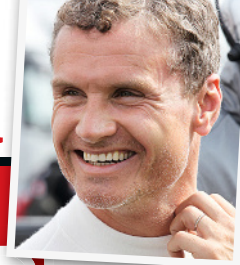


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Hybrid Audi stars at Le Mans

Historic 1-2 for radical 'electric quattro'



Davidson breaks back in Toyota horror shunt



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WHO REALLY HAS THE QUICKEST CAR IN F1 2012...

McLAREN BEST AERO



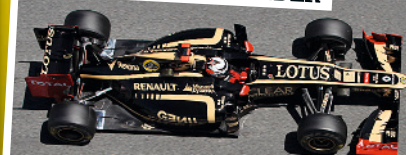
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LOTUS TOP ALL-ROUNDER



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"I've known Allan for many, many years and I've never seen him so down"

DINDO CAPELLO FELT FOR McNISH AFTER THE SCOT'S LE MANS SHUNT

COVER IMAGES: EUROSPO, BELLANCA, BLOXHAM/LAT, THOMPSON/GETTY



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Audi performs e-tron dance

Andi's 11th victory in the Le Mans 24 Hours was also the first for hybrid technology, with its two R18 e-tron quattro securing a famous one-two

It was a night of firsts for Audi at Le Mans. The German manufacturer secured its 11th overall victory in the 24 Hours of Le Mans with a historic one-two finish for its e-tron quattro R18s. The cars, powered by a combination of a 3.6-litre V8 and two electric motors, dominated the race, with the #100 car of Allan McNish and Dindo Capello taking the lead, followed by the #101 of Marc Gené and André Lotterer.

The race was a testament to Audi's commitment to hybrid technology, which has been a key part of their strategy since the introduction of the R18. The e-tron quattro R18s were the first production cars to use a full-time hybrid drivetrain, and their success at Le Mans marked a significant milestone in the development of hybrid racing.

The victory was particularly significant for McNish, who has been a mainstay of Audi's endurance racing program. His partnership with Capello, who is also a former Formula 1 driver, proved to be a winning combination. The pair's experience and skill were crucial in navigating the challenges of the 24-hour race, which is known for its grueling conditions and high level of competition.

The one-two finish for Audi was a rare sight in the history of Le Mans, and it demonstrated the team's superior engineering and race strategy. The R18s' ability to conserve energy and maintain high speeds over long periods was a key factor in their success. The race also highlighted the importance of teamwork and endurance in motorsport, as the drivers spent most of the night in the cockpit, managing the car's systems and pushing themselves to the limit.

Young Guns all set to go for it at Goodwood

The 20th Festival of Speed celebrates the youthful enthusiasm and innovative action that encapsulates motorsport history. MARCUS PYE previews the action

Goodwood Festival of Speed is back, and it's more exciting than ever. This year's event, celebrating its 20th anniversary, promises to be a showcase of motorsport history and innovation. From classic open-wheel racers to modern Formula 1 cars, the festival offers a unique opportunity for fans to see some of the greatest drivers and teams in the sport.

The festival is set to feature a wide range of racing action, including the Goodwood Revival, the Goodwood Festival of Speed, and the Goodwood Festival of Speed. The event will also feature a variety of other activities, including live music, food, and drink. The festival is a must-see for anyone who loves motorsport, and it's sure to be a memorable experience for all who attend.

The festival is a celebration of the sport's rich history and the passion of its fans. It's a chance to see some of the most talented drivers in the world, and to witness the incredible engineering and technology that has made motorsport what it is today. The festival is a testament to the enduring appeal of motorsport, and it's sure to be a success.

Drayson electric sports-racer to make debut at Goodwood

LEADERSHIP ELECTRIC

Drayson's electric sports-racer is set to make its debut at the Goodwood Festival of Speed. The car, which is powered by a 100% electric drivetrain, is a testament to the company's commitment to sustainable motorsport. The car is designed to be a high-performance, low-emission racing car, and it's sure to be a crowd-pleaser.

The car is a collaboration between Drayson and the Goodwood Festival of Speed, and it's a testament to the festival's commitment to innovation and sustainability. The car is a unique sight on the track, and it's sure to be a highlight of the festival.

The car's debut at Goodwood is a significant milestone for Drayson, and it's a testament to the company's commitment to sustainable motorsport. The car is a testament to the power of electric motors, and it's sure to be a success.

Morris loses lead with the outgoing

FORMER BRITISH TITLE

Joey Foster has lost his lead in the British GT series. The former champion has been overtaken by his rival, and he's sure to be disappointed. The race was a tough one, and it's a testament to the skill and determination of the drivers.

Foster's loss is a setback for him, but it's also a testament to the competitiveness of the British GT series. The race was a thrilling one, and it's sure to be a highlight of the season.

Foster's loss is a testament to the skill and determination of the drivers, and it's sure to be a success.

Crash for Tillet

FORMER BRITISH TITLE

John Tillet has had a crash during the British GT series. The former champion was involved in a collision with another car, and he's sure to be disappointed. The crash was a setback for him, but it's also a testament to the competitiveness of the British GT series.

Tillet's crash is a testament to the skill and determination of the drivers, and it's sure to be a success.

Coates could miss title chance

DRYDEN'S CHAMPION

John Coates could miss out on the title in the British GT series. The former champion has been overtaken by his rival, and he's sure to be disappointed. The race was a tough one, and it's a testament to the skill and determination of the drivers.

Coates' loss is a setback for him, but it's also a testament to the competitiveness of the British GT series. The race was a thrilling one, and it's sure to be a highlight of the season.

Coates' loss is a testament to the skill and determination of the drivers, and it's sure to be a success.

Brands boost for Formula Ford

FORMER BRITISH TITLE

Formula Ford has seen a boost in support from the Goodwood Festival of Speed. The event is a testament to the popularity of the series, and it's sure to be a success.

The boost in support is a testament to the skill and determination of the drivers, and it's sure to be a success.

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POLE POSITION

Why it's time to believe the hybrid-technology hype



MOTOR RACING FANS WERE GIVEN

a glimpse into the future last weekend. As road-car makers seek to increase economy and reduce the reliance on fossil fuels, the importance of hybrid technology will increase.

With its e-tron quattro, Audi has shown it can win the world's most famous endurance race using some very sophisticated energy-recovery systems. And, given the way the

lessons it learned through racing – and winning – with diesel power had a direct benefit on its road-car engines, you can be sure the e-tron will play a significant role in the development and promotion of the company's hybrid-vehicle future.

The presence of Toyota, with its own take on alternative technology, probably forced Audi into rolling out the e-tron a year earlier than intended, and the pace of the Japanese cars on their Le Mans debut showed Audi made the right decision.

With a further year's testing for both cars, an epic battle for hybrid supremacy awaits us in 12 months. These are fascinating times indeed.

Andrew van de Burgt

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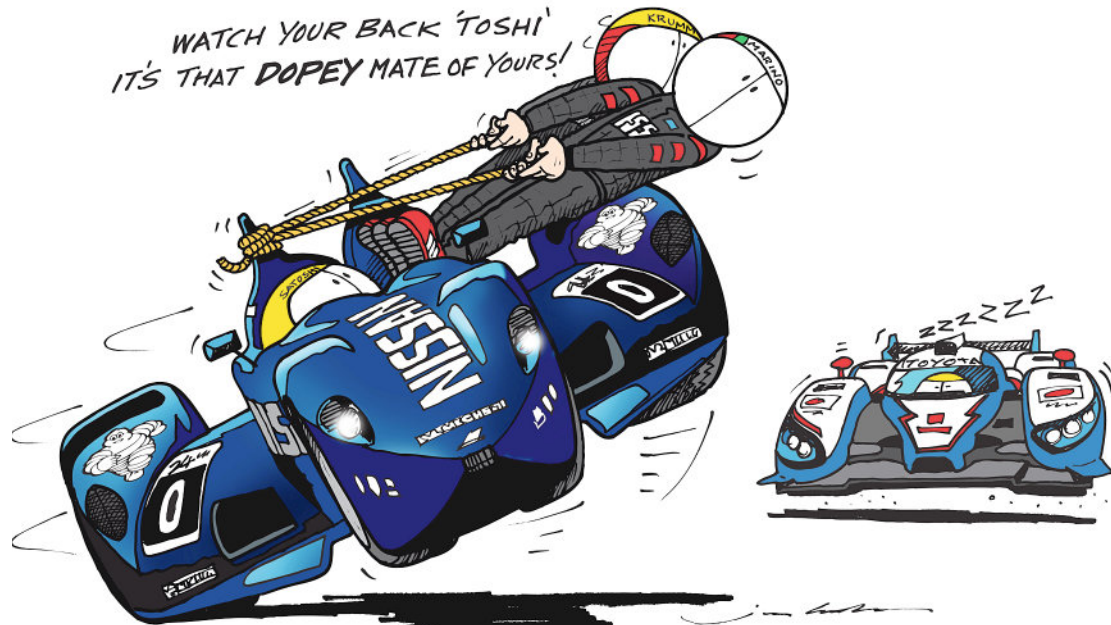
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LE MANS

Toyota's highs and lows at Le Mans

Japanese giant Toyota made its return to La Sarthe last weekend and caused a stir – both with the pace of its pair of TSO30 HYBRIDs and the frightening shunt that befell Anthony Davidson in the #8 car he shared with Stéphane Sarrazin and Sébastien Buemi. Full Le Mans report, p52.

Pic: VINCENT/PA



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No quick fix for Button

McLaren has been burning the midnight oil for two weeks, but still lacks answers. By JONATHAN NOBLE

McLaren has concluded that there is no silver bullet to explain Jenson Button's recent slump.

In the wake of four disappointing outings for Button, McLaren undertook detailed analysis to get to the bottom of his struggles ahead of this weekend's European Grand Prix in Valencia. That work has resulted in it ruling out Button's driving style or any car developments as factors. Instead, McLaren believes a set-up direction the 2009 world champion

instigated is probably to blame, and it feels the key to getting Button back on track is to get him and Lewis Hamilton on the same set-up path.

Technical director Paddy Lowe told AUTOSPORT: "It is about all sorts of things working together in a way that I don't think F1 has seen before.

"Valencia will be about taking the best set-up from both sides, and running a much more converged set-up on both drivers in the direction that we believe to be better."

WHAT'S BEEN BUTTON'S PROBLEM?

The main challenge that teams and drivers have faced in 2012 is in getting front and rear tyres to operate in harmony in terms of both temperature and grip.

This has proved tricky because, although the rears easily get in to the right temperature range because the back end of the cars slide more this year, the fronts are proving harder to warm up.

Button's dilemma has been that chasing a resolution to the front tyre issue has often led to problems with the rears overheating – and solving that has then hurt the front tyres again. This constant chasing of the

issues left McLaren suggesting it was a 'multi-directional problem' in Canada.

However, the lessons learned from Button's Montreal disaster, where he suffered excessive rear tyre degradation thanks to different suspension geometry (which will not be tried again in Valencia), have left the team convinced about the factors that can be ruled out.

CAR AND DRIVING STYLE DEFENDED

Much has been made about small revisions to the MP4-27 causing Button's discomfort, but the team does not believe it is to blame.

It has played down the impact of floor changes that had to be made after the Chinese GP, and also thinks the introduction of a high-nose concept, which coincided with Button's dramatic drop of form from the Spanish GP (see graph), had no effect.

Instead, Lowe suggests that the problem has steadily evolved over the



Focus has been on Button's troubles

"Valencia will be about taking the best set-up from both drivers and converging them"

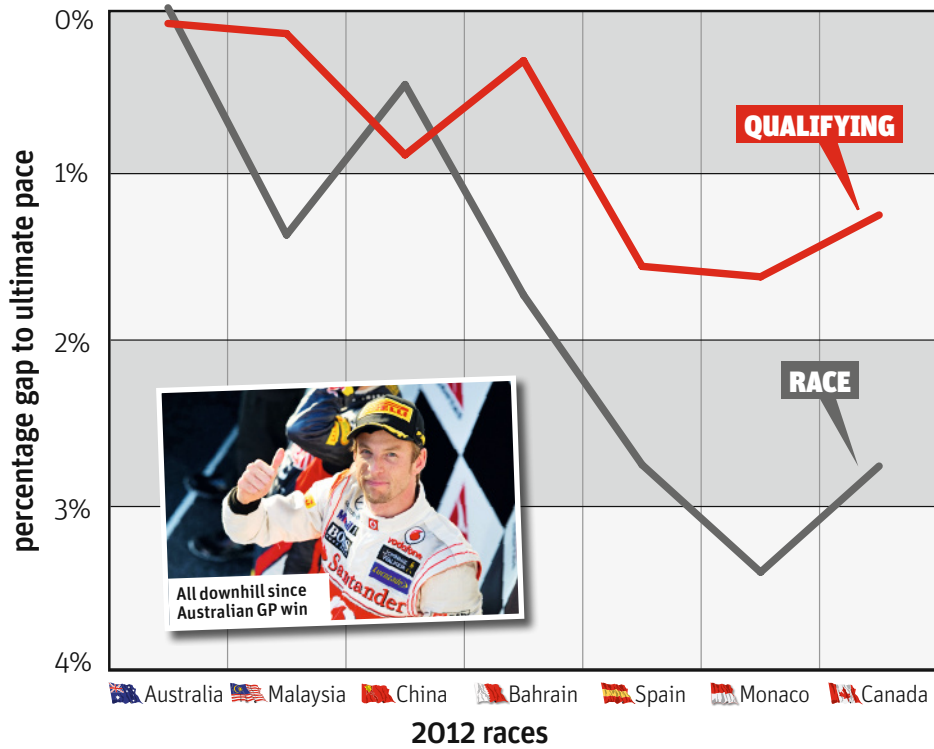
Paddy Lowe, technical director



PICTURES: ARONICA/COATES/FERRARI/LAT

LOSING GROUND

How Button has fallen away from the ultimate pace on Saturdays and Sundays



All downhill since Australian GP win

Team says set-up is cause of Button's woes

campaign, because the set-ups that Button and Hamilton have been using have been moving apart since the season-opening Australian GP.

"I would say they were more similar in Australia and there have been some decisions here and there that have moved them slightly further apart," explained Lowe. "But Canada was the most extreme."

Button's smooth driving style has also been suggested as not ideal for overcoming the tyre issues, but Lowe says its investigations have shown that not to be the case.

"It is definitely not related to how Jenson is driving," he said. "Jenson has not lost his ability overnight. It is simply to do with the relationship between the car set-up and its exploitation of the tyres."

Second McLaren a long way back in Canada



NOT OUT OF THE WOODS YET

Button is well aware that he needs to arrest his decline of form if he is to haul himself back in to the world championship battle.

But despite McLaren's conclusion being that the main issue is set-up related, the complications caused by the tyres this year means nothing can be assured race-to-race.

Lowe said he was keeping open-minded about the intended set-up changes being the final cure for Button.

"I think we have learned a lot and are in a much better place, but to be 100 per cent confident would be very bold in the current context," he said. "And really the more we understand these tyres, the more we realise we don't understand them."

AUTOSPORT SAYS...

JONATHAN NOBLE
F1 EDITOR

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Sometimes it is hard to see how every cloud has a silver lining. For Jenson Button, perhaps the one saving grace of his recent struggles is that they have been so bad it is clear to everyone that this is a car-related, therefore not driver-related, issue.

Had Button found himself just slightly behind team-mate Lewis Hamilton, there would have been more points on the board but equally there would have been no sense of urgency from himself or his team to get on top of what is clearly a pretty big problem.

From the outside too, our perception would have been simply that Hamilton has rediscovered his mojo to seize the initiative at McLaren; and that Button is now playing second fiddle in this title battle because he simply cannot get as much out of the MP4-27.

Instead, so bad have his performances been that the one aspect no-one has questioned has been his driving ability. So, McLaren has been burning the midnight oil to try and work out what has gone wrong on the car; and why the set-up path that their man has chosen has taken him to such a dark place in terms of getting to grips with the 2012 tyres.

Button and McLaren may not be in the clear yet, but the gravity of their situation has bonded them closer. Extreme adversity is not something that is going to make Button or McLaren crack; instead it is delivering exactly the stimulus they need to find their way back to the top.

Contrasting fortunes for McLaren's drivers



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Lotus runs qualifying gauntlet

The E20 is one of the best cars in race trim, but finding more Saturday speed is vital if team is to win this year



Lots to celebrate, but no wins so far

Lotus is reluctant to compromise its strong race form in favour of an all-out qualifying set-up, even though it concedes its chances of winning in 2012 hinge on starting further forward on the grid.

With the Enstone-based outfit heading to this weekend's European Grand Prix as the most likely contender to produce Formula 1's eighth different winner of the season, the outfit has openly admitted that it needs to improve its Saturday form.

However, team chiefs believe that its focus on victory must not come

at the expense of its phenomenal long-run pace, which has helped Romain Grosjean and Kimi Raikkonen score podiums this year despite lowly grid positions.

Team principal Eric Boullier told AUTOSPORT: "If you want to win, you have to start from the first two rows. But we definitely need to keep the right balance, and protect the strength of our car in the race."

RACE v QUALIFYING FORM

The E20 has shown itself to be consistently quick at all venues with Grosjean and Raikkonen enjoying

PIC: FERRARO / DUNBAR/HONE / COATES/LAT

HOW LOTUS HAS MISSED OUT

The E20 has shown plenty of pace this year, but for these reasons the team is still waiting for a victory

AUSTRALIA

Raikkonen: Start 17th Finish 7th
Grosjean: Start 3rd Finish DNF
 Grosjean qualified strong in third, but completed just one lap. Raikkonen was stuck in traffic throughout the race after a blunder in qualifying.



MALAYSIA

Raikkonen: Start 10th Finish 5th
Grosjean: Start 6th Finish DNF
 Raikkonen threatened for pole before a mistake on his flier, starting 10th because of a gearbox penalty. He raced well, while Grosjean spun early on.



CHINA

Raikkonen: Start 4th Finish 14th
Grosjean: Start 10th Finish 6th
 Raikkonen qualified fourth and was running an impressive second when his tyres fell away near the end. Grosjean had a solid race to sixth.



STARTING POSITIONS OF RACE WINNERS THIS SEASON

AUSTRALIA	2nd	Button
MALAYSIA	8th	Alonso*
CHINA	1st	Rosberg
BAHRAIN	1st	Vettel
SPAIN	1st	Maldonado
MONACO	1st	Webber
CANADA	2nd	Hamilton

*wet race

"If you want to win, you have to start from the first two rows"

Eric Boullier, Team Principal

Team needs to find more in qualifying

better tyre degradation than many of their rivals.

However, the consequence of the car being easy on its tyres is that its drivers have sometimes struggled to switch them on for qualifying, leaving them too far down the grid to realistically challenge for victory.

Although the nature of its advantage on Sundays would point to Lotus being able to be more aggressive with its qualifying set-up, finding the right balance to not compromise the race is very difficult.

Technical director James Allison told AUTOSPORT: "I don't think any team has a lever that is marked one way better for qualifying and the other better for the race."

With the difficulties of set-up compromise in mind, the outfit would prefer to achieve its qualifying gains through the traditional means

of introducing car developments.

Allison added: "There are two ways of moving up the grid. One is keep throwing overall performance at such a rate that you brute-force your way through Saturdays, and then Sundays are even better.

"Or the other way is that in some fashion you try to make the car a bit more pointy for one lap, but [that makes] it harder in the race. The first is the better of the two options."

Although Lotus is still hunting its first win of 2012, its qualifying form is not a lost cause, as it has qualified on the front two rows three times.

CAN IT BECOME THE EIGHTH WINNER?

On paper, Valencia should be an ideal stomping ground for the Lotus E20. The car has shown itself to be at its best at venues where the track surface is roughest, that feature

EXPERT VIEW

MARK HUGHES
GRAND PRIX EDITOR



The Lotus E20's tyre usage has been almost *too* good this year, in that it can maintain a strong pace for a much longer time than the likes of McLaren, Red Bull or Mercedes.

However, it cannot seem to find the last two or three tenths from the option tyre over one hot lap. It isn't a deliberate choice that's been made in the car's set-up; it's just how it's panned out compared to the others.

Valencia, with its fast, flowing corners and high braking and traction demands, is going to be tough on tyres. The Lotus arguably has the potential to be fastest on race day. But turning that into a breakthrough victory will be

difficult unless the qualifying limitation can be identified and eased.

Getting a better qualifying balance will typically involve creating a more 'pointy' car with quicker direction change when enjoying maximum grip from new tyres and with low fuel. But fill the car up and take the initial high-grip edge from the tyres by qualifying on them, and such a race set-up would tend to put more strain on the rears. And it is how quickly these degrade that determines stint length – and therefore your pace in the race.



Boullier (l) and Allison want more from E20

some high-speed corners and where temperatures are high. Those are three characteristics that Valencia delivers, but the team is cautious that the type of corners may not favour it as much as other tracks.

However, Lotus is planning to bring some updates to its car that it hopes will deliver it what is missing in qualifying, and Boullier is convinced that the outfit is on top of its engineering approach.

"Obviously the Montreal podium was a bit unexpected, but I think it was good for the team to keep

momentum, and get some confidence and trust in the potential we can deliver," he said.

"If we keep this feeling of being head down, delivering, and understanding more to fine tune and tweak every detail then we will be able to deliver more. I would love for us to produce the eighth winner."



P33
WHO HAS THE BEST CAR?

BAHRAIN

Raikkonen: Start 11th Finish 2nd
Grosjean: Start 7th Finish 3rd
Qualified poorly but both flew in the hot conditions of the race. Raikkonen came close to winning, and Grosjean joined him on the podium in third.



SPAIN

Raikkonen: Start 4th Finish 3rd
Grosjean: Start 3rd Finish 4th
The race that Lotus should have won, with Raikkonen's strategy allowing him to close to within four seconds of leader Pastor Maldonado by the flag.



MONACO

Raikkonen: Start 8th Finish 9th
Grosjean: Start 4th Finish DNF
Grosjean fought for pole but a slow second sector cost him, and he crashed at the start. Raikkonen struggled with steering all weekend.



CANADA

Raikkonen: Start 12th Finish 8th
Grosjean: Start 7th Finish 2nd
Grosjean got best out of difficult car to start P7, and starred with a one-stopper on his way to third. Raikkonen suffered hydraulic issues on Saturday.



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Paul Pietsch 1911-2012

PAUL PIETSCH, WHO PASSED AWAY last month three weeks short of his 101st birthday, was rated highly enough to have been offered drives with both Mercedes and Auto Union.

The German started his career in 1932 in a Bugatti T35. His debut in Germany was short-lived, but alongside minor successes in grand prix races over the next few years, Pietsch took several victories in ice races. He also took second in the poorly-supported Finnish Grand Prix in 1934.

But Pietsch still caught the eye. He was invited to Auto Union's driver trials at the Nurburgring in October 1934. Famously, Bernd Rosemeyer landed his car-racing break after impressing, but it was Pietsch who was fastest and earned one of two junior-driver contracts. Pietsch also had an offer from Mercedes, which he declined. He was later to admit that it was the biggest mistake of his career as, like most, he struggled with the difficult-to-drive Auto Union Type-B.

He raced for Auto Union six times, taking third in the Italian GP after Rosemeyer took over his car early in the race. His best individual result

was sixth in the Eifelrennen. Disputes with the team management, not to mention his infamous divorce from wife Ilse, who had fallen for fellow Auto Union racer Achille Varzi, meant that it was a disastrous season.

Pietsch sat out the following year, but returned in an often poorly prepared private Maserati in 1937. That season came to an end when he was hurled from the car after hitting a telegraph pole during practice for the Czech Grand Prix, destroying his Maserati but leaving Pietsch with only concussion.

He also raced for the Maserati works team on occasion and, in 1939, turned in a sensational performance in the German Grand Prix. Against full-strength Mercedes and Auto Union entries, he took the lead after Hermann Lang and Manfred von Brauchitsch hit trouble. It didn't last long, as Pietsch suffered from brake problems and had to have his spark plugs changed twice to cure misfires, but still finished third. It would prove to be his greatest drive.

The war then intervened, costing Pietsch a drive with Mercedes, and in 1946 he started the magazine *Das*

Auto. His publishing company went on to launch the successful *Auto Motor und Sport*. Increasingly, this became his focus, although he returned to racing and won the West German Formula 2 title in 1951. He also contested three world championship grands prix, including his home race in 1951 in a works Alfa Romeo 159.

Alfa's late decision to give him the drive, with both Willi Daetwyler and Louis Chiron also under

consideration, meant Pietsch had only two practice laps and was fortunate to survive being launched over a grass bank following a failed attempt to pass Luigi Villorosi. Pietsch's final grand prix appearance was in the same event in 1952 driving a Veritas Meteor. The following year, he retired.

Pietsch's passing leaves 97-year-old Heinz Brendel as the only survivor of the Mercedes and Auto Union teams of the 1930s.



Career peaked with Auto Union

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THIS WEEK IN F1



USGP VENUE ON TARGET

F1 race director Charlie Whiting is upbeat about the chances of the new Circuit of the Americas in Austin, Texas being ready to host the United States Grand Prix on November 18. Whiting, who will visit the circuit again on September 25 for his formal pre-race inspection, described it as making "great progress".

If F1 is perceived as a gas-guzzling sport that has no regard to the technologies that are very relevant to automotive companies, then we really promote the wrong image. F1 should be about efficiency.



Martin Whitmarsh warns that Formula 1 must move with the times and go green

FERRARI HAILS PEREZ PROGRESS

Ferrari Driver Academy boss Luca Baldisserrri has praised Sauber's Sergio Perez for his third place in the Canadian GP. "Perez is undoubtedly talented, but he often lets himself down by being too aggressive," he said. "The Montreal race was a great response."



NEW INTERLAGOS PITS LIKELY

The go-ahead is set to be given to plans to build a new pit complex on the back straight at Interlagos. The changes would not be made in time for this year's race, and would lead to the start/finish relocating to between Turns 3 and 4.



FIA SETS COST CONTROL DEADLINE

The FIA World Motor Sport Council has resolved to finalise Formula 1 cost control measures for next year by the end of the month. It is hoped that a new resource restriction agreement can be finalised and submitted to the WMSC for a fax vote before June 30.



RENAULT TO DECIDE ON ENGINE SUPPLY

Renault will make its decision in September on how many teams it will supply when V6 turbo engines are introduced in 2014. Renault Sport F1 managing director Jean-Francois Caubet said: "We have two kinds of options: to focus on two teams or to choose a bigger figure."



F1 TEAMS OFFER NATIONAL MOTORSPORT WEEK PRIZES

The eight British-based F1 squads – Red Bull, McLaren, Mercedes, Lotus, Force India, Williams, Caterham and Marussia – are all offering prizes as part of a series of competitions during National Motorsport Week. The competitions, which include factory tours, signed car parts and the chance to become team members for a day, will be revealed on www.GoMotorsport.net



\$500 million

Additional stake in F1 sold by CVC

Capital Partners to Waddell & Reed. The company, along with Norges

Bank and BlackRock, bought a stake worth \$1.6 billion a month earlier.

Collectively, they now own 21 per cent of the sport's commercial rights.

SHECKTER DEMOS MERC

1979 world champion Jody Scheckter returned to the cockpit of an F1 car last weekend, driving a 2011 Mercedes in a *Top Gear* event in Durban.



EUROPEAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Coastal track should suit Mercedes and its double DRS

Strong chance of eighth race winner

While Hamilton returned to winning ways in Canada, the Valencia sun could turn up the heat for Mercedes and Lotus

Sebastian Vettel's prediction over the Canadian Grand Prix weekend that "we won't have 20 winners from the 20 races" this year is a pretty safe bet. But after seven from seven, the Valencia street track could offer the right circumstances to keep 2012's remarkable record going a bit longer.

Montreal's Circuit Gilles Villeneuve was supposed to be a happy hunting ground for Mercedes, and therefore Michael Schumacher. But Nico Rosberg pointed out ahead of the weekend that the low downforce levels run in Canada reduced the advantage of the team's

double DRS. Valencia, however, has long straights and a requirement for a high downforce setup, so the F1 W03 could be in its element. Also, Valencia shouldn't be quite as hard on the rear tyres as Montreal.

Lotus go to Valencia with high hopes of a victory. The E20 has no trick device to rest its hopes on, but is expected to thrive in the Spanish heat. Track temperature topped out at 45C in Canada; the track in Valencia last year was that hot from race start to finish. One of the Lotus boys could well become our eighth season winner if the sun shines on them this Sunday.

➔ P18

TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID



Both Grosjean or Schuey could win



The longest bridge in F1

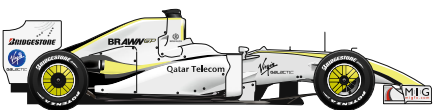


Team wins in Valencia

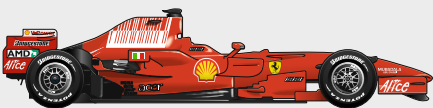
Red Bull 2



Brawn 1



Ferrari 1



2 SEBASTIAN VETTEL



1 RUBENS BARRICHELLO



1 FELIPE MASSA

Winning drivers

Races in Valencia: 4



AVERAGE
NUMBER OF
FINISHERS

20

Average winning margin: **5.975s**

Biggest: 10.891s (2011); smallest: 2.358s (2009)



Brawn won in 2009 with Barrichello

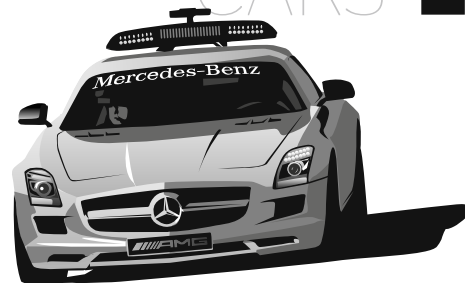


Vettel has won twice for Red Bull in Valencia

Percentage of winners who went on to win the title:

50%

SAFETY CARS **1**



EUROPEAN GP TV AND RADIO LISTINGS

FRIDAY JUNE 22

0845-1050 Free practice 1 LIVE (Sky Sports F1)
1245-1450 Free practice 2 LIVE (Sky Sports F1)

SATURDAY JUNE 23

0945-1110 Free practice 3 LIVE (Sky Sports F1)
0955-1105 Free practice 3 LIVE (BBC Radio 5 Live S Extra)
1200-1435 Qualifying LIVE (Sky Sports F1)
1210-1420 Qualifying LIVE (BBC1)
1300-1405 Qualifying LIVE (BBC Radio 5 Live)

SUNDAY JUNE 24

1130-1615 Grand Prix LIVE (Sky Sports F1)
1210-1515 Grand Prix LIVE (BBC1)
1300-1500 Grand Prix LIVE (BBC Radio 5 Live)

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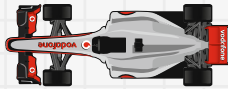
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GARY ANDERSON'S SUPERGRID

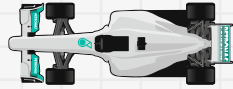
AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average pace after seven races compared to the theoretical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

100%



Hamilton 100.204

Lewis Hamilton retains his gap at the front. Schumacher's qualifying woes in Canada means he slips back again while Vettel leaps forward after his Montreal pole.



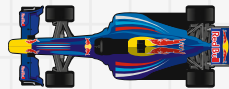
Rosberg 100.562



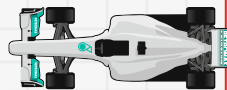
Webber 100.613



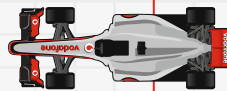
Grosjean 100.679



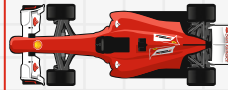
Vettel 100.692



Schumacher 100.725

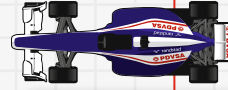


Button 100.819

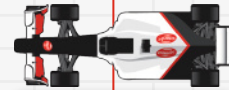


Alonso 101.005

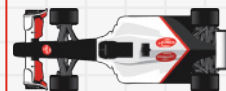
Alonso now has some clear air between him and Raikkonen, who is falling into the clutches of Maldonado. Kobayashi demonstrates his pace by moving clear of his highly rated team-mate.



