AX Hengelo Gld.  
Tel.: +31 (0)575-462077 Fax: +31 (0)575-463316  
[info@reigersuspension.com](mailto:info@reigersuspension.com)



Silverstone Paint Technology



- Lightweight motorsport paintwork
- Composite repairs

- Pattern block coating
- Airbrushing



[silverstonepaint.co.uk](http://silverstonepaint.co.uk)

01327 831577 - [info@silverstonepaint.co.uk](mailto:info@silverstonepaint.co.uk)



# MARKETPLACE

## RACE PRODUCTS

• EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY

[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)



DON'T DELAY, CALL TODAY  
0844 375 2196

**demon tweeks**  
MOTORSPORT Direct

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

## PORSCHE SHOP

24-HR • WORLD-WIDE • PARTS-DIRECT

SERVICES: • RESTORATION • MAINTENANCE & DEVELOPMENT

• FULL CHASSIS-UP REBUILDS • TECHNICAL & DIAGNOSTIC

PARTS: • BOXSTER • CAYMAN • TURBO • HISTORIC

• 911 • 968 • 944 • GT3 • RSR • CUP-CAR



Call Adam or Kevin on: 0121 585 6088

## RACEWEAR

**Grand Prix Racewear**



RACEWEAR  
KARTWEAR  
SIMULATION



01327 855 585

[WWW.GPRDIRECT.COM](http://WWW.GPRDIRECT.COM)

Grand Prix Racewear, Unit 1, Silverstone Technology Park, Silverstone Circuit, Silverstone, Towcester, NN11 8TN



## MARDI GRAS MOTORSPORT

Saloon Car Preparation

Unit 45, Silverstone Circuit  
Towcester  
Northampton NN12 8TL

tel: 01327 858006 fax: 01327 858800  
email: [info@mardigras.co.uk](mailto:info@mardigras.co.uk)  
web: [www.performanceclutch.co.uk](http://www.performanceclutch.co.uk)

Distributors and agents for:

**AVUL**  
RACING FUEL CELLS

**VDO**  
Performance Instruments

**STACK  
STACK  
STACK**

**HELIX**  
AUTOSPORT

**HYPERCOILS**

**VARLEY RED TOP™**  
THE ORIGINAL RACING BATTERIES

**FERODO RACING**

**Setrab**  
Pro Line

**AP**  
RACING

**lifeline**  
Fire & Safety Systems Ltd.

**MUGEN**

**PERFORMANCE**  
FRICTION  
BRAKES

**Eibach**  
SPRINGS

**EARL'S**  
PERFORMANCE PRODUCTS

**Castrol**

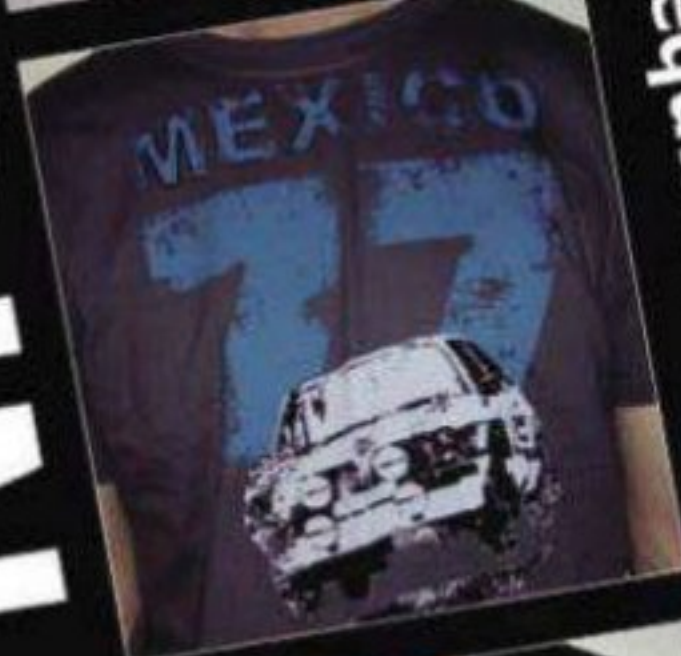
**HONDA**

**K&N**  
THE WORLD'S BEST AIR FILTER

**SCHRICK**

**ORIGINAL**  
Retro Race Style

Outlets required



**2 LIVE RACE**

[www.live2race.co.uk](http://www.live2race.co.uk)  
[www.facebook.com/Live2Race.co.uk](https://www.facebook.com/Live2Race.co.uk)  
[twitter@Live2Race](https://twitter.com/Live2Race)

WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS



# MARKETPLACE

## RACEWEAR



**FIA 3 Layer Racesuit £275, one of many bargains that are available at:**

**Plays Kool Motorsport**

**www.plays-kool.co.uk**  
**sales@plays-kool.co.uk**  
**Tel: 01388 762288**

**YB RACING OMP** Full range of OMP racewear in our premier EBAY store  
 AUTHORISED OMP DISTRIBUTOR

FIA approved suits for 2012

**OMP Entry level Race Suit DART NEW**  
 only £385 free P&P

**COMBO**  
 + FREE UNDERWEAR SET WORTH £130

all prices include underwear combo VAT & UK delivery

**OMP** stores.ebay.co.uk/ybracing

OMP First 2 race suit	£312
OMP Dart race suit	£385
OMP Bolt race suit	£440
OMP Dynamo race suit	£548
OMP Tecnica Plus 2 race suit	£696
OMP One race suit	£875
OMP One Evo race suit	£929

**019 RACEWEAR**

Evolution Nomex Balaclava  
**£19.99**  
 Also available in:

Antibes Blue Red Charcoal Denim Natural

**SPECIAL OFFER**

019 Print on the top is also available in these colours:

Antibes Blue Red Charcoal Denim

Evolution Nomex Top  
**£44.99**

Evolution Nomex Pants  
**£44.99**

Available in Natural only

- All products are totally seamless and manufactured to the highest standard.
- Made in England.
- Stretches to fit and exceptionally comfortable.

**TO ORDER NOW, CONTACT:**  
 01162 696593 (Open Mon-Fri 9am-5pm)

## WEB DESIGN

# GRID MEDIA™

WEBSITE AND PRINT DESIGN

MOBILE APPLICATIONS

TEAM / DRIVER / EVENT MARKETING

SEO & SOCIAL MEDIA MARKETING

MERCHANDISE DESIGN

**WWW.GRID-MEDIA.CO.UK**

**MORE@GRID-MEDIA.CO.UK**

**+44 (0)116 298 8204**

**0845 868 3971**

**NEW MEDIA SOLUTIONS  
 EXCLUSIVELY FOR THE MOTORSPORT INDUSTRY**





## MOTORSPORT JOBS

**PUBLICATION DATE EVERY THURSDAY**

**CALL 020 8267 5820**

FOR ALL AVAILABLE VACANCIES PLEASE GO TO THE JOBS SECTION OF AUTOSPORT.COM

**BOOKING DEADLINE** MIDDAY MONDAY PRIOR TO PUBLICATION  
**COPY DEADLINE** MONDAY 5PM PRIOR TO PUBLICATION  
 ALL ADVERTS PLACED FEATURE IN THE APPOINTMENTS SECTION OF AUTOSPORT.COM FOR ONE WEEK

**RACHEL.BROCK@HAYMARKET.COM**



LOOKING TO RECRUIT FOR 2012?  
 THE LATEST SELECTION OF MOTORSPORT JOB  
 VACANCIES UPDATED EVERY WEEK.

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

APPOINTMENTS		
Welcome to the Autosport.com Appointments, you will find here a number of jobs in the automotive and racing industries. We wish you all the best in finding the job of your dreams.		
Company	Job Title	Application Deadline
Caterham F1 Team	Experienced CNC Pattern Maker	31 May 2012
Lotus F1 Team	Fabrication Manager	31 May 2012
McLaren GT	Various Vacancies	31 May 2012
McLaren Racing	Various Vacancies	31 May 2012
Mercedes Petronas AMG Formula One Team	Systems Engineer	31 May 2012

**WHERE ARE YOU ADVERTISING YOUR MOTORSPORT JOB VACANCIES?**

**DUE TO THE JUBILEE BANK HOLIDAY CELEBRATIONS THE DEADLINE FOR ADVERTISING IN THE NEXT ISSUE OF AUTOSPORT HAS BEEN BROUGHT FORWARD. THE DEADLINE TO PLACE AN ADVERT IN THE 7TH OF JUNE 2012 ISSUE WILL BE ON FRIDAY THE 1ST OF JUNE AT 12:00PM.**



*As part of HRT Formula One Team's ambitious programme of expansion, the following positions are available at our New Headquarters in Madrid:*

OD-051 Senior Buyer  
 OD-091 Production Engineer/Tech Buyer (Composites)  
 OD-092 Production Engineer/Tech Buyer (Machining)  
 OD-093 Quality Engineer  
 RT-034 Num 2 Mechanic  
 RT-039 Gearbox Technician  
 RT-042 Hydraulic Technician  
 RT-044 Senior Composite Technician  
 RT-047 Sub-Assembly Technician  
 RT-064 IT Engineer  
 RT-078 Truckie  
 RT-079 Truckie-Tyreman  
 RT-090 Fabricator  
 AD-001 Chief Aerodynamics  
 AD-002 Aerodynamicist  
 AD-003 CFD engineer  
 AD-004 Aero Designer/Model designer  
 AD-005 Wind Tunnel model manager  
 AD-006 Model Maker

- All candidates will be highly motivated with excellent communication skills, and have a flexible approach to working hours.
- All Candidates will be expected to produce the highest standard of work under pressure and in tight time constraints.
- In return for your work and commitment, we offer a competitive salary package.

*If you are interested in applying, please visit our website [www.hrtf1team.com](http://www.hrtf1team.com) for further details regarding these vacancies.*



## Model Designer

We are seeking a Model Designer to work on the design of a wide range of aerodynamic components related to wind tunnel testing and subsequent real car use. Possessing engineering training, such as an apprenticeship, HNC, HND or degree, you will be CAD literate (preferably using NX7.5), with experience in freeform surface/solid modelling. Formula One/motorsport experience is essential, unless you can demonstrate that your solid technical skills are transferable from other areas of the engineering industry. This role can offer promotion within the department, so if you are looking for a genuine career path with excellent prospects please apply.

To apply, please visit our website at [Williamsf1.com](http://Williamsf1.com) and select Race Team, then Williams F1 Team and then Recruitment option under the Team heading.

Closing date: Friday 15 June 2012.



© 2012 Williams Grand Prix Engineering Ltd



## HISTORIC RACE MECHANIC

Valley Motorsport are looking for an experienced full time Race Mechanic to join their team based in Wrexham, North Wales. Experience in both the workshop environment and the pitlane is essential, as well as a knowledge of classic and historic cars. A competent mechanic who thinks and works in a logical manner and has a good understanding of engineering and race car dynamics is required. Applicants must have a clean driving license, the ability to tow a trailer and drive a 7.5 ton lorry. The hours are Monday to Friday, but will also include weekend race meetings during the April to October race season. Events include Goodwood Revival, Silverstone Classic, Masters and GTSCC etc. Candidates must be reliable, dedicated, have the ability to work to tight deadlines with commitment and enthusiasm for historic racing cars.

In the first instance please contact Nigel Morris with your CV, covering letter and salary expectations at valleymotorsport@tiscali.co.uk



### New Appointments

Due to the expansion of its Daventry-based motorsport division, JRM is looking to recruit highly-motivated and experienced individuals for the following positions:

#### CNC Programmer/Operator (x2)

Applicants must have a solid background in CNC operation and hold the relevant technical qualifications. Experience of working in the motorsport or aerospace industries will be an advantage, as will a sound knowledge of CAD/CAM and 3D machining - together with previous machine shop management experience.

#### CAD Design Engineer (x2)

Candidates are expected to hold a degree in automotive/motorsport engineering and have a minimum of five-years experience in this area. They must be familiar with Catia V5, PLM and other industry standard software. Excellent knowledge of materials is essential.

#### Technical Buyer

The successful applicant should ideally have experience of automotive industry purchasing and be familiar with the relevant computer programmes and administration systems. They must be able to understand technical specifications and have good communication and negotiation skills.

To apply for these positions, please send CV and covering letter to recruitment@jrm-group.com. Please state the job applied for in the subject line of the email.

[www.jrm-group.com](http://www.jrm-group.com)



### WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITION AT RED BULL RACING:

#### HR955 – GARAGE TECHNICIAN

We have an opportunity for a highly capable and motivated Garage Technician to join our team.

You will be responsible for the build, maintenance, reliability and safe transportation of Red Bull Racing's pit and garage equipment. This challenging role will involve working as part of a highly motivated team that supports remote events whilst setting the highest industry standards in all areas.

The successful candidate will ideally have previous Motorsport experience along with excellent attention to detail. Candidates will be enthusiastic with a flexible attitude to working hours and be able to work under the minimum of supervision to meet deadlines in high pressure situations without compromising on quality. A current and clean HGV 1 licence would be an advantage as occasional driving may be required.

To apply, please email [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com) quoting the reference number and attaching your CV and covering letter. Please also detail where you have seen the role advertised and your current salary details.

**CLOSING DATE FOR APPLICATIONS: 14<sup>TH</sup> JUNE 2012**

For details of available opportunities at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website [www.redbullracing.com](http://www.redbullracing.com)

PLEASE NOTE: No Agencies please. Red Bull Racing does not accept any unsolicited résumés. Red Bull Racing is not responsible for any fees related to unsolicited résumés. Candidates must be eligible to work in the UK.



## And here are the views of some of our satisfied clients:

**'Autosport provides a consistently high quality recruitment service that enables GEMS to reach industry professionals for a variety of roles.'**

*Richard Hull, GEMS Performance Electronics Sales & Marketing*

**"We received an unexpectedly large amount of responses in only a few days. We would definitely consider Autosport for any future recruitment needs."**

*Jose Santos, Race Engineer Matech Concepts*

**"At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts."**

*Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP*

**"Autosport has been a great help to me in the recruitment of good quality candidates from the motorsport industry."**

*Keith Blain - MREC CertRP, Recruitment Manager*

**"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."**

*Steve Hallam, Director of Competition, Michael Waltrip Racing*

**"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals"**

*Jody Firth, Team WFR*



# SportsExtra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB

## Rulemakers support track-limit crackdown

New guidelines issued for penalising drivers



Rulemakers want to stop drivers running off circuits

» BRITISH MOTORSPORT'S governing body has issued a standard set of penalties to help officials clamp down on drivers running off circuits to gain an advantage.

The Motor Sports Council, which sets racing regulations for the Motor Sports Association, has approved a set of guidelines to help consistent application of rules. This comes in the wake of an increased focus this season on penalising drivers for running all four wheels over the white lines that delineate the edge of race circuits.

A statement in issue 25 of the MSA News said: "The Motor Sports Council and Race Committee have agreed that track limits should be strictly enforced at race meetings and have instructed all clerks of the course to adopt a consistent approach. Competitors are therefore

advised that breaches of the regulations concerning track limits will be penalised as follows: second offence: warning flag; third offence: five-second penalty; fourth offence: drive-through penalty; fifth offence: exclusion."

The current rules insist that drivers must stay within the track limits "at all times". Regulation Q 14.5 of the MSA 'blue book' says: "The white lines defining the track edges are considered to be part of the track, but the kerbs are not, and a driver will be judged to have left the track if no part of the car remains in contact with the track."

The rule suggests a drive-through penalty may be imposed if a driver is adjudged to have gained an advantage from going off the track, but this is the first time a clear system of penalties has been drafted for track-limits offences.

### CLAMPDOWN

The MSA said the issue of drivers not respecting track limits had become a topic of serious focus for regulators and officials this season.

MSA Chief Executive Colin Hilton said: "The issue of track limits is one that both venue owners and event organisers have repeatedly expressed concern about."

"The topic has been discussed extensively at Race Committee and will come back before Motor Sports Council before the end of the year."

"In the meantime, clerks and stewards have been encouraged to take a strong line. In order to achieve a degree of consistency at events across the country, a suggested penalty sheet has been circulated to officials to provide guidance on how the regulations may be enforced."

### KEEP OFF THE KERBS

MotorSport Vision boss Jonathan Palmer, who owns and operates Brands Hatch, Cadwell Park, Oulton Park and Snetterton, welcomed the move, but urged the MSC to consider tightening the rules to prevent drivers from going outside the white lines at all.

He said: "Track limits are being taken a lot more seriously now than in the past, which is vital, but the Association of Motor Racing Circuit Owners [AMRCO], of which I am chairman, still maintains it wants to see a revised regulation saying that no wheels can go beyond the white lines or the kerbs."

Palmer wants track-limits rules to be tighter still



PICS: GARY HAWKINS

### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL  
EDITOR

ben.anderson  
@haymarket.com



'NOT RESPECTING TRACK LIMITS' has become a buzz phrase in 2012.

There seem to have been more penalties dished out for this offence than ever, and the zealous pursuit of offenders has led some to wonder whether more fundamental driving standards are being overlooked.

But the bottom line is that the white lines painted around the edge of every circuit are there to define the limit, and track owners (led by Jonathan Palmer) are clearly not happy with drivers effectively forcing the circuits to cater for their overexuberance.

The issue for competitors is clarity and consistency. At the most recent Knockhill SMRC meeting, more than 80 people complained officials were being too draconian in handing out penalties for running wide during a Scottish Mini race that was run in bad weather. Greater leniency then became the order of the day.

The new guidelines published by the MSA will not guarantee every observer and official will make the right call, but at least everyone will know exactly what to expect if they transgress the rules.

And if JP and the circuits get their way, drivers won't be able to put wheels off track at all without fear of reprisal. This may be taking things too far, but if it becomes enshrined in the rules it could fundamentally change the way some of the UK's best-known corners are driven.

### Extra contact details

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

## CONTENTS

**p82** REPORT  
MASTERS BRANDS

**p84** REPORT  
750MC CADWELL

**p86** REPORTS  
CSCC/500MRCI

**p89** REPORTS  
ERC/BHC





Group C/GTP

## Brown to race IMSA Porsche

United Autosports boss to realise his dream by racing at Le Mans for the first time

Dyson Porsche 962 was third at Daytona in 1988

**UNITED AUTOSPORTS** team boss and international sportscar racer Zak Brown will fulfil his ambition of competing at Le Mans when he takes part in the Group C/GTP Racing event before next month's 24 Hours.

The 40-year-old American will race his IMSA-specification Porsche 962 in the support event, on the

morning of the 24 Hours on June 16. He will drive the car, to be run by UA's historic arm, alone in the 45-minute race.

Brown said: "I'm finally going to get to drive at Le Mans, which has been a long-held ambition of mine.

"This means I will have driven at Monaco [in the Grand Prix Historique], Silverstone [in the

Blancpain Endurance Series] and then Le Mans in a few weeks; it doesn't get much better than that."

Brown's car is Porsche 962, chassis 120, which was fielded by the Dyson Racing team in the late 1980s. The car won on its IMSA GTP debut in the Riverside 6 Hours in 1986 with team owner Rob Dyson and Price Cobb, and also won races at

Charlotte and Sears Point, as well as competing in the Daytona 24 Hours in 1987 and '88.

Brown explained that he hoped competing on the 8.47-mile Circuit de la Sarthe would be a prelude to racing in the 24 Hours in the future.

"It remains an ambition," he added. "We will be making some decisions about next year pretty soon."

F3 Cup

## Steele to make F3 Cup return at Spa

**MULTIPLE F3 CUP RACE WINNER**

Aaron Steele will return to the category for the next round at Spa on June 15-17.

Steele, 23, who won 14 of the 18 races in the MSVR-run category last season, will drive Tony Bishop's Dallara F304. Omicron Motorsport will run the car alongside its regular drivers Bishop and Tristan Cliffe.