Maldonado 101.294



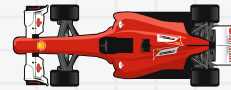
Kobayashi 101.390



Perez 101.504



Hulkenberg 101.587



Massa 101.627



Di Resta 101.632



Ricciardo 101.679

FLASHBACK

VETTEL DOMINATES AGAIN

Sebastian Vettel made it six wins from eight races in comfortable fashion on the streets of Valencia last year. Fernando Alonso and Mark Webber kept him honest early on, but they dropped back as their own fight for second took hold. Alonso first passed Webber on the track, then lost out to him at the first round of stops, grabbing back the place at the final stops.

2011 EUROPEAN GRAND PRIX

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Fernando Alonso (Ferrari)
3	Mark Webber (Red Bull)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD





Bruno Senna is left in no-man's land as Felipe Massa is now firmly ensconced in the mid-field. Vergne drops further back after being out-qualified by both Caterhams in Canada.



Senna 101.921

AND AS FOR THE REST

The Marussia drivers slipped closer to the pace of the HRT's in Canada. Marussia will be worried that Pedro de la Rosa out-qualified them on pace alone.

Glock 105.365

Pic 105.754

De la Rosa 106.380

Karthikeyan 107.160

The raw numbers show a slight improvement again in Canada, but the status quo is maintained in general. Although both Caterham drivers out-qualified Vergne, it's more as a result of Vergne's poor qualifying pace.



Vergne 102.591



Petrov 103.882

103%



Kovalainen 103.469

104%

TRACK GUIDE

VALENCIA	
NUMBER OF LAPS	57
CIRCUIT LENGTH	3.367 MILES
LAP RECORD	1:38.683 TIMO GLOCK (2009)
UK START TIME	1PM



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STRAIGHT TALK

DAVID COULTHARD

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

The Valencia 'street circuit' is not a patch on Monaco or Singapore, but we could be in for the best race we've seen there – especially if the temperature's a bit unpredictable

There's something about the Valencia street circuit that just doesn't quite capture your imagination. It's as if everything they got right in Monaco, they got wrong in Valencia. It's just bland. Accelerate and brake, accelerate and brake... The fast section at the back is OK, but if you look at Turn 1, it's easy flat, and then into a 90-degree right. I think the kerbs at the chicanes are annoying as well. It looks awkward, because they're the type of kerbs where the cars are just bouncing over them.

Because Valencia was originally used for the America's Cup, you'd think it might be more like Monte Carlo. There's even the boatshed at the back, but from what I understand it's priced a bit high for people who want to bring their boats in and also, because of the swing bridge, you're locked in. In Monaco you get locked in for a week and nobody complains, so I can't see why that's a big problem.

In terms of what it lacks, it's

difficult to say there is anything particularly wrong with the circuit; getting in and out isn't too difficult, you're in the city, the track goes over a bridge, and there are some fast bits... Perhaps it's because it's not enough of a street circuit to have the big consequences that you have at places like Monaco or Singapore. It's too wide, and there's a lot of run-off. In Singapore, it's bumpy, and there are places where you are really kissing the barrier. Here, it's more of a fake street circuit.

It could even be likened to Canada, which is also basically straights and braking. The difference is that in Canada, there are corners where you can make a difference to the laptime, for example with the way you roll it into the chicanes. You could see how much Sebastian Vettel was able to gain at the last chicane to get pole in Montreal. That's how it's different from Valencia, because you take the speed off the car before the corner, and maintain the speed to the exit.

WHAT PRICE ANOTHER NEW WINNER?

In saying all of that, I do think that the run of different winners can continue this weekend.

Tyre management will be key, but in a different way to usual. There are a lot of traction corners, but there aren't a lot of lateral-load corners, so the important thing will be to avoid spinning the rear tyres too much on the corner exit. It may well come down to who can make those rear tyres last the longest.

It's very tricky to work out what kind of car the Valencia circuit will suit. You probably need a car that works well with its DRS, because you need to have the straightline speed. It's almost like Shanghai, in that there's a lot of sitting there and waiting for a big stop. So it could well suit Michael Schumacher and Mercedes.

Lotus is another contender, although it didn't feature as much in qualifying in Canada as I expected. Romain Grosjean did well in the race, but I don't know if Valencia will be quite as tyre-critical.

I'd expect the winner to come from the front row, as has happened in all but one of the races there so far, but actually, given the strategies in place and the premium on tyre management – because the temperatures will probably be on the high side – I'd expect that this could easily be the best race we'll have seen around Valencia's streets.

Of course, it could all change if there is a dramatic temperature swing that moves the tyres into a nasty window where they don't want to work. If that happens, you could get one, two and even three-stoppers all in the same race. Now that would be interesting... ❄️

Valencia: not the most soul-stirring GP venue



PIC: GIBSON/LAT

“It may come down to who can make the rear tyres last”

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7	19th August	PF International, Lincs	Extended Circuit
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MARK HUGHES

GRAND PRIX EDITOR

Formula 1 will be different in 2014. The promised return of turbo engines will have many more implications than the lower-pitched, grunter engine roar. So how will these issues be dealt with?

If we assume the new turbo engines are indeed coming, as legislated, in 2014, and that the recently-formed Formula One Circuit Promoters Association is not just part of a Bernie-inspired ruse to keep the current V8s, what is F1 going to look and sound like two years from now?

It should sound just fine. The concept of a small-capacity V6 turbo is exactly what we had through most of the 1980s. Take a listen to Ayrton Senna's '88 Honda V6-powered McLaren MP4/4 and you hear a much gruffer tone than the high-pitched scream with which we've grown familiar, but it's still a deliciously exotic sound. The new engines will be revving to 15,000rpm, around 1800rpm higher than the old Honda, so the pitch should be slightly higher, albeit still lower than what we have. But lower doesn't mean worse. Fears about the sound of these engines driving

PIC: TEE/LAT

It will sound amazing with turbos, but will the grid be full?



spectators away are totally specious and surely placed there as part of an unvoiced strategy in an ongoing game of power and money.

These engines will use around 100kg of fuel during a grand prix rather than the current 150-160. Together with a fuel-flow limit, this will enforce engines with around two-thirds the power of the current V8s (ie, around 520bhp rather than 770) but with the shortfall made up by a more powerful KERS and by turbo compounding technology. The turbos themselves will likely be electrically-driven rather than exhaust, so as to maintain boost off-throttle. With the add-ons comprising a much bigger proportion of the total power than currently, there is no way you'll be able to fudge your way around a malfunctioning KERS, Red Bull-style. Rather than 0.3s down in the event of failure, it would be more like 3s. There will likely be a big performance spread between the strongest and weakest units initially and there will surely be a season or two of permitted development before any technical 'freeze' applies.

But can F1 afford the switch? In answering this, there's a distinction to be made between those manufacturing engines – Ferrari, Mercedes and Renault – who have already spent at least half a billion euros in development of the new engines, and the customer teams who have to buy their motors. Last week's edition of the magazine explained how the plan is to try to have a 'glide-path' from an initial price of €20 million to around €12 million in year five.

'That's not something we could afford,' say several of the mid-size independent teams.

'Well, you could if you spent less on aero,' say those who have already spent all that development money. 'Besides, it's still less than you were paying 10 years ago – and you afforded it then.'

'But the economy wasn't in such a mess then. Don't you remember what happened in 2008-09? And that's just us. What about the really small teams?'

The likes of Marussia and HRT – teams enticed into F1 on the basis of a \$40 million cost cap that didn't happen, remember – as currently configured cannot even think about being able to afford €20 million engines and wouldn't be around in year five if they had to find that outlay in year one.

So we may well be looking at fewer teams, unless they would be replaced by the likes of a re-entering Toyota, encouraged back in by an alignment of F1 with its road car technology and development synergies with its sportscar project. But if there are fewer teams, the commercial owners don't have to spread their payments so thinly.

It's a delicate balance between numbers of teams and numbers of engine manufacturers too. There needs to be enough manufacturers to supply the field, but too many manufacturers and they each cannot supply enough teams to bring their unit costs down.

If we're down a few teams, expect to see the three-car entry requirement for, say, the top six teams in the constructors championship. There may even be a stipulation that the third car should be run for an up and coming driver.

And if the euro should collapse? Then probably none of this will much matter... Interesting times. ☼

“If we're a few teams down, expect to see three-car entry”



Davidson's Toyota is almost past the Ferrari when Perazzini turns in (1). Air gets underneath the TS030 and launches it (2-4). The car lands on its wheels before hitting the barrier (5) while the GTE-Am Ferrari rolls after making heavy contact with the crash barrier

LE MANS

Teams urge caution on safety

LMP rulemakers asked not to overreact to Davidson crash by Audi and Toyota chiefs. By GARY WATKINS

Audi and Toyota have urged against a knee-jerk reaction to the accident in which Anthony Davidson's Toyota became airborne during the Le Mans 24 Hours.

Davidson's Toyota TS030 HYBRID took off approaching Mulsanne Corner when it was tapped sideways by a GTE-class Ferrari. The accident happened despite a raft of measures introduced since the start of 2011 to stop cars flying in such an accident.

Head of Audi Sport Wolfgang Ullrich said: "For sure, we must not overreact. We cannot make changes to our car before Silverstone [the next round of the FIA World

Endurance Championship on August 26]."

Toyota Motorsport GmbH technical director Pascal Vasselon stated that he believed the measures introduced since the start of last year have been successful in raising the take-off speed of prototypes when they are pitched sideways.

"The target of the new rules was to raise the critical speed at which the cars take off," Vasselon told AUTOSPORT. "In the past, these kind of accidents have been happening at speeds as low as 230km/h, but the fin and the wheelarch openings have raised the take-off speed to 260 or 270km/h. Here, the Ferrari touched Anthony when he was doing 310km/h."

Vasselon explained that to his knowledge the accidents that hit Peugeot last year during its Le Mans preparations at Aragon and then Paul Ricard, occurred at lower speeds.

"I am sure that everyone will look at this problem again, but I would not conclude that the work that has been done is not a success. There will always be a limit and yesterday

we exceeded it."

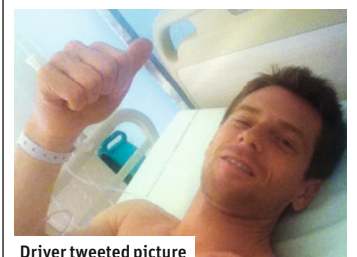
The Formula 1-style dorsal fins, which were made mandatory on cars built to the 2011 regulations, were supplemented by new rules aimed at raising the ride height of Le Mans prototypes in September last year. A further step was taken with the introduction of the openings in the tops of the wheelarches for 2012.

This is scheduled to be modified when the new rulebook comes into force for 2014. Cars will be able to run these openings on the side face of the bodywork rather than the top.

Davidson was sideswiped by the AF Corse Ferrari driven by amateur driver Piergiuseppe Perazzini. The Toyota flicked sideways, with its back wheels over the inside kerb, and took off immediately.

The car somersaulted before landing on the track and slamming into a tyre-protected Armco barrier. Davidson sustained fractures to his T11 and T12 vertebrae when the car landed.

DAVIDSON SET TO RETURN TO BRITAIN



Driver tweeted picture

Anthony Davidson was scheduled to leave hospital in Le Mans to return to the UK by air ambulance on Thursday, as AUTOSPORT closed for press.

He was then due to undergo further tests in the UK before returning home to continue his recuperation. Davidson has been told that the normal recovery time for his back injuries, which did not require surgery, is three months.

Davidson does not have any further races scheduled with Toyota this season, but was due to drive one of the TS030 HYBRIDS at the Goodwood Festival of Speed next weekend.



Ullrich urges no overreaction

➔ P52 LE MANS REPORT

LE MANS

Alternative fuels set for Le Mans

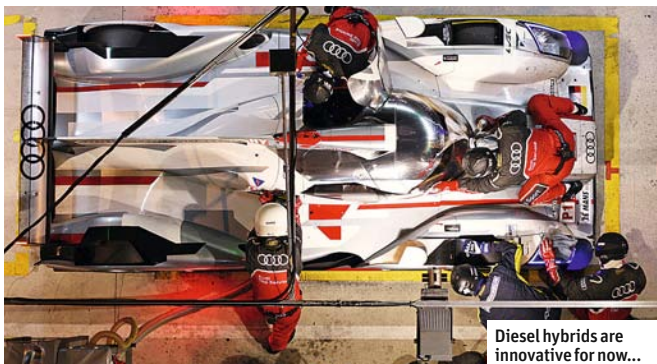
THE LE MANS 24 HOURS WILL BE

opened up to a range of alternative fuels in the years after its energy-based formula begins in 2014.

The new LMP1 regulations, which control performance by allocating a fixed amount of usable energy per lap, are limited to petrol and diesel cars for 2014. But Vincent Beaumesnil, sporting manager of Le Mans organiser the Automobile Club de l'Ouest, stressed that the regulations had been devised to encourage new fuels in the future.

"It is too soon to have hydrogen or electric-powered cars, because at the moment we do not have the information to balance their performance," he said. "We'll start with petrol and diesel because these are the technologies that we know about. At the moment our priority is to have road-relevant technologies, which means petrol and diesel cars with energy-recovery systems.

"We are very open to new fuels.



Diesel hybrids are innovative for now...

If a manufacturer wants to run, say, bio-ethanol, we would be happy to look at how we could adapt the regulations to accept them."

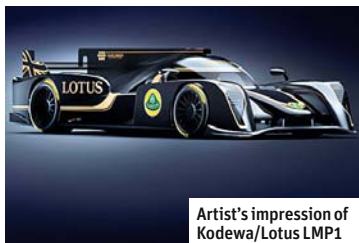
The group behind the GreenGT H2, which will fill the entry reserved for experimental cars at Le Mans next year, wants to use hydrogen-fuel-cell technology beyond 2013.

The definitive 2014 coupe-only LMP1 regulations were announced at

Le Mans last weekend.

The ACO confirmed its plan to give privately-run non-hybrid cars a larger fuel allocation to enable them to be competitive against the factories. There will be four, rather than the originally-planned three, levels of hybrid power release permitted.

Non-hybrid cars will weigh 830kg – 20kg less than hybrids.



Artist's impression of Kodewa/Lotus LMP1

LE MANS

Lotus team to build LMP1

THE GERMAN LOTUS LMP2 SQUAD IS

to build its own chassis for a graduation to LMP1 in 2014.

Lotus LMP2, which is run by the Kolles family's Kodewa team, is well-advanced with the design, which will race first as an LMP2 car in 2013. The car will replace the Lola chassis the team currently runs with Lotus-badged Judd/BMW engines.

Lotus LMP2 team director Romulus Kolles said: "We want to decide our own destiny. The concept of the car is an LMP1 built to the 2014 regulations, which will race with small wheelarches as an LMP2."

Kolles explained that the team had three engine options for the LMP1. He confirmed that one of them is a version of the 2.2-litre V6 turbocharged Lotus IndyCar engine.

Lotus agreed a branding deal with Kodewa ahead of this season. The British car maker has yet to comment on the team's latest plan.

we need it to feed the WEC."

Fillon explained that the ELMS was an essential part of its pyramid of Le Mans-style sportscar racing, which from next year will include an Asian Le Mans Series. The new championship, announced last week, will be made up of up to six rounds, with most likely four in China and one each in Japan and Indonesia.

There will be no LMP1 class and the series will be open to LMP2, LMPC, GTE and GT3 cars. A grid of 16-20 cars is envisaged in the first season.

LE MANS

ACO determined to keep ELMS alive

THE AUTOMOBILE CLUB DE

l'Ouest has vowed to keep the troubled European Le Mans Series alive.

The ACO has insisted that the ELMS remains part of its vision for sportscar racing. Its support comes against the backdrop of the cancellation of the second round of the 2012 series, set for Zolder in May, and continued uncertainty about the July 15 Donington Park round.

New ACO president Pierre Fillon said: "For us, the ELMS is very important. We absolutely want to keep it going because



Ricard ELMS opener drew a strong entry

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



You may think that the spectre of flying prototypes has come back to haunt the world of sportscar racing, but the truth is that it never went away. Anthony Davidson's dramatic accident last weekend could have occurred at any time, though the high speeds of the Circuit de la Sarthe meant that if it was going to happen, the chances are that it would be at Le Mans.

LMPs take off these days because they are bloody fast and because of what they are – sportscars. The giant plan area of an LMP car is the root of the problem, and the addition of fins and wheel arch vents (plus measures introduced for 2006) only nibbles around the edges of the problem. They are clever and cost-effective ideas that make the cars less likely to take off, but they are not going to nail massive cars that travel at speeds in excess of 200mph to the track.

There is a solution, of course, but it is not very palatable to me, you or, I suspect, Audi, Toyota, Pescarolo or

anyone else on the grid. You could legislate against that giant plan area, but what are you going to end up with? A Formula 1 car with mudguards or maybe some kind of mutant Dallara DW12? Anyone changing the rules in that direction would be a brave man indeed.

Fins have helped, but not that much



REMEMBER WHEN...



...LMP drivers were certified flight risks? Stephane Ortelli was just one of six LMP drivers to fly in 2008 – here at Monza. Marc Gene, Mike Newton, Hideki Noda, Ben Devlin and Jamie Campbell-Walter were the others.

DTM

RALF ON SHOW

Mercedes driver Ralf Schumacher joined Mattias Ekstrom and Bruno Spengler in testing the revised layout for the DTM's 'show' event at Munich's Olympic Stadium last week



INDYCAR

Milwaukee replay blunder

Race chiefs to be less gung-ho in issuing penalties after Milwaukee timing error. BY MARK GLENDENNING

IndyCar race director Beaux Barfield has admitted that the series is likely to take a more considered approach to jumped restarts in coming events after erroneously penalising Scott Dixon at last weekend's Milwaukee race.

Dixon was spotted moving early on a restart, which was then abandoned because Helio Castroneves — who was leading at the time — had already moved moments earlier. While this should have ensured that the Ganassi driver's penalty was wiped out, a combination of the timing and replay computers being out of synch and Barfield's failure to watch the replay for long enough meant that the stewards — including Barfield himself — thought they were watching a replay of the second restart. As a result the penalty was imposed.

Barfield said that the mistake would have ramifications for how



Barfield took blame for 'wrong call'

similar transgressions are dealt with in the immediate future while the full circumstances behind the error are being explored.

"From what we've learned out of it, from an officiating standpoint, it's probably going to make us a little bit gun shy with the next few calls that we make," he said. "We do need to make sure that we get everything from beginning to end."

"The clock on our replay machine was 36 seconds off from what the official time of the race was, and that happens to synch it up perfectly to the lap before. If it had been 40s off it would have been obvious that we had a clock issue, if it had been 28s off it would have been obvious that we had a clock issue. It happened to synch up so

perfectly that it was convincing when we looked at it.

"I take responsibility for it being the wrong call, and certainly have my issues with it moving forward, about how we prevent such things happening in the future."

Barfield said that the immediate priority is to work out why the clocks on the two systems, which are synchronised every day, had fallen out of step.

"[The solution] is getting to the bottom of whether it's a software issue with the system, or a hardware problem with the actual computer that we use," he said.

Dixon had been running in third place at the time that the penalty was issued. He finished 11th.



P42
MILWAUKEE
REPORT

INDYCAR

Restart changes under discussion

INDYCAR IS CONSIDERING A CHANGE

to its restart procedures following concerns from drivers that the current system is both dangerous and can be easily exploited by those further back in the field.

The series rulebook says that cars must maintain pace lap speed "until reaching a point designated by IndyCar near the start/finish line". All cars are allowed to accelerate at the same time as the leader but are required to maintain position. But several drivers have expressed concerns that the latter part of the rule is being ignored further back.

IndyCar race director Beau Barfield told AUTOSPORT that he plans to address the issue at Iowa this weekend.

"From what the drivers have voiced to me in terms of their concerns, and what I've noticed about how difficult it is to officiate, I think there are a few things that we can do differently to improve the restarts and how drivers respond, as well as how we are able to officiate them," he said. "It is certainly



Milwaukee restarts were not devoid of problems

important for me to dig into."

Penske racer Ryan Briscoe explained that as well as allowing some drivers to take liberties, the current situation is also unnecessarily risky.

"They are making us restart further down the straight and it's creating chaos,

because anyone can just get on the gas and fan out," he said. "In the past when the leaders were getting on it in the middle of the corner, you couldn't do much if you were 15th because you still had a corner to get through. Now, we're going five or six wide, and it's dangerous."



Bernard: eyeing options

INDYCAR

Replacement plan for China

INDYCAR CEO RANDY BERNARD HAS NOT ruled out piggy-backing onto another series' race weekend in order to fill the gap for a 16th event that was created by last week's cancellation of the planned Qingdao street race in China.

"We're going to weigh up every option we have and go from there," Bernard told AUTOSPORT when asked about running in tandem with another series. "There are four or five places of significant interest."

Bernard is keeping an open mind about whether to run at an oval or a road course. The series reportedly turned down an offer from Las Vegas, and had an approach to Texas rejected due to concerns about it clashing with the circuit's NASCAR race.

"It's just a matter of getting something that makes the most sense for us," he said. "There were some ovals that had an interest, but we have to be very careful with ovals and make sure we do it right."

NASCAR

Points leader backs Dale Jr as NASCAR title favourite

NASCAR SPRINT CUP POINTS LEADER

Matt Kenseth has singled out Dale Earnhardt Jr as the title favourite.

Earnhardt broke a four-year winless streak at Michigan last weekend, closing to within four points of Kenseth in the process. After the event, the Roush Fenway Ford driver said that Earnhardt is fast becoming a genuine threat in the championship battle.

"That 88 [car] has had a ton of speed and [has] always got finishes," said Kenseth, the 2003 champion. "You could see them knocking on the door and today they kicked it down and dominated the race pretty good."

"And the championship; they're definitely a contender. They've been right up there in each and every race so I definitely think they are, at this point in the season, one of the favourites."

Earnhardt's team owner Rick Hendrick agreed that his driver could well be hard to beat later in the season.

"Dale is just - he's just switched on," said Hendrick. "He's got the confidence. I think he's sitting in the 'cat bird seat' to win his first championship this year."

P46 MICHIGAN REPORT



Earnhardt won at Michigan

IN BRIEF



Wilson's crew were fined

WILSON'S TEAM PENALISED

Dale Coyne Racing was fined \$7500 and docked five points for a technical breach after Justin Wilson's Texas IndyCar win. Ed Carpenter Racing was docked a point and fined \$5000 for another minor breach.

IOWA HEATS FINALISED

IndyCar has finalised the heat-race format it will use at Iowa this weekend. Three races of 30 laps will set the grid with the top eight from practice fighting for pole in one race, and the rest of the grid split in odd and even numbers across the others.

BULLER TOPS GP3 TESTING

Carlin driver Will Buller and MW Arden's Matias Laine set the pace during last week's two-day GP3 test at Valencia. Buller's time on day two was the fastest overall, from category returnee Nico Muller (Trident) and MW Arden's Mitch Evans.

FONG BACK TO BRITISH F3

Adderly Fong will race for CF Racing at this weekend's British Formula 3 round at Brands Hatch. Fong will drive for Hywel Lloyd's team in the National Class at Spa and Snetterton as well.

STANAWAY'S RETURN AIM

Injured Formula Renault 3.5 racer Richie Stanaway is aiming to return at "the last race or two", after injuring his back at Spa last month. Cesar Ramos, a polesitter with Fortec last year, has been linked to the Kiwi's vacated seat at the Lotus team.

O'NEILL BACK IN THE BTCC

British Touring Car racewinner Paul O'Neill will return to the series at Croft this weekend in a Speedworks Toyota Avensis. O'Neill, without a regular drive this year, will deputise for Tony Hughes.

GRM STICKING WITH HOLDEN

Australian V8 Supercar team Garry Rogers Motorsport will continue to field Holdens in 2013 as the series moves into a new technical era with its Car of the Future. The team had also been in talks with Chrysler over next year.



GRM to stay with Holden



WRC/IRC

Ford considering 2014 WRC exit

Blue Oval could switch to rival IRC unless world championship's promotion issues are solved. By DAVID EVANS

Ford is considering quitting the World Rally Championship at the end of next season and switching to the rival Intercontinental Rally Challenge.

After talking of his frustration at the lack of news on a new promoter



Quinn wants quick answer

for the WRC from last Friday's World Motor Sport Council, Ford of Europe motorsport chief Gerard Quinn said the situation would force Ford to consider its position.

"Do they realise we're six months from the start of the new season with no promoter," said Quinn. "It took [former promoter] North One Sport two years to get fully up to speed with the job and the lack of news from Friday is a major concern for me and it obviously has huge implications for [our WRC commitment]."

Ford is committed to the WRC until the end of 2013, when Quinn stated he would be monitoring the development of Eurosport's largely

European-based IRC.

"The IRC is a classic example of how a championship can be run effectively and deliver on its promises," Quinn added. "The IRC has made huge progress in the last few years and the key thing is that it's on television and it's available to the wider public through the internet and through social media. It's straightforward and successful."

"Make no mistake, Ford is fully committed to WRC and I hate to think of deserting a sinking ship. The WRC is very important to us as a manufacturer, however, after next year's WRC we will look at our options and one of those options is IRC."

Prodrive chairman David Richards added: "Surely somebody has to stand up and take responsibility, but I don't see any of that. I just see, deferral, deferral. It's the FIA's championship, but it's being squandered at the moment."

WRC Commission president Jarmo Mahonen said the FIA would not rush into any decisions, with a promoter announcement expected in September at the latest.

Mahonen said: "Perhaps we were too ambitious with the time schedule. From the outset, we said we wanted to secure the long-term future of the championship and that we would not make any hasty decisions."

WRC

Hope of Welsh reprieve for Rally GB

RALLY GB COULD YET REMAIN IN WALES following a u-turn from the FIA on where individual governing bodies are allowed to run their world championship rallies.

Rally GB chief executive Andrew Coe met with WRC Commission president Jarmo Mahonen recently and was informed that there would be no further pressure from the FIA to move the event from Wales.

When asked to comment on his feelings about Rally GB, Coe's tone was markedly different from the combative stance he took when he stated it was time for the event to leave Wales, its home since 1999 (Autosport May 31).

Mahonen said: "It is the responsibility of the organisers or ASN (national governing body) to communicate the location and

itinerary of the event. For us, the most important element is the quality of the events. Where they take place is up to the local ASN."

September's Rally GB runs in Wales with a single-season extension. There has been no decision taken on whether the rally will remain there or move elsewhere, most likely north to Sunderland, next season.

Wales' Great Orme could remain on GB route



WORLD GT1

Deadline forced by Ratel

THE ENTRY DEADLINE SET BY THE FIA

last week for the GT1 World Championship came at the request of series boss Stephane Ratel.

Ratel insisted on the August 30 deadline, which was imposed by the FIA World Motor Sport Council, in an attempt to avoid the uncertainty that has shrouded the world championship ahead of each of its first three seasons. He stated that the championship would not happen next year if there were not 10 teams, each representing a different manufacturer, signed up by the appointed date.

"It was my wish, because we can't be



Only 16 cars started last time

drawn into a fourth winter like we've had before," he said. "This is my suggestion: it is a proposal from the Stephane Ratel Organisation that went to the GT Commission and then to the FIA World Council. The teams must put their deals together and enter the championship. I don't want a gun to my head at the start of next year and teams come to me with open hands [looking for financial support]."

Ratel said that he would not bankroll

any teams in 2013. This season SRO effectively put together three of the teams on the grid.

The Frenchman added that he had no news on whether the Valmon Aston Martin team would return to the series in time for the next round at the Algarve circuit on July 7-8. He explained that he would resume discussions with Aston Martin Racing, which has prepared and run the two DBRS9s this year, this week in the wake of the Le Mans 24 Hours.

IN BRIEF



New Bailey broke cover

NEW LMP2 UNVEILED

The definitive version of the South African-built Bailey LMP2 coupe was unveiled at Le Mans last week. Bailey Cars says it has already sold two examples, but no date has been set for the car's debut.

NEW MAZDA LMP2 ENGINE

A new Mazda turbodiesel LMP2 engine is set to race in the Le Mans 24 Hours next year in Dempsey Racing's Lola coupe, provided it gains an entry. The team will also run the new Skyactiv-D compound-turbo unit in the American Le Mans Series.

LIUZZI'S LOTUS DEAL SORTED

Ex-F1 driver Vitantonio Liuzzi's place with the Lotus LMP2 squad has been firmed up. The Italian will race the team's second Lola-Judd/BMW B12/80 in the remainder of the FIA World Endurance Championship with James Rossiter and Kevin Weeda.

FISHER TO MISS YPRES

British driver Alastair Fisher has withdrawn his entry from this week's IRC-counting Ypres Rally out of respect for his friend and fellow competitor Gareth Roberts, who died in a Targa Florio Rally crash last Saturday (see p31).

PROTON DRIVE FOR SALO

Seven-time Finnish Rally Champion Juha Salo will join Proton Motorsports for Rally Finland and Rally GB rounds of the S-WRC. Salo tested the Satria Neo S2000 on gravel in Wales last week.



Salo in test action

X GAMES

Gronholm fears Loeb's car

TWO-TIME WORLD RALLY CHAMPION

Marcus Gronholm has admitted he fears Sebastien Loeb's Citroen DS3 XL more than he fears the Frenchman himself ahead of their upcoming X Games clash.

The pair will compete against each other for the first time in two years at next week's X Games in the USA, the latest round of the Global Rallycross series. Gronholm leads the GRC having won the first two rounds, while Loeb is fighting for a ninth WRC title.

Asked to rate his chances against Loeb in Los Angeles, Gronholm said: "For my driving I think 'why can't I beat him?' But we must see if they have done something magic with the car; the factory is behind him. Seb will have absolutely no problem getting in these cars - they are just rally cars with more power. Maybe he'll have a problem with the traffic and other cars hitting him sometimes. There will be more action at the X Games as well; the track is shorter so it means more traffic."

Loeb, who races regularly and has finished second at the Le Mans 24 Hours before, says he is looking forward to it.

"I am always curious to discover new disciplines," said Loeb. "And Rallycross is very spectacular. The chance to drive a DS3 with 545bhp against opponents of the calibre of Marcus Gronholm can only motivate me."



Loeb's making X Games debut

WORLD GT1

Enge fails doping test

SPORTSCAR DRIVER TOMAS ENGE

believes that drugs he was taking for a genetic health condition could have resulted in the positive doping test result that has led to the suspension of his racing licence.

Enge failed the test after the Navarra round of the FIA GT1 World Championship in May, in which he is driving for the Reiter Engineering Lamborghini squad. That led to the suspension of his licence ahead of an FIA hearing.

The 35-year-old Czech said: "I asked for a therapeutic exemption to use medicine on the prohibited list and am still waiting for an answer. I am consulting with experts to see how this situation occurred."

Enge stated that reason for failing the test was not due to the presence of marijuana, which resulted in the loss of his licence in 2002 and effectively cost him the International F3000 title.

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Roberts (right) with driver Craig Breen

IRC British co-driver killed in IRC smash

Gareth Roberts loses his life alongside Craig Breen in a freak Targa Florio Rally accident. By DAVID EVANS

The Stars of the World Rally Championship have paid tribute to rising British co-driver Gareth Roberts, who was killed while competing alongside Craig Breen on last week's Targa Florio Rally.

Roberts, 24, died at the scene of the crash on the eighth stage of the Sicilian event, after a safety barrier pierced the front of the Peugeot 207 S2000 in which he was competing. The accident was similar to the one that befell Polish F1 star Robert Kubica at the start of last season.

Citroen driver Mikko Hirvonen said: "I heard the sad news from Italy. Me and [co-driver] Jarmo

[Lehtinen] want to send our condolences and thoughts to Gareth's family and friends. It's a very sad day."

Irishman Breen was unhurt in the accident, which occurred after the 207 slid wide on a fast left-hander, colliding with the barrier on the



The damaged Peugeot 207

right-hand side during the fifth round of the Intercontinental Rally Challenge.

Former world champion co-driver Phil Mills had mentored Roberts through the early part of his career. Mills, who guided Petter Solberg to the 2003 crown, said: "There was absolutely no question that Gareth was going all the way to the top."

Mills was also close to Michael 'Beef' Park, who died after the Peugeot 307 WRC in which he was co-driving Markko Martin went off the road on Rally GB in 2005.

"We talked a lot about the risks involved when I was competing,"

said Mills. "And we really talked a lot about it when Beef died. But, you know, whether you are testing or competing, when you pull that crash helmet on you accept the risk, but it's still devastating when it does happen."

Pirelli motorsport director Paul Hembery got to know Roberts after the Welshman won the Italian tyre manufacturer-backed FIA WRC Academy alongside Breen last year.

Hembery said: "Words cannot express our shock and sadness. At this difficult time we would like to convey our sincere condolences to the family, friends and fans of Gareth. We are all devastated."

Gareth Roberts 1987-2012

JUST WEEKS AGO, THE LEADING co-driver in this year's Super 2000 World Rally Championship was up all night on a road rally in Aberystwyth – such was Gareth Roberts' love of the sport from which he was about to start earning his living.

Roberts was undoubtedly one of the next generation of British co-drivers who would star at the highest level of the sport. And he was universally loved in rallying,

as much for his sense of humour, his fiercely competitive nature and his near-obsessive attention to detail. He was a consummate professional at the age of 24 – eschewing the theory that great co-drivers are like great spin bowlers and take time to evolve.

Roberts and Breen competed together for the first time in 2009 and rapidly found success in their Fiesta. They stepped up from British

and Irish events to the world series last season and provided a thrilling climax to the inaugural WRC Academy championship, taking the title on the final stage. The pair had taken on the cream of the world's young rally drivers and blown them into the weeds.

And this year looked like it was going to get even better, with Roberts leading the S-WRC and putting points on the board in a



Breen/Roberts won 2011 WRC Academy

maiden IRC campaign with Breen.

And then he was taken – much, much too early.

● David Evans



Henry Surtees Brooklands Team Challenge

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- **Driver Registration** Noon
- **Practice/Qualifying** 13.00 hrs
- **Race Start** 15.00 hrs
- **Chequered Flag** 17.00 hrs
- **Champagne Reception** 18.00 hrs
- **Ends** 20.00 hrs



Is this F1 2012's best car?

With seven drivers and five teams so far having won races in F1's craziest season, *MARK HUGHES* digs deep, and finds that, all things being equal, there really is one car that stands head and shoulders above its rivals



Which is Formula 1's best car of 2012? There are so many complexities muddying the waters

of the competitive order that it's a virtually impossible question to answer.

These complexities mainly arise from the difficulties the teams are having in understanding the dynamic between the 2012 cars, bereft of their heavily blown diffusers, and the 2012 generation of Pirelli tyres, with their squarer profiles and resultant propensity for heat degradation. But there are patterns beneath the apparent randomness. Let's examine them, car by car.

McLaren MP4-27

The McLaren is aerodynamically excellent. At the calendar's most aerodynamically demanding track – Barcelona – it was fastest by 0.5s. That margin was flattered perhaps by the tyre choices made by Red Bull that disguised its one-lap pace, but the fact that the margin was there was one of the key factors that led to Red Bull making those choices (that is, running its option tyres earlier than turned out to be necessary).

The McLaren was similarly dominant through the high-speed direction changes of sector two in Malaysia, another key indicator of aerodynamic performance. At Shanghai – probably the next most aerodynamically

challenging of the tracks visited so far – Lewis Hamilton split the Mercedes in qualifying, despite the big Saturday advantage the F1 W03's double DRS system brought there (around 0.25s).

Ignoring the various operational difficulties – stripped wheelnuts, refuelling errors, etc – and looking only at raw performance, that aerodynamic advantage is not always able to overcome the McLaren's downsides. It's not done well relative to most others when the track has become cooler than expected. In Malaysia, for instance, it was slower in the race than the Ferrari and Sauber, cars that had been at least 0.5s slower than the MP4-27 in the hotter conditions of qualifying.

Similarly, when the temperature dropped on race day in China, a cool Sunday track wiped out the race pace advantage the car otherwise looked set to have over the Mercedes (as suggested by hotter practice long runs). Race day in Bahrain was 8°C cooler than forecast, and a lot cooler than in qualifying, so the McLaren that had contended for pole was in the race more than 1s off the pace.

In slower corners, where mechanical grip is the dominant factor, the MP4-27 does not shine. It took all of Hamilton's skill just to qualify it fifth fastest at Monaco. The slower sectors of pretty much any circuit tend to be where the car loses out. It has a trait familiar to other recent McLarens, whereby it bounces on its front tyres over bumpy

surfaces at slow speed, as if it has to be kept in a very narrow ride height/attitude window to maximise its aerodynamic performance.

This combination of traits suggests a car with a lot of high-speed downforce, derived from a very narrow window of ride height. This demands a stiff suspension that helps generate heat quickly enough for one lap pace (for Hamilton, if not Jenson Button), but which precludes being able to run stints as long as those of the Lotus or Sauber.

Red Bull RB8

Three times a polesitter, twice a winner this year, the RB8 has nonetheless had a difficult gestation, with a key part of its spec – the exhaust design – being outlawed on the eve of its launch. The reaction to that regulation clarification

“The problem's not in the car's concept. We're not making our tyres work properly over one lap”

Lotus's Alan Permane

was the ingenious tunnel system that sought to separate the air flow coming off the lower sidepods from the exhaust-enhanced flow higher up that was being trained downwards towards the diffuser walls. This, however, did

McLaren is excellent aerodynamically



not work as effectively as hoped, and Sebastian Vettel even reverted back to the standard launch-spec system.

There was a big gap between the low and high-speed handling traits of the car: the more you tried to tune out the high-speed understeer, the more the rear would become unstable into slow corners. Blocking off the tunnel – which was not working as predicted in simulations – proved the short-term band-aid solution, and since then this has been a consistently quick car.

Although now very aerodynamically effective, the RB8 still seems to have a narrow window of qualifying or race performance. Montreal was a case in point. The team focused on getting the best from the tyres over a lap, but then found it could not do the same stint lengths as McLaren or Ferrari, let alone Lotus and Sauber.

Vettel's Bahrain win came only because Lotus failed to fully exploit much better tyre usage – accentuated dramatically by Kimi Raikkonen not having got into Q3 and thereby having fresh tyres for each stint – and with a couple of different Lotus calls (see panel, page 36), Vettel could not have converted his pole there into victory.

Mark Webber's Monaco win owed everything to his iron-willed discipline in keeping the race pace slow enough that he still had tyres good enough to ensure that he was not

undercut at the only stop, and perhaps also by that sprinkling of late rain.

In other words, the Red Bull has yet to win a race on raw performance alone. But it's been a relentlessly effective race team, with a near-perfect operational record of quick, error-free stops and a very good development programme.

Lotus E20

The Lotus is perhaps the most intriguing car of all, in that it seems to have fantastically fast performance locked within it. The question is whether there is a combination to that lock, or whether its great race speed is only derived from the same factors responsible for its less sparkling qualifying performance.

Track operations chief Alan Permane doesn't think so: "No, it's not in the car's concept. We are just not making our tyres work properly over one lap. [In Montreal] Romain [Grosjean] said he felt more grip on the scrubbed tyres in Q3 than on the new ones, and that suggests we've got something wrong."

The fact that the car tends not to get the last few tenths from the option tyre has, however, made it easier to decide what the appropriate strategy should be – especially as the E20 can invariably keep its tyres in shape longer than the others over a race stint. The most extreme example we've seen of this was in Bahrain where Raikkonen deliberately didn't do a second Q2 run, knowing it

would likely see him not make Q3. Using a fresh set of tyres for every stint, he came within an ace of winning the race on merit from 11th on the grid.

Similarly, in Montreal, Grosjean was able to keep his tyres in shape without problem on a one-stop strategy, all the while keeping up a pace good enough to contain everyone except Hamilton.

There's a believable theory that the car's conventional inboard-pointing exhausts, while not creating as much peak downforce as the more outboard, diffuser-sealing layouts of McLaren, Red Bull, Sauber and Williams, may give more consistent downforce, in that it's less sensitive to yaw and kinder on the rear tyres because the exhaust plume is pointed well away from them.

If there is a cure to the car's one-lap Achilles' heel, then it's potentially the best car of all – as fast as the McLaren through the fast corners, better in the slow ones and easier on its tyres. However, as it's configured at the moment, that qualifying deficit enforces strategies on the team that take its destiny out of its own hands.

Mercedes F1 W03

The Merc is another anomalous performer, but in a different way from the Lotus. Its double DRS system gives it a lap time bonus of around 0.25s in qualifying, but that of course is not generally available in the races. But the car's disappointing race form – China ▶



Red Bull hit by outlawing of its exhaust design



Lotus's full potential remains unrealised

◀ aside – has been about more than just that. In several races – but, confusingly, not all – it's had serious heat degradation of its rear tyres. The two races in which it has shone – China and Monaco – are the only ones where rear heat degradation is not generically the limitation for everyone. The layout of the Shanghai track means the limitation for everyone is the front tyres, whereas in Monaco it's all about wear rather than heat degradation.

That said, at Monaco the team had a new rear-end package that reduced weight and lowered the centre of gravity, and it could be that this will have cured the problem. The limitation in Montreal was elsewhere, and so its performance there was inconclusive. But it did show a very competitive long run sequence during practice in Canada.

The car is mechanically excellent, perhaps the best of all in slow corners. Its superiority in Monaco was only disguised by Michael Schumacher's grid penalty and Nico Rosberg qualifying behind a slower car (Webber's Red Bull). Although not as convincing as the McLaren, Lotus and Red Bull in the faster corners, its double DRS can overcome this in qualifying by allowing the car to be loaded up with wing while retaining competitive end-of-straight speeds. If the rear tyre degradation has been tamed, this car will win more races.

Ferrari F2012

The F2012 was not born well, with an exhaust arrangement that apparently cost more in how it compromised the

“The Sauber's aerodynamic detail lacks sophistication, but it flies in the races”

Red Bull's Christian Horner

coke-bottle section aerodynamics than it gained through diffuser performance. There was also a problem with front wing stall as the car rolled. A complete reconfiguration of the exhaust/sidepod has been necessary. This only appeared in its definitive form in Montreal.

Up until then, the car had poor slow corner performance, worse traction and slow straightline speeds. It's been relatively strong in high-speed corners, and Monaco revealed it to be very driveable, too. It can also hold onto its tyre performance longer than the Red Bull, McLaren, Mercedes and Williams, but not as long as the Lotus or Sauber. This trait – rather than peak pace – could have allowed it to win at both Barcelona and Monaco had different strategies been adopted.

The big exhaust revision – it now looks much like the McLaren in that area – arrived for Montreal, and the suggestion there was that this – in combination with the new front brake duct package – has really switched the car on. Although in qualifying Fernando Alonso lined up only third, 0.1s behind Hamilton's McLaren, that was not only vastly better than before, but taking the driver errors out of both Montreal Q3 laps, McLaren reckons the Ferrari was marginally faster than it was. If this translates to more conventional tracks, the F2012 may just, against all early indications, emerge as the strongest car.

Sauber C31

“When you look at the Sauber, it looks just like any other Sauber of the past few years,” said Red Bull's Christian Horner. “It's very nicely built, but the aerodynamic detail lacks the sophistication of the bigger teams' cars. Yet it flies in races. That – and how the midfield has closed up on the front in general – leads me to think those medium-sized teams that couldn't maximise blown diffusers have a better



Ferrari recovering from early flaws

PATTERNS BENEATH THE ERRORS

The level of uncertainty among the teams – about tyre usage and strategy, and how the cars are going to react to what the weather is doing – has amplified the performance variability, creating trigger-happy decisions that mix things up yet more.

It has led, for example, to those tyre calls at Lotus and Red Bull, and the flawed tactical moves at Ferrari. Take these – and McLaren's series of operational mistakes – out of the picture, and performance patterns emerge more clearly.

Apply hindsight, so that everyone has made the perfect strategies and pit operations, and you get...

Australia

We'd have had the same Button win, but with Hamilton – not Vettel – behind him. Had McLaren brought Hamilton in first at the opening round of stops, Button would have been unaffected, while Hamilton would not have had to stay out for an extra two laps after his tyres were finished. He would thus not have suffered from the resultant delays behind Perez, which, combined with disadvantageous timing of the safety car, cost him second place.

Malaysia

If we take the rain out of the equation, we'd likely have seen another McLaren



Sauber should have won Sepang race

one-two, probably Hamilton from Button. But if we accept the weather as it came, if Sauber had pitted Perez when it should have, he would have undercut Alonso at the final stops to win. Even with Ferrari pitting earlier – and both teams on the optimal strategy

– the Sauber's ability to make its tyres last longer should have been decisive.

China

Without the cross-threaded wheelnut, three-stopping Button would likely have passed Rosberg's two-stopping Mercedes in the late stages. But had Hamilton not had his gearbox penalty and started from where he'd qualified (second), and had he not had his own pitstop dramas, Rosberg may well have been pushed down to third.

Bahrain

Had Lotus immediately pulled Grosjean out of Raikkonen's way in the second



Sauber needs to work on its aero



Inconsistency dogs Williams

understanding of how to run a car without so much rear downforce." It's a theory with a lot of sense to it, and theories are all anyone has right now.

Just as with Raikkonen's Lotus in Bahrain, it's clear some of the Sauber's race advantage in Montreal came from having not qualified in Q3, and therefore having new tyres. But not all of it. There were plenty of other cars not in Q3, but only the Sauber had the pace to take full advantage of that tyre choice. In some ways, it behaves like a more extreme version of the Lotus, in that its qualifying deficit is even bigger, but it may have even better tyre performance.

It's unlikely to win a race from near the rear of the grid – and that accident of Sergio Perez's at Monaco could not have come at a more inopportune time – at a track where the car's excellent mechanical grip would have meshed perfectly with Perez's great flair. It would have been no surprise had the team started from the first couple of rows there. More usually, it's a marginal Q3 qualifier, and Perez's great race pace is then just used to overcome the losses incurred by starting so far back.

It all rather suggests that the C31's competitiveness is derived not from raw aerodynamic performance, but from how it preserves its tyres. But so long as cutting-edge aerodynamic performance still carries an advantage over one lap, then the Sauber is disadvantaged.

Williams FW34

It's a car that seems disproportionately fast on a cool track – it flew in Malaysia and in Barcelona qualifying – but is not as consistently fast in the races as the Sauber. That said, it's been difficult to gauge that in the past couple of races, given the disadvantageous starting slots Pastor Maldonado's qualifying incidents have given it. It would be interesting to see what a Hamilton/Alonso/Vettel calibre of driver could do with this car. ❄

stint, or had it used its cars' superior tyre usage to undercut Vettel, then Raikkonen would have won.

Spain

Given that Hamilton had qualified 0.5s faster than anyone, and in his race from the back showed he could make his tyres last despite doing one stop



Pitlane errors have cost McLaren dear

fewer than most others, it's difficult to see how he would have been beaten but for the refuelling error that put him on the back of the grid. The two-step gap in tyre compounds panicked Red Bull and Mercedes into using their softer tyres. Had they stuck to conventional strategies, they would almost certainly have qualified their four cars in the half-second gap between Hamilton and Maldonado and Alonso who started from the front and stayed there. As it was, Ferrari could probably have avoided being undercut by Maldonado at the first stops and kept ahead of the Williams throughout.

Monaco

Without Schumacher's penalty and the fuel pressure problem that eventually

Schumacher robbed of Monaco victory



took him out, he looks odds on to win. As it was, had Ferrari not got so preoccupied with jumping Hamilton for third, it might have realised Alonso's late-stint pace could have got him past Rosberg and Webber, as well. In the Schumacher scenario, it would then have been a question of whether the Ferrari's late-stint

advantage might have got Alonso ahead of Schumacher at the stops.

Canada

Hamilton and McLaren had a better combination of pace and tyre durability than Vettel and Alonso, and would have won regardless. Had Alonso and Vettel made early second stops, Alonso could have beaten Grosjean. Vettel may not have done.

So we'd have had a sequence of Button, Perez, Hamilton, Raikkonen, Hamilton, Schumacher, Hamilton. Four McLaren wins from seven and one each from Sauber, Lotus and Mercedes. Doesn't sound so random then, does it? On that basis, you'd have to consider the McLaren as the best all-round car over the seven races to date.



Young Guns all set to go for it at Goodwood

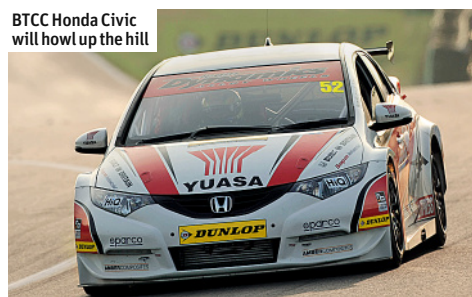
The 20th Festival of Speed celebrates the youthful enthusiasm and innovative acumen that encapsulates motorsport history. *MARCUS PYE* previews the action



Red Bull is sending Vettel and Webber



Four-time F1 champ Prost makes debut



BTCC Honda Civic will howl up the hill



King Kenny Roberts will thrill 'bike fans

Iconic Lotus racers set to star in firm's 60th

Following an extraordinary start to the Formula 1 world championship, five of the seven drivers who have won races on the 2012 campaign – Jenson Button, Nico Rosberg, Sebastian Vettel, Mark Webber and Lewis Hamilton – are devoting part of their weekend off between the European and British GPs to play central roles in the 20th Goodwood Festival of Speed.

Young Guns – Born to Win is the recurring focus of Lord March's magnificent monster, which meanders through a spectacular multi-coloured core of intertwined themes from the third Moving Motor Show on the Thursday to a mighty crescendo of motorsport mania on Sunday July 1. Among the 'narrators' are young guns of yesteryear Sir Stirling Moss, John Surtees and Tony Brooks.

Renowned Anglophile Vettel, the youngest champion in F1 history, is looking forward to his Goodwood debut. Also attending the glamorous garden party for the first time is quadruple F1 champion Alain Prost, who will

share the occasion with Lotus-Renault reserve driver and sportscar racer son Nicolas.

Lotus is the flavour of the Festival, with almost 50 of the marque's most iconic cars – showcasing founder Colin Chapman at his most brilliant to the latest road and track burners from Norfolk – combining to wow spectators with their dynamics on the 1.18-mile hillclimb course through the verdant West Sussex countryside and their exquisite lines on a monster sculpture outside Goodwood House.

Grace, pace and elegance abound through the Festival of Speed. Whether rubbing shoulders with world champions and heroes of yore, admiring competition machines and supercars of the past and present (including battle-stained hybrid Audi and Toyota prototypes fresh from Le Mans), or even some Rolls-Royces entered by Her Majesty The Queen in the Style-et-Luxe competition trips your trigger, it's a family feast with a wealth of diverse elements to nourish and entertain kids of all ages...

LOTUS Few marques have pushed the boundaries of technology as consistently as Lotus. The current company is a world away from Colin Chapman's fledgling concern, building artisan cars in a lock-up garage behind a north-London pub, but that spark of avant garde individualism still courses proudly through the factory in Norfolk.

From the fibreglass-monocoque Type 14 Elite and super-agile Elan 26R to the latest Evora GTE and Exige R-GT, a superb line-up includes the greatest racers from Team Lotus' heritage (many run by Clive Chapman) right up to a recent F1 machine, which Jerome d'Ambrosio and Nicolas Prost will exercise.

Among the star cars are Stirling Moss' 1961 Monaco GP-winning 1500cc 18 (hopefully running with cockpit sides exposed per the day), the Cosworth DFV-powered 49 in which Jim Clark won the '67 Dutch GP on its debut, 72 wedge, 79 wing car and twin-chassis 88B.

John Surtees (in the 2.5-litre 18 in which he led at Porto in 1960), Jackie Oliver, Emerson Fittipaldi and Martin Donnelly lead the cast of aces. Host Lord March drives the 1983 Renault V6 turbo-powered 94T, while the Pratt & Whitney gas turbine 56B is on static display.

FORMULA 1 Six current F1 teams will take part in the most accessible annual show for their fans. Both of Red Bull's drivers are up for it, Sebastian Vettel driving the Renault-powered RB7 (in which he won 11 of last year's 19 grands prix en route to a second successive title) on Saturday before handing over to Mark Webber for Sunday. The German will also pilot the Infiniti FX Vettel in the First Glace section of Saturday's Supercar runs.

British world champions Jenson Button and Lewis Hamilton both love the Festival and will enjoy much adulation when they drive the 2011 McLaren-Mercedes MP4-26 and an MP4-12C sportscar on Saturday and Sunday respectively. Factory test drivers Chris Goodwin and Oliver Turvey will be on hand to saddle the cars on all three days. Chinese GP winner Nico Rosberg – son of extrovert 1982 World Champion Keke – will show off last season's Mercedes MGP W02 on Sunday. Young Kiwi Brendon Hartley is in the cockpit on Saturday, and also handles Roger Wills's Lotus-Cosworth 92 in the marque classes.

Ferrari is represented, as so often before, by Spaniard Marc Gene who loves the event and espouses it so well. Ever-popular Finn Heikki Kovalainen and Dutchman Giedo van der Garde share the 2010 'Caterham'-Cosworth T127 while the on-form Lotus-Renault squad brings Belgian tester Jerome d'Ambrosio and his French counterpart Nicolas Prost. ▶



Modern F1 racers from six teams will enthrall

30 YEARS OF GROUP C

The 30th anniversary of the birth of Group C, which brought wholesale changes in sports-prototype regulations, is celebrated with a dream grid of the cars for which a dedicated historic racing class has won them new fans.

Le Mans 24 Hours winner Andy Wallace (who also has three Daytona 24 Hours and two Sebring 12 Hours victories on his CV) heads the driver roster in a 1990 Jaguar XJR-11, but Justin Law in a 1987 XJR-8/9 is one of only five gunning for times.

The hill maestro's principal rivals will be Gareth Evans in a 1989 Sauber-Mercedes C9 and Rupert Clevely aboard his futuristic 1990 Peugeot 905. Desire Wilson (in Richard Bateman's shocking-pink Spice-Cosworth SE90C) and Swedish arch enthusiast Kent Abrahamsson (Nissan R90CK) are also going against the clock.

Australians Jim Richards and Peter Harburg

pedal Porsche 962 and 956 models, while Stefano Macaluso and James Cottingham (subbing for car owner Roger Wills) contrast glorious Martini-striped Lancia LC1 barchetta and Ferrari V8-engined Lancia LC2 racers respectively.

Visit the Cathedral Paddock to compare these mechanical masterpieces and be sure to seek out the rarely-seen 3.5-litre, flat-12 engined Mercedes-Benz C291 among the static exhibits.

Porsche's 956 will headline GpC tribute



Hybrid Audi R18 LMP1 comes from Le Mans



MODERN ENDURANCE RACERS

Audi has dominated sports-prototype racing in the 21st century, but the German marque is not resting on its laurels for one second. Evolving the range of road cars it manufactures in Ingolstadt remains the core aim, but the company – whose racing DNA stretches back to the mighty Auto Union grand prix cars of the 1930s – is constantly probing new technologies in its flagship racing department.

FOREST RALLY STAGE

The splendid Goodwood Forest Rally Stage, devised by 1983 world champion Hannu Mikkola as an authentic test of man and machine, brings together an exciting sideshow that visitors to the

Its remarkable hybrid R18 e-tron quattro, harnessing staggering diesel-engine torque and economy, kinetic-energy recovery system and all-wheel-drive, scored a one-two finish in last weekend's 80th Le Mans 24 Hours enduro – only its second outing. Dane Tom Kristensen and Scotland's Allan McNish, who have 10 Le Mans wins between them and who finished second at La Sarthe last weekend, share it at Goodwood.

Equally intriguing is Toyota's TSO30 HYBRID, with which it has returned to the world stage this season. A replacement driver for the injured Anthony Davidson has yet to be confirmed.

The fabled Lola marque may be in administration after more than 50 years, but one of its last sports racers – Drayson Racing's B12/69/EV – flies the flag. McLaren Cars is very much in the ascendant, though, witness the sensational MP4-12C racer that Andrew Kirkaldy and Alexander Sims pilot.

Festival should not miss. Classes trace the rough-and-tumble sport's history from the birth of stage rallying in the '60s to contemporary rally cars.

The latest Citroen DS3 WRC of Thierry Neuville and Skoda Fabia S2000 (to be shared by Juho Hanninen, Jan Kopecky and Andreas Mikkelsen) will tear through the course impressively, but all eyes will be on the fire-breathing Group B cars of the 1980s. Lancia Rallye 037, Audi Sport Quattro, Ford RS200 and MG Metro 6R4 models head the line-up. Mikkola shares Steve Perez's Audi, while Bjorn Waldegaard tames Ernst Kapp's Toyota Celica Twin-Cam Turbo.

Early cars include Austin Healey 3000, Mini Cooper S, Ford Lotus Cortina, Lancia Fulvia HF and Alpine-Renault A110. Spectacular Datsun 240Z, Porsche 911RS, Fiat 124 Abarth, Talbot Sunbeam Lotus, Vauxhall Chevette HSR update the story with the obligatory host of raucous Ford Escort RS models and a Lancia Stratos. Subaru Imprezas, Mitsubishi Lancers, Ford Sierra and Escort RS Cosworths are out in the Giants of Modern Rallying split.

GOODWOOD BRIEFS

GOODWOOD HILL record holder Nick Heidfeld returns, driving the 1998 McLaren-Mercedes MP4/13 in which he scorched up the 1.16-mile course to set the 41.6s (100.85mph) landmark in '99.

ALAIN PROST will be reunited with a Renault RE40 in which he won four GPs in 1983, while triple champion Sir Jackie Stewart drives a '65 BRM P261 and a 300SL-esque Mercedes W194 sportscar.

FEW PEOPLE remember the sound of Jim Clark's 1966 US GP-winning Lotus 43-BRM H16, but recent Monaco GP Historique winner Andy Middlehurst hopes to put that right when he gives the actual chassis – later Jock Russell's F5000 racer – its Festival debut.

BRABHAM'S first F1 car, the Climax V8-engined BT3 raced by Jack Brabham and Denny Hulme in 1962-63, makes its first Festival appearance in the hands of new owner Marco Rollinger.

FOUR 250cc Superkarts ranging from a 1979 Zip GP-Yamaha TD3 to a 2002 Zip Eagle-Rotax 256 will astound with their vitesse on the hill, driven by members of the Historic Karting Association.

BTCC POINTS leader Gordon Shedden and Honda team-mate Matt Neal will share a Civic in Contemporary Tin Tops. Frank Wrathall joins them in his Toyota Avensis.

VAUXHALL HERO Gerry Marshall will be fondly remembered as two of his most successful cars, the Special Saloon Firenza 'Old Nail' and Firenza-esque V8 'Baby Bertha' Super Saloon storm the hill with Paul Chase-Gardener and Joe Ward up.

MOTORCYCLE WORLD champions John Surtees, Kenny Roberts and Wayne Gardner head the bike stars taking part. Modern British heroes Cal Crutchlow, John McGuinness, James Toseland and Guy Martin will get a big welcome, too.

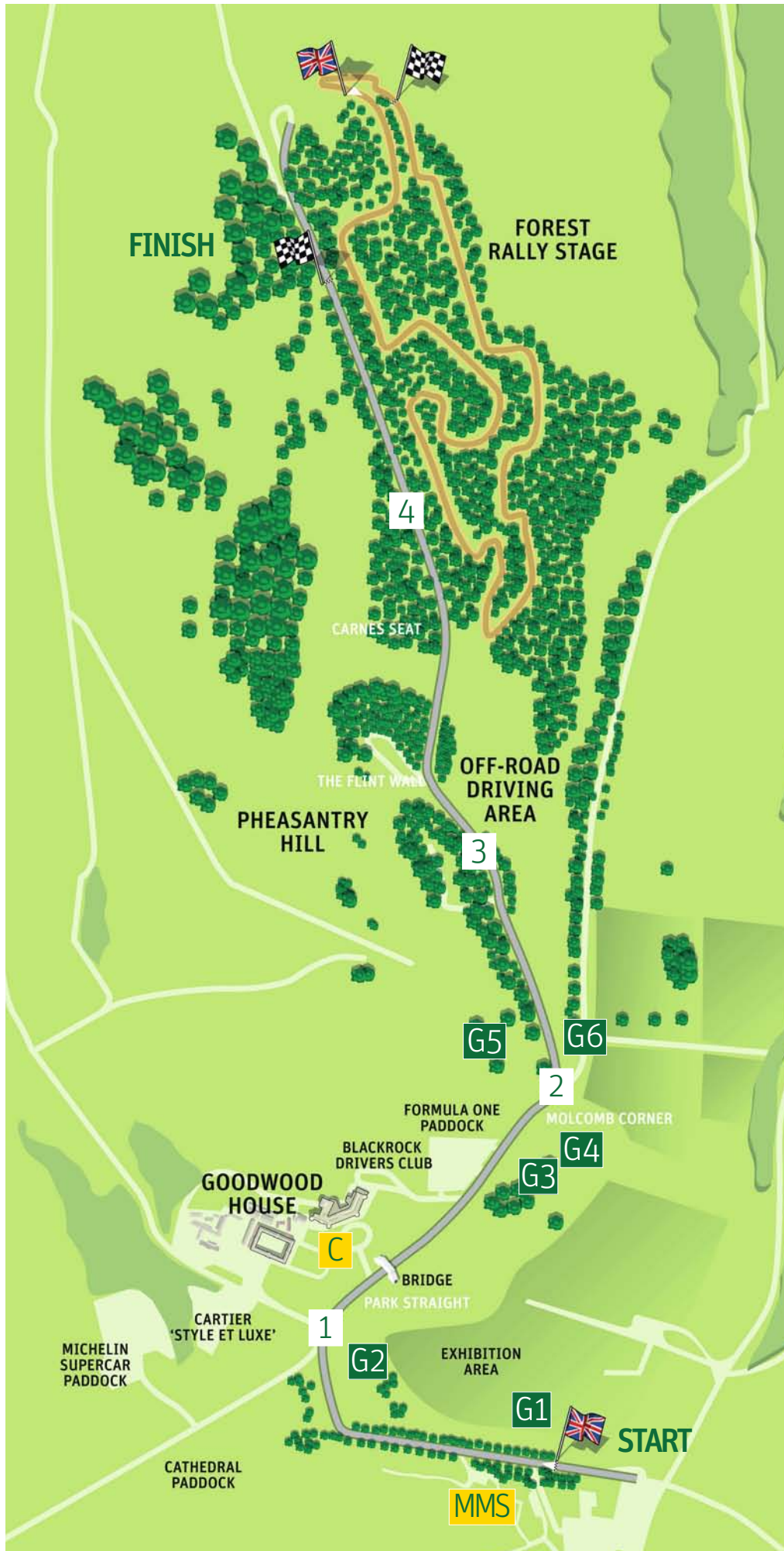
TEN-TIME world sidecar champion Steve Webster will demo the LCR-Yamaha TZ500 on which he vaulted the dyke at Assen in '85. Intrepid Paul Woodhead rides shotgun.