The event will be Steele's first since January's Daytona 24 Hours GT support race, in which he competed as his prize for winning last year's Sunoco Grand-Am 200 Challenge.

Steele said: "I'm really excited to be coming back to the F3 Cup and looking



Steele in Formula 3 action at Spa last season

forward to racing again. Driving an F3 car at Spa was too good an opportunity to turn down.

"I just want to get out there racing again. I'm really hungry to be racing an F3 car again and I've got a real burning ambition to do well at Spa."

"I haven't raced since January, so I will need a bit of time to shake off a bit of rust, but I'm feeling good about it."

Blancpain Endurance Series

## McDonald for Blancpain Ferrari

**BRITISH GT4 RUNNER-UP DAVID**

McDonald will replace Michael Lyons in Scuderia Vittoria's Ferrari 458 for this weekend's Silverstone round of the Blancpain Endurance Series.

Lyons contested the 2012 season opener at Monza with Vittoria but has since defected to Vita4One Team Italy (see AUTOSPORT, May 17). McDonald, 22, who raced an SV Ginetta G50 in GT4 last season, will drive alongside Jay Palmer and Alex Bonetti in place of Lyons.

McDonald was due for his third test in the Ferrari at Snetterton on Wednesday, ahead of his debut.

SV team manager Piers Masarati

is hopeful the one-race deal can be extended beyond this weekend.

"Our previous driver line-up didn't gel, but Dave drove for us in GT4 last year and is a good little driver," he said. "BES is the most competitive GT3 championship on the planet so we're just hoping for a good run."



McDonald drove SV Ginetta in 2011

**MIS Motorsport - setting the standards in motorsport insurance**

ON TRACK / ON EVENT / MOTOR TRADE /  
PERSONAL ACCIDENT / COMMERCIAL / LIABILITY

**www.mismotorsport.com or call 01943 884 555**

M.I.S. Motorsport Ltd is authorised and regulated by the Financial Services Authority

**MIS**  
MOTORSPORT



360MRC

## Snett Six Hours chiefs to run Brands Hatch Grand Prix event

### THE 360 MOTOR RACING CLUB

will organise a second endurance event this season, on the Brands Hatch Grand Prix circuit.

The club has run the Snetterton Six Hours for the past three years, with entry numbers gradually increasing as the event has been opened up to more-modern machines than the original pre-1990 cut-off.

The Brands race, which will be part of the MSVR GP weekend on September 15-16, will be two hours long and cater

for one or two-driver teams. It will run to the same structure as the Snetterton event, with classes for pre-1990 saloons and GTs, 1990-99 saloons and GTs, roadsports and sportscars, plus an invitation category.

Organiser Claire Smith plans to add a third meeting in 2013, if the Brands race attracts strong support. "A lot of people said that Brands GP would be more attractive [than Snetterton] and then this came up," she said.

"We'll add a three or four-hour race if Brands is popular, which I think it will be. With 20 cars we'd say it would be successful enough to do it again."

Smith confirmed all 360MRC events would continue to allow pre-2000 machines: "[Owners of] newer cars want to do long races, and the older cars don't necessarily, so we've had to adjust ourselves in the market place."



360 will race at Brands GP

### Goodwood Festival of Speed

## Marshall Firenza to Goodwood

**ONE OF THE MOST ICONIC Special Saloons of the 1970s, Gerry Marshall's Vauxhall Firenza 'Old Nail', will be back in action at the forthcoming Goodwood Festival of Speed - a year after historic racer Paul Chase-Gardener bought it at auction there.**

A winner of countless races for entrant Dealer Team Vauxhall in Marshall's hands, the car has been rebuilt by Alec Cooper for a return to the tracks. Gerry's son Gregor - named after AUTOSPORT founder Gregor Grant - is to attend the planned shakedown test at Castle Combe next week.

Chase-Gardener said: "I saw Old Nail racing in period, but had no idea how fondly remembered it



'Old Nail' has been rebuilt for Goodwood

was. Its development by Bill Blydenstein's team was extreme and unique but we have found engineers for every part who have, without exception, been thrilled to be involved and shown great skill in helping us replicate parts.

"Having the [fuel] injection system re-engineered by the designer is a good example. I want to thank everyone for their help."

### Silverstone Classic

## Ex-Fiesta ace Gordon to race again

### EX-FORD FIESTA FRONTRUNNER

Neal Gordon will return to racing for the first time in 13 years when he contests this summer's Silverstone Classic.

Gordon, a former Fiesta rival of

Gordon in Ford Fiesta action in a previous life



Colin Turkington and Gordon Shedden in 1999, has acquired an FIA-spec historic Mini Cooper and will race it for the first time in July's U2TC event on the Silverstone GP circuit.

Gordon said: "I've not sat in a racing car for 13 years now so I'm not expecting much except a bit of a laugh."

"I've only had the car for three or four weeks so it was a bit of a stretch to get it ready for the Brands Masters [last weekend] and I'm away on holiday for the Brands Mini Festival, so Silverstone seemed like a good idea."

### MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Hoole (28) raced first F1 Ensign at Brands

Although it did not take me totally by surprise, as I'd seen its distinctive shape emerging during restoration at Sid Hoole's Kimbolton workshop last summer, I was not expecting to see the first Ensign Formula 1 car back on track in last weekend's Grand Prix Masters event at Brands Hatch. It debuted at the 1973 French GP, where my hero Ronnie Peterson scored his maiden victory in a JPS Lotus 72, but had lain dormant for most of the intervening years.

The only time I'd seen the lavishly-bewinged MNO1 'Green Goddess' running previously was second time out, 13 days later in the British GP at Silverstone. Rikki von Opel, who had financed F3 constructor Mo Nunn's Cosworth DFV-powered project, finished 13th. And last. It would be the car's best result - after future world champion Jody Scheckter's first-lap McLaren M23 clanger at Woodcote decimated the original field.

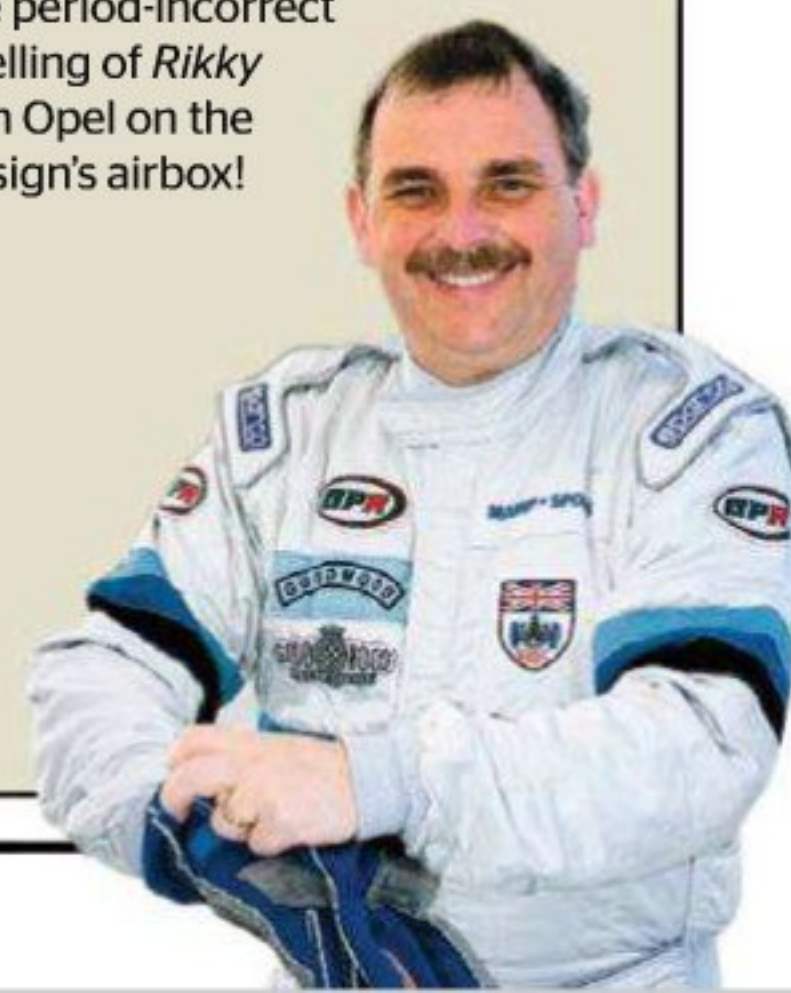
Liechtenstein native von Opel, great-grandson of car company founder Adam Opel, had won the previous year's Lombard North Central F3 title in one of ex-racer Nunn's Walsall-built Ensign LNF3 cars, and finished fifth in the ShellSport series (just behind works team-mate Mike Walker, who still attends historic events). But his F1 graduation was

low-key and low-budget.

The late Peter Gethin and clever Kiwi Howden Ganley - who showed interest in the car at Brands, where he demoed Robs Lamplough's BRM P180/02, his 1972 Monaco GP mount - helped develop the Ensign, which reappeared with conventional wings in '74. While Vern Schuppan and Mike Wilds struggled with it against the odds, von Opel hired a few Brabham drives from Bernie Ecclestone, landing two nines before packing up.

Sold on initially for a song, MNO1 passed through numerous hands before historic racer Mike Whatley corralled it with younger sisters MNO2 and MNO3. Hoole eventually acquired the trio and, intrigued with the early car, slowly reassembled the giant kit, replacing components that were recycled into later chassis. "For a car which hadn't turned a wheel before we brought it here I'm really pleased with it. We've done practice and one race and there has been a lot of good reaction, but the rebuilt [original Armstrong] dampers are leaking so I didn't run today," grinned Sid on Sunday. Thank heavens that folks like Hoole consider F1 oddities worth preserving - right down to the period-incorrect spelling of *Rikky* von Opel on the Ensign's airbox!

“Thank heavens folks like Sid Hoole consider F1 oddities worth preserving”





**AUTOSPORT**

**SAVE  
18%  
ON THE  
COVER  
PRICE**

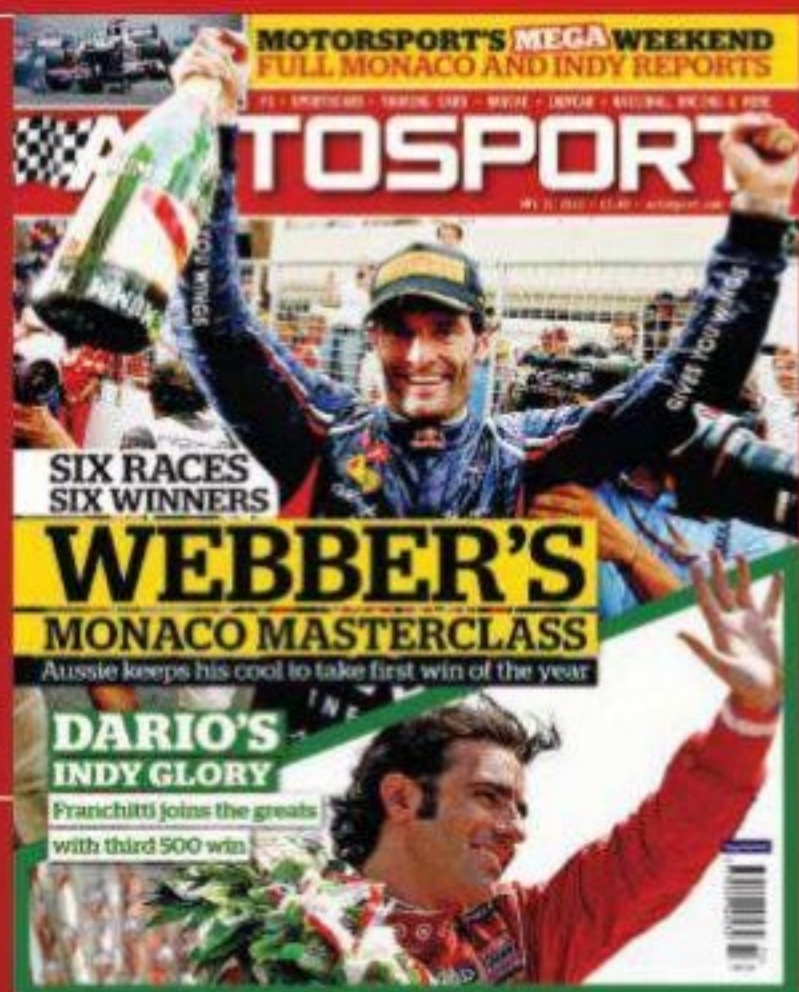
**WORTH  
£35  
RRP**



# **FREE PUMA TEAM BAG**

**WHEN YOU SUBSCRIBE TO AUTOSPORT**

**JUST  
£3.40  
£2.79  
PER  
ISSUE**



## **GREAT REASONS TO SUBSCRIBE**

- **FREE** Puma team bag worth £35
- **SAVE 18%** on the cover price
- **SPREAD THE COST** - just £36.25 every 13 issues with easy direct debit instalments
- **FREE P&P** - every issue delivered to your door

Subscribe online at:

**[www.themagazineshop.com/ASPO/M0512P](http://www.themagazineshop.com/ASPO/M0512P)**

the **magazineshop**.com



+



+

**FREE  
DELIVERY**

Or call our hotline and quote offer code M0512P:

**08448 488 817**

Offer closes June 7, 2012. Please have your bank details ready

Terms and conditions: This is a direct debit offer open to readers in the UK only. Overseas rates are available by calling +44 (0)1795 592 974 or for US rates call +1 866 978 1446. Offer closes June 7, 2012. Direct debit prices are valid for one year, after which they are subject to change. Should prices change you will be informed in writing. Please allow 35 days for delivery of your first issue and gift. Gift will be sent under separate cover. Should we run out of gifts you will be offered an alternative - there is no cash alternative.



## IN BRIEF



New Chronos made debut

### KIT CAR ACE ANDREW HILEY

debuted his Chronos HR12 in the RGB championship at Cadwell Park last weekend. "It's based on the Taydec but we have lengthened the wheelbase to accommodate the engine, changed the geometry and only have temporary bodywork," he said. Various teething problems restricted his lappery.

### EXPERIENCED CAN-AM REVIVAL

racer Peter Schleifer (McLaren M6B) was excluded from last Saturday's race at Brands Hatch, fined £250 and given four penalty points on his licence for failing to take a penalty for jumping the start and then ignoring the black flag five times.

### BRITISH GT SQUAD MTECH WILL

enter the Lamborghini Super Trofeo from the next round at Silverstone this weekend, under the Lamborghini Racing Team UK banner. Welsh racer Jake Rattenbury, 18, will drive alongside an as-yet-unconfirmed team-mate.

### FORMER BTCC RACER MARTIN

Byford made his annual single-seater outing in Formula 4 at Cadwell Park last weekend. A broken throttle cable on his Gateshead College Van Diemen led to an early retirement in his first race at the circuit for six years. He sat out Sunday's sequel to celebrate his 40th birthday.

### STOCK HATCH RACER JOE

Ferguson faced a race to make the grid at Cadwell Park last weekend, after crashing at Charlies in testing. A van was used to pull the front of his Saxo chassis out and a return trip to Essex was made to collect a donor rear axle. He finished 12th and 13th.

### SUPERKARTS WILL MAKE THEIR

Goodwood Festival of Speed debut at this year's 20th edition. Four machines will be driven by the Karting Legends group.

### GARY THOMAS WON THE

Sevenoaks and District Motor Club 'Motorsport at the Palace' sprint event at Crystal Palace last weekend. He set a best time of 33.80s in his Force PT, 0.3s quicker than Ensign driver Fyrth Cross.



Force PT set the Palace pace



## 7 RACER HURT

Steve Grady escaped with leg injuries from this crash at Silverstone last weekend. Contact with a rival launched him in the Magnificent Sevens race, which was stopped.

MGLive

# Full field for MGB celebration

Silverstone MGLive event attracts capacity field for MG sportscar anniversary

### A CAPACITY FIELD OF 58 MGBs

will contest the 50th anniversary event at the MG Car Club's annual MG Live festival weekend on the Silverstone Grand Prix circuit in June.

Five ex-works cars, and machines built to pre-1966 FIA-homologated specification, will race with special WSM and Belgian Berlinetta variants in the 55-minute single- or two-driver enduro.

Factory driver Paddy Hopkirk has

agreed to present the prizes for the special feature, run in association with British Motor Heritage, the company that supplies body panels and shells from original tooling for the restoration of MG, BMC and other UK-built cars.

MGCC motorsport director Dave Saunders said: "More than half a million MGBs were made and a huge number survive, so there will be many Golden Jubilee celebrations, but I don't think

anywhere else in the world will see as many Bs in one place as Silverstone."

Many MGB racers at the meeting will also be taking on TVR Granturas, Triumph TR4s and Morgans in a 55-minute Ecurie GTS event.

More than 600 competitors are expected for the gathering, which includes races for all seven MGCC series plus the multi-marque Iconic '50s series and the new FISCAR promotion.

Spa Classic

## F2 and Group C steal the show at Spa Classic

THE FIA HISTORIC FORMULA 1 series topped last weekend's Spa Classic card, but while Joaquin Folch (Brabham BT49) and Jean-Michel Martin (Fittipaldi F8) twice romped away from an eight-car field, Historic F2 and Group C were the pick of the crop.

Saturday's F2 race was a humdinger, with Frenchman



Harper won close F2 races

Philip Harper (Ralt-BMW RT1) and Briton Matthew Watts (March-BMW 772) fighting wheel-to-wheel throughout. "It was fantastic, the best race I've had. We were changing order two and three times per lap," said Watts, who was

pipped by 0.284s. Switzerland's Hans Peter (Ralt RT1) was third.

Watts retired with a cracked rear upright on Sunday, when Peter Meyrick (March-Hart 782) split the Ralt men. Robert Simac (March 712) won the 1600cc class twice, finishing fifth and fourth overall. Brits James Claridge (Brabham BT38) and Tim Barrington (Lola T240) kept the Alsatian honest and Barrington now leads the championship.

Gareth Evans (Sauber C9) claimed Group C honours from Christophe d'Ansembourg/Herve Regout (Porsche 962).

Irish Rallying

## Spectators killed in Cavan Rally crash

### THE IRISH MOTORSPORT

governing body, Motorsport Ireland, has launched an investigation into an accident that left two spectators dead on the Cavan Stages in Ireland last Sunday.

A Ford Escort MkII driven by Michael Conlon crashed into a crowd of around 30 spectators on the opening stage of the

event. Caroline Cleary, 29, and Joe Lane, 50, have been named as the deceased.

Five more fans were injured and Conlon and his co-driver Aidan Boyle were taken to Cavan General Hospital. Boyle was later transferred to Dublin for treatment to a back injury.

The rally was stopped immediately,

with the remaining stages cancelled.

Motorsport Ireland chief executive Alex Sinclair said: "We'll look at every single strand of what has occurred here with the hope that we'll learn something from it in terms of safety."

"It is very difficult for people to come to terms with it."





Wills topped Can-Am thrash in his Lancia LC2

MASTERS BRANDS HATCH, MAY 26-27

# Kiwi shaved by demon Barber



Hartley's Lotus leads Barber's Fittipaldi

## GP2 RACER BRENDON

Hartley was a busy boy at last weekend's Brands Hatch Masters Historic Festival, sharing several of fellow Kiwi Roger Wills's collection of cars.

One of those was Wills's Lotus 92, in which Hartley romped to a sensational race-two victory on his historic racing debut, but only after a narrow defeat to reigning GP Masters champion Richard Barber in race one.

GP Masters lit up the event and Richard Meins led the first race from the start, chased by Philip Hall and Steve Allen, but then Hall spun his Arrows A3 at Surtees, Meins's Williams FW07 popped (literally) into the pits and, after eight laps, Allen retired his Arrows A1.