IF YOU CAN'T TELL AN AC 378GT from an Arash AF10, a deMacross Epique GT1 or a Savage Rivale pay heed as the Michelin Supercar cavalcade is let loose on the hill. FosTech debutants include the Riversimple and Tata Megapixel.

SENSATIONAL AIR DISPLAYS – subject to the weather – are promised from the RAF Red Arrows on Friday, the staggering Eurofighter Typhoon on Friday/Sunday and the Panavia Tornado fighter on Saturday.



Talbot Sunbeam Lotus among Rally Stage stars



2012 FESTIVAL OF SPEED TIMETABLE

Car Parks open 0630;
Turnstiles open 0700 daily

Thursday June 28

3rd Moving Motor Show,
presented by Auto Trader

Friday June 29-Sunday July 1

Hill action from 0900-1800 daily
(Forest Rally Stage from 0930)

Gates close at 1900 daily.
For a full itinerary visit
www.goodwood.co.uk

TICKETS

Admission is by pre-ordered tickets only – they are not available on the gate. Don't miss out. Call the hotline today on 01243 755055 or visit bookings@goodwood.co.uk with a credit/debit card handy. Passes can be collected at the box office just inside the adjacent Goodwood Motor Circuit's main gate.

FESTIVAL OF SPEED PLAN

- 1 Park Straight
- 2 Molecomb Corner
- 3 The Flint Wall
- 4 Carnes Seat

- G1 Startline Grandstand
- G2 Park Grandstand
- G3 Paddocks Grandstands
- G4 Molecomb Grandstands
- G5 Pheasantry Grandstand
- G6 Corner Grandstand

- MMS Moving Motor Show
C Central Display

LIVE GOODWOOD COVERAGE

SATURDAY JUNE 30

1900-2000 highlights show on
Sky 3D and Sky Sports 2 HD

SUNDAY JULY 1

1500-1700 live show on Sky 3D
and Sky Sports 3 HD

MILWAUKEE

UNITED STATES

June 15-16
IndyCar Series
Round 8/15



AT A GLANCE

- Winner **Ryan Hunter-Reay**
- Pole **Dario Franchitti**
- Most laps led **Hunter-Reay**
- Fastest lap **Hunter-Reay**



A delighted winner



Mile's better in Milwaukee

Ryan Hunter-Reay gives team boss and oval owner Michael Andretti a first victory on the legendary US racing family's spiritual home turf

MILWAUKEE LOOMS LARGE IN the Andretti family legend. Prior to last weekend, Michael Andretti had won there five times as a driver (leading Jeff and Mario to an all-Andretti podium in 1991) and three times as an owner. To that he can now add a fourth win as an owner — and a first as a promoter.

It was Ryan Hunter-Reay who took the chequered flag at the historic one-mile oval on Saturday, but in the immediate aftermath of the race, much of the attention was on his team boss. This year was the beginning of the Andretti-led effort to restore America's oldest operating

race track to its former glory after a period of neglect. As a starting point for the future, things could scarcely have gone better. The operations side of things appeared to run seamlessly, and efforts to improve the fan experience by opening up the infield area also appeared well received.

"When you win as a driver, it's a different feeling [to winning] as an owner," said Andretti. "But it's special in a different way. To have Ryan go out and win the first race we're promoting here is huge. We had this sort of feeling back when we did the first race we

promoted in St Petersburg [in 2005] — we had a 1-2-3-4 finish there. People are probably starting to think these things are rigged."

The one thing that didn't follow the script was a downpour that hit the area 30 minutes before the

scheduled start. Locals said that it was the first rain in a month. It cleared quickly, but the water left on the track forced a 90-minute delay before things could get up and running.

In some races, the outcome swings on a single

incident, but Hunter-Reay's success at Milwaukee was achieved by simply ticking all the boxes. He also had a tiny bit of luck on Friday when he felt he didn't get the best out of the car in qualifying, but started on the front row anyway due to some of the drivers ahead of him being issued penalties.

But track position is track position however you achieve it, and in the tight confines of a short oval, it's at even more of a premium. This was a big factor behind Hunter-Reay being in contention, while

Kanaan had a stonking drive to second place



RACE RATING

★★★★☆

Just enough twists and turns to keep things interesting

FAST FACT

When Michael Andretti won at Milwaukee in 1991, his team's co-owner Carl Haas was the event's promoter

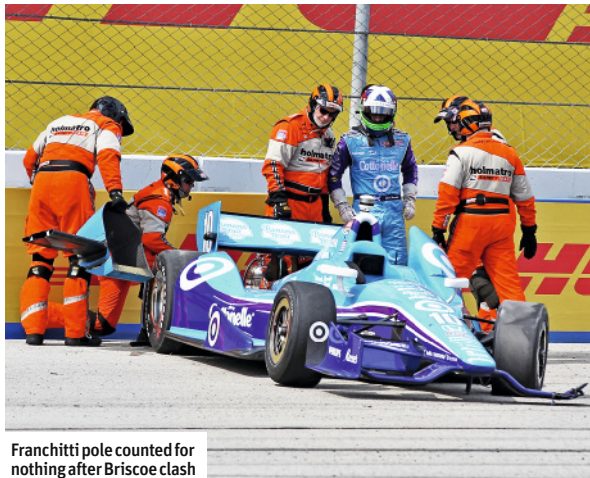


REPORT INDYCAR MILWAUKEE

MARK GLENENNING
reports



Hunter-Reay took first
IndyCar win of 2012



Franchitti pole counted for nothing after Briscoe clash



Adjustments in the pits couldn't help Power

Heavy rain brought out the track driers



Human error punishes Dixon

IndyCar race director Beau Barfield said a "perfect storm" of computer and human error was to blame for Scott Dixon being incorrectly penalised for jumping a restart that was ultimately waved off.

Replays clearly showed the New Zealander moved illegally. Moments later, it was determined that then-leader Helio Castroneves had also moved early and the field was waved around for another lap, which should have rendered Dixon's move redundant.

According to Barfield, the initial confusion in race control arose because the timing and replay systems had fallen out of synch by 36s, which meant the relevant 'time of day' on the timing system for the second restart happened to coincide almost exactly with the first restart on the replay.

"If it had been 40s off, or 28s off, it would have been obvious that we had a clock issue," Barfield said.

The discrepancy was not picked up, meaning that race



Penalty undid all of Dixon's good work

control was inadvertently looking at the wrong replay when it made the call. Barfield then admitted that he stopped the replay immediately after Dixon's move rather than letting it run for an extra few seconds, which he says is the normal procedure.

"My biggest error is that I didn't play [the replay] far enough forward," he said. "If we had played it forward another four seconds, we would have realised that they'd got to the start/finish and it was [still] a yellow flag."

The series organisers are tracing the cause of the timing problem and reviewing procedures in the hope of avoiding similar mistakes in the future.

other drivers with strong race packages, such as the grid-penalty-affected Will Power, were stuck in the midfield all afternoon.

The other bit that Hunter-Reay (and Andretti on the pitwall) got right was tyre management.

"You really have to look after the tyres, and know when to use them and when not to," said Hunter-Reay. "Michael knows his way around this place. He was in my ears, coaching me, saying, 'Make sure you have the tyres when you need them.' We saved them and were ready to go when somebody slipped up."

That somebody was Penske's Helio Castroneves, who had taken the lead for the first time when Dario Franchitti pitted on lap 64.

After letting KV Racing's EJ Viso run at the front for a spell during the pitstops, Castroneves had reclaimed the lead by staying out when

everybody else around him stopped during a caution on lap 97. It was a ballsy move strategically, but one that asked a lot of his tyres.

By lap 140, Castroneves was having to scrounge harder and harder to find grip, and when he started to bobble in Turn 2 a couple of laps later, Hunter-Reay jumped at the chance and passed him into Turn 3.

From that point, Hunter-Reay's main concern was keeping it together during a late cluster of restarts.

The fight for the minor placings was far from over, however. Castroneves dropped another position to Viso before finally pitting for new Firestones. He then got it back when Viso eventually made his stop, and then lost it again to Tony Kanaan.

Kanaan has a good record at Milwaukee, although he blemished it last year by crashing out of second place near the end of the

race. There were no such mistakes this time around.

"Once I was in second, it was just about managing my position," he said. "I didn't have anything for Ryan. I was actually defending on restarts – I realise now that I don't know how to do that."

James Hinchcliff provided the exclamation mark at the end of team boss Andretti's memorable weekend with a strong drive to third place, sealing the deal with a great move around the outside of Dreyer & Reinbold's Oriol Servia with eight laps remaining.

This helped the Canadian move ahead of Scott Dixon into second in the points standings, although Dixon's cause wasn't helped when he was erroneously forced to serve a drive-through penalty for a jumped restart (see panel, right).

Dixon had done a phenomenal job to climb from 21st to third at the

Errors caused restart confusion



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Viso drove to a brilliant fifth

“Can we race here again? It can replace the missing race”

KV Racing Technology's Tony Kanaan in no doubt as to where he wants the replacement round for the Chinese event to be held



Wilson's victory hopes went up in flames



Hinchcliffe made it by Serbia for third place

time of the penalty and eventually finished 11th – not where he'd wanted to be, but still just ahead of championship leader Power on the road.

Frustrated as the Kiwi was, the chances are that Ganassi team-mate Franchitti would have traded places with him. Franchitti started on pole and controlled the first stint, but handling problems dropped him back into the pack.

Franchitti was attempting to move inside the lapped car of Ryan Briscoe, who'd dropped a lot of time in the pits early on while having changes made to his car in a quest for grip, when Briscoe

Aftermath of the Sato/Jakes collision



closed the door and they banged wheels.

Unknown to Franchitti, the impact had damaged his rear suspension. When he entered the next turn, the car's rear snapped around and spat him into the wall.

Takuma Sato had earlier exited the race in a similar fashion, but in this case, the Rahal Letterman Lanigan driver's retirement was self-induced. As with Dixon, he'd made good progress from the rear of the grid, but

lost control while trying to get past the lapped car of James Jakes. The resultant collision signalled the race's end for both of them.

It was another difficult afternoon for Lotus, with HVM's Simona de Silvestro struggling around for 66 laps before spinning out at Turn 4, prompting the first yellow. The small manufacturer is still bringing improvements to each race, but is setting its sights beyond June's three ovals before it expects to see any gains on the track.

It would be remiss to sign off without mentioning Rubens Barrichello, who continues to look more

convincing every weekend. At two-thirds distance, he was knocking on the door of a podium finish before his tyres faded. It will only be a matter of time before he has to find room for an IndyCar trophy among all of his Formula 1 silverware.

Hunter-Reay's win gave local fans the US victor they'd been clamouring for, but longer term, it's possible this year's visit to Milwaukee will be seen as the starting point of the track's revival as a cornerstone of the IndyCar schedule. And not even Michael Andretti knows which he will take more pride in. ❁

RESULTS

IndyCar Series, round 8 of 15, Milwaukee (USA), June 16

GRID	
1 FRANCHITTI 168.737mph	2 WILSON 168.287mph
3 H-REAY 167.911mph	4 POWER 167.361mph
5 BARRICHELLO 166.899mph	6 C'NEVES 166.763mph
7 NEWGARDEN 166.699mph	8 VISO 166.066mph
9 BRISCOE 166.031mph	10 KANAAN 165.915mph
11 DIXON 165.726mph	12 PAGENAUD 165.369mph
13 H'CLIFFE 165.312mph	14 SATO 165.285mph
15 ANDRETTI 164.893mph	16 H'BAND 164.321mph
17 RAHAL 164.198mph	18 TAGLIANTI 163.866mph
19 LEGGE 163.516mph	20 JAKES 162.020mph
21 KIMBALL 161.079mph	22 SERVIA 160.375mph
23 CARPENTER 160.300mph	24 SILVESTRO 160.115mph
25 CONWAY 159.794mph	

225 LAPS, 228.4 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	1h52m17.8119s	3
2	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+5.1029s	10
3	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+7.2715s	13
4	Oriol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	+9.8940s	22
5	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	+10.0782s	8
6	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	+12.1105s	6
7	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	+12.3440s	18
8	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	+12.7396s	23
9	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+13.3395s	17
10	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+13.8178s	5
11	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	+14.3764s	11
12	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	+24.2642s	4
13	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	-1 lap	12
14	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	-1 lap	9
15	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	-1 lap	15
16	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	-1 lap	25
17	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	-1 lap	21
18	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	-5 laps	19
19	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	193 laps-accident	1
20	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	107 laps-accident	14
21	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	106 laps-accident	20
22	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	105 laps-overheating	16
23	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	93 laps-engine	2
24	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	62 laps-accident	24

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	274
2	Hinchcliffe	243
3	Dixon	239
4	Hunter-Reay	233
5	Castroneves	231
6	Pagenaud	216
7	Franchitti	205
8	Kanaan	200
9	Briscoe	193
10	Servia	173

Winner's average: 122.020mph.
Fastest lap: Hunter-Reay, 22.9388s, 159.293mph.
Qualifying: Each driver has a two-lap run with the total time determining their grid position.

NASCAR SPRINT CUP MICHIGAN (USA), JUNE 17, RD 15/36

Earnhardt Jr quenches four-year victory thirst

AT THE VERY SAME CIRCUIT where he took his last win four years ago, and on Fathers' Day, Dale Earnhardt Jr's NASCAR Sprint Cup win at Michigan couldn't have been sweeter.

Having quietly gone about his business for the first part of the race, Earnhardt found himself driving the fastest car in the field following the second round of caution-inspired stops. The turning point was a spring-rubber adjustment, a moment of genius from crew chief Steve Letarte that turned the Hendrick Motorsports Chevrolet from an also-ran into a genuine race winner.

With the right car under him, Earnhardt made no mistakes. He swooped into the lead for the first time on lap 70, putting himself in a position in which he was able to control the race. And with Goodyear having sprung a last-minute hard-tyre compound switch on the field (a reaction to Marcos Ambrose setting the fastest pole lap since

1987), being in control was crucial during the long green-flag runs to the flag.

"When the race started, the car wasn't quite where I needed it to be," Earnhardt explained afterwards.

"We needed to make some adjustments. In that moment, I guess I worry whether [Steve] knows exactly where I'm at, or how much I need, but I guess he knows me well enough, because he made the right calls and the thing took off flying.

"I kept thinking about the team, and how we deserved to win, and I was hoping it would happen. That race four years ago was a fuel-mileage race, and today we just whooped them.

"It feels good to win. I'll enjoy it, and in a day or two I'll be thirsty for the next one."

Tony Stewart finished second, having emerged as a force following a lap-87 restart. While he was able to run at or near the front, the Stewart Haas



Earnhardt waited 1462 days between victories

Chevrolet driver was never comfortable enough with the tyres to put up a challenge to Earnhardt.

The same was true for Roush Fenway Ford duo Matt Kenseth and Greg Biffle, who finished third and fourth after Biffle had looked menacing in the early stages of the race.

Kenseth's third place was

enough for him to retain the championship lead, while Earnhardt Jr has closed the gap to just four points.

● Trent Steele

RESULTS

1 Dale Earnhardt Jr (Chevrolet Impala), 200 laps in 2h52m29s; 2 Tony Stewart (Chevy), +5.393s; 3 Matt Kenseth (Ford Fusion); 4

Greg Biffle (Ford), 5 Jimmie Johnson (Chevy); 6 Jeff Gordon (Chevy); 7 Clint Bowyer (Toyota Camry); 8 Juan Pablo Montoya (Chevy); 9 Marcos Ambrose (Ford); 10 Kevin Harvick (Chevy). **Points** 1 Kenseth, 565; 2 Earnhardt, 561; 3 Biffle, 548; 4 Johnson, 532; 5 Denny Hamlin, 514; 6 Harvick, 504; 7 Martin Truex Jr, 497; 8 Stewart, 491; 9 Bowyer, 481; 10 Brad Keselowski, 458.

V8 SUPERCARS HIDDEN VALLEY (AUS), JUNE 16-17, RD 6/15

Triple Eight sweeps up in Darwin

TRIPLE EIGHT RACE Engineering displayed the best 'Sponsor Wanted' sign imaginable when it won both V8 Supercar races at Hidden Valley.

In a week in which the team confirmed it was looking for a new title sponsor for 2013, Jamie Whincup won Saturday's opening race before Craig Lowndes took his first win of the season when he led a one-two finish on Sunday.

It was a particularly convincing showing, with both winners coming from behind to pass the Ford Performance Racing entries. Lowndes had raced to fourth in the opener, despite being spun off – nearly to last – in the early laps, and both T8 drivers appeared to employ better tyre strategy than their rivals.

FPR's Will Davison took pole for both races, but the race set-up of his car was



Lowndes took first win of 2012

not so competitive, leaving him to take second and sixth in the races and in doing so, relinquishing the points lead to Whincup – albeit by only 38 points,

with 19 races remaining.

Davison's team-mate Mark Winterbottom took a pair of thirds, and maintains that spot in the points.

In stifling heat, one of the best drives of the weekend came from Michael Caruso, who took his first career win at the Darwin track two years ago. After he stalled his Garry Rogers Motorsport Holden at the start of race two, he managed to haul his car back up to fourth.

The Holden Racing Team had another dismal weekend, Garth Tander's P8

in race one its best result.

● Phil Branagan

RESULTS

Race 1 1 Jamie Whincup (Holden Commodore VEII), 42 laps in 52m26.074s; 2 Will Davison (Ford Falcon FG), +5.876s; 3 Mark Winterbottom (Ford); 4 Craig Lowndes (Holden); 5 David Reynolds (Ford); 6 Tim Slade (Ford). **Race 2** 1 Lowndes, 69 laps in 1h29m04.483s; 2 Whincup, +0.937s; 3 Winterbottom; 4 Michael Caruso (Holden); 5 Fabian Coulthard (Holden); 6 Davison. **Points** 1 Whincup, 1494; 2 Davison, 1456; 3 Winterbottom, 1445; 4 Lowndes, 1247; 5 Shane van Gisbergen, 1145; 6 Lee Holdsworth, 1079.



CURRENT STANDINGS

- 1 Sebastian Vettel ◇ 26,905
- 2 Mark Webber ◇ 20,500
- 3 Lewis Hamilton ◇ 19,637
- 4 Fernando Alonso ◇ 18,885
- 5 Jenson Button ◇ 18,188

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Dale Earnhardt Jr vaulted four spots to 29th in the Castrol EDGE Rankings, his highest position in three years, thanks to his Michigan win. Jimmie Johnson, fifth on the road, moved into 11th, while Juan Pablo Montoya (80) gained 10 places with eighth place in Michigan.

To see the full list, visit castroldriverrankings.com

Challenge update

Ivan Bellarosa from the SPEED EuroSeries remains on top of the Sunoco Rolex 24 At Daytona Challenge. This coming weekend sees both the Britcar Endurance Series and the SPEED EuroSeries race and drivers have another chance to earn points towards the Challenge. Will Ivan be able to hold onto the top spot?

Just 21 points cover the top 5 of the Sunoco GRAND-AM 200 Challenge. Lawrence Davey remains at the top but Production Touring Cars Gary Duckman and Britcar Production Harry Cockill are on the charge.



Anthony Gandon/SPEED EuroSeries

Who will triumph in the race to Daytona?
Follow us on Twitter @Sunoco_UK and on Facebook 'Sunoco UK' for updates on each race weekend.



Harry Cockill/Britcar Production C3

Next eligible races:

Sunoco Daytona Challenge – SPEED EuroSeries, Imola, 23/24 June. Britcar Endurance Series, Oulton Park, 23 June. Sunoco GRAND-AM Challenge – Dutch Supercars, Spa, 23/24 June. Britcar Production, Oulton Park, 23rd June



www.sunocodaytonachallenge.com



Anthony Gandon

1	I Bellarosa	Avelon/SPEED	123.75
2	A Gandon	Team TFT/SPEED	65.00
3	R Kinch	G-Cat Racing/SPEED	52.50
4	G Belotti	Avelon/SPEED	52.50
5	J Morcillo	Strata 21/Britcar	49.00



www.sunoco200challenge.com



Harry Cockill

1	L Davey	Legends	95.00
2	G Duckman	Dunlop PTC	89.56
3	H Cockill	HE Racing/Britcar	80.25
4	M Jordan	Eurotech/Britcar	77.00
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INTERNATIONAL RACES & RESULTS

IRC
Targa Florio Rally (I),
Rd 5/13

QUICK RESULTS

→ **Winners Jan Kopecky/
Pavel Dresler**
→ **Most stage wins Andreas
Mikkelsen (five)**
→ **Points Leader Mikkelsen**

RALLY RATING

☆☆☆☆☆
Event
overshadowed
by death of
co-driver
Gareth Roberts

REPORTS WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE TARGA FLORIO RALLY (I), JUNE 14-17, RD 5/13

Kopecky wins after tragic Florio finish



Kopecky's win was overshadowed

THE ALL-ASPHALT TARGA Florio Rally in Sicily ended prematurely after an accident for HRT Peugeot driver Craig Breen fatally injured his co-driver Gareth Roberts on the opening stage of the second day (see p31).

Skoda driver Jan Kopecky

was declared the winner after eight stages, having taken the lead from Skoda UK driver Andreas Mikkelsen on the stage on which Breen crashed (SS8, Cefalu). Mikkelsen had led the rally from the second stage, after Kopecky won the opening superspecial on Thursday night

near Palermo. From then on, Mikkelsen edged out a narrow lead in a faultless performance, but a fast time from Kopecky on the fateful Cefalu stage put him in front by less than a second.

Mikkelsen was classified second to maintain his championship lead, with the two Skoda drivers beating the much-fancied Italian Championship competitors on the island event.

Ford Fiesta RRC driver Giandomenico Basso climbed to third on the first day after choosing tyres that were too soft for the conditions on the opening loop, and the same problem also affected six-time event winner Paolo Andreucci.

The Peugeot Italia driver, however, struggled to find confidence in the set-up of his car over the remainder of the

rally and could only manage fifth at the finish, behind Skoda Italia's Umberto Scandola.

Citroen Italia's Simone Campedelli won the two-wheel-drive class, ahead of the similar DS3 R3T of British youngster Harry Hunt.

● Graham Lister

RESULTS

1 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000), 1h04m59.1s; **2 Andreas Mikkelsen/Ola Floene (Skoda) +0.8s;** 3 Giandomenico Basso/Mitia Dotta (Ford Fiesta RRC); 4 Umberto Scandola/Guido d'Amore (Skoda); 5 Paolo Andreucci/Anna Andreucci (Peugeot 207 S2000); 6 Matteo Gamba/Emanuele Inglesi (Peugeot). **Points** 1 Mikkelsen, 89; 2 Kopecky, 83; 3 Juho Hanninen, 43; 4 Sepp Wiegand, 40; 5 Bryan Bouffier, 27; 6 Dani Sordo, 25.

IN BRIEF



Logano held on to win

NASCAR NATIONWIDE

Joey Logano survived a late restart to win to take Nationwide honours at Michigan. The Joe Gibbs Toyota driver had to fend off a hard charging James Buescher (Turner Chevy) over the last four laps of the race.

AUSTRALIAN F3

A clash between R-Tek's British points leader James Winslow and self-run Chris Gilmour in the feature race allowed John Magro (RBM) to win the City of Darwin F3 SuperPrix. Magro also won race two while Gilmour took the opener.

SPANISH GT

Alvaro Fontes, Jesus Diez Villarreal and Gianluca Carboni won at Aragon, the trio taking the Autorlando Sport Porsche to a strategic victory over the Novadrivier Audi of Mikko Eskelinen/Cesar Campanico.

FORMULA PILOTA CHINA

Japanese driver Shota Kiyohara took a three-race clean sweep for Team UKYO and seized an early points lead as the new season kicked off at Shanghai. Brit Dan Wells (KCMG) was second in race two, his best result.

TTA

Polestar's Thed Bjork claimed a home victory for Volvo in the third TTA race of 2012 on the streets of Gothenburg. Bjork won a thriller ahead of Alx Danielsson (Brovallen Citroen) and Robert Dahlgren (Polestar). Points leader Fredrik Eklblom was spun to last, but fought back up to fifth.



Bjork won on the Gothenberg streets

INDY LIGHTS MILWAUKEE (USA), JUNE 15, RD 6/12

Milestone victory for Vautier in Milwaukee



Vautier was too good

TRISTAN VAUTIER GAVE teamowner Sam Schmidt his 50th Indy Lights victory with a win over Sebastian Saavedra at the Milwaukee Mile.

The Frenchman started the race from pole position and never relinquished the lead, but when his tyres began to wear late in the race Saavedra was able to mount a challenge.

Lapped traffic over the closing stages complicated the battle, but while AFS/Andretti man Saavedra was able to close, and try a couple of feints, he was never able to find a way past.

Schmidt was not in Milwaukee to enjoy the landmark win, but Vautier, who moved into the championship

lead, said that he had no problems with delaying the celebration by a week.

"We'll celebrate in Iowa," he said. "I just had an amazing car. It was a great race, we were in control. The end was a little harder with the lapped traffic, but an awesome day, an awesome job from the team."

Esteban Guerrieri (Schmidt) worked his way up to third with the help of a late pass on Carlos Munoz (Andretti), while fourth was David Ostella (Moore), who seemed immune to the tyre drop-off experienced by others late in the race.

● Mark Glendenning

RESULTS

1 Tristan Vautier, 100 laps in 49m22.616s; **2 Sebastian Saavedra,** +0.337s; **3 Esteban Guerrieri;** 4 David Ostella; 5 Carlos Munoz; 6 Victor Carbone. **Points** 1 Vautier, 246; 2 Guerrieri, 238; 3 Saavedra, 227; 4 Gustavo Yacaman, 187; 5 Carbone, 182; 6 Munoz, 172.

SCANDINAVIAN TOURING CAR CHAMPIONSHIP STURUP (S), JUNE 16, RD 3/8

Success for Honda and Chevy

THE NIMBLE CHEVROLETS and Hondas were too good at the latest round of the Scandinavian Touring Car Championship, dominating at the tight and twisty Sturup Raceway.

Honda ace Tomas Engstrom won the first race from pole, leading all the way ahead of Kristoffersson VW Scirocco driver Johan Stureson.

Behind the leaders things were a little more exciting, with VW man Patrik Olsson finishing third after fending off the Chevrolet Sweden Cruze of Michel Nykjaer. **In the second race, Nykjaer was on pole and led all the way to the finish from**



Engstrom dominated race one

VW's Johan Kristoffersson.

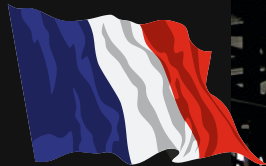
Defending champion Rickard Rydell (Chevy) made up two places from his fifth-place starting spot to finish third, after holding off an in-form Olsson. Engstrom finished fifth, just ahead of Jordi Gene (VW).

In the points fight Kristoffersson extended his lead from Rydell, while Nykjaer jumped to third.

● Tege Tornvall

RESULTS

Race 1 **1 Tomas Engstrom (Honda Civic),** 19 laps in 20m45.11s; **2 Johan Stureson (Volkswagen Scirocco),** +0.5s; **3 Patrik Olsson (VW);** 4 Michel Nykjaer (Chevrolet Cruze); **5 Rickard Rydell (Chevy);** 6 Johan Kristoffersson (VW). **Race 2** **1 Nykjaer,** 19 laps in 20m43.73s; **2 Kristoffersson,** +1.0s; **3 Rydell;** 4 P Olsson; **5 Engstrom;** 6 Jordi Gene (VW). **Points** 1 Kristoffersson, 109; 2 Rydell, 104; 3 Nykjaer, 82; 4 Stureson, 68; 5 P Olsson, 67; 6 Engstrom, 62.



LE MANS 24 HOURS

Circuit de la Sarthe
June 13-17

WINNERS

Benoit Treluyer/
Andre Lotterer/
Marcel Fassler
378 laps

POLE POSITION

Andre Lotterer
3m23.787s

FASTEST LAP

Loic Duval
3m24.189s

RACE RATING

★★★★★

Classic Audi battle with no team orders was intense

MILESTONES

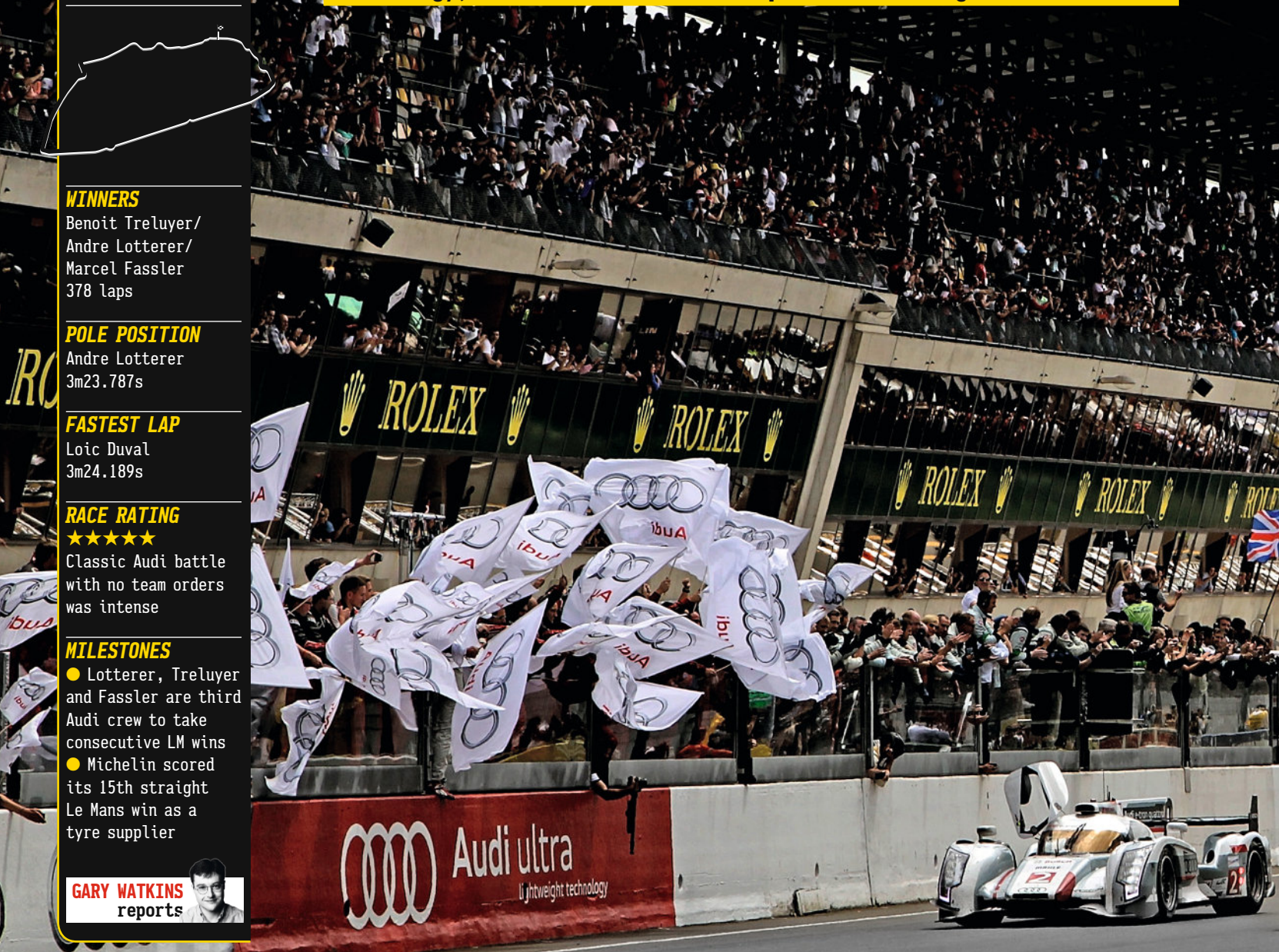
- Lotterer, Treluyer and Fassler are third Audi crew to take consecutive LM wins
- Michelin scored its 15th straight Le Mans win as a tyre supplier

GARY WATKINS
reports



Audi performs e-tron dance

Audi's 11th victory in the Le Mans 24 Hours was also the first for hybrid technology, with its two R18 e-tron quattros securing a famous one-two



TOYOTA MADE A FIGHT OF the 2012 Le Mans 24 Hours. At least, it did for a shade over six hours. But even after the Japanese cars had dropped by the wayside, Audi put on a show that was befitting of the 80th running of the world's most prestigious sportscar race with its two hybrid R18 e-tron quattros. The German manufacturer allowed its drivers to race and race hard. The result was a battle that, at least until the 22nd hour, was perhaps the equal of

anything seen during the Audi versus Peugeot era. The race boiled down to a straight fight between the two e-trons, the #1 car driven by Andre Lotterer, Benoit Treluyer and Marcel Fassler and the #2 car shared by Allan McNish, Tom Kristensen and Rinaldo Capello. With just under three hours of the race left to run, the two Audi R18 coupes driven by McNish and Treluyer were separated by just under 50s, but the differing strategies adopted over the second

half of the race meant the two cars were fighting for every tenth. Both drivers made mistakes. Treluyer spun as he entered the pitlane with little consequence and little loss of time, but an error of judgement from McNish ended the #2 machine's challenge against the unyielding walls of the Porsche Curves. McNish was a shade under 50s ahead when he was caught out by a Ferrari – Luxury Racing's GTE Pro entry.

“There was a GT car in the double left in the Porsche Curves and it wasn't possible to go around the outside of him,” explained the Scot. “He didn't go as far to the right as I expected. When I lifted off, the car came around and I hit the barriers.” The car sustained only body damage, but the slow limp back to the pits and the repairs that followed put it out of contention, a lap down in second place. The race between the two hybrids had come to a head

in the 18th hour when Fassler went off avoiding a stationary Chevrolet Corvette at Mulsanne Corner. The Swiss went through the gravel and damaged the rear body section and diffuser against the barriers. The car had to be pushed into its garage for repairs at its next stop, which at 61s rubbed out a lead of just under a minute. Kristensen came out of the pits after his next stop just ahead of the sister car and an attempt by Fassler to



Formation finish for a podium lock-out

retake the lead at the first chicane on the Mulsanne Straight resulted in the #1 car taking a quick trip through the gravel without major delay.

The lead swung back and forth according to pitstops for the next two hours. McNish took over from Capello right at the end of the 20th hour and was just beaten out of the pits by Treluyer. The gap was only 1.3s when it was the Frenchman's turn to pit, though that advantage was extended to 13s when

McNish caught traffic prior to his next stop.

Treluyer appeared to have a narrow edge and, even with a quick spin at pit entry, was only 48s down after his next stop for fuel. That would have been enough to get him out ahead of the #2 car when it was McNish's turn to pit.

It wasn't clear-cut who was going to win because of the differing fuel and tyre strategies.

Lotterer and co in the #1 car were quadrupling their Michelin tyres, but only

going 11 laps on a tank of diesel. The drivers of the #2 car were managing to eke their 58-litre fuel allocation out to 12 laps of the 8.47-mile Circuit de la Sarthe but were only running triple stints.

"We tried to do 12 laps every time while still maintaining a good pace to get rid of a splash at the end," explained McNish afterwards. "We were very much still in it."

Even Joest technical director Ralf Juttner wasn't prepared to make a call on

what would have happened during the rest of the race.

"I've no fucking idea – I think they would have come out of the pits the final time more or less together,"

said Juttner. "It would have been a matter of seconds."

Lotterer, who took over from Treluyer, was also expecting a close one.

"Tom and I were both in ▶



Alternator failure lost the #7 Toyota time

“We always said we wanted to put Audi under pressure and we did”
Alex Wurz says Toyota hit its Le Mans target

FAST FACTS

- The McNish/Kristensen/Capello line-up has taken five podiums in seven Le Mans starts
- Loic Duval notched up his second Le Mans fastest lap, giving him a 50 per cent hit rate



Sarrazin/Davidson/
Buemi Toyota led race

◀ the pits getting ready to go out, but we weren't making eye contact," he said. "We knew it was going to be a tough fight and there were no team orders."

The third-placed Audi R18 ultra, in which Mike Rockenfeller was joined by Oliver Jarvis and Marco Bonanomi, ended up two laps down on the McNish car, though in truth it was never in the ballpark.

"We struggled with the temperature in the front tyres, particularly when we went off line," said Bonanomi. "There were only a couple of stints – and I did 11 during the race – when I was truly happy with the car."

The #4 car lost time early in the race with a suspension problem caused by excessive rubber pick-up and again with a wrong tyre choice when Rockenfeller

took over the car. A gearshift issue, caused by a problem with a sensor, briefly brought Bonanomi and then Jarvis to a near halt out on the track.

The other non-hybrid R18 did have the pace to challenge the e-trons in the hands of Loic Duval, Romain Dumas and Marc Gene. It ultimately finished fifth and 12 laps down on the winning car as a result of three incidents, two of which caused major suspension damage.

"We were good, no doubt," said Dumas after the race. "Loic and myself had the fastest race laps until Allan went quicker than me near the end. There's no doubt we could have challenged, but you don't win Le Mans if you hit the wall."

The fastest of the R18 ultras dropped out of

contention in the fifth hour when Dumas, who was running in third place behind the #1 car and the best of the Toyotas, went wide passing a GTE Am-class Porsche at the first chicane on the Mulsanne Straight and smacked into the tyres. The car was seriously damaged, despite an impact speed of less than 20mph. Six laps were lost to repairs.

Dumas had another off in

the night, which required a change of rear body, while Gene went off with just under three hours to go in a near carbon-copy of team-mate Dumas's accident at the first chicane, though this time there were no other cars involved. The #3 car had made it up to fourth place in the 17th hour but this shunt dropped Gene and his co-drivers to fifth at the finish behind the best of the privateers,

the #12 Rebellion Racing Lola-Toyota.

The factory Toyota TS030 HYBRIDs became stronger as the race wore on. Stephane Sarrazin, who started the car that Anthony Davidson had qualified just over a second adrift from Lotterer's pole mark, and Alex Wurz couldn't keep pace with the Audis initially.

The balance of the two Toyotas wasn't perfect to



The #2 Audi was in the hunt until late-race off for McNish



Audi e-tron quattro

MILESTONE

Audi took the first victory for a hybrid car in the French endurance classic with its R18 e-tron quattro

REPORT LE MANS 24 HOURS



Lotterer (centre) gave #1 Audi e-tron pole spot



Dumas shunt would leave #3 Audi in fifth



Toyota pitwork was slick

begin with, but by the end of the first stint Sarrazin and Wurz were setting times right in the ballpark. Come the early evening, the two TS030s, now with Nicolas Lapierre in for Wurz and Sebastien Buemi in for Sarrazin, were at the very least a match for the Audis, which were struggling on tyres chosen for the evening.

Treluyer came out of the pits a fraction ahead of Lapierre late in the fifth hour, the Toyota getting a better drag out of Mulsanne Corner and passing the Audi on the grass. The German car was back ahead at Arnage before its Japanese rival snuck past before the Porsche Curves.

It was dramatic stuff and proved the worth of Toyota's hybrid system. The TS030's energy-retrieval system works on the rear wheels, unlike the Audi, and

for that reason can be used out of the slow corners like Mulsanne and Arnage. The R18 e-tron doesn't get its power boost until it hits 120km/h (75mph).

It was eventful stuff, but not quite as dramatic as what happened next. Davidson, running third in the TS030 he'd just taken over from Buemi, was passing the GTE Am class AF Corse Ferrari 458 Italia approaching Mulsanne Corner when its amateur driver, Piergiuseppe Perazinni turned in on him.

The Toyota snapped sideways, took off and somersaulted in the air before slamming into the tyre barrier, Davidson suffering fractures of the T11 and T12 vertebrae.

Toyota's challenge had been halved and would be wiped out straight after the protracted safety car period that followed Davidson's

mega-shunt. Kazuki Nakajima, who had taken over from Lapierre, sideswipped the DeltaWing driven by compatriot Satoshi Motoyama on the first green-flag racing lap and pitted immediately.

The alternator had failed, though there was no way the team could be sure that it was a result of the impact. More than 25 laps were lost to its replacement.

Pascal Vasselon, technical director at TS030 architects Toyota Motorsport GmbH, explained that the alternator was not a component it had ever planned to change.

"It is a massive job because we have to take the floor off and it is really tricky to get to because it is between the exhaust and complex cooling ducts," he said. "We have not seen a failure there before."

The remaining Toyota completed only 12 more laps before its engine failed after 10 and a half hours. The TMG squad, which runs the cars in conjunction with ORECA, was disappointed because it was planning to keep on running to gain vital knowledge of the Circuit de la Sarthe.

"We were prepared to go to the end," explained Vasselon. "To run and keep repairing if necessary. The only failure that could stop us did stop us."

But that was the only real disappointment in the Toyota camp because it knew it had made a point.

"We shook-up the race," continued Vasselon. "After five hours we were looking like real challengers. We were catching up and they were facing problems and crashing cars. We were basically faster."

The performance of the TS030, which was making its race debut, remember, bodes well for the future and suggests that the Japanese marque will be a worthy replacement for Peugeot in time. That's certainly how Audi is thinking.

"I would like to congratulate Toyota for being able to battle with us and we now know that we will have to work hard to stay competitive for next year," said Audi Sport boss Wolfgang Ullrich. "For sure we will have a very strong competitor in 12 months."

That has to be good news. The flip side is that if Audi does have a strong competitor it will not allow its drivers to race so hard and for so long. In that respect, Le Mans 2012 might just have been a one-off. ▶

“This is my worst Le Mans 24 Hours since becoming a team owner”

Henri Pescarolo laments his cars' trouble-filled race

FAST FACTS

- Marino Franchitti has done the most miles in the DeltaWing of anyone, but didn't drive in the race
- The fourth-placed Rebellion Lola was rebuilt around a 2008 tub that the team raced in 2009

Rebellion with a cause celebre

The petrol-powered Lola-Toyota of Neel Jani, Nicolas Prost and Nick Heidfeld enjoyed a trouble-free run to 'victory' behind three of the factory Audi diesels



THERE WAS A FEELING OF elation in the Rebellion Racing pit after the race. Though one tinged with disappointment. The Anglo-Swiss squad had topped its sixth-place 'best of the rest' slot behind the factories with fourth, yet couldn't quite believe that its number-one Toyota-engined Lola driven by Neel Jani, Nicolas Prost and Nick Heidfeld hadn't made it onto the podium given the number of Audis to hit the wall last weekend.

The lead Rebellion entry bounced back from a troubled Le Mans Test Day with a near perfect performance when it mattered. The team had rebuilt its lead 2012-spec around a spare monocoque and got up to pace in qualifying, Jani ending up only a couple of tenths shy of best privateer Danny

Watts in the Strakka HPD.

The car ran without technical problems the whole race, save a lengthening clutch pedal that ultimately went to the floor in parc ferme. The only other issue along the way was a minor problem getting heat into its front tyres during the night.

“To see the Audis have so many problems and to have such a clear run ourselves, and then not to make the podium is kind of galling,” said team boss Bart Hayden. “I don't know whether to feel elated or disappointed.”

Jani couldn't quite believe it either, to the point that he radioed back to the pits during Audi's mad half-hour in the closing stages asking when they were going to run out of spare noses.

Jani was, at the time, undertaking a quintuple stint lasting just five minutes short of four hours. The

Swiss banged in some quick laps times in what turned out to be a successful attempt to dissuade the drivers of the fifth-placed Audi R18 ultra from mounting too much of a challenge.

“I wanted to show them that it wasn't worth trying to catch us anymore,” said the Swiss.

No one else really got a look-in in the unofficial petrol class, and that included the second Rebellion Lola-Toyota B12/60. Andrea Belicchi, Jeroen Bleekemolen and Harold Primat ran a place behind the team's lead car for much of the racing, before falling back to 11th at the finish after clutch failure in the 19th hour resulting from an earlier off by Primat.

The only privateer entry that could match the lead Rebellion car on pace was

never in the hunt. Strakka's HPD ARX-03a may have had the edge on its rivals throughout practice and qualifying, but its challenge was effectively over before the start.

A gearbox oil leak was discovered when the car was lined up on the start-finish straight echelon-style ahead of the race. The problem was traced to a failed driveshaft seal, which resulted in the car starting the race 22 minutes late.

Watts, Jonny Kane and Nick Leventis remarkably brought the car to within striking distance of the similar JRM Racing HPD during the night until a water-pressure problem caused the engine to overheat. The car was parked in the closing stages before returning to the track to take the chequered flag.

JRM scored an impressive

sixth on its Le Mans debut, though its HPD ARX-03a driven by Peter Dumbreck, David Brabham and Karun Chandhok was never a match for the Rebellion cars nor, on the pace, Strakka's HPD.

“We're rookies, so we had modest expectations,” said JRM technical director Nigel Stepney. “We played it safe and it worked out for us.”

Pescarolo had a nightmare race. Its Aston Martin-based 03 LMP1 design was retired early after a new Judd V8 installed following a failure in the raceday warm-up proved to be down on power and then a bearing in the steering column seized. The Judd powerplant was also blamed for a series of delays for its Dome S102.5, vibrations from the V8 causing electrical and exhaust problems before the engine itself started to experience major problems.



MILESTONE

Karun Chandhok became the first Indian driver to take part in the Le Mans 24 Hours when he took to the wheel of JRM Racing's HPD ARX-03a

REPORT LE MANS 24 HOURS

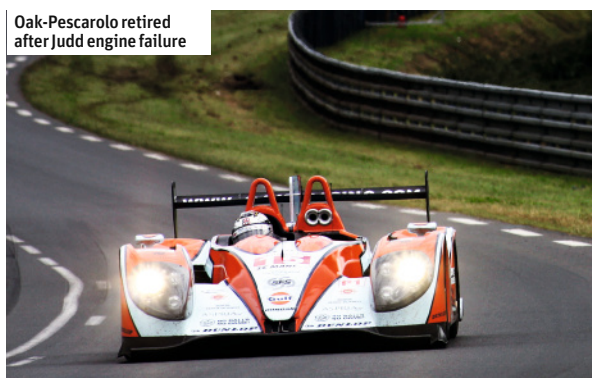


Watts took pole for Strakka but pre-race trouble struck



Pescarolo Dome was classified last

Oak-Pescarolo retired after Judd engine failure



Rebellion Lola took P4 to top the petrol battle

Encouraging DeltaWing debut goes unrewarded

EVEN THE DELTAWING TEAM was talking down the chances of its avant garde creation making the finish in the weeks leading up to the Le Mans 24 Hours. Yet by race morning there was a mood of optimism that the lightweight experimental prototype could, at the very least, go deep into the race. Which made the manner of its exit all the more disappointing.

The car – correctly called the DeltaWing-Nissan DW LM12 – was retired before one-third distance. It wasn't rendered *hors de combat* by technical problems but by a heavy impact with the unyielding walls of the Porsche Curves.

The race had just gone

green after the safety-car period that followed Toyota driver Anthony Davidson's dramatic accident when Satoshi Motoyama, who was doing his best to keep out of the way of the battling factory cars, was side-swiped by the other Toyota driven by Kazuki Nakajima.

The DeltaWing hit the wall hard, damaging the steering and breaking a driveshaft. Motoyama toiled for an hour-and-a-half to get the car back to the pits, but with the right-hand rear wheel squashed into the car, there was no way back.

"It is a bit of tragedy because we had overcome so many technical problems," said DeltaWing creator Ben Bowlby. "The

brakes were perfect for the first time in the life of the car and our gearbox dramas were well and truly behind us. I really do think we would have finished."

The turning point for the

DeltaWing, which was co-driven by Michael Krumm and Marino Franchitti, came on Friday. Brake problems on Thursday led to what Bowlby described as "a massive bleed-athon" and

a change in the positioning of the master cylinder.

That combined with some impressive qualifying pace gave the DeltaWing team its new-found confidence ahead of the race.



DeltaWing was running well when taken off



LMP2

AT A GLANCE

- Winners Tom Kimber-Smith/Ryan Dalziel/Enzo Potolicchio
- Pole John Martin
- Fastest lap Jan Charouz



ADR-Delta ORECA took pole and fastest lap

Starworks in HPD's favour

A mostly trouble-free run ensured the US team's HPD came out on top after a cracking, multi-car scrap for baby-prototype honours



Winning car took seventh overall



Punctures blighted Oak Morgan-Nissan

PREDICTIONS THAT THE

LMP2 prototype class would provide some of closest competition of the 80th running the Le Mans 24 Hours were bang on the money. Five cars led the class and there were as many hard-luck stories from teams that reasonably believed they could have beaten the US Starworks squad's HPD-Honda ARX-03b driven by Tom Kimber-Smith, Ryan Dalziel and Enzo Potolicchio.

Grand-Am regular Starworks didn't have the fastest P2 car in the ultra-competitive 20-car field, but it did have an almost trouble-free run to seventh overall that was interrupted only by minor delays at the very beginning and end. That proved enough to give them victory over the chasing TDS Racing ORECA-Nissan 03

driven by Mathias Beche, Pierre Thiriet and Christophe Tinseau.

"This just proves that you don't need to be fastest over one lap," said Kimber-Smith. "If you're not around at the finish, it doesn't matter how fast you are."

The only problems for Starworks were a loose data recorder rattling around in the cockpit early on, which delayed the car at its first two stops, and then an emergency top-up of oil in the closing stages.

The P2 entry that challenged Starworks late on lost all its time early in the race. The French TDS team's Nissan-powered ORECA ran second early on in the hands of Beche before the team lost seven minutes in the third hour when a nut worked loose in the throttle linkage, causing the Swiss to straight-line one of the

RACE RATING

★★★★☆

Multiple leaders but Starworks' perfect run meant the race went off the boil

MILESTONE

Kimber-Smith's third class win in four starts. The first was in '06 in LNT Panoz (right)



REPORT LE MANS 24 HOURS

GARY WATKINS
reports



Hughes leads the pack in Murphy ORECA



Signatech ORECA just missed out on podium



chicanes on the Mulsanne.

Two laps were lost, and the margin of victory was just one at the finish. It was an impressive near miss for a team with two rookie drivers undertaking its first 24-hour race.

The third-placed team, Pecom Racing, had a hard-luck story of its own. Its AF Corse-run ORECA-Nissan, driven by Soheil Ayari, Pierre Kaffer and Luis Perez Companc, lost 30 seconds to a stop-go penalty early in the race and more time behind the first two safety cars.

The car was back in contention at two-thirds distance, only for Ayari to beach the car in the gravel.

"An Audi put me wide and out on the dirty stuff," said the Frenchman. "I couldn't keep the car on the track."

The Signatech Nissan



TDS lost time early on that cost it victory

squad's pair of ORECA's didn't have a single mechanical problem between them, but the French team ended up with nothing better than a fourth-place finish to show for its efforts.

Its lead entry, driven by Franck Maillieux, Olivier Lombard and Jordan Tresson, lost 20 minutes to accident damage after

Lombard shunted and ended up ninth. The second car, in which impressive sportscar newcomer Nelson Panciatici was joined by Pierre Ragues and Roman Rusinov, remained in the hunt until a puncture and resultant body damage in the 20th hour dropped the car to fourth.

The fastest car in class was the OAK Racing team's Morgan LMP2 2012, which

Brundle looks out for his lad on comeback

MARTIN BRUNDLE RETURNED to the Le Mans 24 Hours this year with the ambition of standing on the podium with son Alex, and on Father's Day no less. That dream pretty much disappeared five hours into the race, but Brundle Sr still revelled in his comeback with the Greaves LMP2 squad.

Brundle proved at 53 that he's still got the fire in his belly. The 1990 Le Mans winner set the qualifying time in the team's Nissan-engined Zytek Z11SN in Wednesday qualifying and went faster than his son and team-mate Lucas Ordenez

on day two of qualifying as well. And then there were the hand gestures that conveyed his discontent to recalcitrant backmarkers.

Yet Brundle was really at Le Mans as a father. He always said his return was about "introducing Alex to sportscar racing" and his parental concerns shone through when the throttle started sticking during the night. It was Brundle Sr who demanded that the car be brought into the garage for a check over.

"I didn't fancy sending my son out on this circuit with a sticking throttle," he said.



Brundle and son Alex finished 15th overall

had the edge on its rivals in both Judd/BMW and Nissan-engined spec.

The Judd-powered car led much of the first third of the race in the hands of Olivier Pla, Matthieu Lahaye and team boss Jacques Nicolet and was at the top of the leaderboard in the 10th hour when the car's Judd engine failed. The Morgan-Nissan, in which Marc VDS GT drivers Maxime Martin and Bas Leinders were joined by David Heinemeier Hansson, had dropped out of contention in the previous hour when the car was slowed by three punctures on successive laps.

The Murphy Prototypes squad led the challenge to OAK at this point with an ORECA-Nissan that was getting quicker and quicker. The RLR Motorsport-run car, shared by Brendon

Hartley, Warren Hughes and Jody Firth, fell back when tyre failure destroyed the rear bodywork and subsequently retired with rear suspension failure.

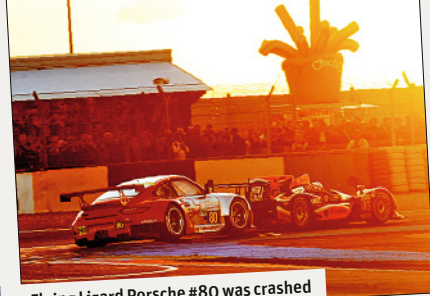
It was also a case of what might have been for ADR-Delta. John Martin put the team's ORECA-Nissan on pole and led initially. A lose bodywork support lost the car shared by Jan Charouz and Tor Graves a chunk of time in the night and a series of niggling problems prevented a fightback.

The destiny of the LMP2 silverware could have gone any which way, but it should be pointed out that the victory went to a team that has now collected silverware in each of the blue-riband enduros at Daytona, Sebring and Le Mans. Starworks clearly knows a thing or two about long-distance racing.

GTE PRO

AT A GLANCE

- **Winners** Gimmi Bruni/Toni Vilander/Giancarlo Fisichella
- **Pole** Frederic Makowiecki
- **Fastest lap** Stefan Mucke



Flying Lizard Porsche #80 was crashed

AF Corse's smash and grab

Fisichella's qualifying smash wrote off the #51 Ferrari 458 Italia. A spare was built up and the team came from the back for an amazing win



THE WORKS FERRARI

AF Corse squad was on the ropes on Wednesday night. Giancarlo Fisichella's practice off at the Porsche Curves might not have been high-impact but the angle was devastating, the chassis a write-off. Within 28 hours however a new frame had been built up; within 96, the team had claimed the podium top step. It was some turnaround.

Fittingly for the world's greatest endurance race, the team's fightback came not via a knockout blow but by a gradual absorbing of all the race – and the GTE Pro field – threw in its direction. Its share of misfortune over early in the weekend, the 458 proved faultless throughout – and that in turn proved crucial in a class that, on paper, was wide open.

With selecting a pre-race favourite the equivalent of

'pass the parcel' along the GTE pitlane, AF Corse was still in the minds of rival squads, even if it lined up at the back of the field thanks to its Wednesday woe.

"The one car I would have put my money on for pole was the #51," Corvette's Oliver Gavin said following qualifying at the La Sarthe. "But I think they'll bounce back. Their off-the-truck set-up is quick and that car is mustard. We know that we are going to see that car at some point and go up against it."

The sentiment proved prophetic. By the end of the first hour Vilander had crept up to fifth in class; by the end of the second he had bridged the gap to Stefan Mucke in the lead #97 Aston Martin and Gavin in the #74 Chevrolet Corvette.

"My speed was good in the early parts, but equally



Gavin/Westbrook/Milner Corvette led

I knew we had 24 hours to go so I wanted to respect the car also and not overdrive," Vilander explains. "But also our speed was judged in order to get the maximum laps out of a full tank."

At this point, pre-race expectations were being met in spectacular fashion. The Mucke/Gavin fight recalled classic Corvette v Aston battles of the past decade, before Vilander and Jaime Melo in the polesitting #59 Luxury Racing Ferrari

made it a four-way fight more akin to sprint than endurance racing. The frugality of the 458s brought them increasingly into play, with the lead trio often separated by fewer than 10 seconds.

Despite not being able to run as deep into each stint, the Aston was still a major force until an ill-timed safety car at the race's quarter mark. Pitting either side of the caution dropped the Vantage down to sixth,

and ultimately marked the last moment it would lead.

The Corvette/AF Corse fight reigned for five more hours, with precious little to choose between either car until the C6.R unravelled in spectacular fashion. Richard Westbrook had just taken control of the class leader when disaster struck near the Dunlop Bridge and the right rear wheel worked itself loose. The long trip back to the pits proved the least of his worries: the 'Vette also developed a mysterious vibration that the team would spend the next few hours trying to locate and fix. The #74 was effectively done, although in fitting tribute to the efforts of the garage crew it completed the final 40 minutes and took the chequered flag.

"It all just unravelled so quickly," Gavin said. "This car has led four years in a

RACE RATING

★★★★☆

A worthy winner and some glorious action along the way

MILESTONE

Bruni's first Le Mans class win since 2008 in Risi Competizione's Ferrari F430 GT (right)



REPORT LE MANS 24 HOURS

SAM TREMAYNE
reports



AF Corse made amends for qualy crash with win



The Lieb/Lietz/Henzler Porsche hit gearbox woes



Last year's GTE winner Beretta spins #71 Ferrari



Polesitting Luxury Ferrari had to settle for second

All-new Aston could soon have the class (ad)vantage

ASTON MARTIN BANISHED any hangover from last year's AMR-One project with a superb podium in GTE Pro. The Vantage project might be just 10 months old, but there are already signs – from leading at Spa to taking pole at Laguna – that the marque may just have another potential Le Mans winner on its hands. “The first goal for this year

was to complete 24 hours, but then we get a podium and set fastest lap,” came the appraisal of Aston stalwart Darren Turner. “There's so much to be positive about. “2007 and 2008 were just superb years for GT, but then it was only us and Corvette. We had something similar this year in terms of quality, especially with Ferrari and Porsche being involved. We

were flat from the word go and that made it more fun. “We're going to have to work hard to make gains in an efficient manner – we don't have an unlimited budget – but this is part of a three-year plan. We're at the start of our learning curve, whereas others have maybe maximised their potential more. Our form certainly hints that Le Mans victory is the potential.”



Vantage GTE took podium finish in its debut year

row for large chunks of the race now, and we still don't have a win to our name.” Still, the #51 was by no means in the clear. Frederic Makowiecki and Dominik Farnbacher had helped haul the sister #59 car back into contention, while the #73 Corvette – hit by its own

problems earlier – and the #97 Aston Martin were close enough to keep it honest, even if the frantic wheel-to-wheel action of the opening four hours was now unlikely. It was to be AF Corse's day, however. Like its stable-mate, the #73 C6.R was brought into the garage

for lengthy repairs to the power-steering column, while Makowiecki in the #59 Ferrari lost ground after a spin at Indianapolis. Superb stints from Darren Turner and Mucke brought the #97 Vantage back up the order, but Mucke too had been off at Indianapolis and the

deficit was consequently several laps rather than several minutes. Still, third was a magnificent achievement in the Vantage's debut year. Ferrari was not to be denied, with the 10 hours it took the AF Corse squad to turn a new chassis into a

winner proving as critical as the stints its three drivers put in behind the wheel. “We didn't start well, and the crash was bad,” Fischeilla admitted. “But it was an amazing race, a fantastic job by my team-mates and an amazing job by the team. I have to say thanks to them.”

GTE AM

AT A GLANCE

- **Winners** Julien Canal/
Pedro Lamy/Patrick Bornhauser
- **Pole** Patrick Pilet
- **Fastest lap** Pilet



Aston and Flying Lizard set the early pace, but faltered

Larbre proves it's a safe 'Vette

The French squad got involved in an epic scrap with Imsa's Porsche, a late puncture for the German machine sealing the muscle car's win



Larbre Corvette C6.R takes the winner's flag

AMONG THE CLASS BATTLES

In the 2012 Le Mans 24 Hours, it was GTE Am that produced the most thrilling finish. A titanic scrap between the #50 Larbre Corvette and #67 Imsa Porsche was settled in the C6.R's favour only in the last 30 minutes, and even then there was time for two late twists.

Neither squad was the quickest on the day – that honour would be contested by the Aston Martin Vantage and Flying Lizard 911 – but the race was none the poorer for theirs being

the lead battle. Indeed, so evenly matched did they prove, it would almost have been an anti-climax for one set of drivers not to have triumphed.

Reliability was the undoing of the #99 Vantage, which was part of an initial three-way fight for the lead of the Am class and a wider six-car fight in the general GTE field. Just 19 laps into the race Allan Simonsen brought the car into the garage with a misfire complaint, which effectively spelled the end of the car's debut

appearance in Am.

"A new sensor gave up at the bottom of the engine, but we got going and then had another problem and didn't make it back to the pits," explained Christoffer Nygaard, who didn't get to complete a lap. "It's a major disappointment. You can go to Le Mans your whole life and never have a car fast enough to win, and we had it this time."

In the Aston's absence, the Flying Lizard 911 of Seth Neiman, Patrick Pilet and Spencer Pumpelly took a stranglehold at the front and for a while looked in perfect control. Shortly after Pumpelly handed over to Niemen however it hit problems, aping Romain Dumas' Audi by running wide at the first Mulsanne chicane.

"We found some gravel, or some oil, and both guys slid off," Pumpelly said. "Dumas went wide, Seth kind of went wide and then

snapped back across.

Unfortunately that caught us out and caused damage. The guys did a phenomenal job but we slipped so far back we just couldn't make it up."

At the end of the fifth hour the Larbre 'Vette duly led, and by the end of the sixth it had the Imsa 911 for company. There would be precious little to choose between either for the remaining 18 hours.

"We were lucky to be driving against such a good rival," admitted Larbre's Patrick Bornhauser. "Our strategy was very important. The fight lasted around 20 hours, and was the best in the field."

Part of what made it compelling was the relative driver match-ups. Nicolas Armindo in particular proved rapid in the 911, and had moved the #67 car back into the lead of the class before handing over to Anthony Pons in hour 24.

Lamy was able to steal back into the lead as the rain neared its conclusion, however, before late drama in the form of a puncture for the Imsa Porsche. The car earned a respectful applause from the Larbre squad as it headed down the pitlane in the final minutes. There was still one more swing as Larbre pitted to give Julien Canal the final minutes, worried that he had not yet fulfilled the minimum four hours of driving time mandated in Am. What could have proved a race-losing switch became instead a perfect way for the Frenchman to seal a third consecutive GT victory at Le Mans to add to his Saleen GT1 success in 2010 and Chevy GTE Am win in 2011.

"I'm very proud of this, and really happy to have given Jack Leconte his fifth win at Le Mans," Canal enthused. "No mistakes, no spins – we're very happy."