The high rate of attrition left Barber and Kiwi hotshoe Hartley trading fastest laps as they battled for the lead. Barber squeezed past on the last lap when Hartley missed a gear and just held on.

"At my age [55] you have to grab your chance when

you can," said the winner, his Fittipaldi F5A now up for sale.

Andrew Smith (March 701) fought off a strong challenge from the Tyrrell P34 of Wills to finish third.

On Sunday, Hartley, now more familiar with the Lotus, romped to victory.

Barber held second for most of the race but was eventually passed by Simon Hadfield, who had driven brilliantly after starting his Tyrrell 009 from the back of the grid.

Steve Allen also started from the rear and managed to get as far as fourth before his Arrows slowed. So Smith took it, while Andrew Beaumont pipped Manfredo Rossi di Montelera for fifth.

The Can-Am race was led initially by David Mercer's Spice until Michele Liguori (Lola T292) sped past on the first lap, but the Italian had jumped the start and had to serve a stop-go penalty.

Meanwhile, Roger Wills was getting the hang of his recently acquired Lancia LC2 and eventually seized

the lead from Mercer at Druids. Mercer fought back and set the fastest lap, but he was still four seconds adrift at the finish.

The Lola T280 of Leo Voyazides (shared with Simon Hadfield) was rather outgunned and could only finish a distant third.

Rob Hall's wondrous wailing Matra MS120 led the first Historic Race Of Champions event until the third lap, when he pitted with a broken halfshaft.

Andrew Smith's ex-Jackie Stewart March

701 inherited a huge lead over John Delane's Tyrrell 002 (also driven originally by the triple world champion) and then cruised to victory.

Rudolf Ernst overhauled Robs Lamplough to complete the podium.

Smith made it a double on Sunday, while Mike Wrigley came through to finish second, after starting his March 711 from 10th on the grid, when Hall's Matra dropped out with a smokey engine.

Mike Whitaker Sr drove

a sterling 90-minute solo stint to win the Gentlemen Drivers GT race with his TVR Griffith.

He started from pole but spun out of the lead during the early laps, so Roger Wills's glorious Bizzarini seized the advantage.

Gary Pearson (in Carlos Monteverde's Jaguar E-type) swept around the outside of Wills with a majestic move at Druids, but the Jaguar motor sucked in something that bent a valve.

After the compulsory



Hall leads winner Smith in Historic Race of Champions



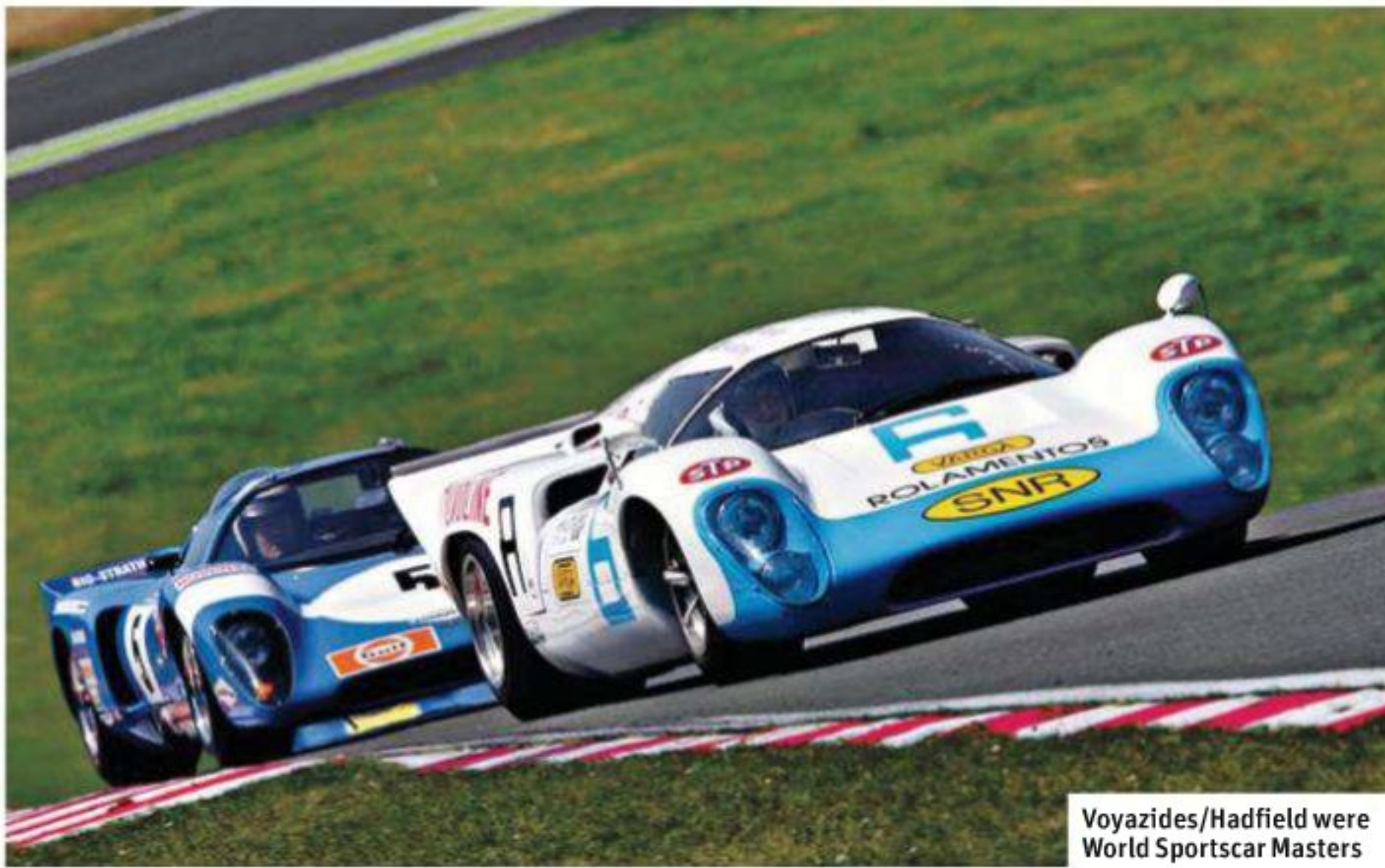
**“At my age you have to grab your chance”**

Barber capitalised on a missed gear to beat Hartley



Whitaker put in superb solo drive

## REPORTS SPORTS EXTRA



Voyazides/Hadfield were World Sportscar Masters

pitstops had played out, Joe Twyman, in for Wills, led until Whitaker found a way past five laps from the end and then pulled away to win by 15 seconds.

The Allen Tice/Chris Conoley Marcos finished third, just ahead of Ian Cox's similar car.

E-type specialist Jason Minshaw did a great job to finish fifth after owner Martin Melling had handed the car over to him in 19th.

Roger Wills/Joe Twyman blitzed the opposition in the Sports Racing Masters event with Wills's McLaren M1B; after one lap Wills was nine seconds clear of Chris Jolly. Twyman brought the car home almost 40 seconds ahead of Steve Farthing in Jolly's Cooper Monaco.

Marcus Mussa was a lonely third throughout, while Leo Voyazides beat Georg Kjallgren to fourth.

Voyazides' pristine

white-and-blue Lola T70 Mk3B led the 50-minute World Sportscar Masters event from start to finish. Co-driver Simon Hadfield also set the fastest lap on the final tour.

A similar car, in the hands of David Coplowe/Martin Stretton, held second from lap three and, despite a great effort from Stretton was still 24 seconds adrift at the end.

Commendable solo efforts from Philip Hall and Ewan McIntyre earned them third and fourth respectively.

In the Woodcote Trophy, Gary Pearson overhauled the Nick Adams/Robin Ward Jaguar D-type and then the Lotus Mk10 of runners-up Malcom Paul/Rick Bourne to bring Carlos Monteverde's white D-type home to victory.

Former Formula Ford Festival winner Dave Coyne made a break in

the Masters Celebration race, but then his Escort went off at Stirlings Bend so Roberto Giordanelli's Datsun inherited the lead.

Chris Ward was gaining ground with the Win Percy-style XJS and he soon seized the advantage. Ward was given a stop-go penalty for too short a pitstop when he handed over to Gary Pearson, but they were so far ahead that they still held on to win.

Leo Voyazides held a narrow lead over Patrick Watts in the Pre-1966 Saloons event until his Ford Falcon's gearbox broke. Watts was left with an easy win, even though his Mustang almost ran out of fuel!

In the closing stages, Phil Keen (Lotus Cortina) passed Brendon Hartley (sharing Roger Wills's Mercury Comet) and Arne Berg to secure second.

● Kerry Dunlop

HGPCA PRE-66 BRANDS HATCH, MAY 26-27

## Horsman rides highest in thrilling Pre-66 bout

SATURDAY'S HGPCA event was a real thriller.

Peter Horsman's 2.5-litre Lotus 18/21 surged away from Andy Middlehurst's ex-Jim Clark Lotus 25 at the start, but spun out at Surtees after two laps.

Middlehurst held a healthy lead over Jon Fairley (Brabham BT11), Sid Hoole (Cooper T66), Mark Piercy (Lola Mk4) and Rod Jolley (Cooper T45/51) while Horsman raced through the pack.

Middlehurst was losing fuel pressure and soon he, Hoole and Horsman were nose-to-tail as they fought for the lead, until Hoole breezed by on the Cooper Straight.

Horsman found a way past as well and began to challenge Hoole for the lead as Jolley moved up.

On the penultimate lap, Hoole's goggles slipped from his eyes as he braked for Druids and he skidded into the gravel. Horsman

thus won narrowly over Jolley and Middlehurst, as Hoole recovered to fourth.

Horsman led Sunday's sequel from the start and, although Middlehurst's 1.5-litre car briefly took over at the front, Horsman countered to win by three lengths.

### RESULTS (BOTH 12 LAPS)

**1 Peter Horsman (Lotus 18/21);** 2 Rod Jolley (Cooper T45/51) +0.963s; 3 Andy Middlehurst (Lotus 25); 4 Sidney Hoole (Cooper T66); 5 Will Nuthall (Cooper T53); 6 Andrew Beaumont (LDS 03). **CW** Middlehurst; Beaumont; Miles Griffiths (Cooper T45); Paul Grant (Cooper-Bristol); Barry Wood (Tec-Mec F415); Stephan Rettenmaier (Maserati 6CM). **FL** Horsman 1m41.886s (85.97mph). **RACE 2 1 Horsman;** 2 Middlehurst +0.483s; 3 Jon Fairley (Brabham BT11); 4 Jolley; 5 Hoole; 6 John Chisholm (Lotus 18). **CW** Middlehurst; Beaumont; Griffiths; Grant; Wood; Josef-Otto Rettenmaier (Maserati 6C34). **FL** Horsman 1m41.191s (86.56mph).



Horsman topped HGPCA thriller in his Lotus 18/21

**GP MASTERS (18 LAPS) 1 Richard Barber (Fittipaldi F5A);** 2 Brendon Hartley (Lotus 92) +5.860s; 3 Andrew Smith (March 701); 4 Roger Wills (Tyrrell P34); 5 Manfredo Rossi di Montelera (Lotus 80); 6 Ian Simmonds (Tyrrell 012). **Class winners** Hartley; Smith; Andrew Beaumont (Lotus 76); Gary Culver (Tyrrell 012). **Fastest lap** Hartley 1m24.728s (103.38mph).

**RACE 2 (18 LAPS) 1 Hartley;** 2 Simon Hadfield (Tyrrell 009) +11.971s; 3 Barber; 4 Smith; 5 Beaumont; 6 Rossi di Montelera. **CW** Hadfield; Barber; Smith; Beaumont. **FL** Hartley 1m24.237s (103.99mph).

**CAN-AM INTERSERIE CHALLENGE (27 LAPS) 1 Roger Wills (Lancia LC2);** 2 David Mercer (Spice SE90C) +4.256s; 3 Leo Voyazides/Simon Hadfield (Lola T280); 4 Michele Liguori (Lola T292); 5 Carlos Monteverde/Gary Pearson (Chevron B26); 6 Marcus Mussa (McLaren M1B). **CW** Voyazides/Hadfield;

Monteverde/Pearson; Mussa; Harry Read (McLaren M8C). **FL** Mercer 1m25.006s (103.04mph).

**HISTORIC RACE OF CHAMPIONS FOR 1966-71 F1 CARS (14 LAPS) 1 Andrew Smith (March 701);** 2 John Delane (Tyrrell 002) +43.223s; 3 Rudolf Ernst (March 721/701); 4 Robs Lamplough (BRM P180); 5 Rick Hall (De Tomaso 505); 6 Allan Rennie (Lotus 35 Martin). **CW** Lamplough; Rennie. **FL** Smith 1m27.943s (99.60mph).

**RACE 2 (11 LAPS) 1 Smith;** 2 Mike Wrigley (March 711) +35.451s; 3 Delane; 4 Ernst; 5 Lamplough; 6 Rick Hall. **CW** Lamplough; Rennie. **FL** Smith 1m27.398s (100.22mph).

**GENTLEMEN DRIVERS PRE-66 GT (49 LAPS) 1 Mike Whitaker Sr (TVR Griffith);** 2 Roger Wills/Joe Twyman (Bizzarini 5300 GT) +15.445s; 3 Allen Tice/Chris Conoley (Marcos 1800GT); 4 Ian Cox (Marcos 1800GT); 5 Martin Melling/Jason Minshaw (Jaguar E-type); 6 Stephen

Skipworth/Graeme Dodd (Jaguar E-type). **CW** Tice/Conoley; Allan Ross-Jones/Jeremy Welch (Austin Healey 3000); John Young (Porsche 911). **FL** Minshaw 1m44.686s (83.67mph).

**SPORTS RACING MASTERS (24 LAPS) 1 Roger Wills/Joe Twyman (McLaren M1B);** 2 Chris Jolly/Steve Farthing (Cooper Monaco T61M) +38.910s; 3 Marcus Mussa (McLaren M1B); 4 Leo Voyazides (Ford GT40); 5 Georg Kjallgren (Ford GT40); 6 Andrew Owen/Simon Hadfield (Elva Mk7S). **CW** Jolly/Farthing; Voyazides; Owen/Hadfield; John Bladon (McLaren M1A). **FL** Wills 1m36.724s (90.56mph).

**WORLD SPORTSCAR MASTERS (31 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B);** 2 David Coplowe/Martin Stretton (Lola T70 Mk3B) +24.868s; 3 Philip Hall (Lola T212); 4 Ewan McIntyre (McLaren M1C); 5 Tim Cousins/Jeremy Wheatley (Chevron B23);

6 Rod Smith/Anthony Reid (Chevron B16). **CW** Hall; Cousins/Wheatley; Philip Nelson (Chevron B8); Andrew Beaumont/Andy Middlehurst (McLaren M1B); Mark Bates (Porsche 911). **FL** Hadfield 1m30.550s (96.74mph).

**RAC WOODCOTE TROPHY (27 LAPS) 1 Carlos Monteverde/Gary Pearson (Jaguar D-type);** 2 Rick Bourne/Malcolm Paul (Lotus Mk10) +44.293s; 3 Nick Adams/Robin Ward (Jaguar D-type); 4 John Ure/Nick Wigley (Cooper-Bristol T24); 5 Barry Wood/Tony Wood (RGS Atalanta); 6 Nick Finburgh (Jaguar C-type). **CW** Bourne/Paul; Ure/Wigley; Rick Hall/Martin Melling (Aston Martin DB3); Stephan Rettenmaier (OSCA MT4); Barry Cannell/Barry Wood (RGS Atalanta); David Alborough (AC Ace). **FL** Pearson 1m51.094s (78.85mph).

**MASTERS 70s CELEBRATION/JD CLASSICS (23 LAPS) 1 Gary Pearson/Chris Ward (Jaguar XJS);** 2 Roberto

Giordanelli/Simon Watts (Datsun 240Z) +40.568s; 3 Mike Bell (Ford Escort RS1600); 4 Bert Smeets (Rover SD1); 5 Mark Bates/James Bates (Porsche 911); 6 Ed Simpson (Mitsubishi Starion). **CW** Giordanelli/Watts; Bell; Bates/Bates; Denis Welch/Mike Freeman (Ford Capri); Andrew Davies/Anthony Gorman (BMW 2002); Anthony Robinson (Triumph Dolomite Sprint); Richard Masters (Jaguar XJS).

**FL** M Bates 1m40.889s (86.82mph). **MASTERS PRE-66 TOURING CARS (26 LAPS) 1 Patrick Watts (Ford Mustang);** 2 Mike Gardiner/Phil Keen (Lotus Cortina) +49.307s; 3 Roger Wills/Brendon Hartley (Mercury Comet); 4 Neil Brown (Ford Mustang); 5 John Haugland/Arne Berg (Lotus Cortina); 6 Nick Swift (Morris Cooper S). **CW** Gardiner/Keen; Swift; Nigel Cox/Clive Denham (Lotus Cortina). **FL** Leo Voyazides (Ford Falcon) 1m48.754s (80.54mph).



**NATIONAL  
RACES & RESULTS****750MC**  
CADWELL PARK**TOYOTA MR2 QUICK RESULTS**→ Race 1 **George Robinson**  
→ Race 2 **Robinson**  
→ Race 3 **Paul Hinson****"I put a wheel on  
the grass and spun"**

Rowe explains race-one off

**P91 SPORTS EXTRA  
RESULTS ROUND UP  
for May 26-27****TOYOTA MR2 CADWELL PARK, MAY 26-27**

## Robinson and Hinson top Cadwell Toyota tussles

**GEORGE ROBINSON**

made winning look relatively easy as he picked up a double in the MR2s at Cadwell, while Paul Hinson won the other race.

At the start of the opening race Robinson and Hinson made a decisive break, as Michael Wells settled in third from Ben Rowe and Matthew Palmer.

Robinson gradually pulled away to win by over two seconds from Hinson. Palmer came through to claim third, aided by Wells and Rowe both having excursions.

"I put a wheel on the grass at Barn and spun," Rowe explained.

Wells recovered to reclaim fourth, with Jim Davies fifth from Rowe.

It was a similar story at the start of the second race, with Robinson once again in command.

Behind it was much closer, with Lee Gambell and Guy Hefford side by side for second through Coppice on the second lap, before Hefford managed to nose ahead.

Hefford then closed a little on Robinson as a five-car train developed behind the two leaders.

Gambell was sidelined after six laps and Clive Morphett claimed third, with Patrick Mortell and Wells nose to tail for fourth after contact in the pack left a battle-scarred Davies retiring to the paddock.

Hefford led a four-car break as race three got

**Robinson (4)  
leads Hinson**

underway. He managed to shake off Palmer and Gambell (having their own duel), but found Hinson a tougher prospect.

The pair duelled inches apart for five laps, which allowed Palmer (having escaped from a scrap with Gamble and Rowe) to close too. Hinson finally made

his move into Park, with Palmer following him by.

Hefford was left to settle for third, well clear of Rowe and Paul Hutson, who took fifth after Gambell slipped to 11th on the last lap.

● Peter Scherer

**RESULTS (ALL 9 LAPS) 1 George Robinson;** 2 Paul Hinson +2.03s;

3 Matthew Palmer; 4 Michael Wells; 5 Jim Davies; 6 Ben Rowe.

**Fastest lap** Robinson 1m46.32s (74.05mph). **RACE 2 1 Robinson;** 2 Guy Hefford +1.12s; 3 Clive Morphett; 4 Patrick Mortell; 5 Wells; 6 Paul Grimmett. **FL** Hefford 1m46.52s (73.91mph). **RACE 3 1 Hinson;** 2 Palmer +2.34s; 3 Hefford; 4 Rowe; 5 Paul Hutson; 6 Mortell. **FL** Palmer 1m45.65s (74.52mph).

**Oliveira's Storm took  
its first win of 2012****FORMULA VEE CADWELL PARK, MAY 26-27**

## Flurry of red flags denies Jake Oliveira a double

**JAKE OLIVEIRA AND**

Paul Smith shared the spoils as three red flags meant the Vee contingent completed only nine racing laps.

Sam Oliveira's Sheane 'Jenvée' led the first race after turning Smith around at Mansfield on the first lap. Brother Jake's Storm then claimed the lead at Park, as Martin Farmer ousted Ben Anderson for third.

Sam Oliveira later reclaimed the lead into Park and Anderson repassed

Farmer at Barn. "I couldn't get second gear," Farmer said.

The lead changed again and Jake Oliveira was declared the victor as red flags flew, his brother relegated to fifth for his contact with Smith.

The second race was twice red-flagged and went to Smith. He led from pole as the Oliveiras fought for second until Sam piled into the wall at Charlies.

The GACs of Anderson and Farmer duelled for

third, but it all came to another early end. Smith had run off at Charlies and Farmer spun on oil at Gooseneck after scything past Anderson at Coppice. Smith won on countback.

● Peter Scherer

**RESULTS (6 LAPS) 1 Jake Oliveira (Storm);** 2 Ben Anderson (GAC 01) +3.87s; 3 Martin Farmer (GAC); 4 Peter Belsey (Spyder Mk2); 5 Sam Oliveira (Sheane Mk1); 6 Simon Readman (AHS Dominator). **CW** Ian Jordan (Sheane Jordan). **FL** Paul Smith (AHS Dominator) 1m36.57s (81.53mph).

**RACE 2 (3 LAPS) 1 Smith;** 2 J Oliveira +0.52s; 3 Anderson; 4 Farmer; 5 Belsey; 6 Steve Ough (AHS Dominator). **CW** Jordan. **FL** J Oliveira 1m36.56s (81.54mph).

**LOCOST CADWELL PARK, MAY 26-27**

## Comber cleans up

**MICHAEL COMBER** proved unbeatable in his Locost races, with Alastair Garratt the other race victor.

Garratt took pole for the first race and built a substantial lead as Stuart Sellars and Richard Bradley struggled to get past Stephen Kimber.

Sellars made it by into Park on lap six, but was too far behind Garratt. Bradley finally clinched third when Kimber lost it at Mansfield and retired to the paddock.

The battle for second allowed Comber to make a decisive break in race two. Garratt and Richard Jenkins duked it out behind the leader until Bradley joined them. He got ahead, but broke his transmission cresting the Mountain on lap six.

Garratt eventually claimed second on the last lap, but only after further swaps that almost

brought Lee Bankhurst into the frame.

Comber and Sellars were barely a length apart for the whole of race three. After plenty of lead swaps they were side by side into Mansfield on the last lap, as Comber got the verdict by 0.13s.

"We worked together in a great race, but still the same result for me," rued Sellars.

● Peter Scherer

**RESULTS (8 LAPS) 1 Alastair Garratt;** 2 Stuart Sellars +1.70s; 3 Richard Bradley; 4 Sian Stafford-Atkinson; 5 Lewis Dallas; 6 Dave Berry. **FL** Bradley 1m48.16s (72.79mph). **RACE 2 (9 LAPS) 1 Michael Comber;** 2 Garratt +5.96s; 3 Richard Jenkins; 4 Lee Bankhurst; 5 Nick Selby; 6 Stafford-Atkinson. **FL** Bradley 1m46.48s (73.94mph) record. **RACE 3 (9 LAPS) 1 Comber;** 2 Sellars +0.13s; 3 Jenkins; 4 David Boucher; 5 James McAllister; 6 Rob Middleton. **FL** Comber 1m46.51s (73.92mph).



## NATIONAL RACES & RESULTS

750MC  
CADWELL PARK

## BMW COMPACT CUP QUICK RESULTS

→ Race 1 Andrew Tsang  
→ Race 2 A Tsang



Comber pipped Sellars on the line for second Locost win

## REPORTS SPORTS EXTRA

BMW COMPACT CUP CADWELL PARK, MAY 26-27

# Tsang wins frenetic Bimmer battles



Tsang leads as Voyce has a grassy moment

**IT WAS ALMOST TOO** close at times, but Andrew Tsang managed to emerge from two bruising encounters as a double BMW winner at Cadwell.

The first race was red-flagged after five laps, when Tsang held the lead from Martin Gambling.

It was Gambling who grabbed the advantage from the restart, as Tsang,

Stuart Voyce and Dave Mountain tucked in behind him.

"We were so close through Coppice one of us had to give in," said Gambling.

But the leader's glory ended on the second lap. "I missed a gear on Park Straight and they sailed past like the wind," explained Gambling.

Tsang now led, from Voyce and Mountain, with Gambling recovering in fourth at the head of a four-car train.

The leaders held station over the remaining two laps of the shortened race, with Tsang taking the victory laurels by 1.44s from Voyce.

Voyce got away at the start of race two and left the others to do the chasing, but by the end of lap four there were nine cars running line astern for the lead.

Tsang squeezed ahead at the foot of the Mountain on lap six of eight.

"I wasn't taking risks. There was enough room and Stuart had been trying to back me up," he explained.

Voyce was on the grass,

which allowed Mountain and Simon Nunn to go by, and a lap later the former leader pulled off with a punctured tyre.

While Tsang claimed his second win, Mountain shook off Nunn's challenge for second.

Stephen Roberts claimed third at the Mountain on the last lap, with Nunn later excluded from fourth.

● Peter Scherer

## RESULTS (4 LAPS) 1 Andrew

Tsang; 2 Stuart Voyce +1.44s; 3 Dave Mountain; 4 Martin Gambling; 5 Ryan Bensley; 6 Mark Tsang. **FL** A Tsang 1m48.92s (72.28mph).

## RACE 2 (8 LAPS) 1 A Tsang;

2 Mountain +3.60s; 3 Stephen Roberts; 4 M Tsang; 5 Mark Gazzard; 6 Warren Gazzard. **FL** Roberts 1m48.58s (72.51mph) record.

## CADWELL IN BRIEF



Tim Gray's Spire dominated RGB

## RGB

Most of the action was for the minor places as Tim Gray's Spire had things virtually sewn up on the opening lap of both races. John Cutmore was an equally comfortable second on both occasions. Matt Green completed a Spire podium in race one, but Paul Rogers (Contour) broke the dominance second time around.

## SPORTS SPECIALS/SR GT

The Eclipse SM1s of Clive Hudson and Paul Boyd left the rest of the field in their wake. Hudson led both races throughout, but Boyd pulled out of race one on his fourth lap, handing second to Paul Collingwood's Sylva. Alaric Kitson dominated the concurrent Toyota MR2 Super GT races.

## FORMULA 4

Teenage starlet Falco Wauer collected a double win in his Mygale. He ousted Robbie Watts's Van Diemen with a brave move down the inside onto the Mountain to take the first race, having lost the lead by going off at the same corner, and was dominant in the second.

## 750 TROPHY

Although not the best of starters, once into his stride Paul Gorolini's JB was a comfortable winner in both races at Cadwell Park. Don Rawson had to chase down Lyndon Thruston's DNC in both races to claim second.

## STOCK HATCH

Matt Digby returned to the scene of his first-ever win and guided his Saxo to another double. Martin Ward finally claimed second in race one, ousting Jake Farndon into Park after a racelong duel. Rory Cooper chased Digby in vain in race two, with Tom Bell claiming third after Ward bounced off the pit-straight barriers.

## Digby romped to Stock Hatch double



750 FORMULA CADWELL PARK, MAY 26-27

# Debut win for Hodkin before Cooper hits back

**THERE WAS A WINNING** debut for Dave Hodkin and his HRD, but he just fell short of the double, losing out to Nathaniel Cooper.

Hodkin was never headed in the first race, while Bill Rutter (Darvi) led the pursuers. Cooper worked his way past Max Sheppard for third as they passed the pits to complete lap seven and was right on Rutter's tail as they crested the Mountain. Rutter then got sideways and was collected by Cooper, leaving Dave Robson's SDAR to claim second by pipping Sheppard on the last lap.

Cooper ousted Hodkin

for the lead of race two on the penultimate lap, with Robson taking second at Barn. Cooper was only 0.17s clear in the dash to the flag.

● Peter Scherer

## RESULTS (BOTH 9 LAPS) 1 Dave

Hodkin (HRD Mk1); 2 Dave Robson (SDAR/83) +1.70s; 3 Max Sheppard (Sheppard MS750/01); 4 Bob Simpson (SS/F); 5 Martin Kemp (Racekits Falcon); 6 Alan Bunter (Bunterbuilt Shark 8/750). **CW** Nigel Harvey (PC Special). **FL** Nathaniel Cooper (Davis T7) 1m37.71s (80.58mph). **RACE 2 1 Cooper;** 2 Robson +0.17s; 3 Hodkin; 4 Bill Cowley (Cowley Mk4); 5 Simpson; 6 Sheppard. **CW** Hodkin. **FL** Cooper 1m38.16s (80.21mph).



Rozier's 205 took a win and a second

CLASSIC STOCK HATCH CADWELL PARK, MAY 26-27

# Glory to XR2 and Pug

**IT WAS HONOURS EVEN** between Martyn Fowdrey's XR2 and Matt Rozier's Peugeot 205 at Cadwell.

A first-lap sort-out left Fowdrey in the clear in race one and he took victory.

Martin Cayzer (XR2) surrendered to Damian Cottrell's Nova and Rozier at Mansfield on lap five, before Rozier snatched second from Cottrell.

Into the Hairpin for the final time Cottrell left a gap that Cayzer went for. They collided and forced Rozier's father Derek to stop, handing third to a surprised Edward Cooper.

Rozier Jr dominated race

two, with Cottrell taking Cayzer for second onto the Mountain on lap six. In the closing laps it was tight for the lead, but Rozier just held on.

● Peter Scherer

## RESULTS (BOTH 8 LAPS) 1 Martyn

Fowdrey (Ford Fiesta XR2); 2 Matt Rozier (Peugeot 205 GTi) +2.70s; 3 Edward Cooper (Vauxhall Nova GTE); 4 Imran Khan (Ford Fiesta XR2); 5 Derek Rozier (Peugeot 205 GTi); 6 Damian Cottrell (Vauxhall Nova GTE). **FL** M Rozier 1m48.62s (72.48mph) record.

**RACE 2 1 M Rozier;** 2 Cottrell +0.24s; 3 Martin Cayzer (Ford Fiesta XR2); 4 Cooper; 5 Fowdrey; 6 Khan.

**FL** Khan 1m49.50s (71.90mph).



Hodkin leads in his new steed





SWINGING SIXTIES SILVERSTONE, MAY 26

## Barrow wins but Yool's podium steals the show

**RAYMOND BARROW** MAY have won the Swinging Sixties race comfortably with his Chevy Camaro, but the real star was Andy Yool who performed a great recovery to finish third after starting 41st and last.

The Lotus Seven of David Boland and Roger Lee qualified on pole, but both Mark Campbell's Triumph and Barrow's Camaro were just a tenth slower in a tight session.

Lee made a good start and took an early lead, but this didn't last long as his car had mechanical problems, which promoted Campbell.

At around one-third distance the safety car was deployed after Matt Domin/Mark Lamont's boot lid (deposited earlier) and Steve

Pickering's Sunbeam partially blocked the track at Becketts. This sparked a mad dash to the pits, with nearly 30 cars stopping at once, causing pitlane pandemonium!

When racing got back underway, more reliability problems struck as first Campbell and then the Ben Gough/Iain Daniels Marcos retired. This left the Paul Conway/Ed Mercer Morgan in the lead, but Barrow quickly overhauled it to win.

It looked like Yool's remarkable recovery would not quite get his Anglia onto the podium, until Marcus Miller was given a two-minute stop-go penalty for overtaking under the safety car, allowing Yool to secure third.



Barrow's Camaro took a comfortable victory

"What an absolute laugh!" said Yool. "It was a fabulous race but I didn't have a clue where I was."

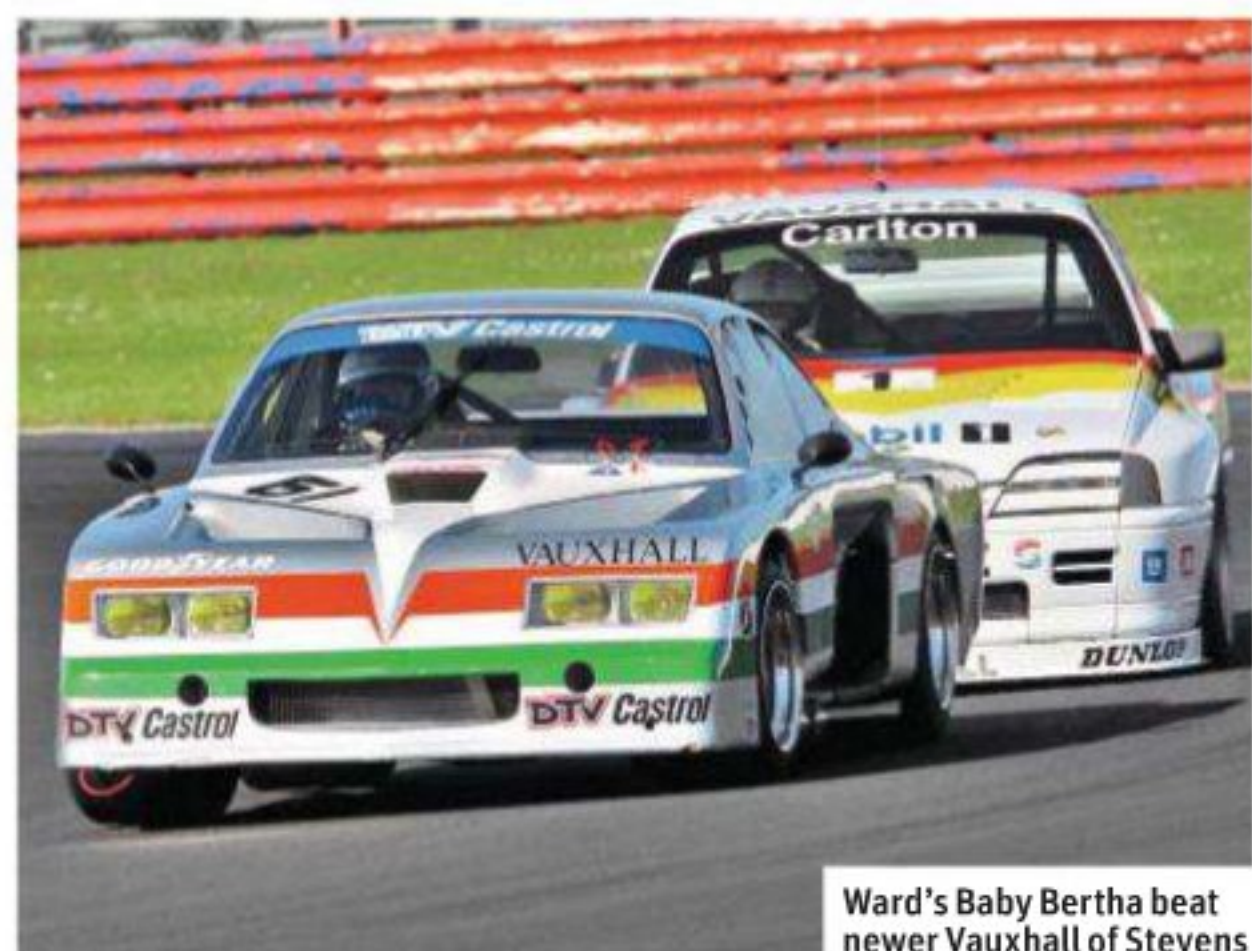
"I had fuel problems in qualifying so I didn't set a time, but I didn't expect to climb so high up."

● Stephen Lickorish

### RESULTS (33 LAPS)

**1 Raymond Barrow (Chevrolet Camaro);** 2 Paul Conway/Ed Mercer (Morgan Plus 8) +21.214s; 3 Andy Yool (Ford Anglia); 4 Richard & Martin Wager (Mini Cooper S); 5 Tim Cairns (Austin Healey Frogeye Sprite); 6 Roy Chamberlain (Triumph TR4).

**Class winners** Yool; Wager/Wager; Chamberlain; Colin Swinnerton (Reliant Scimitar); Simon Miller (Ford Mustang); Joe Ward/Brian Lambert (TVR Grantura MkIII); Paul Keevill (Lotus Elan); Michael & Kallum Gray (Jaguar E-type). **Fastest lap** Mark Campbell (Triumph TR5) 1m07.236s (87.83mph).



Ward's Baby Bertha beat newer Vauxhall of Stevens

SPECIAL SALOONS SILVERSTONE, MAY 26

## Allaway trouble helps Baby Bertha to victory

**SIMON ALLAWAY** VERY nearly won both of the season-opening Special Saloons races, until he stopped suddenly on the final lap of the second race.

Ian Hall dominated qualifying and the opening stages of race one in his Darrian Wildcat, but lost the lead to Allaway's Lotus Esprit into Brooklands on lap 11 of 15.

Peter Stevens's 1992 Thundersaloons-winning Vauxhall Carlton looked like it would take third until a fuel-pressure problem dropped him to fifth, which promoted Adrian Beer's MGB V8 to the position.

Hall didn't have a second chance to win race two as he left early to attend his son's stag do! It therefore looked like Allaway would take a

straightforward win, but his problem on the last lap let Joe Ward's Vauxhall Baby Bertha claim victory.

Stevens was on a charge early on, climbing to second until the fuel issues struck again. But with Allaway's retirement he did still finish as runner-up.

"I really enjoyed it and the car was a pleasure to drive, but it's a shame we had the fuel problems," said Stevens. "I saw Baby Bertha storming up behind me and could do nothing to stop it passing me, but I'm very pleased with second."

● Stephen Lickorish

### RESULTS (BOTH 15 LAPS)

**1 Simon Allaway (Lotus Esprit Silhouette Special);** 2 Ian Hall (Darrian Wildcat T98) +1.882s; 3 Adrian Beer (MG BGT V8); 4 David Brewis (Lotus Elan); 5 Peter Stevens (Vauxhall Carlton TS); 6 Joe Ward (Vauxhall Baby Bertha). **CW** Hall; Paul Sibley (MG Midget); Martin Baker (Hillman Imp Spaceframe). **FL** Allaway 58.711s (100.58mph). **RACE 2** 1 Ward; 2 Stevens +2.705s; 3 Beer; 4 Ron Harper (Triumph Spitfire); 5 Sibley; 6 Martin Hall (MGB Roadster V8). **CW** Stevens; Harper; Baker. **FL** Allaway 1m01.129s (96.60mph).

TIN TOPS SILVERSTONE, MAY 26

## Ainge/Jordan win again

**EVEN A 30-SECOND** pitstop penalty for winning the preceding Brands race couldn't prevent Mike Jordan/Nigel Ainge's Honda Integra taking Tin Top victory at Silverstone, although they were aided by Nigel Tongue's misfire.

Poleman Ainge constantly swapped with Tongue's Peugeot 306 for the lead of the race before the pitstops. After the extra time stationary, Jordan was 33 seconds behind Tongue, but quickly started to reel him in. With the Peugeot developing a misfire, this became all the easier and the pair eventually

won comfortably.

Tongue dropped to third by the flag, leaving the Renault Clio of James Payne/Tony Hunter to take second from 10th.

● Stephen Lickorish

**RESULTS (35 LAPS)** 1 Nigel Ainge/Mike Jordan (Honda Integra); 2 James Payne/Tony Hunter (Renault Clio) +39.664s; 3 Nigel Tongue (Peugeot 306); 4 Thomas Gannon/Joe Gatt (Integra); 5 Mark Livens/Carey Lewis (Honda Civic Type R); 6 Andy Woods-Dean/Martin Johnston (Civic EP3). **CW** Woods-Dean/Johnston; Kester Cook (Ford Fiesta Zetec); Arran Moulton-Smith/Chris Boardman (BMW 318ti Compact); Marshall Groves (Alfa Romeo 33). **FL** Jordan 1m05.745s (89.82mph).