Puncture for Imsa secured Larbre win

RACE RATING

★★★★☆

Titanic battle provided drama to the very end

MILESTONE

Back-to-back class wins for Larbre. Bornhauser, Canal and Gabriele Gardel won in Am in 2011



REPORT LE MANS 24 HOURS

SAM TREMAYNE
reports



RESULTS

Le Mans 24 Hours, Le Mans (F), June 16-17, FIA World Endurance Championship, round 3 of 8

GRID		378 LAPS, 3201.304 MILES									
POS	NO	DRIVERS (NATIONALITY)	TEAM	CAR	CLASS	RESULTS	GRID				
1	1	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	24h01m16.128s	1				
2	2	Allan McNish (GB)/Rinaldo Capello (I)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-1 lap	4				
3	4	Mike Rockenfeller (D)/Marco Bonanomi (I)/Oliver Jarvis (GB)	Audi Sport North America (Joest)	Audi R18 ultra	LMP1	-3 laps	6				
4	12	Nick Heidfeld (D)/Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Toyota B12/60	LMP1	-11 laps	8				
5	3	Loic Duval (F)/Marc Gene (E)/Romain Dumas (F)	Audi Sport Team Joest	Audi R18 ultra	LMP1	-12 laps	2				
6	22	David Brabham (AUS)/Peter Dumbreck (GB)/Karun Chandhok (IND)	JRM Racing	HPD ARX-03a	LMP1	-21 laps	11				
7	44	Tom Kimber-Smith (GB)/Ryan Dalziel (GB)/Enzo Potolicchio (YV)	Starworks Motorsport	HPD-Honda ARX-03b	LMP2	-24 laps	22				
8	46	Mathias Beche (CH)/Christophe Tinseau (F)/Pierre Thiriet (F)	Thiriet by TDS Racing	ORECA-Nissan 03	LMP2	-25 laps	17				
9	49	Soheil Ayari (F)/Pierre Kaffer (D)/Luis Perez Companc (RA)	Pecom Racing (AF Corse)	ORECA-Nissan 03	LMP2	-26 laps	18				
10	26	Nelson Panciatici (F)/Pierre Ragues (F)/Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan 03	LMP2	-27 laps	16				
11	13	Andrea Belicchi (I)/Jeroen Bleekemolen (NL)/Harold Primat (CH)	Rebellion Racing (Sebah)	Lola-Toyota B12/60	LMP1	-28 laps	9				
12	41	Ricardo Gonzalez (MEX)/Christian Zuegel (D)/Elton Julian (USA)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-30 laps	28				
13	25	John Martin (AUS)/Jan Charouz (CZ)/Tor Graves (GB)	ADR-Delta	ORECA-Nissan 03	LMP2	-32 laps	14				
14	35	Maxime Martin (B)/Bas Leinders (B)/David Heinemeier Hansson (DK)	OAK Racing	Morgan-Nissan 2012 LMP2	LMP2	-37 laps	20				
15	42	Martin Brundle (GB)/Alex Brundle (GB)/Lucas Ordenez (E)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-38 laps	24				
16	23	Franck Mailleux (F)/Jordan Tresson (F)/Olivier Lombard (F)	Signatech Nissan	ORECA 03-Nissan	LMP2	-38 laps	26				
17	51	Toni Vilander (FIN)/Giancarlo Fisichella (I)/Gianmaria Bruni (I)	AF Corse	Ferrari 458 Italia	GTE P	-42 laps	49				
18	59	Jaime Melo (BR)/Frederic Makowiecki (F)/Dominik Farnbacher (D)	Luxury Racing	Ferrari 458 Italia	GTE P	-45 laps	34				
19	97	Stefan Mucke (D)/Darren Turner (GB)/Adrian Fernandez (MEX)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE P	-46 laps	35				
20	50	Pedro Lamy (P)/Julien Canal (F)/Patrick Bornhauser (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-49 laps	47				
21	67	Nicolas Armindo (F)/Raymond Narac (F)/Anthony Pons (F)	Imsa Performance	Porsche 911 GT3-RSR	GTE A	-50 laps	51				
22	71	Olivier Beretta (MC)/Andrea Bertolini (I)/Marco Cioci (I)	AF Corse	Ferrari 458 Italia	GTE P	-52 laps	37				
23	73	Jan Magnussen (DK)/Antonio Garcia (E)/Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GTE P	-52 laps	23				
24	45	Shinji Nakano (J)/Bastien Briere (F)/Jens Petersen (D)	Boutsen Ginio Racing	ORECA-Nissan 03	LMP2	-53 laps	38				
25	57	Michele Rugolo (I)/Tracy Krohn (USA)/Niclas Jonsson (S)	Krohn Racing	Ferrari 458 Italia	GTE A	-55 laps	53				
26	40	Michel Frey (CH)/Ralph Meichtry (CH)/Jonathan Hirschi (CH)	Race Performance	ORECA-Judd/BMW 03	LMP2	-58 laps	30				
27	79	Patrick Pilet (F)/Spencer Pumpelly (USA)/Seth Neiman (USA)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GTE A	-65 laps	39				
28	70	Jean-Philippe Belloc (F)/Pascal Gibon (F)/Christophe Bourret (F)	Larbre Competition	Chevrolet Corvette C6.R	GTE A	-69 laps	55				
29	43	Fabien Hughes (GB)/Philippe Thirion (F)/Philippe Haezebrouck (F)	Extreme Limite ARIC	Norma-Judd/BMW MP2000	LMP2	-70 laps	33				
30	21	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-03a	LMP1	-75 laps	7				
31	61	Rui Aguas (P)/Robert Kauffmann (USA)/Brian Vickers (USA)	AF Corse-Waltrip	Ferrari 458 Italia	GTE A	-84 laps	52				
32	83	Alain Ferté (F)/Manuel Rodrigues (P)/Philippe Illiano (F)	JMB Racing	Ferrari 458 Italia	GTE A	-86 laps	54				
33	55	Joel Camathias (CH)/Paul Daniels (USA)/Markus Palttala (FIN)	JWA-Avila	Porsche 911 GT3-RSR	GTE A	-88 laps	56				
34	74	Oliver Gavin (GB)/Richard Westbrook (GB)/Tommy Milner (USA)	Corvette Racing	Chevrolet Corvette C6.R	GTE P	-163 laps	36				
35	17	Sebastien Bourdais (F)/Nicolas Minassian (F)/Seiji Ara (J)	Pescarolo Team	Dome-Judd S102.5	LMP1	-176 laps	10				
R	38	Sam Hancock (GB)/Simon Dolan (GB)/Haruki Kurosawa (J)	JOTA	Zytek-Nissan Z11SN	LMP2	271 laps-acc damage	25				
R	33	Christophe Bouchut (F)/Scott Tucker (USA)/Luis Diaz (MEX)	Level 5 Motorsports	HPD-Honda ARX-03b	LMP2	240 laps-eng/fuel	27				
R	30	Yelmer Buurman (NL)/Alexander Sims (GB)/Romain Lannetta (F)	Status Grand Prix	Lola-Judd/BMW B12/80	LMP2	239 laps-battery	21				
R	88	Paolo Ruberti (I)/Christian Ried (D)/Gianluca Roda (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE A	222 laps-mechanical	46				
R	15	Bertrand Baguette (B)/Frank Montagny (F)/Dominik Kraithamer (A)	OAK Racing	Oak-Pescarolo-Judd LMP1	LMP1	219 laps-engine	12				
R	66	Jonny Cocker (GB)/James Walker (GB)/Roger Wills (NZ)	JMW Motorsport	Ferrari 458 Italia	GTE P	204 laps-t/mission	48				
R	48	Warren Hughes (GB)/Jody Firth (GB)/Brendon Hartley (NZ)	Murphy Prototypes	ORECA-Nissan 03	LMP2	196 laps-suspension	19				
R	77	Marc Lieb (D)/Richard Lietz (A)/Wolf Henzler (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE P	184 laps-gearbox	40				
R	75	Sean Edwards (GB)/Abdulaziz Al Faisal (SA)/Bret Curtis (USA)	ProSpeed Competition	Porsche 911 GT3-RSR	GTE A	180 laps-accident	41				
R	31	Thomas Holzer (D)/Mirco Schultis (D)/Luca Moro (I)	Lotus	Lola-Judd/BMW B12/80	LMP2	155 laps-gearbox	31				
R	58	Gunnar Jaenette (USA)/Pierre Ehret (D)/Frankie Montecalvo (USA)	Luxury Racing	Ferrari 458 Italia	GTE A	146 laps-acc damage	44				
R	24	Olivier Pla (F)/Jacques Nicolet (F)/Matthieu Lahaye (F)	OAK Racing	Morgan-Judd/BMW 2012 LMP2	LMP2	139 laps-engine	15				
R	7	Alexander Wurz (A)/Nicolas Lapierre (F)/Kazuki Nakajima (J)	Toyota Racing	Toyota TS030 Hybrid	LMP1	134 laps-accident	5				
R	80	Jorg Bergmeister (D)/Patrick Long (USA)/Marco Holzer (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GTE P	114 laps-acc damage	42				
R	28	Ludovic Badey (F)/Fabien Giroix (F)/Stefan Johansson (S)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	92 laps-accident	32				
R	8	Stephane Sarrazin (F)/Anthony Davidson (GB)/Sebastien Buemi (CH)	Toyota Racing	Toyota TS030 Hybrid	LMP1	82 laps-accident	3				
R	0	Michael Krumm (D)/Marino Franchitti (GB)/Satoshi Motoyama (J)	Highcroft Racing	DeltaWing-Nissan DW LM12	NT	75 laps-acc damage	29				
R	81	Matt Griffin (GB)/Piergiuseppe Perazzini (I)/Niki Cadei (I)	AF Corse	Ferrari 458 Italia	GTE A	70 laps-accident	50				
R	99	Allan Simonsen (DK)/Christoffer Nygaard (DK)/Kristian Poulsen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE A	31 laps-acc damage	43				
R	16	Emmanuel Collard (F)/Stuart Hall (GB)	Pescarolo Team	Pescarolo-Judd 03	LMP1	20 laps-eng/steering	13				
R	29	Marc Rostan (F)/Keiko Ihara (J)/Jean-Denis Deletraz (CH)	Gulf Racing Middle East	Lola-Nissan B12/80	LMP2	17 laps-accident	45				

Winners' average speed: 148.203mph. Fastest lap Duval, 3m24.189s, 149.322mph.
LMP2 Charouz, 3m38.803s, 139.317mph. GTE Pro Mucke, 3m54.928s, 129.748mph.
GTE Am Pilet, 3m56.596s, 128.878mph. In each car, first-named driver started race.
On grid, named driver set qualifying time.

NEXT WEC ROUND
Silverstone, Aug 26



POINTS - DRIVERS

POS	DRIVER	PTS
1=	McNish/Cap/Krist	77
4=	Lott/Trel/Fass	70.5
7=	Duval/Dumas	67
9	Gene	49

LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Audi	103

WEC LMP1 PRIVATE TEAMS

POS	DRIVER	PTS
1	Rebellion	87
2	JRM	63
3	Strakka	57
4	Pescarolo	25

LMP2 TEAMS

POS	DRIVER	PTS
1	Starworks	79
2	ADR-Delta	61
3	Pecom Racing	59
4	Greaves Motorsport	57

GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	154
2=	Porsche/Chevrolet	76

WEC GTE PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	93
2	Luxury Racing	53
3	Aston Martin Racing	45
4	Team Felber-Proton	43

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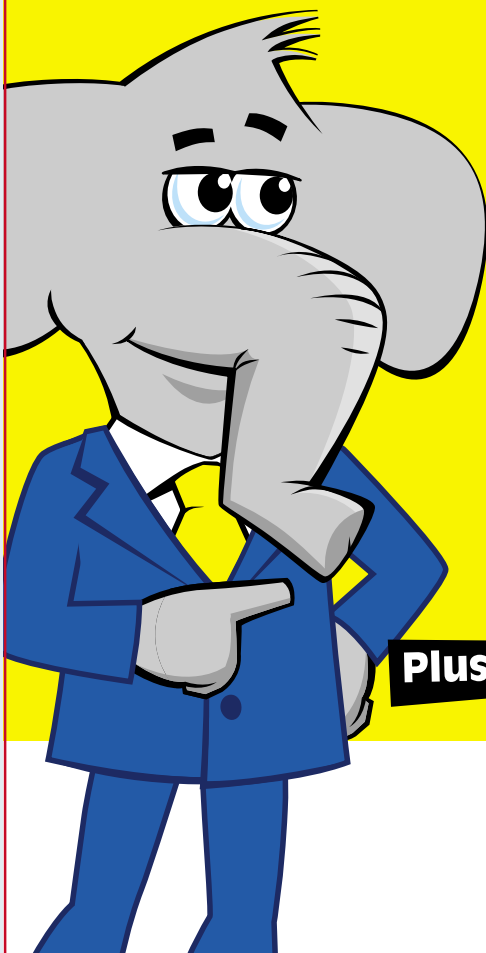
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"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. 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

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Simulation Engineers - CF1/SIM/103/12

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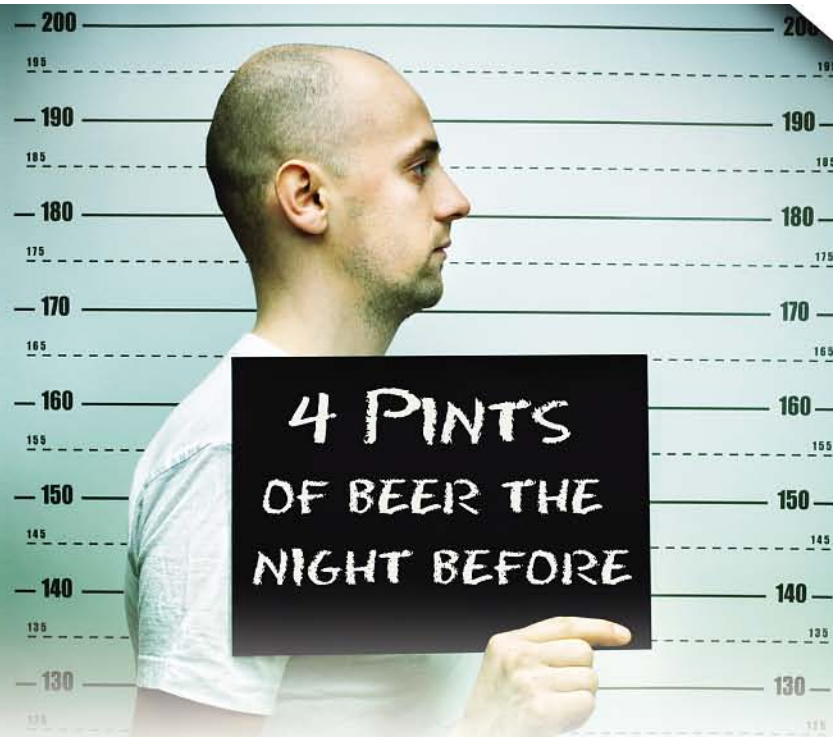
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Foster back to racing in Formula Ford 1600

Walter Hayes king returns after broken back



Foster won his first races at Thruxton since 2004

TRIPLE WALTER HAYES
Trophy winner Joey Foster made a successful return to racing at Thruxton last weekend, one year on from breaking his back for the second time in a crash at Spa.

Foster, 29, had vertebrae T12, L1 and L2 fused together following a 150mph crash at Spa in May 2011, when the rear wing failed on his SPEED EuroSeries WF03 and the car vaulted the barrier at Eau Rouge during testing. In 2006, a crash during a German F3 round at the Lausitzring forced Foster to have a metal rod fitted

to his spine and vertebrae L2-L4 fused.

Ex-Australian F3 champion Foster was reunited with Don Hardman (who ran him in Formula Vauxhall Junior) for his comeback to racing at the Hampshire circuit last weekend. He competed in the Ian Taylor Memorial Trophy Formula Ford 1600 races in a Ray GRK10, following a shakedown test at Mallory Park last Wednesday.

"The Mallory test was my first day back in a quick car," said Foster. "The only thing I'd done [since the Spa accident] was a sprint at Goodwood,

so it was my first test in a proper car.

"Mallory was where I used to test when I was racing Formula Ford Zetec, so it was probably the best place to go back to because I've done so many laps around there.

"Initially, everything seemed really fast – it took 10 laps before things started to slow down and get back to normal. I got within two tenths of Jamie Spence's lap record and my back felt fine – it was quite a relief."

Foster went on to take a clean sweep of pole position, two race victories and a new lap record in his first races at Thruxton since 2004.

He will now contest this weekend's Champion of Brands FF1600 race – supporting the British F3/GT championships – on the Brands Hatch GP circuit and also hopes to gun for a fourth WHT win later this year.

"I'd love to do the Walter Hayes again in a competitive car and I'd love to continue with Don – I did my first ever race with him at Thruxton in 2000 and finished second to Rob Huff!" added Foster. "But there are some other options so we'll see what we can put together.

"It's great to be back racing again and having fun."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson
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JOEY FOSTER CLEARLY LOVES HIS

motorsport. One back (and neck) breaking shunt would be enough to put most people off for good, but, one year on from breaking his back for a second time in a horrific crash at Spa, Foster is racing once more.

The amiable Cornishman was initially unsure whether he would ever compete again after his SPEED EuroSeries car vaulted the barriers at Eau Rouge in May last year. No-one would have blamed him for calling time on a career that includes two Formula Ford Festival wins, an Australian F3 title, and three Walter Hayes Trophy triumphs.

I thought that would be the last we'd see of Joey Foster, so imagine my surprise when he barrelled past me in Don Hardman's immaculate Ray GRK10 at Mallory Park last Wednesday. The car squirming under braking under Shaw's hairpin showcased Foster's commitment, and the stopwatch suggested he'd lost none of his speed.

Little surprise then that Foster was out in the green rocket again four days later – thrashing all comers in the Ian Taylor Memorial Trophy at Thruxton. Despite not having raced there for eight years, Foster swept the board in his first event for over a year – setting a new lap record in the process. Firmly bitten by the bug once more, further FF1600 outings now beckon.

Welcome back, Joey.

Extra contact details

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



Foster returned to scene of his first race in Vauxhall Jr

PICS: STEVE JONES, SPINNEY/LAT

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British GT

RJN commits to GT title assault

Crack Nissan squad targets British GT championship with Buncombe/Mardenborough

RJN Nissan has been a frontrunner so far

THE RJN NISSAN TEAM will contest the remainder of the British GT Championship in a bid to win the title.

The squad has taken part in the opening three rounds of the series with a Nissan GT-R Nismo GT3 driven by the third winner of the PlayStation GT Academy, Jann Mardenborough, and Alex Buncombe on a race-by-race basis. It has now signed up for rest of the

championship, which it will contest alongside its assault on the Blancpain Endurance Series.

RJN boss Bob Neville said: "We didn't make a full-season entry because we didn't know whether we would be competitive. We've proved that we are competitive in the first three races and want to have a good shot at it. I don't see any reason why we can't [win the title]. We're fifth in the points, only three behind fourth."

Neville explained that the expanded programme would also give Mardenborough more seat time. The plan is that he will follow the

first two Academy winners, Lucas Ordenez and Jordan Tresson, by competing in the Le Mans 24 Hours next season.

BRITISH GT POINTS TABLE

1. Matt Griffin/Duncan Cameron	MTECH Ferrari	88
2. David Ashburn	Trackspeed Porsche	78.5
3. Richard Westbrook	Trackspeed Porsche	56
4. Michael Caine/Daniele Perfetti	Motorbase Porsche	53
5. Alex Buncombe/Jann Mardenborough	RJN Nissan	50

Formula Renault BARC

Morris loses lead with dire outing

FORMER RENAULT BARC TITLE contender Seb Morris slipped from table topper to third place following a catalogue of woes at Thruxton last Sunday.

The 16-year-old was only 10th fastest in free practice, the legacy of working on a braking issue, while an engine problem limited him to 16th in qualifying. It was the first time this year the Fortec Motorsports driver hasn't qualified on pole.

Fortec completed an engine change before the two races. Morris then charged to eighth in race one, but an out-of-position start meant he incurred a 10-second penalty, dropping



Morris lost points lead at Thruxton

him down to 10th place.

With second-best times deciding the grid for the later race, things didn't get any better for Morris. His was one of the three cars to get involved in a high-speed off at Allard. A rear wheel was torn from his car and he is now more than 30 points behind new leader Scott Malvern after his first DNF.

"It's been a very tough weekend and it all started with the engine problems in qualifying," said Morris.

"Race two was a big disappointment. We had everything sorted with the car, but I was right behind three or four cars battling over eighth. They tangled, so I went wide to avoid it, but then I got hit by one of them and that was it."

Formula Renault BARC

Crash for Tillett

FORMULA RENAULT BARC RACER

Laura Tillett was detained in Basingstoke Hospital last Sunday for observation following a crash during qualifying at Thruxton.

Tillett lost control of her Fortec-run car on someone else's coolant and spun into the barrier at Noble at high speed. The car broke in two.

Team-mate Seb Morris was one of the first cars on the scene and stopped to see if he could help Tillett, who was sitting in the car's tub, well away from the engine and gearbox.

A member of Tillett's family said: "Laura hasn't broken any bones, but it was a big impact and the doctors are keen to keep her under observation."

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Goodwood Festival of Speed

Drayson electric sports-racer to make debut at Goodwood

LORD DRAYSON'S ELECTRIC- powered prototype racing car, the Lola-Drayson B12/69EV, will be demonstrated for the first time at this year's Goodwood Festival of Speed.

The event, which runs from June 28 to July 1, is seen by international sportscar racer Drayson as the perfect place to showcase the new technology.

"Having the car at the Goodwood Festival of Speed has been a central ambition for the year", said Drayson. "We are thrilled to have the privilege of giving our car and its innovative technology its first public appearance."



Green Lola will be at Goodwood Festival

The B12/69EV was unveiled at the AUTOSPORT International show earlier in the year, and running it at Goodwood will mark a key milestone in the ongoing development of the car, which is a bio-fuelled Judd-engined B10 Le Mans prototype converted to fully electric, battery-powered drive.

"Electric racing is set to transform the future of our sport and through continued advances in technology, we now have a viable alternative to fossil fuels", added Drayson.

Lord Drayson will also be making an appearance at the third running of the Chelsea AutoLegends Festival, which takes place at the Royal Hospital, Chelsea on September 2.

Drayson will be the patron of the new Techno Park feature. Other special guests include Sir Stirling Moss and Derek Bell.

A host of machinery will also be on display, ranging from the latest Marussia F1 car to classics like the 'Hairy Canary' AC Cobra.

Ginetta GT Supercup

Coates could miss title chance

GINETTA G50 CUP FRONTRUNNER Max Coates is likely to skip his second race meeting in a row after struggling to secure the funding to compete at Croft this weekend.

The 18 year-old Yorkshire-based driver moved into the G50 championship in 2012 with RedBrick Racing, after finishing sixth in Ginetta Junior in 2011. He is currently third in the G50 standings with four wins despite missing the most recent round at Oulton Park.

Coates is confident that he can win the G50 championship if he can find the sponsorship to complete the season.

"RedBrick has prepared a fast car for me and we are in a position

to win races, and the title, if we can find the sponsorship," he said.

"To win at Brands Hatch on my debut in the Ginetta G50 was incredible - and then go on to win all three races at Donington Park was unbelievable. We can still win the championship but we need to be racing at every meeting from here on in."

Coates has already tasted G50 success in 2012



British Formula Ford

Brands boost for Formula Ford

THIS WEEKEND'S BRITISH

Formula Ford grid will be boosted to 23 cars by an influx of extra entries.

750 Motor Club Formula 4 frontrunner Falco Wauer will race an Enigma Motorsport Duratec Mygale at Brands this Saturday, before continuing his F4 campaign at Donington Park on Sunday.

There are further entries from Dutch

Mygale racers Bart van Os, Jos Kiekens, Michel Florie and Max van Splunteren, while Ryan and Matt Hayes, who usually race their Zetec-powered Jamuns in the Dutch series, will also compete.

A further entry from Bahrain-based Brit Gavin Halls (in a Fluid Van Diemen) and the return of NW FF1600 racer James Hammond, means the grid will top 20 cars for the first time this season.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Lackford leads Fleming and Prebble in Combe thriller

Castle Combe's Sports & GT championship has been something of an enigma in recent seasons. Regulation changes outlawed the quickest of the crowd-pleasing prototypes I adore for a while, but now they are eligible again most of the road-based kit that has traditionally made for a buoyant class has been trailed.

For all that, last Sunday's round was a stonker, reminding fans of how exciting it can be. Sure, the works Jade was missing, Simon Tilling's Radical SR3 turbo went lame, the engine in Andrew Shanley's valiant ProSport had blown, and Nigel Mustill's thuggish Aquila-Chevrolet has reportedly been sold to the USA, but that's racing. Several leaders - some unlikely - and a deserved maiden winner kept spectators entertained.

Gary Prebble's steroidal Mitsubishi Lancer Evo (ousted, with its four-wheel-drive ilk, from the circuit's Saloon series to its benefit - and that of younger brother Adam and his venerable Rover 220 turbo) continues to be the orange fly in the sportscars' ointment. Often invincible when it rains, thus in its element in the UK's 'wettest drought on record', the towering Japanese monster now threatens them in the dry, too.

The combo's missile-like launches, sometimes involving grass, are something to behold, but

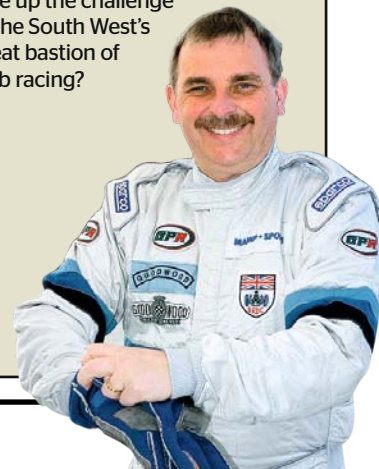
on Sunday 'Prebbs' went from the back of the (admittedly compact) field to the front by Quarry, before veteran Norman Lackford squeezed his Radical ProSport ahead. The septuagenarian held on for almost two laps before Prebble pounced at Camp, by which time Guy Parr's Nemesis-Vauxhall, Craig Fleming's Juno-Duratec and the Radicals of Josh and Darcy Smith were queued up behind.

Prebble's awesome pace did not last, but Parr and Fleming took up the cudgels. Only when they lapped Dylan Popovic's Marlin at Camp - on either side where, three-abreast, Parr ran out of road on the outside - was the outcome decided in Fleming's favour.

Josh Smith nipped past Prebble for second as the perennially unlucky Parr headed forlornly for the Wayne Poole Racing enclave with floor damage from pogoing down the verge. Father Darcy Smith, sensing a podium, was all over the Evo in a late fight.

More cars are promised for the forthcoming rounds in July, August Bank Holiday Monday, and October's finale, but wouldn't it be wonderful to see some hot stuff from the north - brilliant cars like Jeff Wilson's Jade-based Lotus Elise clone - take up the challenge at the South West's great bastion of club racing?

“Last Sunday's Sports and GT round at Castle Combe reminded fans how exciting it can be”



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IN BRIEF



Hall shook down ex-Braun car at Donington

HISTORIC F1 DRIVER PHIL HALL

gave his new March-BMW 752 Formula 2 car a shakedown at Donington Park last Tuesday. Former 125cc world motorcycle champion Dieter Braun originally raced the car in Warsteiner livery in 1975. Hall purchased it four years ago and hopes to debut the car at the Silverstone Classic.

DEREK BELL BROUGHT HIS GROUP C

Porsche 962 home 13th in his first race at Le Mans since 1996 last weekend. The five-time 24 Hours winner ran as high as 10th before a small spin at the Dunlop chicane one lap from the end. United Autosports boss Zak Brown posted a top-10 finish in his ex-Dyson Racing 962.

EX-BRITISH FORMULA FORD RACER

Victor Correa made his sportscar debut in the Radical UK Cup at Brands Hatch last weekend. He took pole and posted a best finish of second in his Marks Electrical SR8. "I am planning to do some more Radical races, I loved it," he said.

FYSHE HAS BEEN CHOSEN BY ARAI

to become its new car crash helmet distributor for the UK, in place of Phoenix Distribution, which is closing its doors.

MA5DA MX5 RACERS RHYS JENKINS

and Will Blackwell-Chambers finished one-two in last Saturday's Castle Combe karting challenge. Organised for 45 drivers by commentator Ian Sowman and FF1600 racer Luke Cooper, it raised over £600 for the Teenage Cancer Trust.

CELEBRITY CHEF JAMES MARTIN

shared Andy Harrison's Mini Cooper S at Brands Hatch's Mini Festival last weekend. He finished fifth driving solo in the Allcomers race and the pair was lapped 13th in the Sanwa Trophy event.

BROOKLANDS MUSEUM RAN THE

1926-27 Delage 15 S8 Grand Prix car during the Brooklands Double Twelve event last weekend. The car, which won the 1926 and 1927 British GPs at Brooklands, came out with the Napier Railton Brooklands lap record holder.

Delage and Napier Railton both appeared



Cholmondeley Pageant

Tappy flies to victory

Blancpain racer beats strong entry at Pageant of Power

Tappy and the BAC Mono won fifth Pageant

DUNCAN TAPPY WAS ONE OF THE stars of the fifth Cholmondeley Pageant of Power last weekend, scoring victory in the supercar class for the single-seat BAC Mono car.

The best Cholmondeley supercar field to date featured a gaggle of rapid pilots in manufacturer entries, including BTCC ace and event newcomer Tom Onslow-Cole at the wheel of a BMW M5. Niki Faulkner (Lamborghini), Scott Mansell (Caterham), James Pickford (Ferrari) and Jann Mardenborough

(Nissan) all gave chase, but former single-seater ace Tappy was too fast.

Persistent rain through Friday and Saturday made the course slippery and among those to come to grief was GT racer Paul Hogarth, who topped and tailed his Porsche Carrera GT in a shunt just after the first bridge. Tappy gave the BAC design its first win when the track finally dried on Sunday.

Appearing in public for the first time for 47 years was the Cooper T43 Chevrolet used by hillclimber David

Hepworth in 1964 and '65. His sons Andrew and Stephen bought the car at auction and ran it complete with the battle scars inflicted by their late father.

Celebrations included a class dedicated to the AC Cobra to mark the model's 50th anniversary, while Hall and Correa brought the Donington Collection's Aston Martin DBR4 to run as a tribute to Roy Salvadori. Three BRMs also commemorated 50 years since the British marque topped the F1 world championship.

Le Mans

Hill gets Matra outing at Le Mans



Hill enjoyed run in Le Mans Matra

JOSH HILL WANTS TO RACE

at the Le Mans 24 Hours after demonstrating the Matra his grandfather used to win the 1972 event last weekend.

The Formula Renault racer was part of a Matra celebration marking the 40th anniversary of the marque's first La Sarthe victory, scored by Henri Pescarolo and Graham Hill. Pescarolo and Gerard Larrousse, who teamed up to win the 1973 and 1974 editions for Matra, were also part of the demo.

"I'd never been to Le Mans so it made it really special for me," said Hill, 21, who drove an MS670B, a

similar car to that in which his grandfather took victory.

"They wanted my dad [1996 F1 world champion Damon] to do it, but he couldn't so he asked if I'd like to.

"The fact I had Henri and Gerard going round as well was pretty cool. I thought it'd be a medium speed demo, but as soon as we left the grid there was wheelspin. We were bouncing off the rev limiter on the straight. I was just trying to keep up with Larrousse - he's still pretty quick! I really enjoy these cars."

Hill would now like to tackle the main race. "I'd like to have a go at Le Mans - it's a great event," he said.

Sports 2000

New Tiga for Sports 2000

THE NEW GROUP THAT IS relaunching the famous Tiga marque could produce a Sports 2000 car.

Mike Newton, a two-time LMP2 class winner at the Le Mans 24 Hours, is restarting the brand together with the owner of the rights to the name, Mike Taylor. They believe that the Group CN Tiga they are developing for the SPEED EuroSeries could form the basis of a Sports 2000 design suitable for the Duratec and Pinto-engined classes.

Newton said: "A Sports 2000 car is something we have talked about and it is certainly not out of the question. We need to get out with the Group CN car and take it from there."