Peugeot and Hondas to the fore at the start



## NATIONAL RACES & RESULTS

500MRCI  
KIRKISTOWN

## QUICK RESULTS

→ FVee Lee Newsome  
→ FF1600 R1 Noel Dunne  
→ FF1600 R2 Dunne



Shields had drama with his GP2 Dallara at Kirkistown

## REPORTS SPORTS EXTRA

IRISH FORMULA VEE KIRKISTOWN, MAY 26

# Newsome tops epic Vee battle by just 0.002 seconds



Newsome (1) topped multi-car contest

**FORMULA VEE HAS** produced some epic races at Kirkistown over the years, but few as close as this. A smaller-than-usual 15-car field faced the starter after several possible frontrunners were sidelined by practice and

testing incidents, but sometimes size doesn't matter and it certainly didn't on this occasion.

For 12 hectic laps nobody breathed as an eight-car lead group constantly rearranged itself all round the circuit, amazingly

without significant contact. It all came down to the Hairpin on the final lap and, as the commentary team approached the point of meltdown, a four-car group emerged (just) ahead for the run down to the flag.

The issue remained in

doubt until the final few feet when poleman Lee Newsome just got his Kermit-tinted Sheane ahead of Kevin O'Hara's JPS-liveried 'low-line' Leystone to win by 0.002 seconds! Had either of them blinked, Dan Polley or Ray Moore could have taken it. The top four were covered by less than 0.8s, with Ian Campbell, Adam Macauley and Trevor Delaney hot on their heels.

To Moore went the consolation of fastest lap, just 0.035s off his record.

● Richard Young

## RESULTS (12 LAPS)

1 Lee Newsome (Sheane FV93); 2 Kevin O'Hara (Leystone JH002) +0.002s; 3 Dan Polley (Sheane FV); 4 Ray Moore (Leystone JH004); 5 Ian Campbell (Sheane FV); 6 Adam Macauley (Sheane FV01). FL Moore 1m04.862s (83.917mph).

IRISH FF1600 KIRKISTOWN, MAY 26

# Dunne beats McCullough with new Van Diemen

**IT DIDN'T TAKE NOEL** Dunne very long to get to grips with his new (to him) Van Diemen RFOO.

The former Mygale pilot started both FF1600 races from pole, and with Ivor McCullough's similar car alongside the scene was set for a couple of epic races.

The pair went at it tooth and nail from the off, and while McCullough's radical forward-facing exhaust system provided a heroic soundtrack, wily Dubliner Dunne maintained the upper hand — just — through two close races.

In the first, Jonathan McMullan (Mondiale) took third despite a lack of power, ahead of Adrian Pollock's Van Diemen DP09, but it

was Morgan Dempsey who claimed the final podium spot in race two with Pollock and McMullan on his tail.

● Richard Young

## RESULTS (13 LAPS) 1 Noel Dunne

(Van Diemen RFOO); 2 Ivor McCullough (RFOO) +0.578s; 3 Jonathan McMullan (Mondiale M89S); 4 Adrian Pollock (Van Diemen DP09); 5 David McCullough (RFOO); 6 Jamesy Hagan (Swift SC95K). CW McMullan; John Stewart (Reynard 83FF); Ryan Templeton (Crossle 32F). FL McCullough 1m01.799s (88.08mph).

**RACE 2 (12 LAPS) 1 Dunne;** 2 I McCullough +0.085s; 3 Morgan Dempsey (Van D DP08); 4 Pollock; 5 McMullan; 6 D McCullough. CW McMullan; Mike Todd (Mondiale M84S); Stephen Mawhinney (32F). FL Dunne 1m01.364s (88.70mph).

Dunne took two wins in his new car



Matheson won first Libre encounter

FORMULA LIBRE KIRKISTOWN, MAY 26

# Chinks in Shields' attack

**WITH HIS GP2 DALLARA** on pole, Philip Shields should have walked the two Libre races comfortably, but things didn't work out that way.

When the red lights went out for race one it was Eamon Matheson's E5 that rocketed into the lead, from Mark Crawford's little Jedi and Peter Dwyer's F3 Dallara. Shields remained stationary, his engine dead. The Dallara eventually got going, only to spin at Fishermans.

Shields did get away in race two, but Matheson made the better start and

stayed ahead until the E5 expired. Another spin by Shields brought out the red flags, handing the win to Crawford.

● Richard Young

## RESULTS (7 LAPS) 1 Eamon

Matheson (E5); 2 Mark Crawford (Jedi Suzuki) +2.157s; 3 Martin Daly (Tatuus Renault); 4 Peter Dwyer (Dallara 399); 5 Fergus Flaherty (Tatuus Renault); 6 Stanley Watson (Van Diemen F.Irl). FL Philip Shields (Dallara GP2) 52.578s (103.52mph).

## RACE 2 (6 LAPS) 1 Crawford;

2 Dwyer +1.412s; 3 M Daly; 4 Flaherty; 5 Jonathan Deaker (Tatuus Renault); 6 John Daly (Lola Holden). FL Dwyer 57.040s (95.43mph).

## IN BRIEF



Morgan topped Future Classics event

## FUTURE CLASSICS

The Future Classics race was won dominantly by Paul Conway/Ed Mercer's Morgan. Mark Chilton (Porsche 928) finished second, despite him struggling in the hot Silverstone conditions. Fourth-placed Mark Smith/James Moulton-Smith's BMW M3 was top of the Deutsche Marque runners.

## JAGUAR SALOONS/XJS

David Howard's XJ12 claimed a lights-to-flag win from poleman Paul Merrett's XJS at Silverstone.

## POWERED BY JAGUAR

The Jaguar D-type replica of poleman Paul Alcock couldn't quite fully recover from a dreadful start as he finished just behind Rodney Frost's XJS, having made some excellent Copse overtakes. Top of the Sports V Saloons cars was Dave Dennett's Porsche.

## FORMULA SHEANE

Anton Savage and Chris McCabe were relegated to the back after Kirkistown qualifying. While Brian Hearty rushed off into the lead, a fired-up Savage set about catching the leaders. He managed it, but a penalty for starting out of position relegated him to third.

## IRISH FORD FIESTAS

James Turkington made it three wins from three starts in the new Fiesta class, but only after a clash with Andy McShane at the Hairpin had him demoted by officialdom. The win was reinstated on appeal. McShane took third, behind newcomer Andrew McCullough.

## IRISH SALOONS/GTs

Gerard McVeigh's Mitsubishi Evo had no problems winning, as Greer Wray's Vectra and the Dunlop Supercar of Richie O'Mahoney got quite cosy at one point. The resultant damage led to the Vectra running over bits of itself — and finishing fourth.



Mitsubishi of McVeigh won in Saloons



# Race winning fuels & oils – delivered to your door!

From day one Anglo American Oil Company focused on delivering high quality racing fuels and oils directly to the racers' door and we quickly established ourselves in the UK market. Today, 13 years later the focus is still the same but with added brands to back up an already race winning product range.

Call or visit our website to find out more about our vast range of fuels, oils and pit stop products.

## Anglo American Oil Company Ltd

+44 (0)1929 551557   [info@aaoil.co.uk](mailto:info@aaoil.co.uk)   [www.aaoil.co.uk](http://www.aaoil.co.uk)

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)





Timerzyanov's DS3 won out

EUROPEAN RALLYCROSS GREINBACH, MAY 27

## Russian opportunist leaps on a French error

**TIMUR TIMERZYANOV** became the third different winner in as many events by taking an opportunist win in Austria's ERC round.

The Greinbach event had been dominated by French racer Davy Jeanney (Citroen C4), who locked out the A Final pole with fastest times in the first two heats.

Jeanney led the main event but gambled on making an early pass through the Joker lap. The usual tactic is for the race leader to take the Joker late in the race and Jeanney's move left him running fourth on the road, as Timerzyanov (DS3) took up the lead, pursued by team-mate Alexander Hvaal and Peter Hedstrom.

After struggling in the first two rounds, Swede

Hedstrom hit his stride in Austria and extracted the potential from his Skoda Fabia. But in the final he became a cause of problems for Jeanney and Liam Doran.

Struggling with a puncture, Hedstrom battled on but got in the way of the chasing pair. Both lost time getting past the Skoda, Doran's Citroen DS3 more so than Jeanney. With Timerzyanov lapping quickly at the front and Hvaal (C4) content to run second, even a brief delay was too much.

Timerzyanov and Hvaal slipped through the Joker lap without losing position and were joined on the podium by Jeanney, while fourth place was enough for Doran to extend his points lead in the series.



Jeanney led A Final but finished third

"I had engine problems all weekend, but the rule change this year means an eight-place penalty if you change an engine so I just had to try and drive around it," he said.

"It was a bit better in the final but we'll have a fresh engine for next week, and some other changes too because we're still learning about the car."

Home hero Peter Ramler (SEAT Leon) claimed a career-best fifth, having won the B final, in which a broken driveshaft at the start spelled the end for Kevin Procter's hopes.

Dutch veteran Jos Kuypers had a great weekend, qualifying for the A final, but blew it all by jumping the start. ● Tim Whittington

### RESULTS

#### SUPERCAR A FINAL (6 LAPS)

1 Timur Timerzyanov (Citroen DS3); 2 Alexander Hvaal (Citroen C4) +2.7s; 3 Davy Jeanney (Citroen C4); 4 Liam Doran (Citroen DS3); 5 Peter Ramler (SEAT Leon); 6 Peter Hedstrom (Skoda Fabia).

**POINTS** 1 Doran, 37; 2 Hvaal, 34; 3 Timerzyanov, 33; 4 Kevin Procter (Ford Focus II), 27; 5 Tanner Foust (Ford Fiesta VII), 24; 6 Michael de Keersmaecker (Ford Focus II), 23.



New scored a popular victory

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, MAY 27

## Moran and New share the Salisbury spotlight

**SCOTT MORAN STILL** leads the British Hillclimb Championship, despite local hero Tom New stealing the show at Gurston Down.

New was the man of the meeting, opening with second in the first run-off before taking a third solo career victory later on.

New's points cause was aided by Moran Jr getting ahead of Trevor Willis and his father Roger for second.

John Bradburn had his best-ever weekend after many years in the sport, taking fourth in the second run-off.

Alex Summers again

demonstrated his potential with a sensational class record, at last getting his 1.3-litre car ahead of the bike-engined 1600s, and he took a best finish of fourth on only his fourth visit to Gurston.

Summers and Tony Wiltshire both displaced Richard Spedding from the overall top 10, but Will Hall retained ninth despite the changes around him.

Winner New was almost lost for words as Moran Jr congratulated him, but

finally got himself together.

"I didn't expect this and thought Scott would have the edge as a gurney flap came off in practice," he said. "Perhaps I should take off another!"

Moran Jr admitted that the day was difficult with all the other good performances around him. His final run was quite hairy, and his Gould kicked up the mown grass at the final left-hander at Ashes.

Willis had some traction

issues on a track that was green after all the recent rain, and he crashed in Saturday practice – fortunately with little damage to his OMS. He came away having pulled six points clear of Moran Sr.

A unique situation also developed, with two sets of two drivers setting identical times in the first run-off. With one of these being for 10th, this meant there were 11 scorers instead of 10.

● Eddie Walder

### GURSTON DOWN

**ROUND 71** Scott Moran (3.5 Gould GR61X-NME) 26.40s; 2 Tom New (4.0 Gould GR55-Judd) 26.52s; 3 Trevor Willis (3.2 OMS-Powertec) 26.83s; 4 Alex Summers (1.3s DJ Firehawk Suzuki) 26.95s; 5 Roger Moran (3.5 Gould GR61X-NME) & Wallace Menzies (3.2 DJ Firestorm-Cosworth) 26.99s; 7 John Bradburn (3.5 Gould GR55-Cosworth) 27.11s; 8 Will Hall (3.5 Force WH-Nissan) 27.19s; 9 Oliver Tomlin (4.0 Pilbeam MP97-Judd) 27.31s; 10 Lee Adams (1.6 GWR Raptor Extreme) & Tony Wiltshire (2.5 Gould GR55-Cosworth) 27.60s; 12 Alastair Crawford (2.8 Gould GR55-NME) 27.64s.

**ROUND 81** New 26.38s BTD, 2 S Moran 26.50s; 3 Willis 26.72s; 4 Bradburn 26.74s; 5 Menzies 27.23s; 6 Hall 27.46s; 7 R Moran 27.47s; 8 Summers & Wiltshire 27.57s; 10 Tomlin 27.60s; 11 Adams 27.92s; 12 Crawford 27.97s. **Class winners** Stephen Moore (2.0t

Mitsubishi EVO 6) 34.67s **record**; Steve Harris (1.4 Vauxhall Corsa) 46.24s; Tim Painter (3.8 Porsche 911) 36.61s; Darren Luke (1.6 Caterham 7 Suzuki) 31.66s **record**; James White (1.4 Mini Clubman) 36.44s; Karl Stevens (2.0 Ford Escort Mark 2) 36.27s; Geoff Twemlow (2.0t Subaru Impreza) 34.91s; Steve Holley (5.2 TVR Griffith) 37.01s; Antony Orchard (1.3t Westfield Megabus) 31.77s; Mike Rudge (2.3 Westfield SE1) 31.19s; Geoff Hunt (1.6 Lotus 22) 33.83s; Gary Stephens (1.7 Mallock Mk21/24B) 32.70s; Graham Wynn OBE (1.6 Force LM-Suzuki) 30.58s; Rodney Thorne (5.0 Pilbeam MP43-Rover) 30.48s; Olivia Cooper (1.1 Force HC Suzuki) 30.87s; Adams 27.84s; Summers 27.23s **record**; S Moran 26.59s.

**POINTS** 15 Moran, 76; 2 Willis, 60; 3 R Moran, 54; 4 Adams, 41; 5 New, 37; 6 Menzies, 35; 7 Jos Goodyear, 25; 8 Summers & Hall, 23; 10 Bradburn, 21.





**ULTIMATE  
Father's Day  
Treat!  
BOOK NOW**



# MOTORSHOW

**16th & 17th June**

**Scotland's Moving Motor Show supported by**

- Free track, 4x4 rides, Teen Drive & more
- Supercars, bikes demos & air displays
- Kevin Carmichael & Terry Grant stunt shows
- Kids Zone, funfair, face painting & Go Karting
- Mini racing, drifting & special challenges
- All the action on our Reverse Direction track



**RoadSafetyScotland**  
Race on the track, stay safe on the road!

**KNOCKHILL.COM**

Junction 4 - M90, By Dunfermline - 01383 723337

**BOOK NOW**  
Advanced ticket discounts apply!



## Knockhill - MCE British Superbikes - 22/23/24 June

- The biggest Bike Racing Event this year
- Star names... Hill, Byrne, Easton & Haga
- 2 big screens TVs to see all races LIVE
- Supersport with Taylor Mackenzie
- 125GP, Superstock 1000/600 & Sidecar action
- VIP Hospitality & weekend camping (pre-book)

**KNOCKHILL.COM**

Junction 4 - M90, By Dunfermline - 01383 723337



# Rock Solid Lubrication!



**www.rockoil.com**



**@RockOilNews**



# SPORTS EXTRA RESULTS ROUND-UP



Cadwell Park



Silverstone National



Kirkistown

## CADWELL PARK 750MC, MAY 26-27

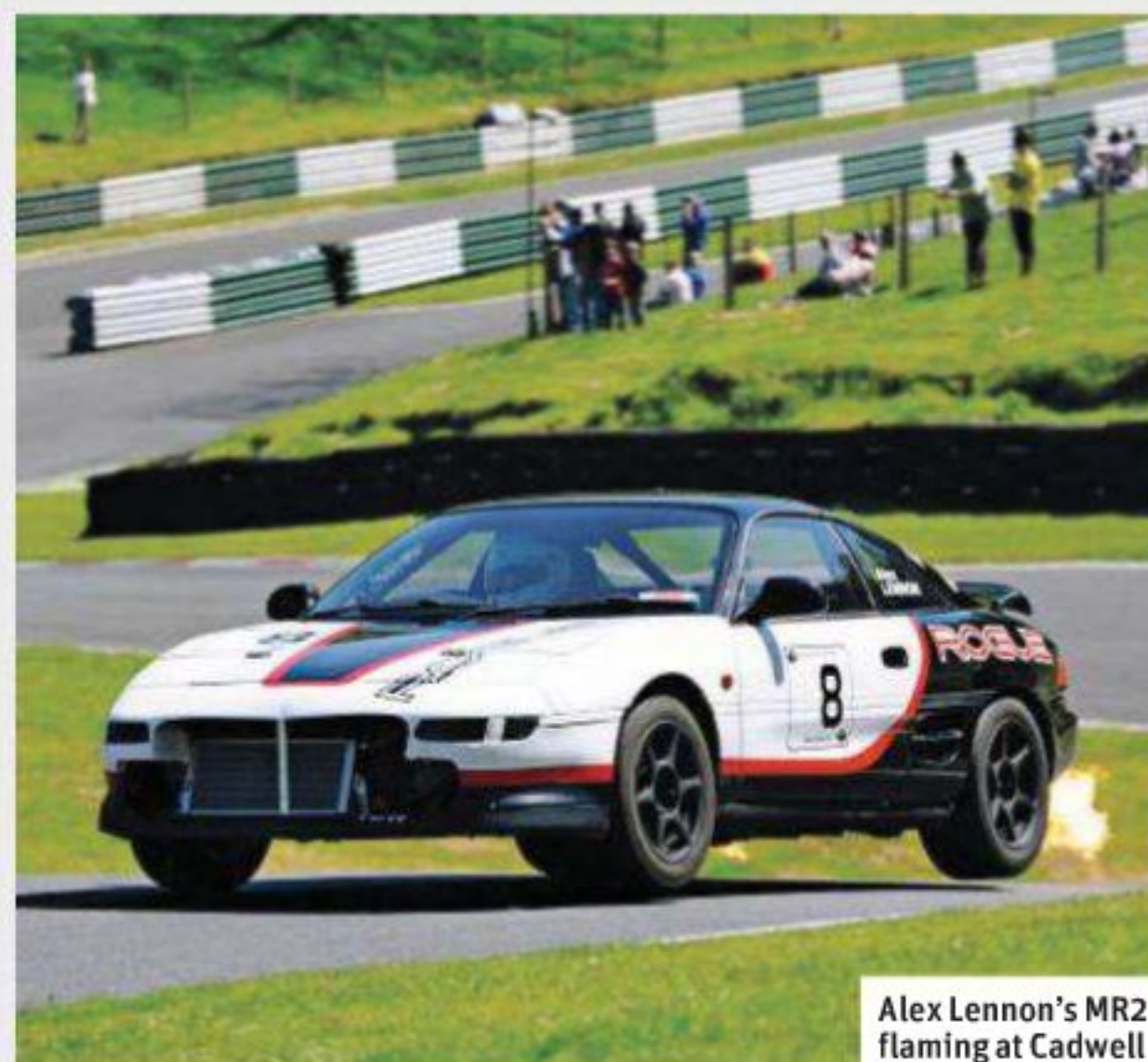
**RGB (10 LAPS)** 1 Tim Gray (Spire GT3); 2 John Cutmore (Spire GT3) +13.56s; 3 Matthew Green (Spire GT3); 4 Gary Goodyear (Contour RGB); 5 Paul Rogers (Contour RGB); 6 Derek Jones (AB Sabre Supersports). **Class winners** Alastair Boulton (STM Phoenix); David Wale (BDN S2). **Fastest lap** Gray 1m29.39s (88.08mph) **record**. **RACE 2 (10 LAPS)** 1 Gray; 2 Cutmore +13.15s; 3 Rogers; 4 Goodyear; 5 John Goodwin (Spire GT3); 6 Jones. **CW** Boulton; Wale. **FL** Gray 1m29.73s (87.74mph). **SPORTS SPECIALS/SR & GT (9 LAPS)** 1 Clive Hudson (Eclipse SMI); 2 Paul Collingwood (Sylva J15) +19.03s; 3 John Moore (Sylva Phoenix); 4 Nigel Brown (Sylva Phoenix); 5 David Caldecourt (Sylva Phoenix); 6 Rob Johnston (Cyana MX500R). **CW** Caldecourt; Simon Pryke (Westfield Sei); Gary Davison (Tiger RIO); Collingwood. **FL** Hudson 1m36.94s (81.22mph). **RACE 2 (9 LAPS)** 1 Hudson; 2 Paul Boyd (Eclipse SMI) +0.42s; 3 Caldecourt; 4 Collingwood; 5 Johnston; 6 Nigel Brown (Sylva Phoenix). **CW** Caldecourt; Pryke; Robert Bennett (MEV Rocket); Davison; Collingwood. **FL** Hudson 1m37.29s (80.93mph). **TOYOTA MR2 SUPER GT (9 LAPS)** 1 Alaric Kitson; 2 Anthony Day +35.44s; 3 Alex Lennon; 4 Rob Horsfield; 5 Paul Hinson; 6 John Wilson. **CW** Horsfield; Hinson. **FL** Kitson 1m39.03s (79.50mph) **record**. **RACE 2 (9 LAPS)** 1 Kitson; 2 Day

+14.28s; 3 Lennon; 4 Horsfield; 5 Wilson; 6 Simon Bastiman. **CW** Horsfield. **FL** Kitson 1m39.15s (79.41mph). **FORMULA 4 (8 LAPS)** 1 Falco Wauer (Mygale US FF2000); 2 Robbie Watts (Van Diemen RAW 01) +0.42s; 3 Erwin Smiech (Reynard SF84); 4 Paul Presgraves (Van Diemen RF98); 5 Damon Bland (Van Diemen RF98); 6 Timothy Tudor (Tatuus RC97). **CW** Smiech. **FL** Wauer 1m25.44s (92.15mph). **RACE 2 (9 LAPS)** 1 Wauer; 2 Watts +26.32s; 3 Smiech; 4 Bryn Tootell (Van Diemen RF09); 5 Presgraves; 6 Bland. **CW** Smiech. **FL** Wauer 1m25.18s (92.43mph) **record**. **750 TROPHY (8 LAPS)** 1 Paul Gorolini (JB); 2 Don Rawson (Rawson Climax) +7.43s; 3 Lyndon Thruston (DNC); 4 Christian Pedersen (Austin 7 Single Seater); 5 Michael Inglis (Austin Seven Special); 6 Alastair Frayling-Cork (Austin 7 Special). **CW** Pedersen. **FL** Gorolini 2m01.30s (64.91mph). **RACE 2 (8 LAPS)** 1 Gorolini; 2 Rawson +12.73s; 3 Inglis; 4 Pedersen; 5 Ben Myall (Pigsty Mk13); 6 Frayling-Cork. **CW** Inglis. **FL** Gorolini 1m58.54s (66.42mph). **STOCK HATCH (9 LAPS)** 1 Matt Digby (Citroen Saxo VTR); 2 Martin Ward (Citroen Saxo VTR) +9.35s; 3 Jake Farndon (Citroen Saxo VTR); 4 Andrew Tibbs (Citroen Saxo VTR); 5 Tom Bell (Citroen Saxo VTR); 6 Rory Cooper (Citroen Saxo VTR). **FL** Digby 1m46.16s (74.16mph) **record**. **RACE 2 (9 LAPS)** 1 Digby; 2 Cooper +1.45s; 3 Bell; 4 Pip Hammond (Citroen Saxo VTR); 5 Tibbs; 6 Ward. **FL** Digby 1m46.40s (74.00mph).

**MORGAN CHALLENGE (18 LAPS)** 1 Philip Goddard (Plus 8); 2 Richard Plant (4/4) +17.34s; 3 Tony Lees (Plus 8); 4 Roger Whiteside (Plus 8); 5 Tim Harrison (4/4); 6 Tony Rivers (Roadster). **CW** Plant; Sharlie Goddard (Plus 8); Andrew Faulds (Plus 8); Tom Dailey (4/4 Sport); Rivers. **FL** P Goddard 1m38.98s (79.54mph).

## SILVERSTONE CSCC, MAY 26

**FUTURE CLASSICS/DEUTSCHE MARQUE (35 LAPS)** 1 Ed Mercer/Paul Conway (Morgan Plus 8); 2 Mark Chilton (Porsche 928 S4) +23.921s; 3 Jamie Masarati/Miles Masarati (Porsche 911 Turbo); 4 Mark Smith/James Moulton-Smith (BMW M3 E46); 5 Martyn Adams (Triumph TR7 V8); 6 Kevin Maxted/Nick Starkey (BMW E36 M3). **CW** Smith/Moulton-Smith; Barry Johnson/Luke Johnson (Porsche 944 S2); James Neal/Neil Harvey (Porsche 964); Nigel Ainge/Alan Broad (Porsche 944 S2); David Dennett (Porsche 964 Carrera 2); John Hammersley/Simon Taylor (Vauxhall Astra GTE); Steve Miller/David Hornsey (Porsche 924); Brian Jordan/Richard Ibrahim (BMW M20). **FL** Mercer/Conway 1m04.892s (91.00mph). **JAGUAR SALOONS/XJS (18 LAPS)** 1 David Howard (XJ12); 2 Paul Merrett (XJS) +5.860s; 3 James Ramm (XJS); 4 Derek Pearce (Jaguar MkII); 5 Gary Davis (XJS); 6 Rodney Frost (XJS). **CW** Ramm; Pearce; Ian Drage (XJS);



Alex Lennon's MR2 flaming at Cadwell

Thomas Barclay (Jaguar coupe). **FL** Howard 1m09.268s (85.25mph). **SPORTS v SALOONS/POWERED BY JAGUAR (13 LAPS)** 1 Rodney Frost (Jaguar XJS); 2 Paul Alcock (Jaguar D-type replica) +0.165s; 3 Dave Dennett (Porsche 964 Carrera 2); 4 Chris Boon (Jaguar XJS); 5 Tom Lenthall (Jaguar MkII); 6 Chris Palmer (Jaguar XJ6). **CW** Alcock; Dennett; Barclay. **FL** Alcock 1m08.738s (85.91mph).

## KIRKISTOWN 500MRCI, MAY 26

**FORMULA SHEANE (13 LAPS)** 1 Brian Hearty; 2 Robbie Allen +7.751s; 3 Anton Savage; 4 Sean Hynes; 5 Gary

Corcoran; 6 Eoin Crowley. **FL** Savage 1m01.385s (88.67mph). **RACE 2 (10 LAPS - HANDICAP)** 1 Hynes; 2 John Linnane +0.333s; 3 Corcoran; no other finishers. **FL** Hynes 1m01.330s (88.75mph). **IRISH FORD FIESTA (9 LAPS)** 1 James Turkington; 2 Andrew McCullough +2.171s; 3 Andy McShane; 4 Alister Robinson; 5 Ian Newport; 6 Andrew Blair. **FL** McShane 1m18.336s (69.48mph). **IRISH SALOONS/GT (12 LAPS)** 1 Gerard McVeigh (2.0t Mitsubishi Evo 8); 2 Richie O'Mahoney (2.0 Supercar) +4.48s; 3 Tony Traub (2.0 Honda Integra); 4 Greer Wray (3.2 Vauxhall Vectra); 5 Donal O'Neill (1.8t SEAT Cupra); 6 Peter Carvill (3.2 Vauxhall Vectra). **CW** O'Mahoney. **FL** McVeigh 1m04.337s (84.60mph).



Howard's XJ12 leads Jaguar Saloon thrash at Silverstone



## YOUR SAY

What you think of the motorsport news of the past week

Is this the future look of F1?  
And is it really any safer?



AUTOSPORT IMAGE

### A step too far for Formula 1 safety

The forward roll bar proposed by the FIA's Charlie Whiting is ridiculous for the look and design of a modern Formula 1 car.

In 30 years we have had two fatalities at a grand prix meeting and one in testing. These were horrible, fluke accidents. Meanwhile, around the world over 100 golfers have been killed by wayward tee shots, 1500 died in skiing accidents and 1000 or so in horse competition of one kind or another.

It would be interesting to see what the readers think about these wacky proposals that will ruin an F1 car and provide very little, if any, extra safety; or am I alone?

**Christopher Hughes**, Chelmsford, Essex

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. **PIRELLI READY TO SUPPLY Q3-ONLY TYRES**
2. **SCHUMACHER QUICKEST, WEBBER ON POLE**
3. **CVC SELLS F1 STAKE FOR \$1.6 BILLION**
4. **BUTTON GOES FASTEST IN SECOND PRACTICE**
5. **ALONSO TOPS FIRST MONACO GP PRACTICE**

AUTOSPORT.COM PLUS

### TOP STORY ONLINE

**BEATING BUTTON WASN'T ENOUGH FOR F1**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com). Please ensure that your full address is included on all correspondence.

FROM THE FORUM - [forums.autosport.com](http://forums.autosport.com)

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- A 7th different winner, Canada 2012?
- What is your ideal F1 racing format?

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Was it just me or was Mark Webber** the least excited winner of the Monaco Grand Prix you have ever heard?

On the radio as he crossed the line, Webber sounded rather like someone who has been told they won't be getting a new contract next year!

Still, Fernando Alonso gave him a big welcoming hug at the end of the race... see you at Ferrari next year, clobber!

**Sean Wallace**

Leighton Buzzard, Bedfordshire

**Much was said on Sunday** about the Andretti Indianapolis curse, but frankly Marco's attitude brought the result on the day to him.

Time and again we heard him shouting over the radio, complaining furiously about something or other.

Driving in a perpetual rage is no way to win any race, never mind the Indy 500.

**David Herron**

Washington, Tyne & Wear

**While watching the TV** footage of the Monaco Grand Prix drivers' parade, it was sad to see them ignoring marshals' requests for autographs.

These people, the drivers, take so much out of the sport and do not give the minimum back to the people risking their lives to keep them safe.

The FIA should make these overpaid, over-egoed drivers do some marshal duties so they can understand what these volunteers do for them.

**Xavier Lamadrid**

By email

**Lewis Hamilton's post-** Monaco demeanour is of a man losing patience. He has complained of feeling let down by strategy, pitstops and race start procedures. All the while producing composed performances.

It seems Mercedes is keeping a watching brief on Paul di Resta – a Brit driving a Merc-powered car – at Force India. Could this be a wider indicator, and might Lewis consider a duller silver wrapper around his Mercedes engine for next year?

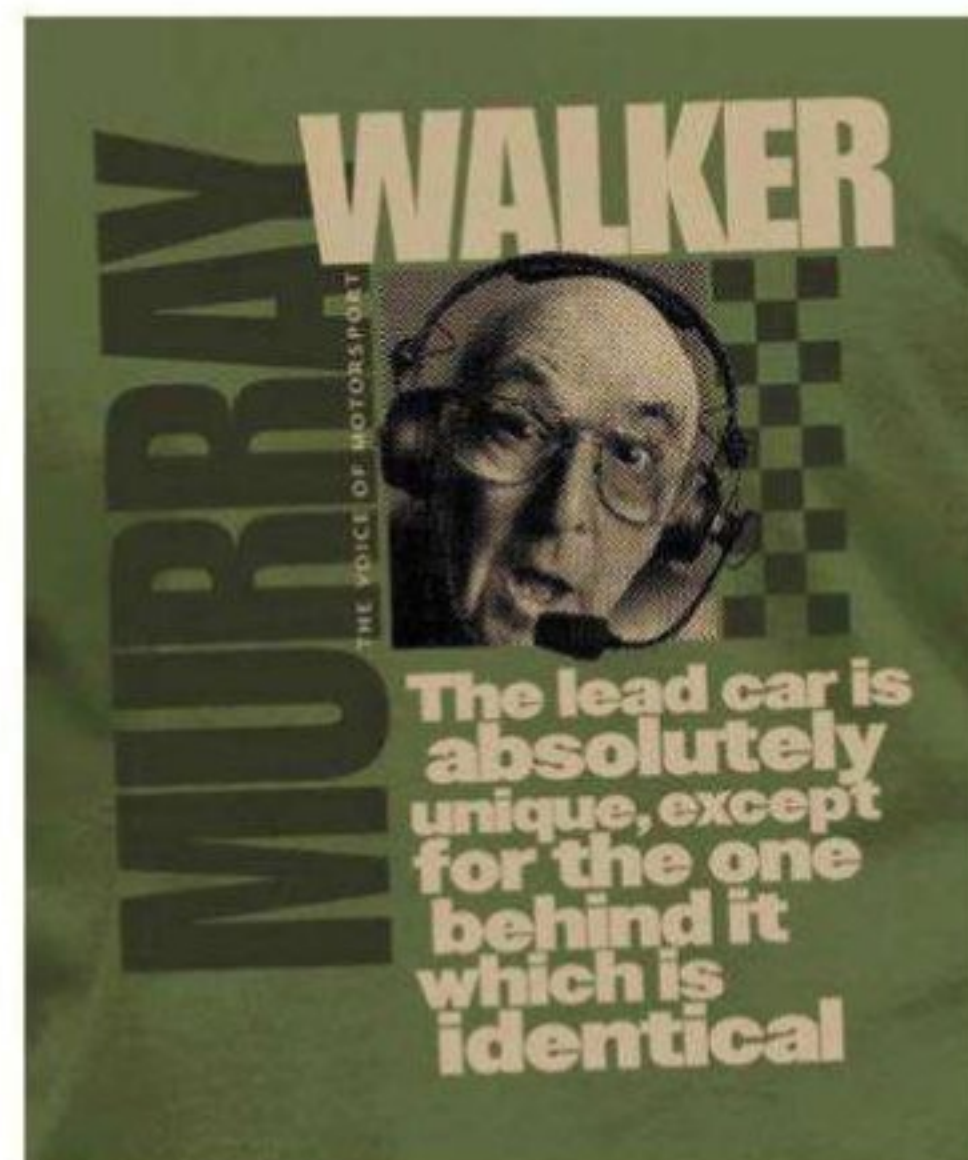
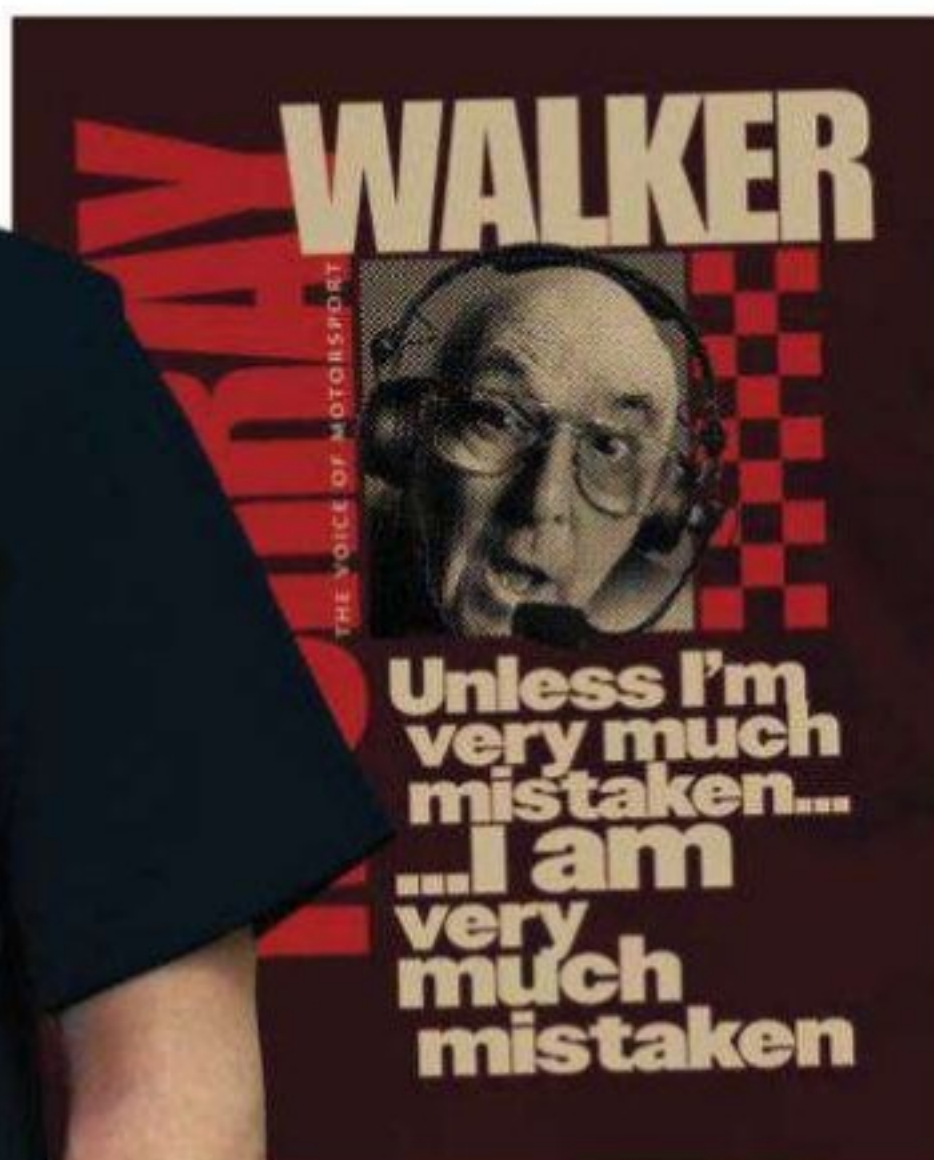
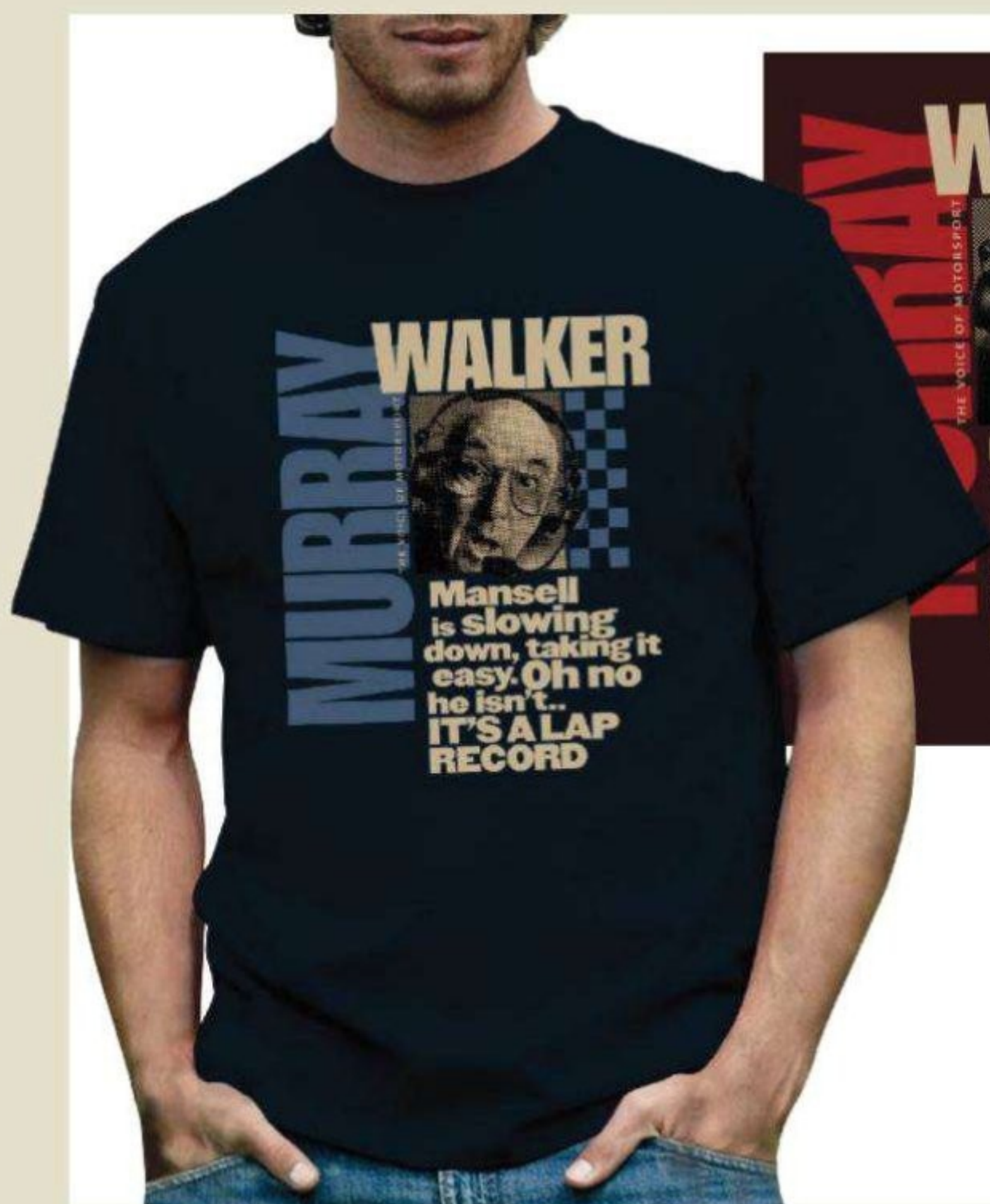
**Paul Irwin**

Bexleyheath



# THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



## MURRAY WALKER QUOTE T-SHIRTS

£28.45 (retroformula1.com)

As Retro Formula 1's website proclaims: 'some things are too important to be left in the past'. That's certainly true of all those 1970s and '80s F1 team logos that adorn RF1's major collection of garments, but it's also most apposite for the latest creations: the Murray Walker hilarious-quote range.