The first new Tiga for more than 20 years will make its debut in this weekend's SPEED round at Imola. The car has been tested at Silverstone and Blyton over the past two weeks and, according to Newton, ran "perfectly from a mechanical point of view".

Newton will drive the car with 2010 SPEED frontrunner Dean Stirling.

● Patrick Sherrington (MCR) beat the Sports 2000 field in both wet and dry conditions during the category's annual visit to Spa last weekend.



GROUP C/GTP LE MANS, JUNE 16

Berridge remains king as rain causes Group C chaos

REIGNING GROUP C champion Bob Berridge claimed victory in his Mercedes C11 as a sodden track caused havoc in the Le Mans support event.

Heavy rain on the Saturday morning had already ended with myriad casualties in the preceding Le Mans 24 Hours warm-up session, and the trend continued in Group C. The field had made it only as far as the Mulsanne Straight on lap one before Mike Donovan's Spice SE88 pitched wildly to its left, collecting the Tiga GC287 shared by Alain Schlesinger and Thomas Duchene, before spearing heavily into the barrier.

While the rest of the field managed to navigate the accident, the resulting damage – including debris on circuit and the barrier itself – led to a lengthy

safety car period, which was lengthened further when Peter Garrod's Nissan NPT190 stopped at the Porsche Curves.

The upshot was a safety car period that lasted for 35 of the race's 45-minute duration, preserving a running order of Berridge, Roger Wills (Lancia LC2), Kent Abrahamson (Nissan R90CK) and the polesitting Sauber-Mercedes C9 of Gareth Evans. Le Mans legend Derek Bell, racing in a Porsche 962, was 13th.

With 10 minutes remaining, the safety car lights finally went out and Berridge led cleanly from Wills on the run up to the Dunlop Bridge. Behind the lead pair, which quickly pulled away, Evans picked off Abrahamson for third, with the Porsche 956 of Russell Kempnich following him through on the run



Berridge's C11 (31) holds off Lancia of Wills

down to the first Mulsanne chicane. Moments later, however, he came to a halt.

Bell had worked his way up to 10th at the restart, but suffered a spin and dropped back to 14th as a result.

There was time for just one more lap, and while Wills kept Berridge honest, he never threatened to make serious inroads into a gap that already stood at three seconds. Evans brought the

C9 home in third place, almost one minute down the road, while Abrahamson secured fourth in a photo-finish with Richard Eyre's Jaguar XJR16 – the pair separated by just two hundredths of a second.

"It was extremely slippery, with standing water everywhere," Berridge said. "And you were never sure of the conditions. The car was fantastic, though. It's always

a pleasure to race here, even in conditions like these."

● Sam Tremayne

RESULTS (7 LAPS)

- 1 Bob Berridge (Mercedes C11);
 - 2 Roger Wills (Lancia LC2) +4.349s;
 - 3 Gareth Evans (Sauber Mercedes C9);
 - 4 Kent Abrahamson (Nissan R90CK);
 - 5 Richard Eyre (Porsche 962);
 - 6 Eric Rickenbacher (Cheetah).
- Class winner** Pierre-Francois Roussetot (Spice SE89). **Fastest lap** Wills 4m32.826s (111.73mph).



GT2 Vantage topped first Aston Festival

ASTON MARTIN FESTIVAL LE MANS, JUNE 16

Filippi and Lavio take GT2 to Aston Festival honours

LAST SEASON'S GP2 runner-up Luca Filippi and Spanish GT race winner Brian Lavio drove their Aston Martin Vantage GT2 to overall victory in the inaugural Aston Martin Le Mans Festival.

The wet track conditions – a hangover from the earlier morning rain – helped the pair to a

winning margin of a little more than a minute over a 31-strong field that boasted entries from across the GT board, including Prodrive chairman David Richards.

Filippi had taken control of their V8-powered GT2 for the opening stint, and initially ran second behind the fast-starting DBRS9 of Mark Lemmer. The Barwell

Motorsport car at first edged away from Filippi, and by the end of the second lap Lemmer's advantage was more than five seconds.

Filippi was able to improve his pace, however, and just two laps later was swarming over the tail of the DBRS9, which was developing a sticking throttle and proving increasingly tricky to handle.

"With the conditions, it was best to be out front," Lemmer said. "We had a fantastic set-up, but the throttle was sticking on

downshifts. There were some very hairy moments."

The issue eventually told when Lemmer handed over to Paul Whight at mid-distance. Whight resumed in the effective lead, this time from Filippi's partner Lavio, but ran wide.

Two laps later, Whight was caught out at the Ford chicane, ending up the wrong way round and dropping out of the top 10.

The battle for what now became second was shaping up nicely. The polesitting V12 Vantage GT3 of Frank Yu and Tomonobu Fujii was joined by the Generation AMR V8 Vantage, Villois DBRS9 and Debouef DBR9 – which had started from the rear of the field – in a four-way fight.

Marco Seefried eventually claimed the position, a succession of fastest laps aboard the DBR9 helping him to pass Fujii on the final lap. The pair's rise also ensured a

neat podium array, with GT2, GT1 and GT3 machinery all represented.

Aston Martin Racing managing director John Gaw finished seventh to secure the GT4 class win in a Beechdean V8 Vantage shared with Phil Dryburgh.

Overall victory, though, belonged to Filippi. "It was fantastic to win," he beamed. "It is our first time at Le Mans, and we both said to start our career here with a win would be great!"

● Sam Tremayne

RESULTS (10 LAPS)

- 1 Brian Lavio/Luca Filippi (Vantage GT2);
 - 2 Thomas Gruber/Marco Seefried (DBR9 GT1) +1m01.954s;
 - 3 Frank Yu/Tomonobu Fujii (V12 Vantage GT3);
 - 4 Marco Petrini/Alessandro Cicognani (DBRS9 GT3);
 - 5 Roald Goethe (DBR9 GT1);
 - 6 Tom Alexander/Adrian Willmott (DBRS9 GT3).
- CW** Gruber/Seefried; Yu/Fujii; John Gaw/Phil Dryburgh (V8 Vantage GT4). **FL** Seefried 4m35.275s (110.73mph).

BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, JUNE 17

Adams is untouchable on way to Doune double

SCOTTISH ACE LEE Adams took both runs-offs last weekend to move his tally to five wins in the last six Doune British championship rounds.

Trevor Willis was second both times, while Scott Moran kept his points score ticking over with third and fourth places, keeping Willis 13 behind.

Adams was double fastest qualifier as he dominated the entire weekend, winning the second run-off by nearly 1.5 seconds.

“Running last each time helped me assess the performances of the others, and told me what I needed to do,” said the victor. “It was a good Father’s Day gift for my

Dad [Brian, who assists team GWR as a mechanic].”

Adams’ GWR co-driver Jos Goodyear was on the pace all weekend, too, taking fourth and fifth, and going fifth ahead of Wallace Menzies in the points. Menzies had a lurid spin in round 13, beaching the car, but later took a sixth.

Locals featured strongly, with two-year absentee Jonathan Rarity returning with sixth and seventh places. Scottish expatriate Finlay Whyte made one of his occasional appearances for a best-ever seventh and eighth, while Steve Marr finally completed a run-off in GWR Raptor predecessor, the one-off PCD Saxon.

Tom New had a tough day with ninth in the first



Adams thrashed the field at Doune

round and later scraping the wall in the Tunnel.

It was a hard weekend for Will Hall, too. He

seems hardly quicker in his 3.5-litre Force than in his old 1600cc version, and Richard Spedding’s Force

outpaced him each time with less than half the engine capacity.

● Eddie Walder

ROUND 13 1 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 41.90s; 2 Trevor Willis (3.2 OMS-Powertec) 42.76s; 3 Scott Moran (3.5 Gould-NME GR61X) 44.36s; 4 Jos Goodyear (1.6 GWR-Suzuki Raptor Extreme) 44.37s; 5 Roger Moran (3.5 Gould-NME GR61X) 45.06s; 6 Jonathan Rarity (1.4 MH-Suzuki The Ghost) 45.20s; 7 Finlay Whyte (1.4 Force-Suzuki) 45.59s; 8 Richard Spedding (1.6 Force-Suzuki PC) 45.93s; 9 Tom New (3.5 Gould-Judd GR65) 46.31s; 10 Will Hall (3.5 Force-Nissan WH) 47.20s; 11 Steve Marr (1.1 PCD-Suzuki Saxon)

48.71s; Wallace Menzies (3.2 DJ-Cosworth Firestorm) Fail.
ROUND 14 1 Adams 40.26s; 2 Willis 41.71s; 3 R Moran 41.78s; 4 S Moran 41.94s; 5 Goodyear 42.44s; 6 Menzies 43.06s; 7 Rarity 43.51s; 8 Whyte 43.70s; 9 Spedding 44.66s; 10 Hall 45.12s; 11 John Bradburn (3.5 Gould-Cosworth HB GR55) 45.57s; New Fail.
Class winners Joanne Young (1.4 Citroen Saxo VTR) 64.33s; Alister Matheson (5.0 TVR Griffith) 63.97s; Craig Nicol (2.2 Caterham Super 7) 52.41s; David Adam (2.0 Peugeot 205)

52.12s; Donald McCaskill (2.3t Mitsubishi Lancer) 50.47s; Mike Hall (5.0 Morgan Plus 8) 68.43s; John Lowe (1.3 Fisher Fury) 54.41s; Les Mutch (2.5 Dax Rush IRS) 50.16s; Graham Wynn (1.6 Force-Suzuki LM) 47.77s; David Seaton (5.0 Pilbeam-BMW MP4F) 51.06s; Marr 46.61s; Adams 40.22s BTD; 2 Willis, 11.6;
POINTS 1 S Moran, 129; 2 Willis, 116; 3 R Moran, 100; 4 Adams, 78; 5 Goodyear, 66; 6 Menzies, 61; 7 New, 52; 8 Hall, 39; 9 Alex Summers (1.3s DJ-Suzuki Firehawk), 29; 10 Bradburn, 28.



Wos’ V8 power told in Spa encounters

CSCC SWINGING SIXTIES SPA, JUNE 15-17

Wos stings ’em with Chevy Corvette double

LUKE WOS’ CHEVROLET Corvette took victory in both of the 60-car CSCC Swinging Sixties races, which were combined with grids of European MG, Triumph and GT cars.

The first was a close affair in the wet, with Wos’ brutal V8 machine just pipping Mark Campbell’s nimble Triumph TR5. David Thomas’ Ford Capri took the final step on the podium. The Corvette of polesitter Thomas Barley dropped out on lap one.

Race two was held in perfect dry conditions, with Campbell leading Wos for the first seven laps (of 11) until the positions

swapped. The TR5 then dropped out of contention, promoting Thomas to a distant second. Christian Marx (TR4) was third.

● Andrew Cliffe

RESULTS (9 LAPS)

1 Luke Wos (Chevrolet Corvette); 2 Mark Campbell (Triumph TR5) +5.963s; 3 David Thomas (Ford Capri); 4 John Dickson (Corvette); 5 Christian Marx (Triumph TR4); 6 Mark Potter/Bill Rawles (Austin Healey). **FL** Wos 3m26.756.

RACE 2 (11 LAPS) 1 Wos;

2 Thomas +1m20.995s; 3 Marx; 4 Mario Neumann (Triumph TR250); 5 Andrew Yates/Adrian Mossop (Sunbeam Tiger) 6 Graham Wilson/Andy Wolfe (Lotus Elan). **FL** Campbell 2m55.634 (89.73mph).

MSV F3 CUP/MONOPOSTO SPA, JUNE 15-17

Lynn dominates in MSV F3 at Spa

ALEX LYNN SWEPT to victory in both of the combined MSV F3 Cup and Monoposto races at Spa last weekend, the British F3 frontrunner taking the opportunity to get some track time. Both races were marred by unfortunate accidents, however.

The opening race was wet, and the first casualty was Chris Dittmann, who received a rear puncture when Gino Ussi’s front wing endplate caught his tyre. Dave Karaskas’ Dallara and Nigel Reuben’s Jedi both suffered major damage in a collision on the first lap, which resulted in Reuben being hospitalised with compound fractures to his right ankle.

Up at the front, Lynn dominated, with Aaron Steele in second. Robbie Watts completed the podium after Tristan Cliffe had to complete the last few laps stuck in fifth gear.

There was more drama in a dry race two. A startline clash involving Peter Venn

and James Ledamun was miraculously missed by the field as more than 40 cars swarmed down into La Source hairpin.

Steele was once again unable to stop Lynn running away with the race, while Chris Needham fended off Cliffe for third.

● Andrew Cliffe

RESULTS (9 LAPS)

1 Alex Lynn (Dallara F302); 2 Aaron Steele (Dallara F304) +36.483s; 3 Robbie Watts (Dallara F306); 4 Tristan Cliffe (Dallara

F307); 5 Chris Needham (F302); 6 Gino Ussi (F307). **CW** Jeremy Timms (Dallara F301); James Ledamun (TOMS 036F); Jim Blockley (Ralt RT3); Dan Clowes (Jedi Mk6); Peter Venn (Dallara F398); Geoff Fern (FVJ); Ryan Hayes (Jamun T25). **FL** Lynn 2m46.440s (94.68mph).

RACE 2 (11 LAPS) 1 Lynn; 2 Steele +20.767s; 3 Needham; 4 Cliffe; 5 Stuart Wiltshire (F307); 6 Mark Harrison (F306). **CW** Timms; Ledamun; Hugh Smith (Jedi Mk4/6); Malcolm Scott (Dallara F398); Blockley; Fern; Hayes. **FL** Lynn 2m19.254s (113.17mph).

Lynn (blue Dallara) leads big single-seater field away

Circuit Spa-Francorchamps





Allen leads the tightly bunched Mini Challenge field

BRANDS IN BRIEF



Beebee controlled Mini enduro event

MINI ENDURANCE

Josh Beebee was only headed when he made his compulsory pitstop. Pat Blakeney-Edwards and Nick Swift shared the runner-up car, with Barrie Williams joining them on the podium after a fightback through the well-supported field.

RADICAL CLUBMANS CUP

Martin Brooks' PR6 left Brands Hatch with a double Radical Clubmans Cup win. He lost out to Matt Bell on the road in race one, but Bell was penalised for a yellow flag incident and dropped to second place. Bradley Smith chased winner Brooks throughout the second race.

GT CUP

Only nine GT Cup cars made it to Brands Hatch, and it became all too easy for Jordan Witt's Chevron GR8, heading home with a triple victory over Derek Johnston's Ferrari 458. A faulty ECU stopped Kevin Riley's Mosler from collecting a hat-trick of thirds.

RADICAL UK CUP

Zac Chapman just held on to victory in the first Radical UK Cup race at Brands Hatch, as Ross Kaiser closed in. Victor Correa was nose to tail with Stuart Moseley for the first part of race two, but no one could stop winner Manhal Allos. Correa took Chapman for second three laps from home.

MINI SE7EN

From the fifth row of the grid, Max Hunter won both Mini Se7en races at Brands, despite Andrew Deviny having set the pace. Hunter took control with seven laps to go in race one, but Deviny held out until the last lap of race two, before Hunter dived through into McLaren.

Hunter twice topped Deviny in Se7ens



MINI MIGLIA BRANDS HATCH, JUNE 16-17

Spoils shared by Miglia masters

HONOURS WERE EVEN between Paul Thompson and Peter Baldwin.

Rupert Deeth led race one, before Baldwin scythed ahead into Paddock on lap three. Thompson then made it three for second after splitting Deeth and Richard Casey.

Baldwin started to go clear, but once Thompson grabbed second place at Druids it all closed up again. The pressure was on and Baldwin went wide at Paddock. “I was unsighted by a backmarker, and thought, ‘Oh dear, I’m going off’ as I braked too late,” he said.

Baldwin was forced to slot back in behind Thompson and Deeth for the next four laps. He eventually reclaimed second spot, but victory went to Thompson.

“Awesome!” said Thompson. “I have always wanted to beat Peter, and this was the first time. Patience paid off.”

Casey completed the podium with Deeth fourth, while Colin Peacock headed a five-car train for fifth.

Baldwin left the rest to fight among themselves in race two. Thompson led the chase again until lap 15 when Casey caught him



Thompson took a memorable

napping into Druids and Peacock nearly followed.

“I thought, ‘What’s happening here,’ and sorted myself out again,” said Thompson. He reclaimed second into Paddock two laps on, and reduced Baldwin’s lead to only 0.280s at the flag.

Casey held off Peacock for third, while Tony LeMay claimed a late fifth

after Deeth slipped back in the closing laps.

● Peter Scherer

RESULTS (BOTH 22 LAPS)

1 Paul Thompson; 2 Peter Baldwin +0.350s; 3 Richard Casey; 4 Rupert Deeth; 5 Colin Peacock; 6 Tony LeMay. **Fastest lap** Thompson 54.736s (79.44mph). **RACE 2** **1 Baldwin;** 2 Thompson +0.280s; 3 Casey; 4 Peacock; 5 LeMay; 6 Deeth. **FL** Baldwin 55.021s (79.03mph).

Swift/Sollis won narrowly in Pre-66



PRE-66 MINI BRANDS HATCH, JUNE 16-17

England reigns supreme!

GLYN SWIFT AND BILL Sollis paired up to take victories in both parts of the Pre-66 Mini Anglo-French battle.

After early pacesetter Graham Churchill was forced to retire after seven laps of race one, there was a battle for supremacy for a handful of laps. Then Swift eased away from Pat Blakeney-Edwards and Dave Mountain to take victory, with Jonathan Hartop and Christian Devereux rounding out the top five.

Although Sollis was soon in charge of race two, Blakeney-Edwards kept the

chase on right to the flag, before being forced to accept second best, crossing the line inches behind.

Daniel Wheeler just held onto third from Jonathan Hartop, while Christian Devereux and Martin Hunt completed the top six, after Mountain fell back.

● Peter Scherer

RESULTS (51 LAPS)

1 Glyn Swift/Bill Sollis; 2 Patrick Blakeney-Edwards +0.255s; 3 Daniel Wheeler; 4 Jonathan Hartop; 5 Christian Devereux; 6 Martin Hunt. **FL** Blakeney-Edwards 59.019s (73.68mph).

MINI CHALLENGE BRANDS HATCH, JUNE 16-17

Smith rises to win the challenge in the end

LEE ALLEN AND CHRIS Smith became the main protagonists for the top step of the Mini Challenge podium.

Allen led the opener from pole position, but came under pressure from Smith after Sam Osborne had made an abortive challenge for the lead into Clearways.

It was three in a line for a while, before Smith took charge at the end of lap 10 as they charged past the pits into Paddock. He was first to the flag, but was penalised for track limits violations, dropping him to fifth and handing victory to Allen, from Osborne, Shane Stoney and Stewart Lines.

Allen took his second win from lights to flag in race two, with Osborne his closest threat.

Smith made it past the fast-starting Martin Depper mid-race for

third. Stoney was fifth, inches from Depper’s rear.

Smith finally got his win in the third and final encounter, overcoming early leader Lines.

Although Lines kept second on the road, a raft of penalties dropped him to 12th, promoting Allen to second after he had shaken off Stoney.

Henry Gilbert reigned in the Club Class, winning all three races.

● Peter Scherer

RESULTS (ALL 22 LAPS)

1 Lee Allen; 2 Sam Osborne +0.249s; 3 Shane Stoney; 4 Stewart Lines; 5 Chris Smith; 6 Chris Smiley. **Class winner** Henry Gilbert. **FL** Smith 54.017s (80.50mph). **RACE 2** **1 Allen;** 2 Osborne +0.988s; 3 Smith; 4 Martin Depper; 5 Stoney; 6 Lines. **CW** Gilbert. **FL** Smith 54.224s (80.19mph). **RACE 3** **1 Smith;** 2 Allen +2.772s; 3 Stoney; 4 Osborne; 5 Freddy Nordstrom; 6 Chris Panayiotou. **CW** Gilbert. **FL** Osborne 5.938s (80.62mph).



COMBE SALOONS CASTLE COMBE, JUNE 16-17

Able Prebble's saloon double bubble

LEFT PLAYING CATCH-up since clutch thrust bearing problems sidelined him from early May's double-header, Adam Prebble continued his record of winning every race he's started this year with a pair of forceful drives in the family's venerable Silverlake Rover 220 Turbo "Tomcat".

The hard-charging Southampton man made no overall ground on his adversaries, though, because series leader Will di Claudio (Peugeot 106 GTi) and Charles Hyde-Andrews-Bird (Ford Fiesta) also kept clean sheets in their respective classes.

Non-finishes on Sunday

for Prebble's class rivals Tony Hutchings and Mark Wyatt kept the divisional title in sight, however.

Hutchings had whistled his Audi TT turbocar from the back of the grid to fourth on Saturday (following a throttle potentiometer problem in practice), and led until Camp on lap one the following day before a fluid leak spelled retirement.

Rob Ballard, who tamed the fearsome ex-Kevin Bird 500bhp SEAT Leon turbocar for second in race one — with Tony Dolley's back-on-form Peugeot 206 in his mirrors — repeated the feat on Sunday, after a heady scrap with Dolley's now oversteering steed and di Claudio. Mark Funnell

shot his BMW Mini from the back to fifth before a mechanical drama allowed Kevin Bird's BMW 1 Series (the only rear-wheel-driver in the pack) to repass him on the last lap.

● Marcus Pye

RESULTS (BOTH 15 LAPS) 1 Adam Prebble (Rover 220 Turbo);

2 Rob Ballard (SEAT Leon) +4.857s;

3 Tony Dolley (Peugeot 206 GTi);

4 Tony Hutchings (Audi TT);

5 William di Claudio (Peugeot 106 GTi);

6 Mark Wyatt (Vauxhall Astra).

CW di Claudio; Charles Hyde-Andrews-Bird (Ford Fiesta).

FL Prebble 1m16.624s (86.91mph).

RACE 2 1 Prebble; 2 Ballard

+3.985s; 3 Dolley; 4 di Claudio;

5 Kevin Bird (BMW 1 Series);

6 Mark Funnell (Mini Cooper S).

CW di Claudio; Hyde-Andrews-Bird.

FL Prebble 1m16.863s (86.64mph).



Prebble is getting 2012 back on track

COMBE FF1600 CASTLE COMBE, JUNE 16-17

Norton's two wins put him back into title contention

TWO WINS FOR BEN Norton brought the former champion back level on points with fellow Spectrum driver Steven Jensen after six rounds.

When six of the top seven went mowing at Camp on lap one on Saturday (on oil left by Paul Barnes' Swift), Luke Cooper went from fourth to first, raising the prospect of a fifth new winner in 2012. But the local teenager hit more oil at Quarry and dropped to fourth. Cooper took two laps to demote Jensen, then staved off Roger Orgee for second.

Norton led throughout Sunday's race, in which Jensen and Ward scrapped

for second. Jensen's engine lost power on the last lap, but he kept the place, while Orgee lunged by Ward at the last corner to grab third.

● Marcus Pye

RESULTS (BOTH 12 LAPS) 1 Ben Norton (Spectrum O10b);

2 Luke Cooper (Swift SC10) +1.333s;

3 Roger Orgee (Van Diemen RF00);

4 Adam Higgins (Van Diemen RF01);

5 Nathan Ward (Spectrum O11c);

6 Steven Jensen (Spectrum O11b) +5.222s.

CW Richard Higgins (Van Diemen RF90); David Cobbold (Van Diemen RF89).

FL A Higgins 1m14.816s (89.01mph).

RACE 2 1 Norton; 2 Jensen +7.826s;

3 Orgee; 4 Ward; 5 Cooper; 6 A Higgins.

CW James Raven (Swift SC95);

Iain Houston (Van Diemen RF89).

FL Norton 1m11.455s (93.20mph).



Hall kept control of the race in his Exige-Honda

LOTUS CUP UK CASTLE COMBE, JUNE 16-17

Hall focuses for glory

SOLOIST ADRIAN HALL remained focused to win the Lotus Cup UK round in his Honda-powered Exige S1 as Mark Speller, in Tom Chatterway's 2-Eleven, started to reel him in.

Polesitter Rob Fenn made the early running, but oil pressure problems meant his Elise was pushed away before Michael Lyons could drive. Chris Randall thus moved ahead, but Campbell Cassidy was slower in the Hofmann's Europa, and had a huge spin over the timing line.

New leader Hall stayed consistent until Speller leapt into the white 2-Eleven. The former Mini

Cooper champ got within three seconds before running low on fuel.

Paul O'Neill was third in Steve Train's similar car and Rob Boston sixth in his Production-class Elise.

● Marcus Pye

RESULTS (61 LAPS) 1 Adrian Hall (Exige-Honda S1);

2 Tom Chatterway/Mark Speller

(2-Eleven) +12.778s;

3 Steve Train/Paul O'Neill (2-Eleven);

4 Glenn Sherwood/Gavan Kershaw

(Exige Cup);

5 Simon Deacon

(2-Eleven);

6 Rob Boston

(Elise S2).

CW Chatterway/Speller;

Sherwood/Kershaw; Boston; Martin

Donnelly/Steve Williams (Evora

GTN).

FL Rob Fenn (Motorsport Elise) 1m12.935s (91.31mph).



Norton became first repeat winner of '12

COMBE IN BRIEF



Tilling blasts by a stranded Shanley

COMBE SPORTS & GT

Andrew Shanley watched from the sidelines, with engine blown, as Simon Tilling blitzed Saturday's thin field. Sunday's race was a stunner, with several leaders, before Craig Fleming (Juno-Duratec) deservedly bagged a first win.

LOTUS ELISE TROPHY

Mazda MX-5 champions Rob Boston and Tom Roche outpaced Craig Denman and Martin Wills in race one. Later, displaying extraordinary finesse in the rain, Boston left rivals floundering.

MA5DA MX-5

Four sort-outs sieved 66 drivers in the Mk1 championship, before top qualifiers Tom Roche and Adam Gore went head to head in the finale, restarted in heavy rain after a crash. Roche just zapped Gore in the spray. Jordan Stilp proved unbeatable in the trio of Mk3 Cup races.

TOYOTA MR2 MK1

Paul Corbridge could not be stopped, try as Gary Lawrence and Richard Avery did. Neale Hurren put a huge Formula Vee shunt at Camp in 2010 behind him with a fourth in race two.

NIPPON CHALLENGE

Having walked the opener, Tim Clarke's Mitsubishi Evo was out early in race two, in which Nick Holden (Toyota MR2 'Super GT') was pressed all the way by Adam Lockwood (Nissan 200SX).

OSS

Combe champions Simon Tilling (Radical) and Tony Sinclair (Jade) posted a win and a DNF apiece in contrasting conditions. Late arrival Doug Hart (Chiron) started from the pits on Sunday but, helped by a safety car, howled home on Sinclair's tail.

Sinclair leads Tilling in soggy weather





Brace (7) fights with Mickel (4) and Davey

BARC IN BRIEF



Birch leads Liquorish

PORSCHE GT3 CHALLENGE

James Birch won both thinly supported races at Thruxton to make it five wins from six rounds. John Ferguson was twice second, his earlier placing made so much easier when Steve Liquorish shed his front splitter.

IAN TAYLOR FF1600

Returnee Joey Foster won a tense Trophy race at Thruxton. Chris Middlehurst proving a real thorn in his side until his tyres went off. Once back in front, Foster gradually drew clear. Foster had earlier won the qualifier in rather easier fashion.

MAGNIFICENT SEVENS

Paul Caller took his second win of the season at Thruxton. Barney Pryor should have joined him on the podium, but a late drivethrough penalty cost him.

CATERHAM MEGA GRADS

The first Anglesey race went to Trevor Carvey. Mick Whitehead edged him out briefly, before Carvey restored order on the last lap. Martin Amison was under pressure in race two, and lost his lead after being hit by winner Myles Packman at Church.

CLASSIC GRADS

This pair of Anglesey races became a duel between David Pearson and Justin Cox. Cox had the edge for nine laps in race one, before Pearson claimed it by 0.057s. Cox controlled the sequel, however.

MAZDA MaX5

Paul Roddison dominated both MaX5 races at Anglesey. It took him a lap before he found his way past Jonathan Cryer into Rocket in race one, but he was never headed in race two.



Roddison dominated

FORMULA RENAULT BARC THRUXTON, JUNE 17

Malvern makes hay as Morris malfunctions

SCOTT MALVERN AND Josh Webster took a win apiece to move one-two in the points table, while erstwhile leader Seb Morris endured a host of issues that even the wildest scriptwriter would be hard pushed to pen.

While Morris suffered (see News), it almost turned into a dream weekend for first-time Thruxton visitor Malvern, who might have won both races but for a clash with Webster late in race two.

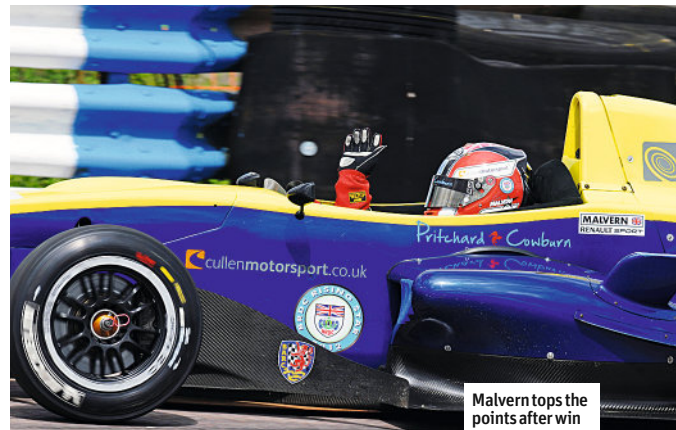
Polesitter Webster set the early pace in the first race, only for Malvern to oust him with a superb move into the chicane on lap three. Thereafter,

Malvern resisted everything that Webster tried. Kieran Vernon moved into third just before halfway and was clear of Jake Dalton.

Jorge Cevallos had run as high as fourth, but contact damaged the Mexican's front wing; he soldiered on to seventh.

When told of Morris' woes, a jubilant Malvern (now atop the points table) proffered: "His problems are not my problems."

Webster and Malvern were again the pacesetters in a safety car-interrupted race two, Webster ahead for 11 laps. Then, on what would have been the last lap but for those added for



Malvern tops the points after win

the safety car, Malvern found a way past.

It was during the laps added on that the pair clashed. Webster hit the rear of Malvern at the Complex, sending him spinning. An unhappy Malvern got going, now down in fifth – while Webster went on to win from Vernon, Macauley Walsh and Dalton.

● Dud Candler

RESULTS (12 LAPS)

1 Scott Malvern; 2 Josh Webster +0.512s; 3 Kieran Vernon; 4 Jake Dalton; 5 Macauley Walsh; 6 David Wagner. **Fastest lap** Webster 1m13.656s (115.15mph). **RACE 2 (15 LAPS)** 1 Webster; 2 Vernon +1.103s; 3 Walsh; 4 Dalton; 5 Malvern; 6 Jorge Cevallos. **FL** Malvern 1m13.586s (115.26mph). **POINTS** 1 Malvern, 184; 2 Webster, 159; 3 Seb Morris, 151; 4 Walsh, 140; 5 Dalton, 117; 6 Wagner, 104.



Rob Spencer inherited win

NW SPORTS SALOONS ANGLESEY, JUNE 16-17

Penalised Keenan runs out of luck as Spencer wins

DANNY KEENAN'S MK Indy grabbed a last-gasp victory in Saturday's race, ousting Rob Spencer's Locosaki on the final lap.

Keenan led the second race until a combination of a drivethrough penalty and fuel starvation put him out. Simon Allaway's Esprit V8 was first on the road, but a jumped-start penalty dropped him to second behind Spencer.

Peter Davies again pipped Alistair Chalmers for third, but was also penalised for a yellow flag incident, which reversed their positions.