The T-shirts, officially endorsed by the original 'pants-on-fire' broadcaster, feature an image of the great man and some of his most memorable on-air blunders. F1 fans of a certain age still love Murray and his 'Murrayisms' and now you can share them. The T-shirts are 100 per cent cotton, available in small-2XL and a percentage of each sale goes to the Wings For Life spinal-cord injury charity. And for that we say: 'SENSATIONAL!'



## ONBOARD T-SHIRT

£20 (free P+P)  
live2race.co.uk

Designed in semi-photographic style, the 'In2 turn 1' T-shirt features a retro onboard image on 100 per cent cotton in either slate grey or classic white. Sizes are the usual small-XL. Live2Race also offers other designs, on T-shirts, sweatshirts and hoodies. Check the website for more details.



## LOTUS F1 HELMET POSTER

£10 (plus VAT)  
classicteamlotus.co.uk

This cheap and cheerful poster, measuring 70cm x 50cm, shows the helmets of the 34 factory Lotus F1 drivers who either scored a point or contested at least 10 GPs for the team between 1958 to 1994. They're all there, from Cliff Allison to Alex Zanardi. Perfect for Lotus fans and/or helmet-design lovers.



## DIRT SHOWDOWN GAME

£31.85 (amazon.co.uk)  
For Xbox 360, PS3 and PC

These sunny days aren't ideal computer gaming conditions, but the latest addition to Codemasters' Dirt franchise is sure to get some thumbs aching. It's a high-octane, smash-and-blast fest, not a sim, but a helluva lot of fun. Previous Dirt games were cracking to play online with mates, and this is no exception.

## HOT ON THE WEB THIS WEEK

### YOUTUBE: SATO LOSES INDY 500 ON FINAL LAP



### SEARCH FOR: 2012 Indianapolis 500 finish (6:50)

The final seven laps of last weekend's Indy 500 in which Takuma Sato came oh-so-close to becoming the first Japanese racer to win the great race. He just hadn't reckoned on seasoned campaigner Dario Franchitti on the final lap...



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## BRANDS HATCH (BARC)

June 2-3

Admission: £13 each day

Tel: 01474 872331

Britcar tops the bill on Saturday with a couple of enduros, before a mix of old-style tin-top racing, Champion of Brands FF1600 and Alfa Romeos take over for shorter racing on Sunday.

## BRANDS HATCH (AMOC)

June 4-5

Admission: £13 each day

Tel: 01474 872331

AMOC's big St John Horsfall meeting moves to Brands for a Bank Holiday Monday-Tuesday running. Expect action from Bernie's V8s, Intermarque, Equipe GTS, 50s Sports Cars, Pre-War Sports Cars, St John Horsfall Trophy, Ferrari Classic and Ferrari Open.

## CADWELL PARK (BRSCC)

June 2-3

Admission: £13 each day

Tel: 01507 343248

## OULTON PARK (BRSCC)

June 2

Admission: £13

Tel: 01829 760301

## SNETTERTON (BRSCC)

June 2

Admission: £13

Tel: 01953 887303

## CASTLE COMBE (CCRC)

June 4

Admission: £15

Tel: 01249 782417

## DONINGTON PARK (MSCC)

June 4

Admission: £15

Tel: 01332 810048

## MALLORY PARK (BARC)

June 4

Admission: £15

Tel: 01455 842931

## SHELSLEY WALSH HILLCLIMB

June 2-3; £12 (Sat),

£15 (Sun); Tel: 01886 812211

## SILVERSTONE (BRSCC)

June 1-3

Admission: £15 Saturday,

£20 Sunday, £30 weekend

Tel: 0844 3728 200

The successful Blancpain Endurance Series heads to Silverstone this weekend. BMW won the Monza opener, but there will be plenty of Audi,

Mercedes, Ferrari and Porsche crews out for revenge on the Grand Prix circuit. Support comes from the Lamborghini Super Trofeo.



McLaren will be part of Silverstone GT battle

## INDYCAR SERIES

Rd 6/16

Detroit Belle Isle, USA

June 3

www.indycar.com



IndyCar heads from Indy to Detroit

## DTM

Rd 4/10

Red Bull Ring, Austria

June 3

dtm.com

## FORMULA 3 EURO SERIES/ EUROPEAN F3 CHAMPIONSHIP

Rd 3/8; Rd 4/10

Red Bull Ring, Austria

June 2-3

f3euroseries.com

## WORLD TOURING CARS

Rd 7/12

Algarve, Portugal

June 3

fiawtcc.com

## AUTO GP

Rd 5/7

Algarve, Portugal

June 2-3

autogp.org

## SUPERSTARS

Rd 4/10

Mugello, Italy

June 3, superstars.it

## FORMULA RENAULT 3.5

Rd 3/9

Spa-Francorchamps, Belgium

June 2-3

worldseriesbyrenault.fr

## NASCAR SPRINT CUP

Rd 13/36

Dover, Delaware, USA

June 3

nascar.com

## GRAND-AM

Rd 5/13

Detroit Belle Isle, USA

June 2

grand-am.com

## INDY LIGHTS

Rd 5/12

Detroit Belle Isle, USA

June 2

indycar.com

## TTA ELITE LEAGUE

Rd 2/8

Anderstorp, Sweden

June 2

ttagroup.se



## Television

### THURSDAY MAY 31

0930-1030 [Sky Sports 3](#)  
F3 Euroseries: Brands Highlights  
1340-1545 [Motors TV](#)  
V8 Supercars: Phillip Island Highlights  
1545-1750 [Motors TV](#)  
NASCAR Nationwide: Charlotte  
1900-2130 [Sky Sports F1](#)  
GP2: Monaco repeat  
2205-2345 [Sky Sports F1](#)  
GP3: Monaco repeat

### FRIDAY JUNE 1

1930-2000 [Sky Sports F1](#)  
F1 Fast Track: Monaco  
2100-2200 [ITV4](#)  
Isle of Man TT: Practice Highlights  
2235-2340 [Motors TV](#)  
WRC: Greece Highlights

### SATURDAY JUNE 2

1200-1500 [British Eurosport 2 LIVE](#)  
Moto GP: Catalunya Qualifying  
1310-1445 [Motors TV](#)  
GP3: Monaco Highlights  
1445-1545 [Motors TV](#)  
WRC: Greece Highlights  
1655-1730 [Motors TV](#)  
VW Scirocco Cup: Brands Highlights  
1830-1900 [Motors TV LIVE](#)  
NASCAR Nationwide: Dover  
2100-2200 [ITV4](#)  
Isle of Man TT: Superbike Highlights  
2200-0035 [Motors TV LIVE](#)  
Grand-Am: Detroit  
2300-2330 [British Eurosport](#)  
FR3.5: Spa Race 1 Highlights

### SUNDAY JUNE 3

0040-0245 [Motors TV](#)  
European GT3: Navarra Highlights  
0730-0815 [British Eurosport](#)  
WTCC: Portimao Qualifying Highlights  
1000-1350 [Sky Sports F1](#)  
F1: 2012 Spanish Grand Prix Repeat  
1005-1100 [Motors TV LIVE](#)  
Superstars: Mugello Race 1  
1230-1400 [BBC2 LIVE](#)  
Moto GP: Catalunya Grand Prix  
1300-1400 [Motors TV LIVE](#)  
Superstars: Mugello Race 2  
1530-2030 [Sky Sports F1](#)  
F1: 2012 Monaco Grand Prix Repeat  
1600-1930 [Motors TV](#)  
Blancpain Endurance: Silverstone  
1730-2230 [Premier Sports LIVE](#)  
NASCAR Sprint Cup: Dover  
2005-2045 [Motors TV](#)  
Superstars: Mugello Race 2  
2030-2300 [Sky Sports 2 LIVE](#)  
IndyCar: Detroit Race  
2130-2300 [British Eurosport](#)  
WTCC: Portimao Highlights  
2300-2330 [British Eurosport](#)  
FR3.5: Spa Race 2 Repeat  
2305-0115 [Motors TV](#)  
NASCAR Nationwide: Dover

### MONDAY JUNE 4

0900-1100, 1200-1400 [Sky Sports 3](#)  
IndyCar: Detroit Highlights  
1130-1315 [ESPN](#)  
DTM: Red Bull Ring Highlights  
1900-2000 [Sky Sports 3](#)  
NASCAR Sprint Cup: Dover

## Online

### **PLUS**

Coming up in our premium web content this week



Could Schumacher have won in Monaco?

### LUCK NOT ON SCHUEY'S SIDE

AUTOSPORT's Edd Straw on why Michael Schumacher should have a lot more than two points in 2012

### SOLBERG ON A CHANCE MISSED

In the latest of his columns for AUTOSPORT, Ford star Petter Solberg talks about his Acropolis travails

### F1 VETERANS AT THE INDY 500

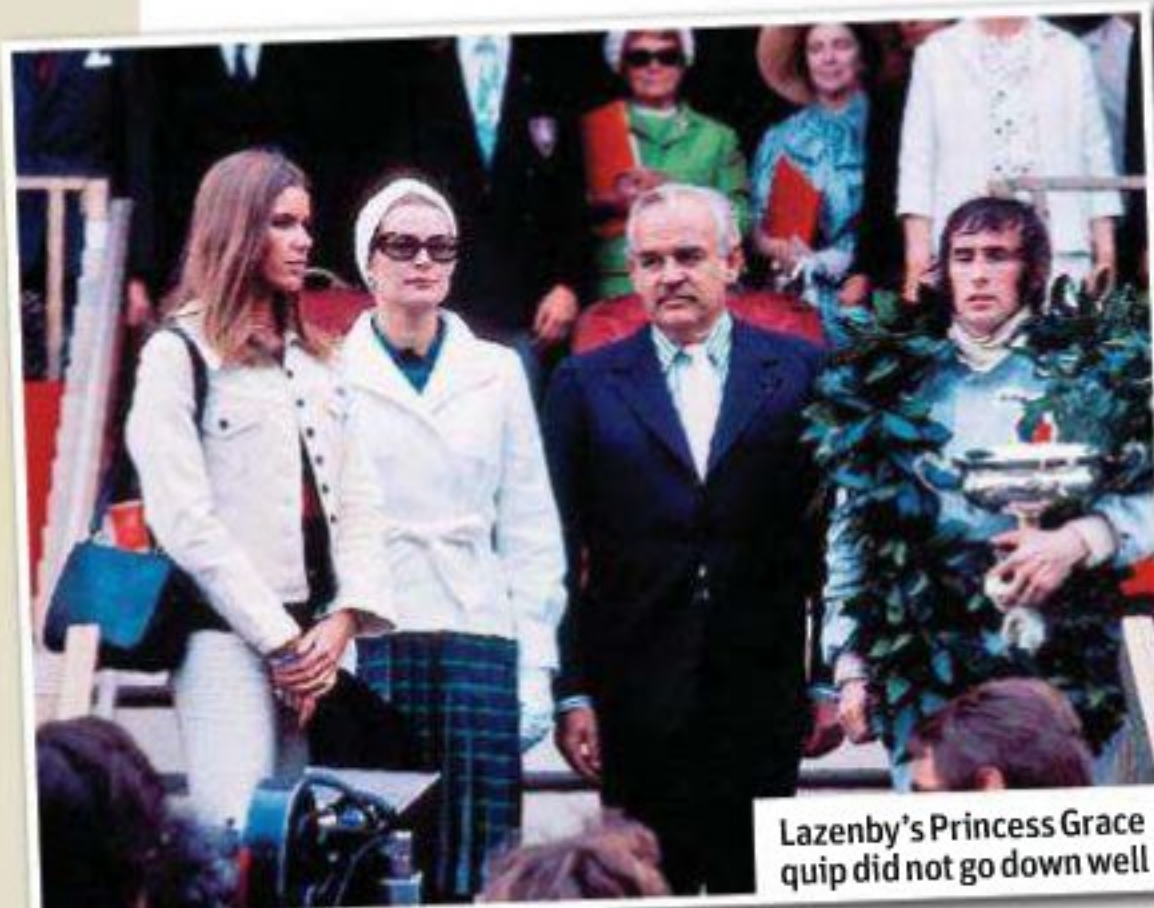
Rubens Barrichello and Jean Alesi tell us how they found their first Indys



Barrichello was 11th on Indy debut

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Lazenby's Princess Grace quip did not go down well

**GIVEN THAT WE'VE HAD** conditions only Noah would have approved of over recent weeks, the irony that the greatest weekend of televised motorsport should fall while Britain was bathing in Mediterranean-beating temperatures was not lost on this sofa-dwelling critic.

Still, with the curtains drawn to block out the sun, and the ice machine set to "crush" (and Mrs Revved Up acting the perfect hostess), I bedded in for some Monaco/Indianapolis action with all the enthusiasm of a kid on Christmas Eve.

Monaco passed almost entirely without incident,

save for some of the least-accurate weather forecasting since Michael Fish assured us that there wasn't a hurricane on its way hours before 100mph winds battered the south coast of Britain in 1987.

Having been bored almost to sleep, I wasn't paying attention when Simon Lazenby became the latest victim of Brits' ability to be offended by virtually anything.

While discussing the challenge of Monaco's many twists and turns, and no doubt in a desperate attempt to fill some time, the Sky man quipped: "There are twisting and dangerous roads in Monaco – just

ask Princess Grace."

As I said, at the time it went over my head. I didn't know Princess Grace, but some people found this offensive.

It's one of the strange aspects of the modern world that people take offence to the slightest thing. Sure, you could say it was in poor taste (Princess Grace was killed when she had a stroke at the wheel), and you could argue it's not funny, but "disgraceful" or "disgusting", as some

of the Twitteratti described it, is a total over-reaction (the crash didn't even happen in Monaco – it was in France).

Because of the immediacy of feedback social media now offers, Lazenby was forced to apologise. So that's what it's come to: freedom of speech dictated by a few-dozen keyboard jockeys with nothing better to do than mount their high horses. Now that's offensive. *Revved Up*

"Because of the immediacy of the feedback social media offers, Lazenby was forced to apologise"



# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Monte Carlo to Greece, via Indianapolis and North Carolina

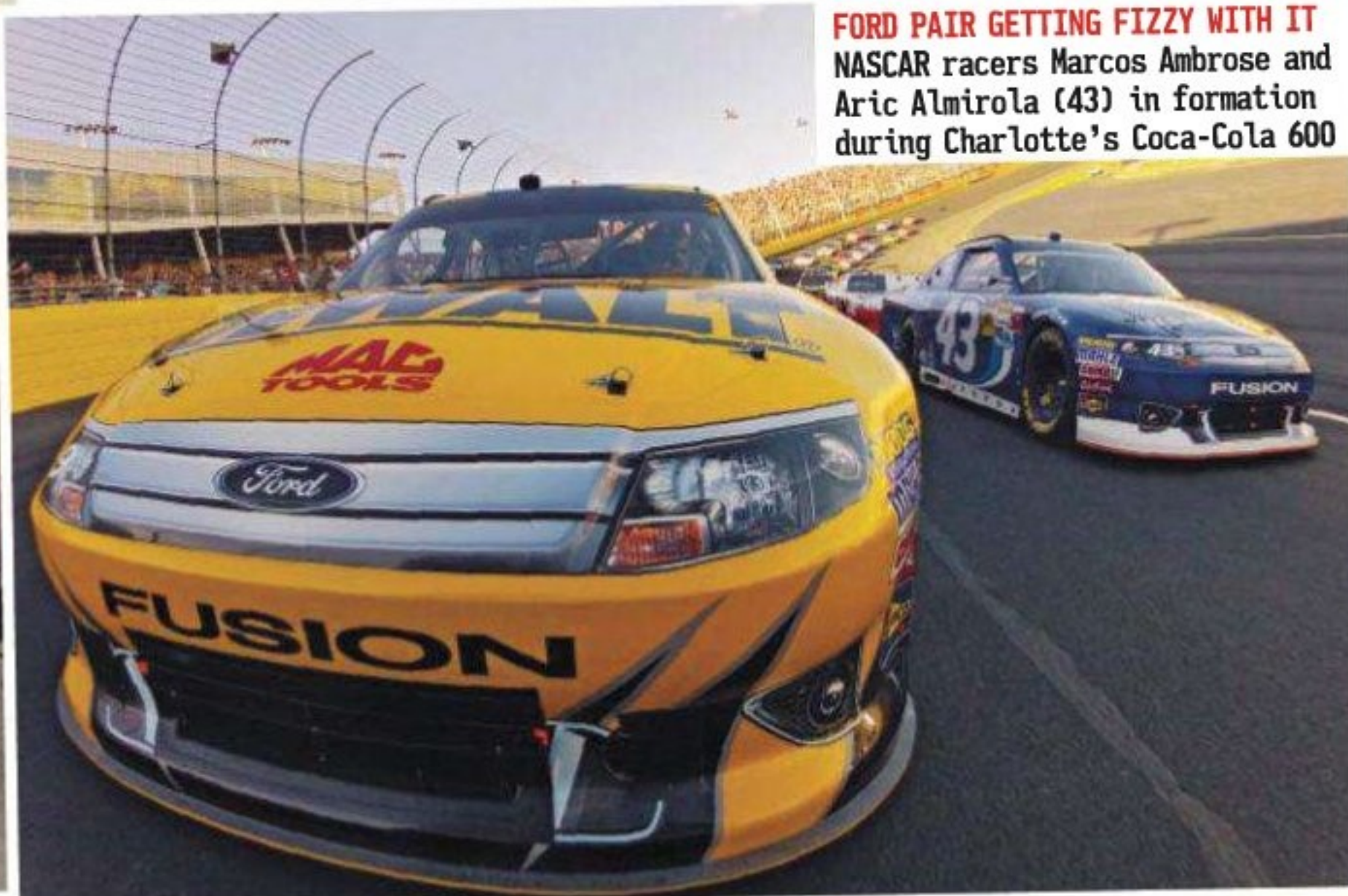
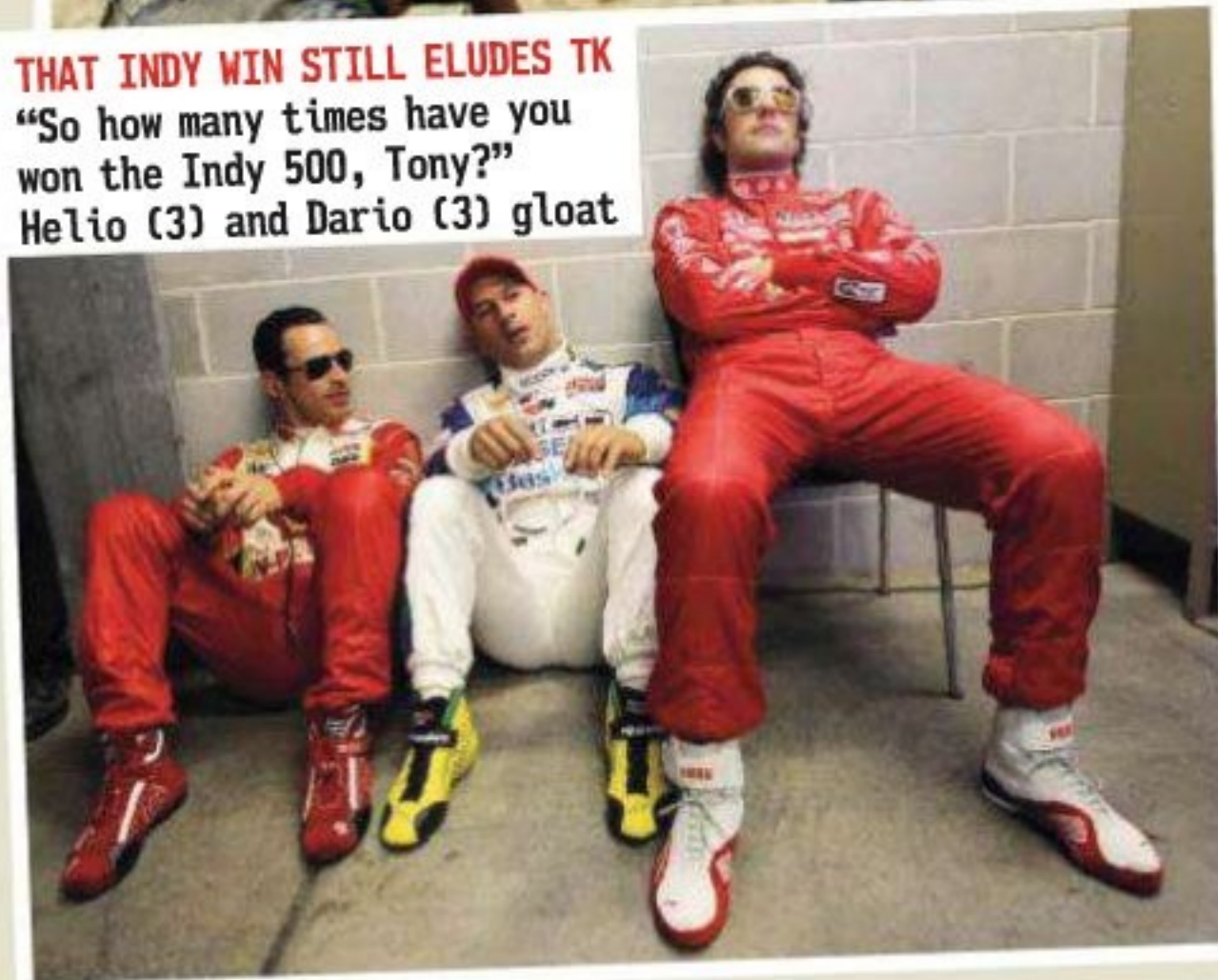


**KOBAYASHI DOES HIS BEST DEREK DALY IMPRESSION**  
Sauber's Japanese star emulates the Irish Tyrrell racer who performed a pretty similar first-corner stunt back in 1980

**DUST THE JOB FOR ACROPOLIS FANS**  
These intrepid WRC fans aren't fazed by a coating of Greek gravel



**THAT INDY WIN STILL ELUDES TK**  
"So how many times have you won the Indy 500, Tony?" Helio (3) and Dario (3) gloat



**FORD PAIR GETTING FIZZY WITH IT**  
NASCAR racers Marcos Ambrose and Aric Almirola (43) in formation during Charlotte's Coca-Cola 600

## NEXT WEEK

## FULL LE MANS 24 HOURS PREVIEW

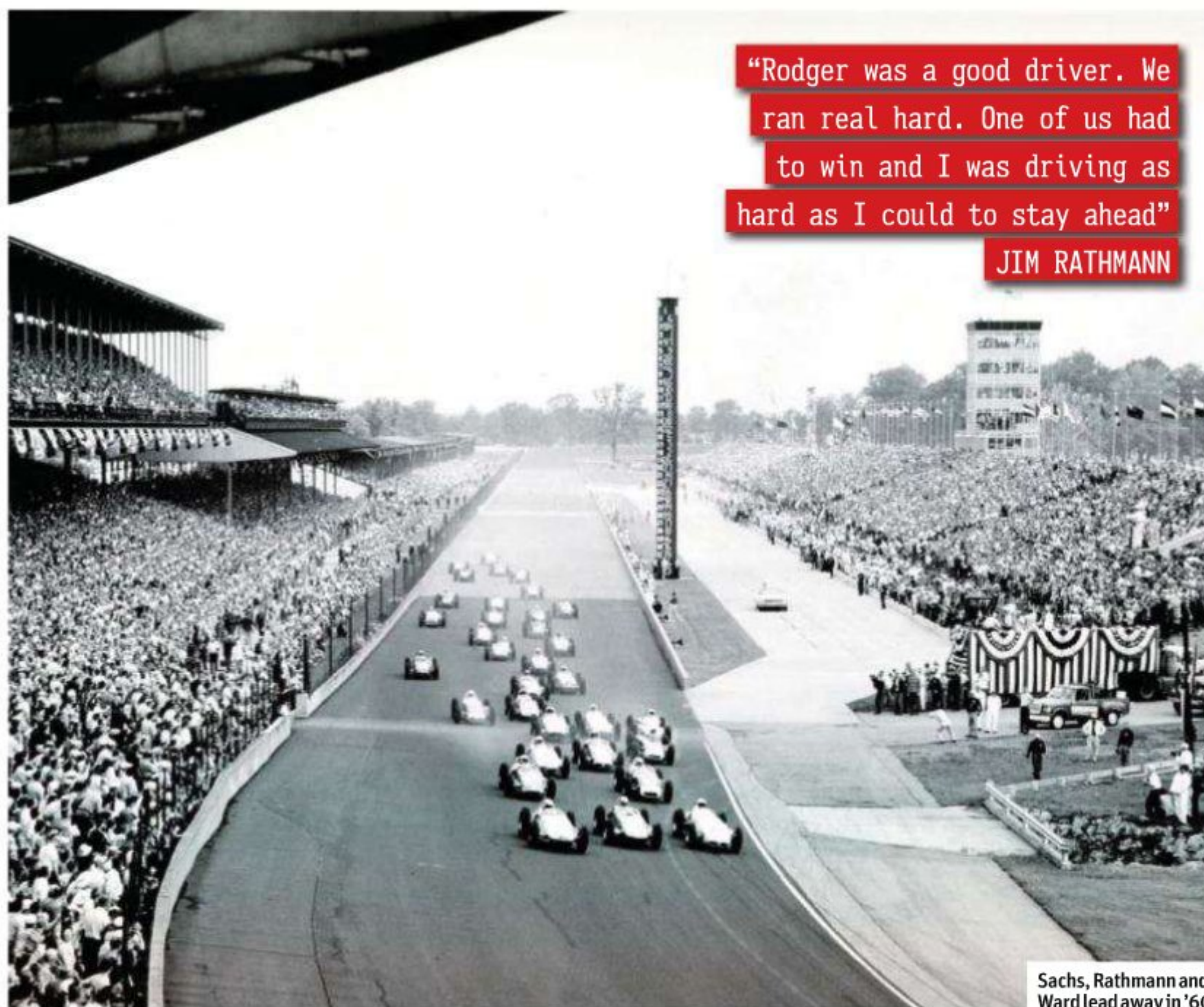
YOUR ESSENTIAL 44-PAGE GUIDE

**DON'T MISS IT!**



# FROM THE ARCHIVE

Jim Rathmann wins the 1960 Indianapolis 500



"Rodger was a good driver. We ran real hard. One of us had to win and I was driving as hard as I could to stay ahead"

**JIM RATHMANN**

Sachs, Rathmann and Ward lead away in '60

**DARIO FRANCHITTI MIGHT HAVE JUSTIFIABLY CLAIMED** the headlines following his third Indianapolis 500 triumph last weekend, but the race itself will go down in history after the lead changed hands a record 35 times during the 200 laps.

The previous best had been set in 1960, a race still remembered for one of the greatest Indy battles as Jim Rathmann and Rodger Ward fought wheel-to-wheel for virtually the entire race. Over the final 50 laps the lead swung between the pair nine times, until the race was finally settled three laps from the end when Ward faded with tyre wear. Rathmann, averaging over 138mph, was victorious.

Even before the race began Rathmann was an early favourite. Always a bridesmaid, the Indiana-born American had finished second in 1952, '57 and again in '59, when he followed Ward home.

The pair lined up alongside each other on the grid in second and third – Rathmann in second, narrowly behind polesitter Eddie Sachs – but Ward made the better start and led into the first turn. At the start of the second lap Sachs was back in front, but two laps later it was again

Ward who led, and the tone of the race was set.

Ward had been delayed by an extremely slow pitstop, but gradually fought his way back up, and on lap 122 regained the top spot by passing Rathmann. It was the opening move of a titanic battle that raged between the two for the remainder of the race. The pair even pitted together, virtually nose to tail, for their final stops.

The lead continued to oscillate: Rathmann led with 20 to go, Ward with 17, Rathmann with 10 and then Ward with six. Three laps from the finish, and just as it seemed the race-long epic had been decided in Ward's favour, Rathmann passed him on the main straight. Ward gestured wildly at his tyres and his pit crew rushed out, for Ward had seen the cord flying on his right-front tyre, which had worn through to the second ply. He ultimately elected not to pit, but was forced to back off, allowing Rathmann (who sadly passed away last year) a clear run to the flag.

"Rodger was a good driver," recalled Rathmann, who had also pushed his tyres to the limit and worn them down to the first ply. "We just ran real hard. One of us had to win, and I was driving as hard as I could to stay ahead of him. Man, I was happy, I figured I finally got lucky and won one."

## THIS WEEK IN...

**Autosport**



Ring: C-cars versus Lancia



Indianapolis 500 action

The rally Escorts - Thruxton G1 - Silverstone F3

**JUNE 3 1982**

### RICCARDO PATRESE MADE HISTORY

this week in 1982 when he became the first man to win three FIA world championship events in as many weekends – following up his victories in the Silverstone 6 Hours and the Monaco Grand Prix with a win in the Nurburgring 1000Km.

Patrese's win, in the Lancia LC1 he shared with Michele Alboreto and Teo Fabi, owed much to the retirement of Ford's works C100 Group C entry, which had started on pole and led until transmission failure in the third hour.

Across the Atlantic, Gordon Johncock and Rick Mears staged what was at the time the closest finish in Indianapolis 500 history. A botched final stop had dropped Mears 12s behind Johncock, but the Penske PC10 man closed relentlessly to finish 0.2s behind the winning Wildcat Mk8B.



PIC: JMS



The Ultimate Fantasy Grand Prix Game  
**PLAY NOW – it's FREE**

WIN GREAT PRIZES

[predictor.castroledgerankings.com](http://predictor.castroledgerankings.com)

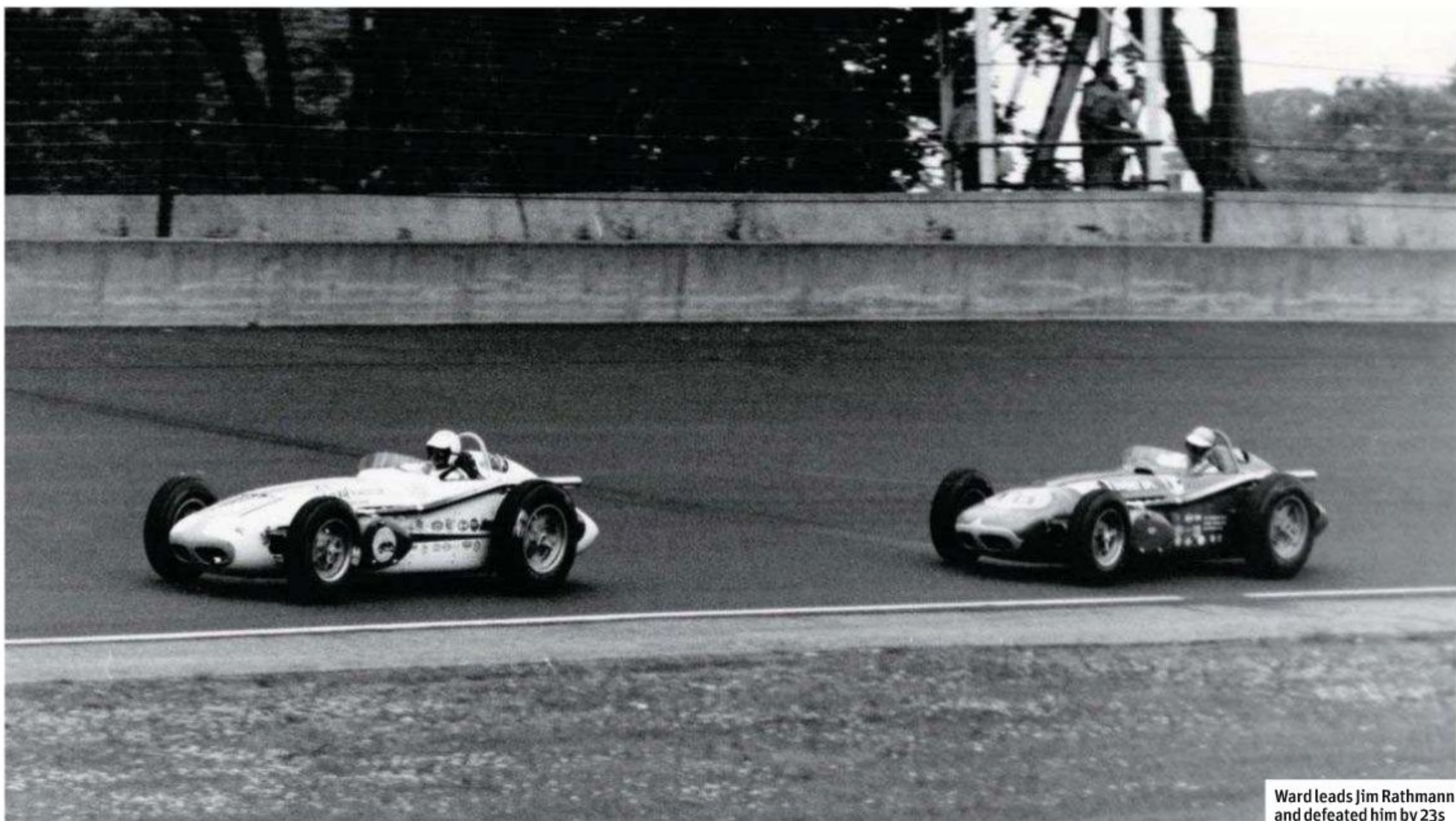
**Castrol**  
**EDGE**  
GRAND PRIX  
PREDICTOR





# RODGER WARD

■ Indianapolis 500 ■ May 30, 1959 ■ Watson-Offenhauser ■ \$100,000-plus for maiden Brickyard success



Ward leads Jim Rathmann and defeated him by 23s

**WELL, OBVIOUSLY, MY FIRST** win at Indianapolis has to be the most important race win of my life, because of what it did for me.

There was a Formula Libre race at Lime Rock, Connecticut, that was perhaps more satisfying, because I won it in a midget race car, but winning Indianapolis was the one that really made the whole motor racing dream come true.

You know, a win at Indianapolis means more than any other race in the world. In 1959 I made \$106,000! And in those days there was no other race that had a total prize money of \$100,000. The amount of notoriety and everything you get for winning that event, that's really what it's all about.

It may sound a little smug, but the main thing I remember about the race was that, almost from the day we arrived and I began to practise with that race car, I knew I was gonna be a serious threat to win the race.

The day before the race, a good friend of mine, Wayne Fuson, who was the sports editor for the *Indianapolis News*, came to me and

**"I was so excited about having won the race that I actually ran an extra lap, at speed - just to make sure that they hadn't counted wrong!"**

said, 'I'm gonna pick you to win the race, but let me ask you a question: If someone offered you second-place money right now and you didn't have to drive, would you take it?'

And I said: 'absolutely not'. I went into the race with more confidence than I'd ever gone

into any race.

In fact everything went exactly as I had planned, although I did not qualify as well as I would have liked. I started outside on the second row. I made an early move for the lead, and I think on the sixth lap I grabbed the lead from Johnny Thomson. Then, my plan

was to drive a very consistent race at a modest pace to make sure that my tyres went the distance. I did that perfectly. By the time the race was half over I was back in the lead. It was just a matter then of driving to maintain the lead.

I kept praying that nothing would go wrong - and nothing did - but I began to experience all sorts of strange sounds and unusual things. Your mind plays funny little tricks.

When I got the chequered flag I couldn't remember where I was supposed to go or what I was supposed to do! I was so excited about having won the race that I actually ran an extra lap, at speed - just to make sure that they hadn't counted wrong! I finally found my way to Victory Lane but it took me a little while to get that organised.

And, of course, the scene in Victory Lane was incredible. You hold a newspaper that says, 'Ward Wins The 500'. That sort of thing just makes winning the race so unbelievably exciting. ✖  
*First published on June 1, 1989*

## IN PROFILE



**RODGER WARD WAS BORN IN** Kansas but spent most of his life in California. He began racing in midgets and sprint cars soon after World War 2 before graduating to Indianapolis-type competition in 1951. He won the blue riband 500 in 1959 and '62 and lifted two USAC National titles. He also made two US GP starts - at Sebring in '59 and Watkins Glen in '63. He retired in 1966 but dabbled in track ownership and promotion, and in computers. He died, aged 83, in July 2004.



# 24 HEURES DU MANS 16-17 JUNE 2012



**Stingray RV** is the Approved  
Supplier to the ACO for the  
Le Mans 24 Hour Race



If you require an American motorhome for Le Mans  
this year, please contact Simon at Stingray RV on  
**+44 870 241 5614** or **[simon@stingrayRV.com](mailto:simon@stingrayRV.com)**



*europa's leader in american  
motorhome rental & sales*

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)





# This. Your wedding day. In that order.

Win an unforgettable co-drive with Andreas Mikkelsen.



One lucky winner will have the chance to co drive with the 2011 IRC Driver's champion at the Goodwood Festival of speed. What's more, the winner also gets to spend the whole day at the event enjoying the delights of the ŠKODA pavilion. To enter, navigate your way to [skoda.co.uk/motorsport](http://skoda.co.uk/motorsport).



ŠKODA UK Motorsport



[skodaukmotorsport.com](http://skodaukmotorsport.com)



28 JUNE – 1 JULY