● Emily & Lynda Scherer

RESULTS (14 LAPS of International circuit) 1 Danny Keenan (MK Indy RR); 2 Robert Spencer (Stuart Taylor Locosaki) +8.018s; 3 Peter Davies (Caterham CSR); 4 Alistair Chalmers (CSR); 5 Cam Forbes (Westfield SeiW); 6 Joe Spencer (ST Locosaki). **Class winners** Simon Allaway (Lotus Daytona Esprit V8); Davies; Dennis Crompton (BMW E36 M3); Chris Maries (BMW 325 E30); Paul Ingram (Ford Fiesta). **FL** Keenan 1m31.131s (82.95mph).

RACE 2 (18 LAPS of Coastal circuit) 1 R Spencer; 2 Allaway +9.123s; 3 Chalmers; 4 Davies; 5 J Spencer; 6 Tim Harmer (Fisher Fury). **CW** Allaway; Chalmers; Crompton; Maries; Ingram. **FL** Allaway 1m10.155s (79.53mph).

LEGENDS ANGLESEY, JUNE 16-17

Pair of Braces for Dean

DEAN BRACE WAS ON top form at a damp and windy Anglesey, scoring four wins in North Wales.

John Mickel pipped Lawrence Davey in a dash for the line in Saturday's first heat after they hit the front on the second lap.

It was between Dean Brace and Ben Power in the second heat, but Brace had the edge onto the pit straight on lap six and pulled clear.

The final was a family affair once Nick and Dean Brace had seen off James Holman. Nick had the lead as they started the last lap, but Dean shot ahead up to Rocket and just held on for win number two.

Brace Jr carved through to the head of Sunday's first heat by the fourth lap, and took Holman with him. They stayed nose to tail for the duration, with Power consolidating third over Dave Ward on the final lap.

Although Brace took his fourth win in heat two, Holman denied him a Sunday hat-trick in the

final. Having worked his way past Mickel into third, Brace got Davey on the last lap for second, but Holman was already gone.

● Emily & Lynda Scherer

RESULTS - SATURDAY FINAL (10 LAPS of International circuit)

1 Dean Brace; 2 Nick Brace +0.317s; 3 James Holman; 4 Lawrence Davey; 5 John Mickel; 6 Eliot Bunn. **FL** N Brace 1m44.304s (72.42mph). **HEAT 1 (8 LAPS)** 1 Mickel; 2 Davey +0.063s; 3 D Brace; 4 N Brace; 5 Bunn; 6 Ben Power. **FL** Davey 2m01.041s (62.45mph). **HEAT 2 (8 LAPS)** 1 D Brace; 2 Power +2.711s; 3 Davey; 4 Bunn; 5 Stephen Whitelegg; 6 Mickel. **FL** D Brace 1m45.666s (71.54mph). **SUNDAY FINAL (10 LAPS of Coastal circuit)** 1 Holman; 2 D Brace +2.650s; 3 Davey; 4 N Brace; 5 Mickel; 6 Richard Pocklington. **FL** D Brace 1m19.395s (70.28mph). **HEAT 1 (8 LAPS)** 1 D Brace; 2 Holman +0.048s; 3 Power; 4 David Ward; 5 N Brace; 6 Pocklington. **FL** Holman 1m19.685s (70.02mph). **HEAT 2 (8 LAPS)** 1 D Brace; 2 Mickel +1.331s; 3 Power; 4 Davey; 5 N Brace; 6 Pocklington. **FL** D Brace 1m20.294s (69.49mph).

YOUR SAY

What you think of the motorsport news of the past week



Gareth Roberts (left) with Craig Breen

FIA must act after fatal rally crash

I was shocked and saddened to hear of the death of Gareth Roberts during the Targa Florio. My thoughts go to his family, and also to Craig Breen who must be devastated right now.

When Robert Kubica had a similar crash last year it appeared to be a freak incident. This may prove to be nothing more than a tragic coincidence, but I would urge the FIA to carry out a serious review of safety on asphalt rallies – and the safety structures in the Super 2000 style of rally car – to ensure that all necessary precautions are taken to prevent a third such accident.

Keith Oswin, Brentford, Middlesex

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. MERCEDES PRIORITISING SCHUMACHER FIX
2. McLAREN SURE BUTTON WILL BOUNCE BACK
3. FERRARI URGES F1 COST REDUCTIONS
4. BREEN'S CO-DRIVER ROBERTS DIES IN CRASH
5. LOTTERER CLAIMS HISTORIC LE MANS POLE

AUTOSPORT.COM PLUS

TOP STORY ONLINE

LIVE BLOG: THE 2012 LE MANS 24 HOURS

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Contrary to our SportsExtra news brief last week (p77), the boss of British Airways has not taken charge at Lydden race circuit. The Kent track's new managing director is in fact Willie Woods, not Willie Walsh.

EDITORIAL CONTACT mail@autosport.com

I've just returned from a brilliant day out at the Mini Festival at Brands Hatch. While I was there, I realised that I was standing in the same place as I did to watch the grand prix in 1978.

Also went to Silverstone that year to see the International Trophy, but I doubt very much the same piece of asphalt is still there.

Brands is a classic track; Silverstone is a Frankenstein's monster of a track. It's a shame it ever got the GP contract.

Steve Butler
Kent

What's going on with the Sky F1 coverage? It's like reading a cheap magazine in a doctor's surgery.

Martin Brundle said he was moving to Sky so he could do more features... well, where are they?

F1 is blessed to be rich with history, innovation, ground-breaking technology, controversy – so why am I watching drivers and team personnel playing a wire buzzer game on a Friday night? Come on Sky, 'Believe in better'.

James Dille
By email

When pit to car radio

started being broadcast it was a nice novelty, but with the caveat that the info is two laps old and meaningless because they wouldn't discuss anything important that other teams could hear.

I've lost count of how many times in practice, qualifying and the race Gary Anderson has started making a really interesting point, then been interrupted because we have to listen to a driver discussing tyre pressures when he's already in the pits...

Robert Smith
Cheshire

I could not help feeling

a little angry on reading comments on how pack racing has become a thing of the past following the successful running of the Texas IndyCar race.

The advent of the DW12 and the aero improvements putting the drivers back in control is not only good news for the competitors, it is also good for the fans watching on TV at home who can now enjoy the racing for what it is and not have to watch in fear, waiting for 'The Big One'.

Peter Hayes
Cambridge

THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

HENRY SURTEES BROOKLANDS TEAM CHALLENGE

£1000 (team of 4/5); £40 (champagne reception)

Mercedes-Benz World, on the site of the historic Brooklands circuit in Weybridge, is hosting a two-hour endurance kart race on Wednesday July 4 in aid of the Henry Surtees Foundation and the Brooklands Museum.

Why not enter a team of four or five drivers and go wheel-to-wheel with celebrity racers already signed up? Alternatively, for a minimum £40 donation to the charity set up in memory of the British racer killed at Brands Hatch in July 2009, you could attend a star-studded champagne reception hosted by Steve Rider and AUTOSPORT's Henry Hope-Frost – at which there will be some fantastic prizes on offer in the auction. For more details contact sharon@henrysurtreesfoundation.com



PAUL SWIFT STUNT SCHOOL

From £149
paulswift.com

Ace stunt driver Paul Swift's Precision Driving School will teach you a whole new behind-the-wheel repertoire. If you're not quite up to becoming the next James Bond stand-in, you'll learn a heap of new car-control and crash-avoidance skills, which will be great fun and could be lifesaving...



DI SPIRES BIOGRAPHY

£17.99 (978 0857 3322 33)
haynes.co.uk

For 30 years hospitality queen Di Spires – aided by hubby Stuart – looked after drivers, team bosses, sponsors and guests in F1 and she's now collated all her memories in this engaging and amusing tome. From royalty to criminals on the run, she's dealt with them all. A refreshingly honest read.



ARROWS A10 1:43 MODEL

£54.99
autosport.com/shop

Spark's 1:43-scale diecast model of the 1987 Megatron BMW-powered Arrows A10 is a detailed replica of the turbocar raced by Derek Warwick in that year's Monaco Grand Prix. Warwick qualified 11th in the Ross Brawn-designed machine but retired after 58 of the 78 laps with gearbox failure.

HOT ON THE WEB THIS WEEK

YOUTUBE: LE MANS REVERBERATES TO THE SOUND OF GROUP C



SEARCH FOR: 2012 Group C Legends Race at Le Mans Start and Big Crash (6:08)
The Historic Group C race at Le Mans on Saturday brought famous marques back to La Sarthe. The Mercedes C11 of Bob Berridge eventually beat the older Lancia LC2 of Roger Wills after an incident-packed event in pretty trying conditions.

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 (F3/GT)

June 23-24

Admission: £13 (Saturday)
£21 (Sunday)

Tel: 01474 872331

British F3 and British GT head to Brands Hatch. Support races include British Formula Ford.

SILVERSTONE (MGCC)

June 23-24

Admission: £16

Tel: 0844 3728 200

It's the big event of the year for MG fans – MGLive. The highlight of a packed programme should be the MGB50 Celebration, which has attracted a full 58-car entry of iconic sportscars.

OULTON PARK (BRITCAR)

June 23

Admission: £13

Tel: 01829 760301

The Britcar package brings the British Endurance Championship and Britcar Production Cup to Oulton Park with back-up from the Smart 4two cup.

DONINGTON PARK (750 MC)

June 23-24

Admission: £15

Tel: 01332 810048

The 750MC hosts Saxmax, Bike-Sports, MR2 Super GT, Formula Vee, 750 Formula, Locost, RGB, Stock Hatch, Classic Stock Hatch, MR2, Compact Cup, Formula 4, 750 Trophy and Sport Specials/SR> at Donington.

MALLORY PARK (VSCC)

June 24

Admission: £15

Tel: 01455 842931

ANGLESEY (BRSCC)

June 23-24

Admission: £12

Tel: 01407 811400

KIRKISTOWN (500MRCI)

June 23

www.kirkistown.com

CROFT (TOCA)

June 23-24

Admission: £13 (Saturday) £27 (Sunday) £33 (Both days)

Tel: 01325 721815

Matt Neal took two wins at Oulton Park and in doing so moved ahead of MG nemesis Jason Plato into second in the championship standings. Team-mate Gordon Sheddon also took the lead in the title race, but will be looking over his shoulder for 2011 champion Neal. Support comes from Porsche Carrera Cup, Ginetta GT Supercup and Juniors, and the Renault Clio Cup.



Watch out Yorkshire, the BTCC's coming

FORMULA 1

Rd 8/20

Valencia, Spain

June 24

www.formula1.com



Valencia hosts its fifth grand prix

GP2

Rd 6/12

Valencia, Spain

June 23/24

www.gp2series.com

GP3

Rd 3/8

Valencia, Spain

June 23-24

www.gp3series.com

INDYCAR

Rd 9/16

Iowa, USA

June 23

www.indycar.com

INDY LIGHTS

Rd 7/12

Iowa, USA

June 22

www.indycar.com

FORMULA 2

Rd 4/8

Spa-Francorchamps, Belgium

June 23-24

www.formulatwo.com

GRAND-AM

Rd 7/13

Road America, USA

June 24

www.grand-am.com

NASCAR SPRINT CUP

Rd 16/36

Sonoma, USA

June 24

www.nascar.com

NASCAR NATIONWIDE

Rd 14/33

Road America, USA

June 23

www.nascar.com

WRC

Rd 7/13

New Zealand

June 22-24

www.wrc.com

Television

THURSDAY JUNE 21

1210-1240/1620-1650 [Motors TV](#)
WRC: New Zealand Preview
2000-2130 [Sky Sports F1](#)
F1: Canadian Grand Prix Highlights
2130-2300 [Sky Sports F1](#)
F1: 2010 Season Review Part 1

FRIDAY JUNE 22

0845-1050 [Sky Sports F1 LIVE](#)
Formula 1: European GP Practice 1
1055-1135 [Sky Sports F1 LIVE](#)
GP2: Europe First Practice
1245-1450 [Sky Sports F1 LIVE](#)
Formula 1: European GP Practice 2
1415-1445/1750-1825/2000-2030
2235-2305 [Motors TV](#)
WRC: New Zealand Day 1
1455-1535 [Sky Sports F1](#)
GP2: Europe Qualifying

SATURDAY JUNE 23

0945-1110 [Sky Sports F1 LIVE](#)
Formula 1: European GP Practice 3
1200-1435 [Sky Sports F1 LIVE](#)
Formula 1: European GP Qualifying
1210-1420 [BBC1 LIVE](#)
Formula 1: European GP Qualifying
1220-1250/1630-1700 [Motors TV](#)
WRC: New Zealand Day 2
1250-1350 [Motors TV LIVE](#)
Formula 2: Spa – Race
1350-1520 [Motors TV LIVE](#)
International GT Open: Spa Race
1435-1600 [Sky Sports F1 LIVE](#)
GP2: Europe Race 1
1520-1630 [Motors TV LIVE](#)

Euro F3: Spa-Francorchamps Race
1700-1935 [Motors TV LIVE](#)
Grand-AM: Road America Race
2030-0010 [Motors TV LIVE](#)
NASCAR Nationwide: Road America

SUNDAY JUNE 24

0130-0400 [Sky Sports 2 LIVE](#)
IndyCar: Iowa Race
0820-0905 [Sky Sports F1 LIVE](#)
GP3: Valencia Race 2
0930-1035 [Sky Sports F1 LIVE](#)
GP2: Valencia Race 2
1000-1200 [Sky Sports 2](#)
IndyCar: Iowa Race Repeat
1050-1145 [Motors TV LIVE](#)
Euro F3: Spa-Francorchamps Race
1130-1615 [Sky Sports F1 LIVE](#)
Formula 1: European GP Race
1130-1830 [ITV 4 LIVE](#)
BTCC: Croft Race
1145-1305 [Motors TV LIVE](#)
International GT Open: Spa Race
1210-1515 [BBC1 LIVE](#)
Formula 1: European GP Race
1415-1445 1815-1845 [Motors TV](#)
WRC: New Zealand Day 3
1245-1450 [AUTOSPORT LIVE](#)
Formula 1: European GP Race
1305-1415 [Motors TV LIVE](#)
Formula 2: Spa Francorchamps Race
1900-0000 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Kentucky Race

MONDAY JUNE 25

1240-1445 [Motors TV](#)
Int GT Open: Spa – Highlights

Online

PLUS

Coming up in our premium web content this week



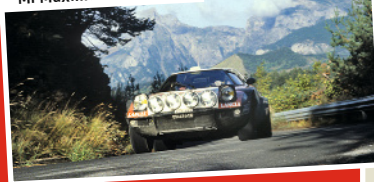
EUROPEAN GRAND PRIX COVERAGE

Our F1 team heads to Valencia to see if 2012 can deliver an eighth winner in the first eight races. We'll have expert analysis on who's looking good and who's in trouble from Mark Hughes, Jonathan Noble and Glenn Freeman.

FLYING LANCIAS WITH ALEN

AUTOSPORT's David Evans joined rally legend Markku Alen for a special day in some great machinery, from mid-engined 1970s Stratos (right) to mid-'80s Delta S4 Group B monster.

Evans rides shotgun with 'Mr Maximum Attack'



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Marino Franchitti gets Eurosported

A STRANGE THING happened around three-and-a-half hours into Eurosport's epic coverage of the Le Mans 24 Hours. Carlton Kirby blasted apart the fourth wall while teeing up a break for an update on the tennis. You might say that he smashed a ball right at my sofa with the intensity of David Nalbandian drop-kicking a line judge.

"What I know about tennis can be fitted on the back of a biscuit," said Kirby. "This will be Revved Up's chance to say that you could probably fit your motorsport knowledge on the same biscuit. Our friends on the back page... or enemies,

I'm not quite sure." Having almost choked on my own biscuit at the namecheck, I've decided not to take the open goal in pursuit of soft targets. Kirby is suited to an event like Le Mans and formed part of a very affable, and often insightful, commentary team. Other than the almost continuous bafflement about whether the coverage was going to break off/switch channel/suddenly leap into coverage of a mid-1990s Champ Car race at lap 80 with no explanation of what happened on laps 1-79, it was all well put together.

The star of the commentary was Johnny Mowlem. While his IndyCar punditry is occasionally

insipid, the fact that he's fully immersed in sportscar racing meant that he was a fount of knowledge. Allied to his slick presentation, he was always gripping, even though he never failed to take an opportunity to remind us all that, by rights, he should have been on the track. But a post-retirement career in commentary is definitely on the cards. Perhaps the one thing that let Eurosport down were the occasional Le Mans 24 Minutes programmes. The idea is sound – break

up the coverage with featurettes, interviews and analysis of what has happened in the race – but presenter Robbie Nock was clearly very much out of his depth. He decided to make up for the knowledge gap by combining some strange gesture semaphore with sly references to a poorly-hidden crumpled up piece of paper.

Perhaps he would have been better off with Carlton's digressive? It would have been big enough. *Revved Up*

"Robbie Nock was clearly out of his depth and made up for the knowledge gap with strange gesture semaphore"

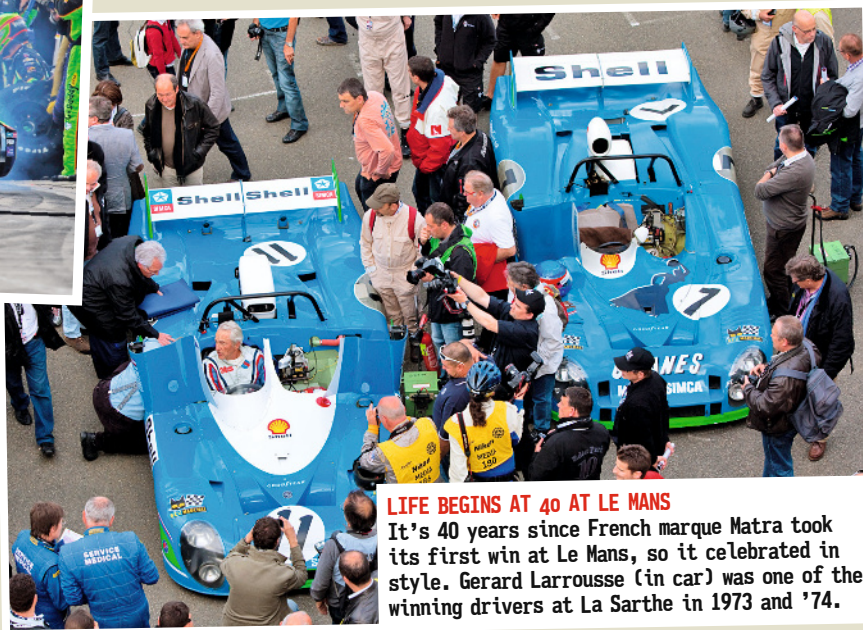
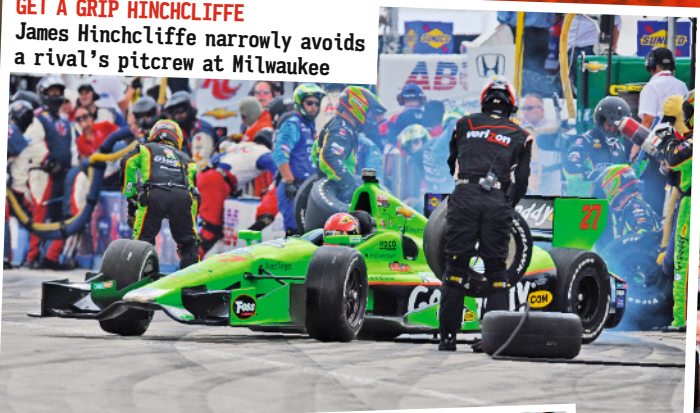
THE WEEK IN PICTURES

Unusual sights caught on camera from the world of motorsport this week



WHERE'S THE FIRE ESCAPE THEN?
The forsaken Toyota Camry of Denny Hamlin reaches peak temperatures at Michigan

GET A GRIP HINCHCLIFFE
James Hinchcliffe narrowly avoids a rival's pitcrew at Milwaukee



LIFE BEGINS AT 40 AT LE MANS
It's 40 years since French marque Matra took its first win at Le Mans, so it celebrated in style. Gerard Larrousse (in car) was one of the winning drivers at La Sarthe in 1973 and '74.



LEFT, RIGHT, LEFT, RIGHT
Eight-time Le Mans winner Tom Kristensen joined the band before finishing second

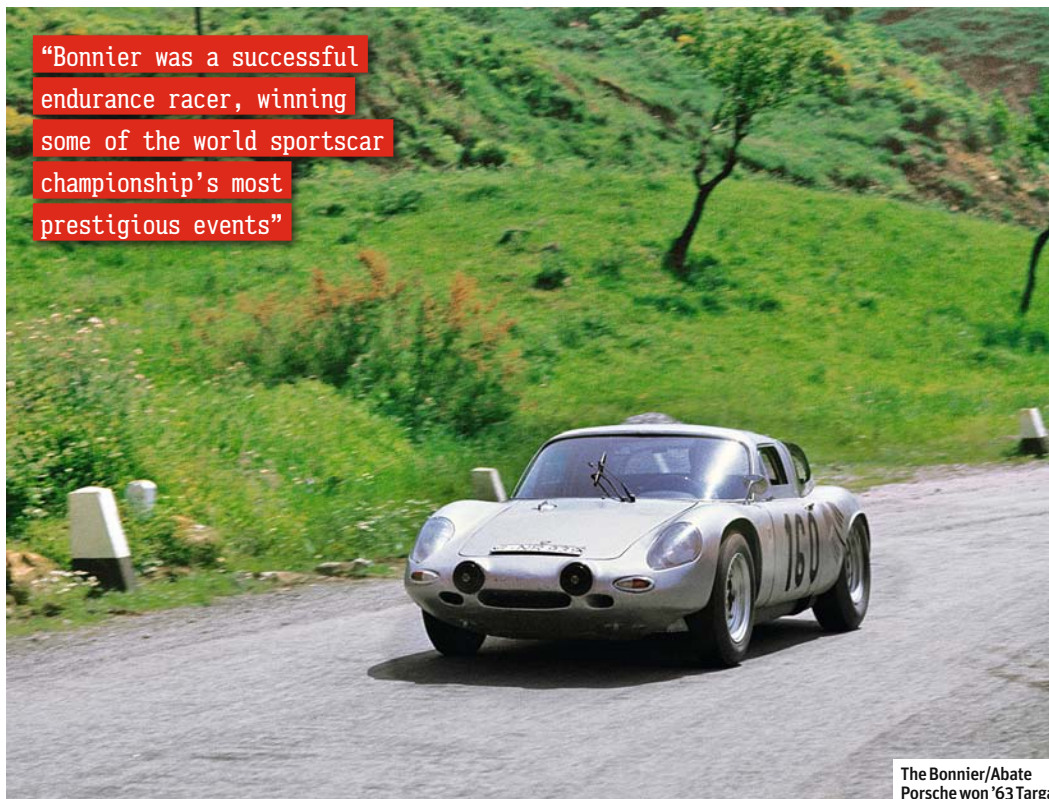
PICS: LAT. KALISZ/LAT., LENNON/GETTY

NEXT WEEK EUROPEAN GRAND PRIX REPORT
EVERYTHING FROM VALENCIA **DON'T MISS IT!**

FROM THE ARCHIVE

Remembering all-rounder Jo Bonnier who died 40 years ago this month

“Bonnier was a successful endurance racer, winning some of the world sportscar championship’s most prestigious events”



The Bonnier/Abate Porsche won '63 Targa

WHILE THE LE MANS 24 HOURS CELEBRATES ITS 80TH running, spare a thought for the late Joakim Bonnier, who was killed at the race 40 years ago last weekend.

The Swede had a long Formula 1 career, starting 104 world championship grands prix between 1956 and 1971. He is probably best known for his victory in the 1959 Dutch GP at Zandvoort, where he scored his only – and BRM’s first – points-paying GP victory.

But Bonnier was an even more successful endurance racer, winning some of the world sportscar championship’s most prestigious events, including two victories in the Targa Florio, both times for Porsche, in 1960 and 1963.

Bonnier built a commanding lead in his Porsche 718 RS 60 early on in the 1960 event. But at the first pitstop, Bonnier’s co-driver Hans Herrmann was too low in the cockpit, and a minute was lost trying to find him an appropriate cushion!

When he returned to the car, Bonnier charged back, and took the victory when Nino Vaccarella’s Ferrari slowed with a punctured fuel tank. That he had set pole and took fastest lap underlined Bonnier’s mastery of the event.

He conquered the 45-mile circuit again three years later, sharing a 718 GTR with Carlo Maria Abate. Bonnier was lying second to Willy Mairesse’s Ferrari on the penultimate lap, not helped in the wet conditions by the loss of first and

second gear. The Porsche nevertheless took victory by just 12 seconds after Mairesse spun.

Bonnier’s success wasn’t just limited to the Sicilian road-race. He and Lucien Bianchi took a commanding win in the 1962 Sebring 12 hours in a Ferrari 250 TR, crossing the line 10 laps clear. They hit the front after the NART entry of Stirling Moss was disqualified for a refuelling infringement.

In 1964 Bonnier took wins in the Reims 12 hours and the Paris 1000Km at Montlhery, sharing a Ferrari with Graham Hill on both occasions.

Bonnier then paired up with Phil Hill in the Chaparral 2D for the 1966 Nurburgring 1000Km, on the car’s European debut. John Surtees led the early running in his P3 Ferrari until he had to pit to change a shock absorber, handing the honours to the American machine.

By the early 1970s Bonnier had taken to running his own sportscar team, driving only occasionally.

At Le Mans in '72 he entered two Lola T280s, sharing one of them with Gerard Larrousse and Gijs van Lennep. Bonnier sensationally battled for the lead with the works Matras in the early stages before gearbox trouble hit.

Then, at 8am on Sunday morning, Bonnier’s Lola collided with the Ferrari Daytona of Florian Vetsch at Indianapolis corner. The Lola was launched over the barriers and into the trees. Bonnier died in the helicopter on the way to hospital. ❧

THIS WEEK IN...



JUNE 26 1975

JAMES HUNT PULLED OFF AN

astonishing F1 upset this week in 1975, out-manoeuvring Ferrari to claim his first, and Hesketh’s only, GP triumph.

The eighth round of the championship was held against the backdrop of Ferrari domination, with Niki Lauda having taken three straight victories at Monaco, Zolder and Anderstorp. The Austrian was on pole at Zandvoort, too, ahead of team-mate Clay Regazzoni and Hunt.

The order remained largely the same as the race began in wet conditions, but a gradually drying track brought strategy into play. Hunt pitted early and found himself in the lead aboard the Cosworth-powered 308, ahead of a charging Lauda. For the last 15 laps the pair dived for victory, but Hunt managed to hang on and claim victory by just over one second.



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MARKKU ALEN

■ Rally of Portugal ■ March 4-7, 1981 ■ Fiat 131 Abarth ■ Beating arch rival Hannu Mikkola – on three wheels



Alen's 131 shows signs of his front-right exuberance

MAYBE THE BEST RALLY OF my life came in Portugal. But I don't know which one. Is it the first victory? Hey, you never forget the first victory. For me, this was 1975 in the Fiat 124. I like this win because when I did it, finally, I knew: I can fight and I can win. This was a big, big fight with [Hannu] Mikkola.

But maybe 1981 was a bigger win for me. This was an incredible rally. Again, it was a big fight with Hannu, but then he was in the Audi – you know, the big one [the original Quattro].

We were five days flat-out all of the time in Portugal. The problem for me was that I cut one corner too much and took off the front-right wheel. Completely gone. I reversed to come out [of the stage]. We had lost everything, but we reversed across the finish line of the stage – this was the quickest way!

After that, we had 60 kilometres to drive to the start of next stage, so I went flat-out on the road on three wheels. Through all the right corners, I was flat out and in the

“The helicopter saw a 131 street car nearby. Team boss Cesare Fiorio said, ‘OK boys, take parts from the car’. The spectator was watching the rally and didn’t know!”

left corners, I went slowly. This is an incredible story, hey! My co-driver [Ilkka] Kivimäki is begging me – he's scared we are starting a fire or something.

All the time we had the helicopter above us watching the

road and shouting, ‘Boys, flat out, flat out!’ Our service boys were waiting at Montejuento [the start of SS5] and we *had* to get there.

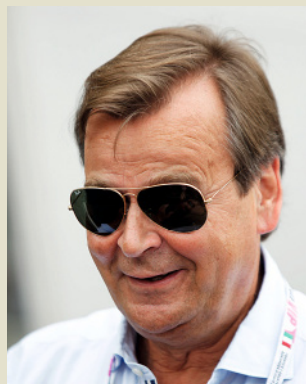
The problem was that we didn't have so many spares, not enough to put the corner on the car. The

helicopter goes and sees a 131 street car near the mechanics. The team boss, [Cesare] Fiorio, says, ‘OK boys, take parts from the car.’ So the mechanics rolled this spectator's car onto its side and took everything we needed from it. We had to take brake lines and everything, but the poor spectator was watching the rally and didn't know anything. I went to the stage. I don't know what happened, but when the spectator came back to his car, it was on its side with parts gone. But the team waited and made it right.

Many years later, I met the spectator who had found the 131 wheel and kept it. It still had the upright attached. I signed it for him. Incredible memory!

I couldn't believe I had won, it was incredible. And to beat Mikkola again. You know, all the time, it was Mikkola – he was the one. Like I said when I beat him first time: it was good for the confidence. For the driver: no confidence, no business! ❗ *Markku Alen was talking to David Evans*

IN PROFILE



MARKKU ALEN, THE MAN KNOWN as ‘Mr Maximum Attack’ won 19 rounds of the World Rally Championship between 1975 and 1988, for Fiat and Lancia, and famously held the drivers' title for 11 days at the end of 1986, before Peugeot won a protest over the Sanremo Rally results of that year, handing the title to fellow Finn Juha Kankkunen. Alen, now 61, still competes from time to time, while also helping to further the career of his IRC event-winning son Anton.

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Porsche GT3 Cup Challenge GB

James Birch stamped his authority on the championship with victory in rounds five and six of the Porsche GT3 Cup Challenge GB at Thruxton on Sunday (17 June). Birch headed John Ferguson and Steven Liquorish in two excellent races to make it five wins from six races and extend his championship lead to 17 points.

After race weekends at Snetterton and Rockingham, the GT3 Cup Challenge GB switched to the high-speed sweeps of Thruxton as the schedule reached the mid-point of the season and Birch (IN2 Racing) used his knowledge of the daunting track to maintain his impressive winning sequence.

In his wake, Ferguson (ASK Racing) and Liquorish (Team Parker Racing) battled long and hard for second place and the later race was only decided in a dramatic moment two corners from the flag as Ferguson dived ahead.

Rounding out the top six racers were Mark Flaherty (Redline Racing), Guy Riall (Almara Racing) and Mark Cowne (Team Parker Racing) who all belied their lack of Thruxton experience to deliver some close battling as Flaherty finally took a brace of fourth places.

The focus for the GT3 Cup Challenge GB will now switch to Croft (21/22 July) and Donington Park (18/19 August) before the season concludes with a high profile double-header at the BTCC event at Silverstone (6/7 October).

Provisional points after round 6

Overall

1	James Birch	110
2	Steven Liquorish	93
3	John Ferguson	69
4	Neil Houston	60
=	Mark Cowne	60
6	Peter Smallwood	57
7	Mark Flaherty	48
8	Justin Sherwood	42
9	Guy Riall	39
10	Tom Hallissey	8

Class One

1	Mark Cowne	28
2	Tom Hallissey	8

Next rounds:

Croft, 21/22 July

For more information on the Porsche GT3 Cup Challenge GB please call 0118 916 5012 or email gt3cupchallengegb@porsche.co.uk

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